

**Transportation Availability
and Use Study for Persons
with Disabilities, 2002**

Public Use Data Files



Bureau of Transportation Statistics
U.S. Department of Transportation

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Codebook

CATI Questionnaire

Internet Questionnaire

Mail Questionnaire

Frequencies

Transportation Availability and Use Study (for Persons with Disabilities), 2002

**U.S. Department of Transportation
Bureau of Transportation Statistics**

1. Introduction

Prior research has shown the important role that transportation plays in linking persons with disabilities to a range of community resources and services.¹ Full participation in society, including school, work, and other activities, requires access to effective modes of transportation for all persons, especially those with a disability. Economic independence and self-sufficiency are possible only when transportation is accessible, affordable, and available, close to home and to the many destinations that people need to reach.²

As one of twelve operating administrations within the U.S. Department of Transportation (DOT), the Bureau of Transportation Statistics (BTS) has a compelling interest in the transportation needs of persons with disabilities. One role of the BTS is to provide transportation data to decision-makers and other stakeholders, and its mission is to collect data, and compile, analyze, and publish statistics.

1.1 Goals of the Survey

In terms of national transportation statistics, one area that suffers from a critical lack of information is transportation use by persons with physical, mental or emotional disabilities. Little is known about the ability of the nation's transportation system to fulfill the unique transportation needs of persons with disabilities. For this reason, the BTS initiated the 2002 Transportation Availability and Use Study to fill this information gap and allow the Government and other researchers to analyze the data, report the results, and help provide an informed basis for the development of transportation policies and programs.

¹ Burkhardt, J., et al. *Mobility and Independence*. Ecosometrics, Inc., for the National Highway and Traffic Safety Administration and the U.S. Department of Health and Human Services, Washington, DC, 1998.

² Kerschner, H, and Aizenberg, R. *Supplemental Transportation Programs for Seniors*. The Beverly Foundation, Pasadena, CA. and the AAA Foundation for Traffic Safety, Washington, DC, 2001.

In particular, the goals of the survey are to:

- Identify the various modes of transportation used by persons with and without a disability, including pedestrian walkways, automobiles, public transit, and specialized transportation programs;
- Describe the levels of satisfaction and problems that persons experience when using these travel modes;
- Permit comparisons of transportation use patterns, satisfaction levels, and problems, between persons with and without a disability;
- Provide data on access to an automobile (including vehicles adapted for use by persons with disabilities), driving behavior, accidents, and self-imposed limitations on driving;
- Allow for the analysis of particular target groups of interest, such as the elderly, low-income persons, working-age adults, and children with and without disabilities; and
- As an overall goal, create an information resource for transportation planners to use when developing national, state, and local policies and programs for persons with disabilities.

According to the Census Bureau, approximately 19 percent of the U.S. resident (non-institutionalized) population age 5 and above have a disability.³ The disability prevalence rate among children under 5 years of age is approximately 3 percent.⁴ In addition, analysis of the 1995 National Health Interview Survey on Disability (NHIS-D), using disability measures that were similar to the 2000 Census, indicated that among households that report having persons with a disability, 79 percent contained only one person with disability, 18 percent contained two persons with disability, and the remaining 3 percent contained three or more persons with a disability.⁵ This information allowed the study team to estimate how many households would need to be screened in order to locate one person with a disability for the survey. Based on this analysis, approximately 30 percent of all households were identified as having at least one person with a disability. Allowing for a 10 percent underreporting rate, the study team assumed a 27 percent rate when estimating the required sample size for the survey (see Section 2.1, Sample Design, below).

This study employed a screening questionnaire, followed by an extended survey instrument for the selected persons. Persons of any age (including children) were eligible to be interviewed. Proxy interviews with a knowledgeable respondent were required for persons under age 16 years and for persons who were unable to complete the interview for themselves due to the severity of their impairments. The survey employed data collection methods that ensured the greatest possible participation regardless of the

³ U.S. Census Bureau, Census 2000. Table DP-2. Profile of Selected Social Characteristics: 2000.

⁴ National Center for Health Statistics. *Health United States, 2002*. Hyattsville, MD: 2002.

⁵ 1994/95 National Health Interview Survey on Disability, original tabulations from public use data files.

respondents' limitations. This included Internet and mail versions of the questionnaire, a Spanish version of the questionnaire, and the use of interpreters. The study was conducted by Westat, a private survey research firm in Rockville, Maryland.

The survey gathered information in the following topical areas:

- Frequency of travel outside the home, including trip purpose, mode of transportation, frequency of use for different modes, need for assistance, and satisfaction with transportation services;
- Availability of paratransit (door-to-door service) and respondent use of paratransit;
- Personal motor vehicle ownership, use, and safety issues, including vehicles modified for use by persons with disabilities;
- Experiences when using various modes of travel, including difficulties with public and private transportation; and
- Respondent demographics (gender, age, income, ethnicity, race, disability, living arrangements, employment status, school attendance, and education level).

The target for completed interviews was 4,000 persons: 2,000 with disabilities and 2,000 without disabilities. The study included both people with and without disabilities to allow comparisons between the two groups for various transportation uses and problems, and to determine which situations were unique to one group versus the other. With this information, the BTS and others can make recommendations to improve transportation for persons with disabilities.

The study actually completed 5,019 interviews, 2,321 with persons with disabilities and 2,698 without. The data files and documentation include many different disability measures, allowing analysts to construct their own definition of disability using the multiple items in the survey. The disability questions were taken from Census 2000 long form, as well as from the Americans with Disabilities Act language, and a question on special education was added by the project team. See the attached Computer Assisted Telephone Interviewing (CATI) questionnaire, items B2a.-B2e., for the specific wording of these questions. For additional information about the development of the Census disability questions, see the following Web sites:

<http://www.ssa.gov/policy/docs/ssb/v62n4/v62n4p21.pdf>, and
http://quickfacts.census.gov/qfd/meta/long_101608.htm.

1.2 Constructed Variables

The study team constructed a separate variable, CDISABLD, that identified if a respondent reported one or more of the several Census disabilities (questions C3A-C4D). The purpose of this variable is to assist users who may want to compare the results of this survey with Census 2000 data, according to a common set of disability items. As a caveat, the 2000 Census collected disability information from persons who were 5 years of age and older, while this survey included persons of all ages. Therefore, when comparing the results of this survey with the 2000 Census disability data, users should select only persons who are 5 years of age or older.

In addition to the 2000 Census disability items, this survey asked two questions about a disability related to the Americans Act (ADA) (questions B2a. and B2b.), and one question about the receipt of special education services, which are designed for children with disabilities (question C5.). A second constructed disability variable, TDISABLD, identified if a respondent reported any of the ADA items, the special education item, or the Census disability items. The purpose of this composite measure is to give the user a variable that identifies respondents reporting any of the disabilities in this survey.

Also, the "Other, Specify" responses that could not be coded as an existing response item were placed into newly constructed categories consistent with the new information. Unique responses were left in the "Other" category. For ease of identification, the new categories appear in the codebook below the "Other" response. In addition, a MODE variable was constructed to identify if the extended survey was completed by CATI, Internet, or mail. There is a constructed age variable as well (AGE) which reconciles any differences between the screener and the extended reports of the respondent's age.

Sample weights were developed for this data set, including the final full sample weight (RAKEDW00), and 80 replicate weights (RAKEDW01-RAKEDW80), as described in Section 4., Weighting and Variance Estimation, below.

1.3 Caveats on the Interpretation of Data

The public use data file consists of individual-level (person) records. For this reason, the counts produced from this data set are person-level rather than household-level figures. For example, the variable, TOTVEHI, identifies the number of household vehicles. However, one may not sum this count to determine the total number of vehicles in the country. This household vehicle count would require the use of household weights, which are not available for the extended questionnaire component of the survey.

Only person weights are included in the file. Instead of a vehicle count, one may count the number of persons who live in households with a specified number of vehicles, (e.g., no vehicles, one vehicle, etc.).

Also, because this is a person file, with only individual-level weights, many of the household-level screener variables at the beginning of the survey are not applicable at the person level and, therefore, do not appear in the public use data file. This includes the two ADA disability questions (B2a. and B2b). However, if either of these ADA items was the sole basis for identifying a person with a disability for an extended interview, this was reflected in the construction of the TDISABLD variable. A similar situation occurred with the CDISABLD variable, where respondents were selected for an extended disability survey based on a positive screener response to one or more of the Census disability questions. The screener responses were used in these cases because these Census items were missing from the extended interview file. This occurred when there was a telephone disability screener response and a mail extended interview, and the extended interview Census disability questions were not answered by the respondent.

The written documentation is organized according to the following sections:

1. Introduction, including background information, study goals, and survey content areas;
2. Design and methods, including a description of the sample design, survey operations, and quality control methods;
3. Response rates; and
4. Weighting and variance estimation.

The documentation also includes:

The codebook, listing the variables for the questions and response items;

Tables of frequencies and percents with standard errors; and

Copies of the questionnaires, including the CATI, Internet and Mail versions.

The accompanying CD includes the documentation and data files in SAS 8.0, SPSS 10, Excel, and comma-delimited ASCII formats.

2. Design and Methods

2.1 Sample Design

Telephone Frame Universe of all Possible Residential Telephone Numbers

The survey used list-assisted RDD techniques to select a nationally representative set of telephone numbers within all valid telephone exchanges in the United States. This process involved restricting the sampling frame to all 100 banks⁶ with at least one residential number listed in a published telephone directory. A stratified systematic sample of telephone numbers was selected from the frame with a random start. This approach allowed inclusion of unlisted telephone numbers in the sample.

The study used GENESYS databases for the list-assisted RDD sampling. The Marketing Systems Group⁷ (MSG) generates and updates the GENESYS hundred-series banks twice each year using the Donnelley DQ12 Database. This Donnelley database contains approximately 65,000,000 listed residential telephone numbers nationwide, and is updated continuously as new White Page Directories are published. The telephone numbers are collapsed to the hundred-series level, providing a count of listed households for each bank. This frequency provides the basis for defining the standard database (1+ banks) as well as the complement (i.e., those hundred series banks with zero listed households). The GENESYS sample generation methodology produces an equal probability (*epsem* RDD) sample of telephone numbers in the 1+ banks. The final step in the preparation of the GENESYS database is the imposition of a strict geographic hierarchy. The underlying structural hierarchy creates twenty implicit strata - a combination of ten divisions (9 Census divisions plus Hawaii and Alaska) and a metropolitan/non-metropolitan split within each. The purpose for ordering the GENESYS database with such a strict geo-metro hierarchy is to insure strict geographic representation, especially within larger geographic sample frames. The imposition of even this implicit stratification on the RDD sampling process will tend to reduce the expected sampling variation relative to that of a simple random sample (srs) of the same size.⁸

⁶ A “100 bank” is the set of phone numbers with the same area code, exchange and all but the final two digits identical to each other. For example, all phone numbers 301-315-59xx constitute a 100 bank.

⁷ The Marketing Systems Group (MSG) of Fort Washington, PA, is the commercial firm that developed the GENESYS Sampling Systems and provides the sampling frame of listed banks used for drawing our list-assisted telephone samples.

⁸ www.genesys-sampling.com

Business and Nonworking Numbers

Once the sample of telephone numbers was selected, the next task was to determine if sample numbers were residential, business, or nonworking. Two methods for reducing the cost of identifying nonresidential numbers were used in this survey. One method was a computer match of all the sampled telephone numbers against a file of Yellow Page listings of business numbers. Any telephone number identified in this matching process as being only in the Yellow Pages was classified as nonresidential and excluded from dialing. The second method was to use an automated procedure that dials all the sampled telephone numbers prior to the start of the field period to detect a tritone message (the distinctive three-bell sound heard when a nonworking number is reached). Phone numbers with a tritone message were classified as nonworking and excluded from the sample. Out of scope numbers that were missed by these two methods were later identified by Telephone Research Center (TRC) interviewers.

The RDD sample frame did not include any cellular numbers as these 100 banks are excluded during the first sampling stage.

TTY/TDD Telephone Numbers

The process the study used to select the sample of list-assisted RDD numbers did not exclude any TTY/TDD telephone numbers. Using TTY/TDD telephones, trained staff called the phone numbers flagged as fax/modem to identify which ones were TTY/TDD lines and which ones were households, versus businesses/organizations. Staff then arranged for surveying these households through alternative methods (Internet or mail).

Numbers in Institutions and Group Quarters

The sample frame included telephone numbers for institutions and group quarters, which were not eligible for the survey. The interviewers were trained to interrupt these interviews and classify the phone number as ineligible.

Sample Selection

CATI screening was used to identify households with one or more occupants of any age with a disability (see CATI questionnaire items B2a.-B2e.). In all such households, the study randomly selected one person with a disability (if there was more than one such person, the study used the birthday rule, which selected the person with the nearest impending birthday). CATI screening was also used to identify persons without disabilities from a subsample of the households in the sample. The subsampling was designed to achieve roughly equal numbers of interviewed persons with and without disabilities. Interviewing all persons without disabilities in all screened households would have yielded more interviews than the required target for persons without disabilities. Approximately one in three sampled households were used to screen and select one person without disabilities (independent of the presence of persons with disabilities in the household). Following a similar procedure used to select persons with a disability, one person without a disability was randomly selected among all persons without disabilities within the household. An extended interview was then conducted with the sampled person(s) -with and without disabilities-, either by self or by proxy, depending on age (under 16 years old or 16 and 17 years if parents would not allow direct interview) and condition (respondent not able to respond for themselves).

Given the choice of an RDD survey of the household population, it was likely that estimates of transportation patterns of persons with a disability would be somewhat underestimated due to the exclusion of those who do not have telephone service. The study adjusted the weights of respondents to reduce the bias due to exclusion of the household population without telephone service (see discussion in Section 4).

In case the eligibility rate was less than expected, additional randomly selected phone numbers were drawn as a reserve sample at the same time as the original sample. A total of 40,000 phone numbers were released for this study; this figure included businesses, non-working numbers, and other cases that were ultimately purged as ineligible for the survey. Of the 10,327 completed household screener interviews, the survey identified 2,531 households with at least one person with a disability, or 24.5 percent of the households (see Table 3.3, below). This was only slightly lower than the original estimate of 27 percent from the analysis of the National Health Interview Survey on Disability (see Introduction).

The original estimate assumed the need for 31,000 phone numbers for the RDD sample. This was based on assumptions of a residential rate of 43 percent among the RDD sample, an overall response rate of 60 percent, and the 27 percent rate of households with at least one person with a disability. Each of these figures was projected to be slightly lower than this, based on early results and forecasts from the survey.

For this reason, another 9,000 RDD phone numbers were released from the reserve sample, for a total of 40,000 (see Section 3, Response Rates, below). These numbers were released at least six weeks before the end of the survey to allow them to be fully worked, including opportunities for call backs, refusal conversions, and other steps to enhance response rates (see Data Collection Methodology, below).

2.2 Data Collection Methodology

Survey Instrument Development

A draft of the survey instrument was developed by the BTS and its partners within the DOT. An Expert Panel reviewed this instrument and made recommendations for changes to help enhance intelligibility among the respondents and ease of administration by the interviewers.

To ensure that the questions flowed logically, the survey instrument was organized so that items on similar topics were grouped within one section (e.g., all questions about motor vehicle use were grouped together).

Cognitive interviews were conducted to assure that respondents would clearly understand the questions and respond properly to the alternatives. Cognitive testing has become increasingly popular over the last decade as a technique for testing survey instruments. Cognitive testing includes semi-structured administrations of the instrument designed to yield insights into the cognitive sources of potential response errors. Cognitive testing addresses concerns such as the following:

- Do participants in the cognitive testing adequately comprehend the instrument questions?
- Do these respondents recall information that is necessary for answering them?
- Are the response choices understood?
- Are the choices mutually exclusive and exhaustive?

Forty-one respondents participated in the cognitive testing, 20 with and 21 without disabilities. To obtain an understanding of experiences with transportation in different locations in the U.S., telephone interviews were conducted with persons living in rural North Carolina, and metropolitan areas, such as San Francisco, Cleveland, New York, and Washington, DC. In addition, two of the interviews were conducted with proxies: one for a person with and the other for a person without disabilities. Each respondent received \$25 for participating in the cognitive interviews. Six of the interviews were conducted in-person, while the remainder were conducted by telephone.

The following enhancements were recommended based on the results of the cognitive interviews:

- Include a question in the screener to desensitize respondents, and emphasize that this is a study about the use of transportation, including transportation by persons with disabilities;
- Ask the extended interview respondents to answer the disability screening questions (if another person responded to the screener), to verify the accuracy of the information given by the screener respondent;
- Place sensitive demographic questions at the end of the interview. Some respondents might be discouraged from participating by the income and race questions. Placing them at the end gives interviewers a chance to build rapport with respondents;
- On the survey instrument, precode the most frequently occurring cognitive testing responses for ease of recognition and data entry by the interviewers (e.g., reasons for ceasing to drive);
- Standardize the way in which the number of trips is articulated and coded (e.g., the number of round trips versus one-way trips); and
- Include transition statements when the topic changes within a section to help the respondents interpret the questions within the intended context.

In addition to the cognitive interviews, the survey instrument was pre-tested on persons with and without disabilities using the CATI test version of the instrument. This allowed simulation of the actual conditions of interviewing and confirmed the administration time for completion. This process also allowed testing of the CATI instrument to identify any errors in skip patterns and proper recording of responses in the CATI data file.

Pre-Screening Letter

The mailing of notification letters prior to the first telephone call to households has been shown to improve overall cooperation rates.⁹ After the list-assisted RDD sample was developed and purged of business telephone and non-working numbers, the residential cases were passed through the databases of multiple vendors to append mailing addresses for the sampled telephone numbers.

Address matches were obtained for approximately 77 percent of all in-scope telephone numbers. The address match rate was 88 percent for all completed interviews. Households for which mailing addresses were obtained were sent a prenotification package. The package contained a cover letter with the names and toll-free numbers for staff members at the BTS and for other members of the study team for the

⁹ Groves, R.M. (1989). *Survey Errors and Survey Costs*. New York, John Wiley and Sons.

household to contact with questions and comments. The advance mailing also included a brochure describing the study. These materials were developed by BTS staff.

Interviewer Recruiting, Hiring, and Training

The study team selected interviewers for the survey from a pool of more than 4,700 experienced interviewers. Personnel who had worked on similar studies in the past and had proven themselves were given a high priority in the selection process. The study team maintains a computer database listing these experienced telephone interviewers who are available for continued work. These files also contain performance evaluations to aid in the selection of qualified candidates.

In addition to this pool of experienced interviewers, the study team had the ability and experience to hire new interviewers when it was necessary to do so. In general, the study used the following criteria when evaluating interviewers:

- Communication skills to interact with respondents on the telephone;
- Reading skills to follow instructions and pay attention to detail;
- Motivation to produce high quality work; and
- Availability to work the hours needed to perform the necessary tasks.

To assess these characteristics in potential personnel, the study team relied on personal interviews, contact with personal references, an assessment of previous experience, and observations during training sessions.

The study used the following techniques to ensure that the process of hiring interviewing staff yielded the best candidates possible:

- If a candidate had worked on previous studies, the candidate's former supervisor was contacted for an evaluation of the candidate's performance. Reference checks were also conducted for each candidate considered;
- All candidates were required to complete a standardized form requesting detailed information about their educational and work histories, their specific data collection experience, references, and availability;
- Personal interviews were conducted with each candidate. The candidates were administered a standardized practice interview, to judge their reading abilities, pacing, and voice quality; and

- Finally, each data collector received formal training for the survey. If performance during this training session was inadequate, interviewers were retrained or dismissed before starting work on the survey. New staff also would be subject to a 30-day probationary period when they began work on the survey. If performance during the probationary period was inadequate, interviewers would be retrained or dismissed. However, all the interviewers on this survey were experienced interviewers.

A total of 84 interviewers were used for the survey, all of whom were current or former employees with experience in telephone interviewing; so there were no new hires for this study. All interviewers were under the direct supervision of an experienced group of supervisors, and the ratio of supervisors to interviewers was 1 to 5, or 20 percent.

Training of Interviewing Staff

The Telephone Research Center (TRC) interviewer training followed a structured process to prepare interviewers to conduct interviews in a professional, controlled, and consistent manner. The main purpose of the training was to familiarize interviewers with all interview-related terms, every question on the survey and related screener, and all answer categories and answer-dependent skip patterns. Thorough training contributes to increased response rates because interviewers who are familiar with the survey instrument sound confident on the telephone and can easily answer questions respondents may have about the survey.

Generic Training

All interviewers hired by Westat receive 4 hours of General Interview Technique (GIT) training before they are assigned to a survey. The GIT training includes:

- An introduction to survey research;
- The basics of telephone interviewing;
- Samples of types of survey questions and recording conventions;
- Interviewer roles and responsibilities including refusal avoidance techniques;
- Providing suggestions for specific probes to help interviewers clarify answers;
- Confidentiality;

- A review of the monitoring that is done by telephone center supervisors; and
- An interactive, training session on the use of the Computer Assisted Telephone Interviewing (CATI) system.

Study-Specific Training

Every interviewer assigned to this project received 16 hours of training designed specifically for this survey. The main training document was a comprehensive interviewer's manual, which described all survey procedures for the interviewer. It provided an overview of the survey, and question-by-question specifications for each item in the questionnaire. For this study, a significant portion of the training involved sensitivity to the needs of persons with disabilities, such as interviewing those with hearing, other physical, or mental conditions. Interviewers received copies of respondent materials such as the introductory letter and brochure to review during training to ensure they were fully prepared for any questions respondents asked.

Conduct of Training

Training began with an introduction to the survey and an interactive lecture, during which the specifications for each question in each of the data collection instruments (screener and extended questionnaires) were reviewed. This lecture was followed by a group role play, in which the trainer took on the role of a respondent while the trainees took turns being interviewers. During this exercise, the interviewers were encouraged to raise questions about areas of confusion. Ways of handling these areas and “problem” responses were discussed during this exercise. Interviewers who were having problems were identified during the group role-plays and were followed more closely and given special assistance, if needed, during the rest of the training sessions.

Just prior to beginning live interviews, trainees participated in dyad role plays. One trainee acted as the respondent, using a script provided by the trainers. The other trainee acted as the interviewer, and had to decide how to code respondent responses, practice probing, and utilize refusal avoidance techniques. After completing one role play, trainees switched roles as interviewer and respondent. These role plays were designed to further familiarize the interviewer with the wording and skip patterns in the questionnaire, and also allowed telephone center supervisors to observe the interviewing skills of the trainees. Any trainees needing further training were helped. No trainees were allowed to conduct live

interviews until the telephone center staff observed them successfully completing the role play interviews. Each dyad was observed closely by a member of the training staff.

The interviewers were also thoroughly trained in the survey contact procedures and in refusal avoidance techniques to help with the more difficult participants.

Techniques for Interviewing People with Disabilities

Of equal importance for this study was training interviewers to be sensitive to the needs of people with disabilities. Interviewers were trained on issues related to interviewing persons living with disabilities, including those with hearing or other physical disabilities and/or cognitive or mental health disabilities. During training, the following topics were discussed:

- Methods to accommodate individual's needs (e.g., use of an interpreter, use of proxies when appropriate, breaking interviews up into two or more sessions, speaking slowly, communicating with people who have difficulty concentrating or communicating, repeating questions, etc.);
- How various disabilities affect the person's ability to communicate, and that a difficulty communicating does not suggest problems with intelligence or understanding;
- That these interviews are really no different from other telephone interviews. Everyone who participates in a survey should be treated with respect;
- To attempt to interview the person directly, and to not assume that a difficulty in communicating would require an interpreter or a proxy; and
- Guidelines to use to determine when an interpreter or a proxy would be necessary, but the final decision was left to supervisory personnel. Proxy interviews were allowed under specific limited circumstances, and when the respondent was a child under the age of 16. All interviewers were carefully monitored throughout the data collection period to ensure that they were conducting themselves in an appropriate manner.

Interviewers were trained to be sensitive to the need for calling back for an interview, or calling back to complete an interview in another session.

The types of disabilities interviewers were told they might encounter were:

- Cerebral Palsy (person may have speech impairments);
- Traumatic Brain Injury (person may have short- or long-term memory impairments);

- Blindness/Visual Impairment (most people who are “blind” do have some sight);
- Stroke (may have speech, memory, and processing impairments);
- Deafness/Hearing Impairment (may need an interpreter);
- Cognitive Impairment (may need an interpreter); and
- Paralysis due to illness or injury (may need to have the interview broken into more than one session, depending on how the paralysis has affected the respondent)

Interviewers were trained in how to provide appropriate accommodations when requested by respondents.

Training Dates and Agenda

Training was conducted at the telephone facility just prior to the start of data collection. Training was held on July 8 to 11, 2002, and again with a second group of interviewers on July 15 to 18, 2002. Both training sessions were conducted in the evening. The last session of each interviewer training program involved on-line interviewing with actual respondents under the close observation of trainers and supervisors. The first group of interviewers began work on live interviews on July 12, 2002, and the second group began on July 19, 2002.

The agenda for the training sessions (four evening sessions of four hours each) was:

| Day 1 | Day 2 | Day 3 | Day 4 |
|---|---|---|---|
| Introduction Voice quality demonstration Screener interactive Group interactives (2) | Contact procedures Group interactive | Contact procedures exercise Sensitivity training Refusal avoidance Problem sheet review Interviewer questions | Dyad role plays Contact procedure role plays |

Refusal Conversion Training

Approximately two weeks after the start of interviewing, refusal conversion training was conducted. The first step in refusal conversion was to collect information about the refusal at the time it occurred. At the

time each refusal occurred, it was documented using a non-interview report form that was part of the CATI system. The form recorded the date and time of the refusal; the point at which the subject terminated the contact; what, if anything, the respondent said when terminating the interview; and the interviewer's assessment of who the respondent was (i.e., male or female, young or old). This information is useful for the interviewer who is assigned the refusal conversion.

Regular monitoring tracked the performance of the interviewers (on at least a weekly basis) using reports that indicated each interviewer's response rate. Interviewers with the highest response rates were asked to conduct refusal conversion responsibilities. These interviewers received special refusal conversion training, focusing on what motivates subjects to respond. They were also trained to review carefully the circumstances that led to the original refusal, as documented in the non-interview report form. They listened as experienced refusal conversion interviewers described the techniques they use to convince reluctant subjects to cooperate. Finally, they practiced refusal conversion extensively before receiving their first assignments.

The progress of the refusal conversion effort was monitored carefully. Supervisors reviewed the results of the effort as they were documented in the weekly reports. Even interviewers who had done refusal conversion on other studies were given refusal conversion training specific to this study. This assisted the interviewers in responding to objections that were particular to this study.

Addition of the Internet and Mail Options

This study had a unique offer to make to respondents who refused: during refusal conversion, if the respondent still refused to do the interview by telephone, the refusal converter was told to offer an Internet or mail version of the survey (see the attached questionnaires). These versions of the survey were initially developed to address the possibility that some of our respondents' disabilities might prevent them from completing the survey by telephone.

Interviewers were told to proceed as follows, if persons had refused a second time to respond by telephone:

- To offer the Internet as an alternative, followed by the mail option;
- If the respondents said they had Internet access, the interviewers were told to ask for the respondent's email address, to send them their passwords and a link to the survey;

- If the respondents refused to give their email address, the interviewer asked for their mailing address to send them the Web site and password for the survey. A copy of the mail survey was also included, in case the respondent was unable to complete the survey on the Internet. Respondents were asked to either complete the Internet or the mail version, but not both;
- If the respondents refused to complete the telephone survey and did not have Internet access, the interviewers offered to mail them a questionnaire; and
- If the respondent refused, the interviewer thanked them and ended the interview. The results of the above refusal conversion efforts were recorded into the CATI software for tracking purposes.

Training of Text Telephone/Telecommunications Device for the Deaf (TTY/TDD) callers

The study also tried to identify numbers to call that might have been TTY/TDD phones. TTY machines were used to try to identify households that only had these devices.

Possible TTY numbers were defined as numbers that were identified prior to the interviewers making calls as fax or modem lines. In addition, any numbers that were identified by the interviewers as possible fax or modem lines during CATI calls were also defined as possible TTY numbers. The study used this definition because the sound a TTY machine makes can be mistaken for a fax or modem line (even though the sounds are somewhat different from each other).

Training for making the calls to the possible TTY/TDD numbers was conducted with a group of four interviewers on August 23, 2002. The training was conducted by a hearing-impaired Westat employee who used a TTY machine to demonstrate the use of this device to communicate with hearing-impaired respondents. This trainer included information about specific TTY "shorthand" used, such as typing "R" for "are" and "GA" for "go ahead" to signal the respondents when it was their turn to respond.

Interviewing and Data Collection Methods

Computer Assisted Telephone Interviewing (CATI) began on July 12, 2002. Because this survey was a telephone study of persons with disabilities, there was a concern that people who had communication difficulties (i.e. speech or hearing difficulties) would not be able to participate in the study, even with the use of interpreters, or in limited circumstances, proxies.

Therefore, an Internet version and a mail version of the survey were developed. The Internet version mimicked as closely as possible the CATI version of the survey. There were many skip patterns and

questions with long lists of possible answers that were easily administered on the Internet. For the mail version, the questionnaire was shortened to include only some of the questions (see attached questionnaire). For example, questions that had long lists of response items in CATI were asked as open-ended questions in the mail version of the questionnaire. This was actually closer to the CATI version, because the interviewers asked those questions, and then coded the respondent's answers into the available categories, rather than reading the categories to the respondent. The categories were displayed in the Internet version, and the respondent was asked to select the specific answer categories, rather than provide an open-ended response that the interviewers then coded to closed-ended categories.

Refusal Conversion

Initially, the Internet and mail versions of the survey were only offered during refusal conversion efforts. This was done to avoid having respondents agree to complete the survey via the Internet or by mail just to avoid the interview during the initial call into the household. Refusal conversion efforts were begun on July 30, 2002, approximately two weeks after the start of data collection.

Mail Follow-Up

On August 30, 2002, cases that had a final result code indicating the interview could not be completed because of a language or hearing problem, and cases that were coded as a mild refusal, were sent the mail version of the survey, if there was a matching mailing address for them.

The study also sent a letter via FedEx on September 13, 2002, to 648 households where interviewers had reached an answering machine, but had not reached a household member to complete the survey (and for which there was a mailing addresses). This was done to encourage the households to participate in the survey.

TTY/TDD Calls

The study identified 1,032 numbers prior to the start of interviewing, and another 1,128 numbers were identified by the interviewers as possible fax/modem lines. On August 28, 2002, interviewers began calling these numbers. At least two calls were made to all of the numbers. Any number re-identified during these calls as a fax/modem line was called at least once more to verify that it was indeed not a TTY. All other numbers were called at least twice, and possible residences were called three times (e.g.,

where interviewers found an answering machine, a busy signal, or a ring with no answer). Calls were made to these numbers through September 29, 2002 (the close of data collection).

When a TTY machine was encountered, the respondent was offered the Internet or mail version of the survey. However, all 16 TTY respondents refused to complete the survey.

Summary of Data Collection Dates- and Times

The interviews were conducted at two locations, one on the East Coast and one on the West Coast. Calls were made to respondents from 9:00AM to 9:00PM respondent's time Monday through Friday, 10:00AM to 6:00PM respondent's time on Saturday, and 2:00PM to 9:00PM respondent's time on Sunday. Approximately 40 interviewers were trained at each of the two locations, ensuring a large available pool of interviewers. Enough interviewers were scheduled at each location to cover the available work. The following table shows the hours the telephone facilities were open.

| Telephone Research Center (TRC) Operating Days and Times | |
|--|---|
| East Coast Operating Days and Hours (EST) | West Coast Operating Days and Hours (PST) |
| Monday through Friday: 9:00 AM to 10:00 PM | Monday through Friday: 7:00 AM to 9:00 PM |
| Saturday: 10:00AM to 6:00PM | Saturday: 7:00AM to 6:00PM |
| Sunday: 2:00PM to 10:00PM | Sunday: 11:00AM to 9:00PM |

Source: 2002 Transportation Availability and Use Study

The following table summarizes the data collection dates. The dates shown are the recorded dates when each data collection mode was exercised.

| | |
|-------------------------------------|--|
| CATI | |
| West Coast | Calls made July 12, 2002 to September 29, 2002 |
| East Coast | Calls made July 19, 2002 to September 29, 2002 |
| MAIL | |
| Refusal conversion | Sent mail surveys July 30, 2002 to September 9, 2002 (Completes accepted through September 29, 2002) |
| Language, hearing and mild refusals | Sent mail surveys August 30, 2002 (Completes accepted through September 29, 2002) |
| TTY/TDD | Sent mail surveys August 30, 2002 to September 23, 2002 (Completes accepted through September 29, 2002) |
| INTERNET | |
| Refusal conversion | Offered August 5, 2002 to September 12, 2002 (Completes accepted through September 29, 2002) |
| TTY/TDD | Offered September 10, 2002 to September 18, 2002 (Completes accepted through September 29, 2002) |

Source: 2002 Transportation Availability and Use Study

Call Attempts and Callback Methods

After calling the household, the interviewer read the study introduction, then asked if the telephone was in a household (versus a business) and if the person on the phone was at least 18 years old. If they were not, the interviewer asked for a household member who was at least 18 years old or made an appointment to call back when one would be available. Once the interviewer had a household member on the phone who was at least 18 years old, the interviewer attempted to complete the screener interview with that person. During the screener, a respondent was selected for the extended interview using the following guidelines:

- If the household had a person with a disability, that person was selected for an extended questionnaire interview (if there was more than one person with a disability, the one with the nearest impending birthday was selected);
- In addition to screening all sampled households for persons with a disability, approximately one-third of the full sample was randomly selected and also screened for persons without a disability (if there was more than one person without a disability, the person with the nearest impending birthday was selected for an extended questionnaire interview). In some of these households two persons (one with and one without a disability) were selected for an extended interview. In these

cases, the selection was done separately (independently), for persons with and without a disability;¹⁰ and

- If the interviewer was not able to complete the survey, several interim and final result codes were assigned to identify the reason for non-response.

Refusals

An interim refusal code was assigned when the person on the phone refused to complete the survey (at any point in the interview). These cases were called back after a two week period. If they refused again, they were coded as a final refusal. If the refusal was a mild refusal that occurred prior to August 30, 2002, (and there was a mailing address), a mail survey was sent to the household on August 30, 2002. Mild refusals include persons who hang up without responding to the calls or persons who politely refuse to respond even after the interviewers ask why and attempt to address the respondents' concerns.

Appointments

Interviewers had the option of scheduling a call back to the household, if the respondent indicated they would be able to complete the interview at another time. Interviewers could schedule call backs for a specific time, a time period (e.g., afternoon or evening; weekend or weekday) or for a general call back at anytime during the hours of operation.

Language and Hearing Problems

Cases were coded language or hearing problems if the interviewer was not able to communicate with the respondent in English or if the respondent seemed to be having a hard time either understanding the interviewer or the interviewer could not understand them. Cases coded as language problems were given to Spanish speaking interviewers to call. Hearing and communication problems were called back at a different time to try to get someone in the household who could communicate over the telephone. Any cases that could not be completed in either English or Spanish by telephone and were identified prior to August 30, 2002, (and where there were addresses) were sent a mail questionnaire.

¹⁰ See Section 3, Response Rates, below, for a description of how often a person with a disability and a person without a disability in the same household were selected.

Data Quality Control Measures

The study implemented quality control measures during every phase of data collection. To develop the sample frame, obtain addresses, and conduct automated tritone and business screening, the study used experienced vendors for drawing the RDD sample, as described in Section 2.1, Sample Design, above. Just one individual interacted with these vendors to ensure that specifications and procedures were consistent and unambiguous. Survey methodologists reviewed the screening questions to ensure that terminology used reduced the incidence of under- or over-coverage of persons with disabilities. The CATI and Internet software underwent thorough testing to ensure that the programs mimicked hard copy questionnaire specifications. The quality control procedures during the prescreener mailing ensured that each household where an address was available was mailed a letter prior to receiving a telephone call.

Interviewers were monitored by management and supervisory staff throughout the data collection period. Interviewers were unaware of the monitoring while it occurred. Their handling of contacts, administration of the questionnaire, probing, and demeanor were assessed. Each monitoring session was recorded on a monitoring form. After monitoring, interviewers were apprised of their strengths and areas needing improvement. General adjustments or specific instructions for the interviewing process were made as a result of the monitoring findings. As appropriate, individuals were retrained or released from the study. Once data collection began, close coordination was essential to maintain consistency across interviewers. The telephone center operations manager conducted a daily conference to discuss ad hoc issues with the lead supervisors. The supervisors disseminated the information to the interviewers at the start of each shift.

The study devoted substantial resources to the training of interviewers to ensure an ability to effectively screen for the correct respondent for the full study questionnaire. Interviewers were monitored to ensure that they were implementing strategies for refusal avoidance, recording information accurately, and adhering to the study's protocol.

Quality Control of CATI Responses

The study team checked the CATI responses for consistency. During data collection, data preparation staff continuously monitored the data. Interviewer comments and problem sheets were reviewed daily and updates made as necessary. In addition, frequencies of responses to all data items were reviewed to ensure that appropriate skip patterns were followed. Each item was checked to make sure that the correct number of

responses was represented. When a discrepancy was discovered, the problem cases were identified and reviewed.

Some checking of data items occurred within the CATI system during interview administration. Range checking is one example of edits that were applied while the respondent was on the phone. The ranges of responses for closed-ended items in the CATI survey were determined by the permissible response codes. For continuous variables, (such as age), a specific set of response items was not available. Therefore, reasonable ranges were defined and applied to these items, and the CATI system queried the interviewers for implausible responses (e.g., a respondent whose age is 105). The CATI software also identified inconsistent responses, based on answers to previous questions.

Hard and soft range limits were defined in the CATI system. A hard range could not be overridden by the interviewer. A soft range, on the other hand, required that the interviewer ask the question of concern a second time before the CATI system allowed the response to be entered into the database. The CATI software enabled the interviewer to correct erroneous entries, regardless of whether they immediately preceded the current question or were several questions back. The CATI software provided great flexibility in correction and annotation ability. Either could be used to streamline questionnaire administration. For example, interviewers could back up through the questionnaire to correct information, and then move forward through the corrected paths. If the erroneous data was collected at the beginning of the interview, however, it was too time consuming to back up to where the error occurred. At that point, the interviewer relied on two other options for entering the corrections:

- The CATI software had a built-in utility for collecting interviewer comments. The comments were written to a file where they were reviewed by data preparation staff who subsequently update the data as necessary; and
- The interviewers also completed a CATI Update Sheet, explaining the circumstances and providing the correct data. These sheets were reviewed nightly by the interviewer supervisor, and appropriate information was then transmitted to the data preparation staff for update. The CATI software's updating utility was simple to use and provided a journal of all update transactions that could be queried whenever necessary.

These interviewer comments were reviewed by data and project staff. When necessary (e.g., the interviewer conducted the interview with the wrong respondent), the erroneous data were removed from the CATI database, and the case was re-released to be worked. Interviewers also entered comments for "other, specify" responses, which helped guide the coding decisions, e.g., put a response into an existing category if applicable, or create additional categories of responses, consistent with the new information.

Quality Control for Paper Questionnaires

Paper questionnaires were tracked by a case identification number (from the CATI system). Cases that were referred for a mail questionnaire were coded in the CATI system as “referred for mail out.” The name and address was sent to project staff. Project staff sent the questionnaire and a copy of the advance letter to the respondent. Each time a mail questionnaire was sent out, the date was recorded next to the case identification number.

Once a completed mail questionnaire was received, it was checked to verify that the respondent had clearly marked all answers and that skip patterns were followed. Sometimes respondents answered questions they did not need to answer, or wrote comments on the questionnaire. Project staff did not change answers, but they did remove responses that did not follow the specified skip patterns. In addition, many times respondents answered “other,” but the answer they gave could be coded into one of the existing answer categories for the question. In these cases, the editors re-coded these items accordingly. Sometimes respondents did not write clearly, and project staff clarified their handwriting before data entry. If questions were not answered, but should have been, the response items were coded as missing (-9).

Once the questionnaire had been checked and verified, project staff entered the responses into the CATI system. Mail questionnaire data was then cleaned and verified with other data in the CATI database.

Quality Control for the Internet Survey

Internet questionnaires were also tracked by a case identification number (from the CATI system). Cases that were referred for the Internet questionnaire were coded in the CATI system as “referred for Internet.” Respondents who told the interviewer they would complete the Internet survey were sent the information via email or regular mail (if the respondent gave us that information) for access to the survey. If the Internet information was mailed to the respondent, a paper survey was also sent. This was done to give another option, should the Internet connection not allow satisfactory completion of the survey. The study also tracked whether the respondent had completed the survey on the Internet or by mail, and verified that the respondent had indeed completed the entire survey. The data from the completed Internet questionnaire was entered into the CATI system, and cleaned and verified with other data in the CATI database.

Internet survey data was entered manually by skilled staff, using the CATI software. This allowed application of all the logic, range, and internal consistency checks of the CATI software. Given the limited capacity of home computer Internet systems, it was not plausible to incorporate all the CATI checks into the Internet version. This was especially true for the complex CATI internal consistency checks, which required comparing an individual response with prior responses in a database. To have done so would have inordinately slowed the response time for the Internet version, especially for respondents with relatively slow dial-up Internet connections that use regular telephone lines.

3. Response Rates

This section describes the computation of the response rates for the 2002 National Transportation Availability and Use Survey. The overall response rate is the product of the screener interview response rate and the extended interview response rates. The screener and extended interviews were computed in accordance with the standards defined by the Council of American Survey Research Organizations (CASRO, 1982). The response rate was also computed using the survival method (Brick, Montaquila, and Scheuren, 2002) for reference. The weights for the survey data files were adjusted using the CASRO definition as described in section 4.

To compute the screener response rate, the study classified each screener disposition code as *residential*, *nonresidential* or *undetermined*, as Table 3.1 shows. To classify these cases, a variable, RESDFLG (residential flag), was created with values of YES (residential), NO (nonresidential) and UNK (undetermined or unknown). Table 3.1 shows the classification of the screener disposition codes and the number of cases for the survey. Notice that the only screener disposition codes that are considered *undetermined* are NA and NM (ring no answer, and answering machine). This three-part breakdown of cases for the RESDFLG variable is presented in Table 3.2.

The number of completed screener interviews (cases coded as CA, CB, CD, and CS) is 10,327, as defined in the first four rows in Table 3.1.

The screener response rate (unweighted) is computed as

$$\begin{aligned} SCR_{RR} &= \frac{\text{Completed Screener cases}}{\text{Residential cases}} \\ &= \frac{\text{Completed Screener cases}}{\text{Observed residential cases} + \text{estimated residential among undetermined cases}} \end{aligned}$$

Different definitions exist for the screener response rate. These definitions depend on the way the number of residential cases among the undetermined is estimated.

Table 3.1 Assignment of residential status to the screener disposition codes*

| SCRNRSLT | Label | RESDFLG | Completed screener? | Number of cases |
|-----------------|---|---------|---------------------|-----------------|
| CA | Completed screener—person without disabilities selected | YES | YES | 2,631 |
| CB | Completed screener—person with and person without disabilities selected | YES | YES | 593 |
| CD | Completed screener—person with disabilities selected | YES | YES | 1,938 |
| CS | Completed screener—no one selected | YES | YES | 5,165 |
| Subtotal | Completed screener | | | 10,327 |
| LH | Language problem—hearing/speech | YES | NO | 15 |
| LM | Language problem reached maximum calls | YES | NO | 54 |
| LP | Final language problem | YES | NO | 124 |
| MC | Maximum calls | YES | NO | 418 |
| NO | Other nonresponse | YES | NO | 5 |
| NS | Subject Sick | YES | NO | 17 |
| R3 | Final refusal for re-released RBs | YES | NO | 175 |
| RB | Final refusal | YES | NO | 3,027 |
| RM | Refusal reached maximum call limit | YES | NO | 270 |
| RX | Re-released RB reached maximum call limit | YES | NO | 28 |
| Subtotal | Residential | | | 4,133 |
| NB | Nonresidential, business purge | NO | N/A | 4,207 |
| NR | Nonresidential phone number | NO | N/A | 1,522 |
| NT | Nonworking, Tritone match | NO | N/A | 11,550 |
| NW | Nonworking phone number | NO | N/A | 4,246 |
| Subtotal | Nonresidential | | | 21,525 |
| NA | No answer | UNK | N/A | 3,207 |
| NM | No answer—reached answering machine | UNK | N/A | 808 |
| Subtotal | Undetermined or Unknown | | | 4,015 |
| Total | | | | 40,000 |

* The final assignment of screener disposition codes includes the correction of seven cases incorrectly coded as residential. These cases were recoded as nonresidential (SCRNRSLT=NR).

Source: 2002 Transportation Availability and Use Study

Table 3.2 Number of cases based on the residential status

| RESDFLG | Description | Number of cases |
|--------------|-------------------------|-----------------|
| YES | Residential | 14,460 |
| NO | Nonresidential | 21,525 |
| UNK | Undetermined or Unknown | 4,015 |
| TOTAL | | 40,000 |

Source: 2002 Transportation Availability and Use Study

3.1 Computing a CASRO Response Rate

In CASRO, the proportion of undetermined numbers that are residential numbers is estimated using the observed residential and nonresidential cases in the sample. This proportion is computed as

$$\begin{aligned} P_{CASRORE} &= \frac{\text{(cases where RESDFLG = YES)}}{\text{(cases where RESDFLG = YES)} + \text{(cases where RESDFLG = NO)}} \\ &= \frac{14,460}{14,460 + 21,525} \\ &= 0.401834 \\ &= 40.18\% \end{aligned}$$

Thus, CASRO assumes that 40.18 percent of the undetermined cases (NA and NM) are residential.

Using the proportion based on the CASRO formula, the screener response rate is then

$$\begin{aligned} SCR_{RR} &= \frac{10,327}{14,460 + 0.401834 * 4,015} \\ &= 0.642492 \\ &= 64.25\% \end{aligned}$$

The extended response rate (unweighted) is computed as

$$EXT_{RR} = \frac{\text{Completed extended cases}}{\text{Total number of extended cases}}$$

Table 3.3 shows the number of completed cases by extended interview disposition code. A total of 5,019 out of 5,755 extended interviews were completed.

Therefore, the extended response rate is

$$\begin{aligned} EXT_{RR} &= \frac{5,019}{5,755} \\ &= 0.872111 \\ &= 87.21\% \end{aligned}$$

and the overall CASRO response rate is

$$OVERALL_{RR} = SCR_{RR} * EXT_{RR} = 0.642492 * 0.872111 = 0.560324 = 56.03\%$$

Table 3.3 Distribution of extended interviews by extended disposition code (MAINRSLT)*

| MAINRSLT | Label | Completed extended interview? | Number of cases |
|-----------------|---|-------------------------------|-----------------|
| CA | Complete Interview-Person w/o disabilities selected | YES | 2,698 |
| CD | Complete Interview-Person w/disabilities selected | YES | 2,321 |
| Subtotal | Completed extended | | 5,019 |
| LH | Language problem—hearing/speech | NO | 2 |
| LM | Language problem reached maximum calls | NO | 3 |
| LP | Final language problem | NO | 3 |
| MC | Maximum calls | NO | 17 |
| ML | Maximum calls-language problem | NO | 14 |
| MR | Maximum calls- refusal | NO | 21 |
| MT | Maximum calls-across all telephones | NO | 124 |
| ND | Subject deceased | NO | 2 |
| NF | Not found | NO | 9 |
| NP | Not available in field period | NO | 13 |
| NS | Subject sick | NO | 6 |
| NW | Non-working | NO | 23 |
| OE | Enumeration error | NO | 113 |
| R3 | Final refusal for re-released RBs | NO | 6 |
| RB | Final refusal | NO | 365 |
| RM | Refusal reached maximum call limit | NO | 13 |
| RX | Re-released RB reached maximum call limit | NO | 2 |
| Total | | | 5,755 |

* Nine extended interviews were excluded because the cases were not residential.

Source: 2002 Transportation Availability and Use Study

3.2 Computing a Survival Analysis Response Rate

The survival analysis method is used to compute response rates when there is an additional effort made to resolve the residential status of the cases coded as NA and NM (for example, by making repeated calls to a sample of these cases to determine their status). If there is no such effort, the survival method will produce the same results as the CASRO formula (Brick, Montaquila, and Scheuren, 2002). If there is an additional effort, the screener response rate is usually higher than the CASRO rate.

This additional effort was done for another RDD study, the very large National Survey of American Families (NSAF), an RDD survey with approximately 46,000 completed interviews. This allowed the computation of a response rate for the Transportation Availability and Use Study based on the NSAF survival method. NSAF was very similar to this survey in the following ways:

- A national survey;

- Conducted during the same time; and
- The proportion of observed residential cases to total cases (cases determined to be residential/total cases) was almost identical.

In NSAF, an additional effort was made to resolve the residential status of the NA and NM cases by making repeated calls to a sample of these unknowns. Therefore, in NSAF the response rate and residential rate were computed using the survival method. The observed residential rate is a population value; therefore it should be the same for both this and the NSAF surveys. For this reason, one can apply the response rate computed in NSAF to this survey.

The study team proceeded as follows when applying the NSAF rate to this survey:

1. Using the NSAF residency rate, and the formula for the residential rate, the study computed the estimated proportion of NA and NM cases that were residential.
2. The study team then used the proportion of NA and NM cases that were considered residential from (1) in the screener response rate formula to compute the screener response rate.

The proportion of NA and NM cases that were residential is computed by solving for p in the formula for the residential rate. This formula for the residential rate is

$$\begin{aligned}
 RESDRATE &= \frac{\text{Observed residential cases} + \text{estimated residential cases among undetermined}}{\text{Total cases}} \\
 &= \frac{(\text{Cases where RESDFLG} = \text{YES}) + p * (\text{Cases where RESDFLG} = \text{UNK})}{\text{Total cases}}
 \end{aligned}$$

The NSAF residency rate was computed as 0.391, so solving for p and substituting the number of cases, the value of p is

$$\begin{aligned}
 p &= \frac{0.391 * 40,000 - 14,460}{4,015} \\
 &= 0.293898 \\
 &= 29.39\%
 \end{aligned}$$

Using this p , in the screener response rate formula, the screener response rate based on the survival analysis is

$$\begin{aligned}
 SCR_{RR} &= \frac{10,327}{14,460 + 0.293898 * 4,015} \\
 &= 0.660294 \\
 &= 66.03\%
 \end{aligned}$$

The overall response rate is then calculated as

$$OVERALL_{RR} = SCR_{RR} * EXT_{RR} = 0.642492 * 0.862899 = 0.57585 = 57.58\% .$$

That is an increase of 1.55% compared to the CASRO rate. Table 3.4 summarizes the response rates. The weights for the survey data files were computed using the CASRO definition.

Table 3.4 Response rates (percentages)

| Response rate | CASRO | Survival method |
|---------------------|-------|-----------------|
| Screening interview | 64.25 | 66.03 |
| Extended interview | 87.21 | 87.21 |
| Overall | 56.03 | 57.58 |

Source: 2002 Transportation Availability and Use Study

REFERENCES

- Council of American Survey Research Organizations. (1982). *On the definition of response rates* (special report of the CASRO task force on completion rates, Lester R. Frankel, Chair). Port Jefferson, NY: CASRO.
- Brick, J.M., Montaquila, J., and Scheuren, F.J. (2002). Estimating residency rates for undetermined telephone numbers, *Public Opinion Quarterly*, Vol. 66, 18-39.

4. Weighting and Variance Estimation

This section provides a description of the weights developed for analyzing the 2002 National Transportation Availability and Use Survey data. Weighting is a process that attempts to make the estimates from the survey representative of the total population that was sampled. It does this by accounting for the chances of selecting units into the sample and making adjustments for imperfections in the sample frame.

Another purpose of weighting is to produce population estimates of counts, such as the total number of trips taken by persons with disabilities. This estimate could not be produced without weights that sum to the population.

Although this section deals with weighting adjustments for this survey sample, it begins with the general reasons why fully adjusted weights should be used. It also describes the details, advantages, and disadvantages of weighting.

4.1 Weighting Approach

The weighting process begins with a base weight which is adjusted to account for nonresponse and undercoverage. The base weight is the inverse of the probability of selection of the sampled unit. During the weighting process, additional information from external sources, such as the Census, can be used to benchmark the weights and achieve consistency between totals from the survey data and the external sources. In order to produce estimates, weights are applied to sample data to estimate aggregate statistics. In particular, survey data are weighted to accomplish the following objectives:

- Compensate for differential probabilities of selection for households and persons;
- Reduce biases occurring because nonrespondents may have different characteristics from respondents;
- Adjust, to the extent possible, for undercoverage in the sampling frames and in the conduct of the survey; and
- Reduce the variance of the estimates by using auxiliary information.

Each final weight is the result of a series of sequential adjustments made to the base weights. As part of the weighting process, a household weight is created for all households that completed the screener

interview. This household-level weight is the base weight computed as the inverse of the probability of selection of the sample telephone number adjusted for:

- Unknown residential status;
- Screener interview nonresponse;
- Multiple telephone numbers;
- Subsampling for disability status; and
- Household poststratification.

Details of the household-level weighting adjustments are described in Section 4.2, below.

The poststratified household-level weight is adjusted to create an individual-level (person) weight for each extended interview. The expressions for the weighting factors and adjustments for the individual-level weights are given in Section 4.3, below. The adjustments incorporate the within-household probability of selection of the sampled person and account for nonresponse. Similar to the creation of the household-level weights, each of the adjustments corresponds to a multiplicative weighting factor applied to the individual-level weight. For the individual-level weights the following factors are included:

- Probability of selection of the person;
- Extended interview nonresponse adjustment;
- Trimming; and
- Raking to person-level control totals.

The weights are adjusted for persons in households without a telephone number through an additional raking dimension. Details are found in Section 4.3 and 4.4, below. The derivation of the population control totals and description of raking is included in Section 4.4.

Following the description of each weighting adjustment this documentation presents the sum of the weights and the coefficient of variation, or CV, of the weights. The CV of the weights is typically used to measure variation in the weights. As the variation in the survey weights increases, reliability of survey estimates decreases. Most weighting adjustments made to the survey weights increase the variation in the weights. For example, when making the multiple telephone weighting adjustment, any household with more than one telephone has its corresponding weight multiplied by a factor less than one to adjust for its increased selection probability. This typically increases the variation in the weights. Reporting the CV of

the weights following each weighting adjustment indicates which adjustments contribute significant variation to the weights and which adjustments decrease the variation in the weights.

The appendix to this section contains tables that show the effect of each step of the weighting process at the household and person levels. Throughout this report, reference is made to specific tables and rows in the appendix that indicate how the weights were adjusted.

Weighting Adjustment Method

In an ideal survey, all the units in the inference population have a chance of being selected into the sample and all those that are selected participate in the survey. In practice, neither of these conditions occurs. Some units have no chance of being selected for the sample (undercoverage) and some of the sampled units do not respond (nonresponse). If undercoverage and nonresponse are not addressed, then the estimates from the survey will be biased.

Nonresponse results in biases in survey estimates when the characteristics of respondents differ from those of nonrespondents. The size of the bias depends on the magnitude of this difference and on the response rate (Groves, 1989). The purpose of adjusting for nonresponse is to reduce the bias. A weighting class adjustment method (Brick and Kalton, 1996) is the type of nonresponse adjustment procedure used in this survey. In this procedure, nonresponse adjustments were computed and applied separately within weighting classes, where a weighting class was defined using characteristics known for both nonrespondents and respondents. For example, one knows from the telephone number what the associated Census Division is. Thus, division can be used to define weighting classes, and weighting adjustments can be computed separately for each of these classes. The adjustment reduces bias if either response rates or the survey characteristics are more similar within the weighting classes. In this survey, weighting classes were used to adjust for different types of nonresponse at different stages of data collection. At the screener interview, nonresponse occurred when residents at some telephone numbers could not be contacted (unknown residential status of the telephone) or when persons in already identified households refused to complete the screener interview (screener interview nonresponse). Nonresponse also occurred at the extended level when sampled persons refused to complete the extended interview (extended interview nonresponse). Details of the nonresponse adjustments and the weighting classes are presented in Sections 4.2 and 4.3.

The drawback to nonresponse adjustment is that it increases the variability of the weights, increasing the sampling variance of the estimates (Kish, 1992). A nonresponse adjustment is beneficial only when the

reduction in bias more than compensates for the increase in variance. When the weighting classes contain sufficient cases and the adjustment factors do not become inordinately large, the effect on variances is often modest. Very large adjustment factors usually occur in weighting classes with small numbers of respondents. To avoid this situation, weighting classes with few cases are “collapsed” or combined with similar classes to form a new weighting class with a larger number of cases. Oh and Scheuren (1983) discuss some of the statistical features associated with making these adjustments.

In this survey, before creating weighting classes to adjust for nonresponse (i.e. unknown residential status, screener and extended interview nonresponse), a set of univariate profiles was produced for available variables to explore the response propensity at the different levels. These profiles are useful for identifying variables that are related to response rates. The drawback is that some of the characteristics may be correlated and the univariate profiles do not explore these relationships. A multivariate analysis is more appropriate for examining complex relationships of the characteristics and the response. To that end, the categorical search algorithm CHAID (Chi-squared Automatic Interaction Detector) (Kass, 1980) was used to create the weighting classes. Given a set of categorical predictors of response probabilities, CHAID attempts to divide the data set into groups in a stepwise fashion so that the response rates between cells are as different as possible. By fitting a log-linear model, CHAID identifies the most important predictor of response and splits the data set into categories. Each of those categories is further segmented based on other predictors. Categories of a variable that are not significantly different can be merged together. The merging and splitting continues until no more statistically significant predictors are found or until a user-specified stopping rule is met. Weighting classes with fewer than 30 respondents were combined with another “nearby” class before running CHAID. The study team also examined the cells formed in CHAID that had unusually large adjustment factors. These cells were combined with other similar cells to form new cells with smaller adjustment factors.

As noted above, weighting classes can be formed only if data are available for both responding and nonresponding units. Since nonresponse adjustments are carried out for each stage of data collection, the available data for forming classes are different for each stage. For this survey, most of the available variables are at the telephone exchange level (demographic variables such as percentage Hispanic population in the exchange, percentage of renters/owner in the exchange, etc.) in addition to the geography where the telephone is located (e.g., Census region, and Metropolitan status). A variable that indicated if a pre-notification letter was sent to the household was also at the screener (household) level. Combinations of these variables were used for the creation of weighting classes for nonresponse during the screener interview (unknown residential status and screener interview nonresponse). At the extended interview (person level), additional variables collected during the screener interview (e.g., disability status during the screener, number of people in the household, number of persons with and without disabilities,

age and gender of the sampled person) were used to create weighting classes. The definitions of the weighting classes are presented in tables in the sections that describe the respective weighting adjustments in detail.

The approach to adjusting for undercoverage is somewhat different because uncovered units or persons (e.g., persons in households without a telephone) were never included in the frame from which the sample was drawn. The weights are adjusted for undercoverage by using data from external sources (control totals) in a process called poststratification (Holt and Smith, 1979). The primary objective of poststratification is to dampen potential biases arising from a combination of response errors, sampling frame undercoverage, and nonresponse. A secondary objective is to reduce sampling errors. In general, the sample is poststratified to as many independent figures as possible, subject to some constraints. In this discussion the term poststratification is used loosely and includes raking, a form of multidimensional poststratification (Brackstone and Rao, 1979). For this survey, the control totals are derived from the Census 2000 Summary Files 1 and 3 for the United States published by the U.S. Census Bureau. Details of the creation of the control totals at the person level are described in Section 4.4.

4.2 Household-level Weights

This section is divided into seven sub-sections each describing the steps involved in creating the household-level weights. The first sub-section reviews the creation of household-level base weights as the inverse of the probability of selection of the telephone number. The four subsequent sub-sections describe the adjustments made to the base weights. These adjustments account for unknown residential status, screener interview nonresponse, subsampling of households occupied by only persons without disabilities, and households with multiple telephone numbers. The sixth sub-section describes how the household-level weights are poststratified to control totals for the number of households in the U.S. The final sub-section reviews the adjustment that reflects the subsampling of households that are occupied by both persons with and persons without disabilities.

(1) Base Weights

The first step in the weighting process for the data from this survey was creating a household weight for each completed screener interview. Because the screener captured data mainly for sampling purposes, this weight was not used for analytical purposes. However, this weight was a key element in the computation of the person weights.

The RDD sample was drawn using a list-assisted approach from a frame of 100 banks¹¹ with at least one listed telephone number. Using this approach, a bank is drawn for the frame and two digits are randomly generated to complete the sampled telephone number. The base weight of a telephone number is then computed as the inverse of the probability of selecting the number, that is the ratio of the total number of 100 banks multiplied by 100 to the number of telephone numbers sampled.

The base weight BSW_i for the i -th telephone number is

$$BSW_i = \frac{N \cdot 100}{n}$$

where

- n = the number of telephone numbers sampled; and
- N = the number of banks.

For this survey there were 40,000 telephone numbers sampled from a total of 2,585,275 working banks. Thus, the base weights of all households sampled were originally the same prior to the adjustments for unknown residential status, screener nonresponse, further subsampling of households, etc.

Telephone numbers of households where only persons without disabilities reside were subsampled at a rate of approximately one-third. If a household had at least one resident with disabilities and at least one resident without disabilities then the household was selected to interview a person with disabilities. Such households were subsampled at a rate of approximately one-third for the interview of a person without disabilities. Sub-section 4 discusses the weighting adjustment that accounts for the subsampling of the households with only residents without disabilities. Sub-section 7 addresses the adjustment that accounts for subsampling of the households with residents without disabilities and residents with disabilities for the purpose of interviewing a person without disabilities.

(2) Unknown Residential Status Adjustment

At the end of data collection some telephone numbers could not be classified as residential despite being dialed many times. The unresolved numbers are considered to have an unknown residential status. They are telephone numbers that reached only answering machines (screener disposition code of NM) or were never answered (screener disposition of NA, ring no answer). Prior to adjusting the RDD weights for screener interview nonresponse, the study estimated the number of eligible residential telephone numbers

¹¹ A bank is defined as 100 consecutive telephone numbers with the same first eight digits including area code.

among those numbers with unknown residential status. CASRO guidelines were used when making this estimation. Based on these guidelines, the proportion of residential telephone numbers among the numbers with an unknown residential status is estimated using the number of residential and nonresidential cases in the sample. This proportion, p_{res} , is computed as:

$$p_{res} = \frac{n_r}{n_r + n_{nr}}$$

where

$$\begin{aligned} n_r &= \text{the number of residential numbers in the sample; and} \\ n_{nr} &= \text{the number of nonresidential numbers in the sample.} \end{aligned}$$

For this survey, $n_r = 14,460$ and $n_{nr} = 21,525$, leading to an estimated proportion of 0.4018. Thus, using CASRO guidelines, we assume that 40.18 percent of the undetermined (NA and NM) cases are residential (see Table A1 row 2.1d in the appendix).

The estimated proportion of residential households among the unknown residential telephone numbers is used to adjust the weights for unknown residential status. The residential status adjusted weight, $HHAIW_i$, for the sample is

$$HHAIW_i = HHAIF_{c_1} \cdot BSW_i$$

where

$$HHAIF_{c_1} = \begin{cases} \frac{\sum_{i \in RES} BSW_i + \sum_{i \in NRES, UNK_RES} p_{res} \cdot BSW_i}{\sum_{i \in RES} BSW_i} & \text{if } i \in RES \\ 0 & \text{if } i \in NRES, UNK_RES \end{cases},$$

where the subscript RES denotes telephone numbers identified as residential, $NRES$ denotes telephone numbers identified as nonresidential, and UNK_RES denotes telephone numbers with unknown residential status. The subscript c_1 is the indicator for the unknown residential status weighting class. The weighting classes were created using variables for Census region and MSA status. The classes are shown in Table 4.1.

Table 4.1 Unknown residential status weighting classes

| Weighting Class | Census Region | MSA Status* |
|-----------------|---------------|-------------|
| 1 | NE, W | 1 |
| 2 | NE, W | 2 |
| 3 | NE, W | 3, 4 |
| 4 | NE, W | 5 |
| 5 | S, MW | 1, 2 |
| 6 | S, MW | 3 |
| 7 | S, MW | 4, 5 |

*MSA status definition:

1 = In the Center City of an MSA

2 = Outside the Center City of an MSA, but inside the county containing the Center City

3 = Inside a Suburban County of the MSA

4 = In an MSA that has NO Center City

5 = Not in an MSA

Source: 2002 Transportation Availability and Use Study

After this adjustment, only known residential telephone numbers had positive weights. The nonresidential numbers and unknown residential status numbers (i.e., households with weights of zero) were removed from the weighting process and were not further adjusted after this step. The sum of the base weights of the residential households after this adjustment is 103,885,165 (see appendix Table A1, row 2.3).

(3) Screener Nonresponse Adjustment

Because some residential households did not complete the screener interview, it was necessary to adjust the weights for screener non-response. In this step, the household weight is adjusted within groups of similar households to account for households that did not complete the screener interview. For the RDD sample, the screener nonresponse adjusted household weight, $HHA2W_i$, is

$$HHA2W_i = HHA2F_{c_2} \cdot HHA1W_i,$$

where

$$HHA2F_{c_2} = \begin{cases} \frac{\sum_{i \in SC_R, SC_NR} HHA1W_i}{\sum_{i \in SC_R} HHA1W_i} & i \in SC_R \\ 0 & i \in SC_NR \end{cases},$$

and SC_R is the set of screener respondents, SC_NR is the set of screener nonrespondents, and c_2 is the indicator for the screener nonresponse weighting class. The nonresponse weighting classes were created

using variables that indicated if a pre-notification letter was sent to the household¹², Census region, MSA status, percentage of rented households in the telephone exchange, and the population percentage of whites in the telephone exchange. Table 4.2 shows the screener nonresponse weighting classes. After the screener nonresponse adjustment, the sum of weights remains at 103,885,165, while the coefficient of variation (CV) increases from 1.65 to 7.53 (see appendix Table A1, rows 2.4, 3.2, and 3.3).

Table 4.2 Screener nonresponse weighting classes

| Weighting class | Pre-notification letter | Census region | MSA status* | Percentage of rented households | Percentage of whites in the population |
|-----------------|-------------------------|---------------|-------------|---------------------------------|--|
| 1 | Yes | NE, S | 1 | Less than 50 | 0 to 100 |
| 2 | Yes | NE, S | 1 | 50 or more | 0 to 100 |
| 3 | Yes | NE, S | 2 – 5 | 0 to 100 | Less than 90 |
| 4 | Yes | NE, S | 2 – 5 | 0 to 100 | 90 or more |
| 5 | Yes | MW | 1 – 4 | 0 to 100 | Less than 60 |
| 6 | Yes | MW | 1 – 4 | 0 to 100 | 60 or more |
| 7 | Yes | MW | 5 | 0 to 100 | 0 to 100 |
| 8 | Yes | W | 1 – 4 | 0 to 100 | Less than 80 |
| 9 | Yes | W | 1 – 4 | 0 to 100 | 80 or more |
| 10 | Yes | W | 5 | 0 to 100 | 0 to 100 |
| 11 | No | NE | | 0 to 100 | 0 to 100 |
| 12 | No | S, MW, W | 1 | 0 to 100 | 0 to 100 |
| 13 | No | S, MW, W | 2 | 0 to 100 | 0 to 100 |
| 14 | No | S, MW, W | 3 – 5 | 0 to 100 | 0 to 100 |

*MSA status definition:

1 = In the Center City of an MSA

2 = Outside the Center City of an MSA, but inside the county containing the Center City

3 = Inside a Suburban County of the MSA

4 = In an MSA that has NO Center City

5 = Not in an MSA

Source: 2002 Transportation Availability and Use Study

(4) Households With Only Persons Without Disabilities Subsampling Adjustment

Following the screener nonresponse adjustment, the weights were adjusted to account for the subsampling of households with only residents without disabilities¹³. These households were subsampled at a rate of

¹² Households that receive an pre-notification letter, i.e. telephone numbers with a mailable address, respond at a higher rate compared to households that do not receive a letter.

¹³ This adjustment was made before poststratification for households that were not selected for extended interviews because multiple-telephone information was not collected for these cases.

about one-third. The households with only persons without disabilities subsample adjusted weight, $HHA3W_i$, is

$$HHA3W_i = HHA3F_{c_3} \cdot HHA2W_i ,$$

where

$$HHA3F_{c_3} = \begin{cases} 1 & i \in D \\ \frac{\sum_{i \in ND_NS, ND_S} HHA2W_i}{\sum_{i \in ND_S} HHA2W_i} & i \in ND_S \\ 0 & i \in ND_NS \end{cases}$$

and D is the set of households with at least one resident with disabilities, ND_S is the set of households with only residents without disabilities retained in the sample and ND_NS is the set of households with only residents without disabilities that were not retained, and where c_3 is the indicator for the subsample nonresponse weighting class. The weighting classes were created using variables for Census region and MSA status. The sum of weights do not change due to this weighting adjustment, however, the weights become more variable. Notice that the weights of households with only residents without disabilities were the only weights affected by this step. A separate CV is reported for the weights associated with these households ($CV_{ND} = 10.66$) and for the weights associated with households with at least one resident with disabilities ($CV_D = 7.50$) (see appendix Table A1 rows 4.3 and 4.4).

(5) Multiple Telephone Adjustment

At the end of the screener interview, the interviewer collected information about the existence of additional telephone numbers and their use in the household (screener interview question SC20). If the additional telephone number was used for residential purposes (telephone not used solely for business, computer use, etc.), then the household had a greater probability of selection because it could have been selected through the other number. Approximately 12 percent of the households reported having more than one telephone used for residential purposes. Approximately 2 percent (106 households), had more than two telephones used for residential purposes. For these households, the household weight is adjusted to reflect the increased probability of selection. The multiple telephone adjusted household weight, $HHA4W_i$, is

$$HHA4W_i = HHA4F_i \cdot HHA3W_i ,$$

where

$$HHA4F_i = \begin{cases} 1/3 & \text{if household } i \text{ has more than 2 residential telephone numbers} \\ 1/2 & \text{if household } i \text{ has 2 residential telephone numbers} \\ 1 & \text{otherwise} \end{cases}$$

This adjustment assumes that there is at most two additional telephone numbers¹⁴. This adjustment reduced the sum of weights from 103,885,165 to 97,106,619. The variation within type of household increased as a result of this weighting adjustment. The CV for households with only residents without disabilities increased to 21.52, while the CV for the households with residents with disabilities increased to 19.48 (see appendix Table A1 rows 5.4 and 5.5).

(6) Household Poststratification

The next step in weighting the screener interviews was to poststratify the household weights to household control totals from the Census 2000 data (Census 2000 Summary File 3 released by the U.S. Census Bureau). The poststratification adjustment reduces potential bias related to different response rates and telephone coverage for households in different regions of the United States or MSA status.

The household poststratification weight, $HHA5W_i$, is

$$HHA5W_i = HHA5F_k * HHA4W_i$$

where

$$HHA5F_k = \frac{CNT_k}{\sum_{i \in k} HHA4W_i}$$

where CNT_k is the control total for cell k . The poststratification cells were created using variables for Census region and MSA status.

The sum of weights before and after household poststratification are 97,106,619 and 105,480,101 respectively leading to an overall poststratification adjustment factor of 1.09 (see appendix Table A1 rows 6.2 to 6.4). The magnitude of this adjustment is sometimes used as a measure of the undercoverage of the estimate of the total number of households. The CVs for households with at least one resident with disabilities and households with only residents without disabilities are 42.53 and 43.55 respectively (see appendix Table A1 rows 6.5 and 6.6). Additional detail regarding postratification is provided in Section 4.2.

¹⁴ No household was reached through two or more different telephone numbers.

**(7) Persons without Disabilities Living in Households with Persons with Disabilities
Subsampling Adjustment**

If a household had both persons with and without disabilities residing in it, the household was retained in the sample for the purpose of obtaining an interview of a person with disabilities. However, the household was subsampled at a rate of about one-third for the purpose of obtaining an interview of a person without disabilities. In order to account for this subsampling, we adjusted the household poststratified weights. The persons without disabilities living in households with persons with disabilities subsample adjusted weight, $HHA6W_i$, is

$$HHA6W_i = HHA6F_{c_6} \cdot HHA5W_i ,$$

where

$$HHA6F_{c_6} = \begin{cases} 1 & i \in ND \\ \frac{\sum_{i \in D_NS, D_S} HHA5W_i}{\sum_{i \in D_S} HHA5W_i} & i \in D_S \\ 0 & i \in D_NS \end{cases}$$

and ND is the set of households with only residents without disabilities, D_S is the set of households with persons with and persons without disabilities and a person without disabilities was selected, and D_NS is the set of households with residents with and residents without disabilities where a person without disabilities was not selected. And c_6 is the indicator for the subsample nonresponse adjustment class. The classes for this weight adjustment were created using variables that indicate Census region and MSA status. The overall sum of the weights was not affected by this adjustment.

4.3 Person Weights

A person level final weight was created for all persons completing the extended interview. The initial person weight is the product of the final household weight and the reciprocal of the probability of selecting the respondent from all persons in the household who are of the same type (e.g. the number of persons with disabilities in the household). The initial person weight is then adjusted for nonresponse. After the person nonresponse adjustment, the variation in the weights is reduced using a procedure called trimming. The final step rakes the weights to known control totals. To deal with undercoverage of persons

that could not be interviewed because they reside in nontelephone households, the raking adjustment was modified to reduce the bias from this source. Details on creating the person weights follow.

Person Initial Weight

The initial person weight is the product of the final household weight and the inverse of the probability of selecting the person within that household. For persons with disabilities and for persons without disabilities living in households with only residents without disabilities, the final household weight is given by $HHA5W_i$, while for persons without disabilities living in households with persons with disabilities, the final household weight is $HHA6W_i$. Thus, the expression for the person initial weight, $PRA0W_i$, is

$$PRA0W_i = \begin{cases} PRA0F_i \cdot HHA5W_i & i \in D, ND \\ PRA0F_i \cdot HHA6W_i & i \in ND_D \end{cases}$$

where

$$PRA0F_i = \begin{cases} NUMDIS & i \in D \\ NUMNODIS & i \in ND, ND_D \end{cases}$$

and D is the set of persons with disabilities, ND is the set of persons without disabilities living in households where no person with disabilities resides, and ND_D is the set of persons without disabilities living in a household where a person with disabilities also resides. $NUMDIS$ is the number of persons with disabilities living the household, and $NUMNODIS$ is the number of persons without disabilities living in the household. The sum of the initial person weights for persons with disabilities and persons without disabilities are 30,515,402 and 255,332,502 respectively, and the corresponding CVs are 41.65 and 59.96 respectively (see appendix Table A2 rows 1.2 and 1.3).

Extended Interview Nonresponse Adjustment

In some households the screener interview was completed but the sampled person did not complete the extended interview. To account for sampled persons who did not complete the extended interview, we adjusted the person initial weight for extended interview nonresponse. The extended interview person nonresponse adjusted weight, $PRA1W_i$, is

$$PRA1W_i = PRA1F_c \cdot PRA0W_i.$$

where

$$PRAIF_c = \begin{cases} 1 & i \in IN \\ \frac{\sum_{i \in ER, NR} PRAOW_i}{\sum_{i \in ER} PRAOW_i} & i \in ER \\ 0 & i \in NR \end{cases}$$

and *ER* is the set of eligible respondents, *IN* is the set of ineligible persons (deceased persons, sampled persons unknown in the household, and enumeration errors, i.e. sampled persons who were not a member of the household), *NR* is the set of extended interview nonrespondents; and *c* indicates the extended interview nonresponse weighting class. The weighting classes were created using disability status, Census region, age, the population percentage of Hispanics in the telephone exchange, and the population percentage of whites in the telephone exchange. The extended interview nonresponse weighting classes are shown in the Table 4.3. The set of ineligible persons was removed following this weighting step.

Table 4.3 Extended interview nonresponse weighting classes

| Weighting Class | Screener Disability Status | Census Region | Age | Population percentage of Hispanics | Population percentage of whites |
|-----------------|----------------------------|---------------|--------------|------------------------------------|---------------------------------|
| 1 | Disabilities | All regions | All ages | 0 to 100 | Less than 60 |
| 2 | Disabilities | All regions | Less than 18 | Less than 10 | 60 or more |
| 3 | Disabilities | All regions | Less than 18 | 10 or more | 0 to 100 |
| 4 | Disabilities | All regions | 18 or over | 0 to 100 | 0 to 100 |
| 5 | No Disabilities | NE, S | All ages | 0 to 100 | 0 to 100 |
| 6 | No Disabilities | MW, W | All ages | 0 to 100 | 0 to 100 |
| 7 | No Disabilities | All regions | All ages | 0 to 100 | Less than 60 |
| 8 | No Disabilities | All regions | All ages | 0 to 100 | 60 or more |
| 9 | No Disabilities | All regions | All ages | 0 to 100 | 0 to 100 |

Source: 2002 Transportation Availability and Use Study

The sum of weights is not affected by this adjustment (see appendix Table A2 row 2.3). Also, the relative variation after the extended interview nonresponse adjustment is almost the same compared to the variation before the adjustment. The CV for the weights of persons with disabilities is 41.60 and the CV for the weights of persons without disabilities is 59.96 after the extended interview nonresponse adjustment (see appendix Table A2 row 2.5).

Disability Status and the Need for Trimming

Before raking, it was necessary to examine the distribution of the sample weights based on the disability status reported at the extended interview¹⁵. The disability status at the extended interview is used to classify persons with and without disability before raking. The disability status at the extended interview is a more reliable measure of disability because the sampled person is not always the same person who completed the screener interview. Row 3.3 in the appendix, Table A2 shows the CV before trimming. Examining the distribution of the weights by self-reported disability showed a presence of records with very large weights. For persons with disabilities, we trimmed eight weights that were larger than 250,000. For persons without disabilities we trimmed four weights greater than 350,000¹⁶. The trimming factor, t_i , ranged from 0.44 to 0.96 for persons with disabilities and 0.53 to 0.95 for persons without disabilities.

The trimmed weight $TRMW_i$ is computed as

$$TRMW_i = TRMF_i \cdot PRAIW_i$$

where

$$TRMF_i = \begin{cases} 1 & \text{if the weight } i \text{ is not trimmed} \\ t_i & \text{otherwise} \end{cases}$$

where $0 < t_i < 1$.

The sum of weights after trimming for persons with disabilities was reduced from 33,453,727 to 32,865,554 and the sum of weights for persons without disabilities was reduced from 243,936,274 to 243,526,307.

Most of the weights that needed to be trimmed were large as a result of having an inordinately large number of persons of the same type in their household. After re-classifying the records based on self-reported disability, the CVs for these groups are larger. The relative variation in the weights of persons with disabilities decreased following the trimming adjustment ($CV_D = 98.78$). The CV for the weights of persons without disabilities is 65.99 (see appendix Table A2 rows 3.1 through 3.5).

Approximately 1.5 percent (78) of the respondents were sampled and screened as not having disabilities, but self-reported as having at least one disability during the extended questionnaire interview. These respondents represent 3.6 percent of the weighted total. The mean weight of these 78 respondents is about

¹⁵ Prior to this adjustment disability was classified using information from the screener interview.

¹⁶ The trimming was done prior to the raking adjustment; After the trimming and raking, the distribution of the weights were examined again and no further trimming was needed. The number of trimmed weights reported here is at the completion of this process.

79,000, while the mean weight of those sampled and screened as and self-reported as having disabilities is about 13,500.

Raked Weight

The final step in the weighting was raking the trimmed weights to population control totals to produce estimates consistent with the Census 2000 results. The specific control totals and the approach used to create them are described in Section 4.4. Raking is a commonly used estimation procedure in which estimates are controlled to marginal population totals. It can be thought of as a multidimensional poststratification procedure because the weights are poststratified to one set of control totals (a dimension), then these adjusted weights are poststratified to another dimension. The procedure continues until all dimensions are adjusted. The process is then iterated until the control totals for all the dimensions are simultaneously satisfied (at least within a specified tolerance).

The raked weight, $RAKEDW_i$, can be expressed as

$$RAKEDW_i = RAKEDF_k \cdot TRMW_i.$$

The factor $RAKEDF_k$ is determined to satisfy the conditions

$$CNT_k = \sum_{i \in k} RAKEDF_k \cdot TRMW_i,$$

and CNT_k is the control total for raking dimension k . The description of raking and how the control totals (CNT_k) are created are found in Section 4.4. The sum of weights after the raking adjustment for persons with disabilities and persons without disabilities are 49,499,318 and 224,143,955 respectively (see appendix Table A2 row 4.2). The respective final CVs are 113.70 and 77.00 (see appendix Table A2 row 4.4). The CV for persons with disabilities is relatively large. One reason for this is that the raking adjustment factor for the weights of persons with disabilities is also large (1.48) (see appendix Table A2 row 4.3).

Nontelephone Adjustment

Since this was a telephone survey, persons in households without telephones did not have a chance of being selected. To reduce this bias, a special adjustment was included in the weighting process. A version of the Keeter adjustment developed by Brick, Flores-Cervantes, Wang and Hankins (1999) was

implemented in this survey. Keeter (1995) noted that the telephone status of a household changes over time and households with interruptions in telephone service are similar to households without telephones. Brick, Waksberg and Keeter (1996) took this idea and translated it into a weighting method. In general, the method works by adjusting the weights of sampled persons in telephone households who have had telephone service interruptions. The person weights for persons with interruptions in telephone service are adjusted upwards to represent persons without a telephone. In this survey, the adjustment was implemented by raking to an additional dimension created using telephone interruption, as shown in Table 4.4, and household tenure (i.e., renter or owner).

As mentioned, the Keeter adjustment was implemented by raking with an additional dimension (DIM5). The control total for DIM5 are $(t_4 + \hat{t}_2) \cdot CNT_m$ and $(1 - t_4 - \hat{t}_2) \cdot CNT_m$, where CNT_m is the total number of noninstitutionalized persons in the United States in cell m (e.g., renter or owner) as determined by the SF3, t_4 is the percentage of persons in nontelephone households in cell class m , and \hat{t}_2 is the estimated percentage of persons in telephone households with an interruption¹⁷ in service also in cell m . In surveys that do not collect data from nontelephone households, the percentage of persons in nontelephone households (t_4) cannot be obtained directly. Data from the March 2001 CPS and Census 2000 were used to compute t_4 . On the other hand, the proportion of persons in households with an interruption in service (\hat{t}_2) was estimated using the sample. To reflect the variability in \hat{t}_2 (computed using the sample), replicate estimates of \hat{t}_2 were computed to generate variable control totals to be used for each replicate. Then the weights for each replicate were raked to the corresponding replicate dimensions (see codebook variables RAKEDW01_80 and the description for using them following Table A2, below).

Table 4.4 Number of completed screener interviews with interruptions in telephone service

| Interruption of service | Count | Percent |
|-------------------------|-------|---------|
| No interruption | 4,787 | 95.4 |
| One Week | 63 | 1.3 |
| Two Weeks | 51 | 1.0 |
| Three Weeks | 23 | 0.5 |
| Four Weeks | 17 | 0.3 |
| Five Weeks, or more | 56 | 1.1 |
| Unknown | 22 | 0.4 |
| Total | 5,019 | 100.0 |

Source: 2002 Transportation Availability and Use Study

¹⁷ Interruption in service of one week or more.

4.4 Household Poststratification, Raking and Control Totals

This section provides further details (see section 4.2.6) on the procedure used when poststratifying the household weights to household level control totals, and the development of these control totals. It also describes the procedure used to rake the person weights and the development of the raking control totals for this survey sample. Poststratification and raking are typically used to reduce the variance of the estimates, or to correct for survey undercoverage of units. The first part of this section gives a general overview of poststratification and raking. The second part describes the dimension used to poststratify the household weights. It also describes the derivation of the control totals used for poststratification. The third part describes the five dimensions used in the raking for this survey. Four of the dimensions use geography and demographic variables such as sex, age, race, and ethnicity. The fifth dimension was created to reduce the bias associated with households without a telephone. The third part of this section also describes how the control totals for the raking dimensions were derived from the 2000 Census files.

(1) The Poststratification and Raking Procedures

Poststratification is an estimation procedure in which the weights of respondents are adjusted so that the sums of the adjusted weights are equal to known population totals. The poststratified weight can be written as $\tilde{w}_{ci} = w_c \hat{\alpha}_c$, where w_c is the pre-poststratified weight of an observation in poststratification cell c , and $\hat{\alpha}_c$ is a factor that represents the effect of the variable. $\hat{\alpha}_c$ can be written as $\hat{\alpha}_c = W_c / \hat{W}_c$ where W_c represents the control total in class c and \hat{W}_c is the sum of the weights in cell c before poststratifying.

Raking is an estimation procedure in which estimates are controlled to marginal population totals. In this survey, the adjustment to population control totals at the person level uses a raking procedure so that more auxiliary information can be included. For example, if poststratification were used, only some age/race/sex categories could be used in the adjustments, while with raking more levels of these variables and important geographic level data such as region of the country can also be included. As mentioned earlier, raking can be thought of as a multidimensional poststratification procedure, because the weights are basically poststratified to one set of control totals (a dimension), then these weights are poststratified to another dimension. After all dimensions are adjusted, the process is iterated until the control totals for all the dimensions are simultaneously satisfied (at least within a specified tolerance). The raking estimator is design-unbiased in large enough samples and is very efficient in reducing the variance of the estimates if the estimates in the cross-tabulation are consistent with a model that ignores the interactions between variables.

The raked weight can be written as $\tilde{w}_{cd,i} = w_{cd}\hat{\alpha}_c\hat{\beta}_d$, where w_{cd} is the pre-raked weight of an observation in class (c, d) of the cross-tabulation, $\hat{\alpha}_c$ is the effect of the first variable, and $\hat{\beta}_d$ is the effect of the second variable. Note that in this formulation there is no interaction effect. In this sense, the weights are determined by the marginal distributions of the control variables. As a result, the sample sizes of the marginal distributions are the important determinants of the stability of the weighting procedure, not the classes formed by the crossing of the variables. This means that deficient classes (classes with small sample sizes) are defined by looking at the sample sizes of the margins.

(2) Poststratification Cells and Control Totals

The cells used to poststratify the household weights combined region and MSA status. Table 4.5 shows the dimension description and the household control totals.

Table 4.5 Description of cells used for household poststratification

| Cell description | | Categories | Control totals |
|--------------------------------|----|------------------------------------|----------------|
| Region (4) × MSA Status (4) | 10 | Northeast, NonMSA | 1,822,510 |
| | 11 | Northeast, Central County MSA | 12,942,285 |
| | 12 | Northeast, Outlying County MSA | 1,025,560 |
| | 13 | Northeast, MSA and NonMSA Counties | 4,495,267 |
| | 20 | Midwest, NonMSA | 6,676,968 |
| | 21 | Midwest, Central County MSA | 16,008,030 |
| | 22 | Midwest, Outlying County MSA | 2,049,534 |
| | 30 | South, NonMSA | 11,929,300 |
| | 31 | South, Central County MSA | 22,192,294 |
| | 32 | South, Outlying County MSA | 3,893,620 |
| | 40 | West, NonMSA | 3,242,221 |
| | 41 | West, MSA | 19,202,512 |

Source: 2002 Transportation Availability and Use Study

(3) Raking Dimensions and Control Totals

The five raking dimensions used in this survey are shown in Table 4.6.

Table 4.6 Definitions of the dimensions used in raking

| Dimension | Description | | Categories | Control totals |
|-----------|---|-----|--|----------------|
| DIM1 | Age groups (6) × Self-reported disability (2) × Gender (2) | 101 | Under 5 years old, male | 9,810,733 |
| | | 102 | Under 5 years old, female | 9,365,065 |
| | | 211 | 5 to 20 years old, w/disablies, male | 3,116,343 |
| | | 212 | 5 to 20 years old, w/disablies, female | 2,112,262 |
| | | 221 | 5 to 15 years old, w/o disabilities, male | 21,293,560 |
| | | 222 | 5 to 15 years old, w/o disabilities, female | 20,962,474 |
| | | 321 | 16 to 20 years old, w/o disabilities, male | 8,610,686 |
| | | 322 | 16 to 20 years old, w/o disabilities, female | 8,540,941 |
| | | 411 | 21 to 64 years old, w/disabilities, male | 15,537,260 |
| | | 412 | 21 to 64 years old, w/disabilities, female | 14,581,446 |
| | | 421 | 21 to 64 years old, w/o disabilities, male | 61,320,683 |
| | | 422 | 21 to 64 years old, w/o disabilities, female | 65,393,688 |
| | | 511 | 65 to 74 years old, w/disabilities, male | 2,640,083 |
| | | 512 | 65 to 74 years old, w/disabilities, female | 2,965,802 |
| | | 521 | 65 to 74 years old, w/o disabilities, male | 5,347,689 |
| | | 522 | 65 to 74 years old, w/o disabilities, female | 6,413,151 |
| | | 611 | 75 years and older, w/disabilities, male | 2,999,793 |
| | | 612 | 75 years and older, w/disabilities, female | 5,377,913 |
| | | 621 | 75 years and older, w/o disabilities, male | 2,874,533 |
| | | 622 | 75 years and older, w/o disabilities, female | 4,379,168 |
| DIM2 | Region (4) × Owner (2) | 11 | Midwest, Owner | 46,219,004 |
| | | 12 | Midwest, Renter | 16,381,942 |
| | | 21 | Northeast, Owner | 34,342,669 |
| | | 22 | Northeast, Renter | 17,583,944 |
| | | 31 | South, Owner | 68,460,965 |
| | | 32 | South, Renter | 28,939,183 |
| | | 41 | West, Owner | 38,942,977 |
| | | 42 | West, Renter | 22,772,589 |
| DIM3 | Race(7) × Large Age Groups(3) | 11 | White only, under 18 years old | 49,376,753 |
| | | 12 | White only, 18 to 29 years old | 31,143,129 |
| | | 13 | White only, 30 to 49 years old | 63,194,736 |
| | | 14 | White only, 50 to 64 years old | 32,995,557 |
| | | 15 | White only, 65 years and older | 28,673,213 |
| | | 21 | Black only, under 18 years old | 10,837,073 |
| | | 22 | Black only, 18 to 29 years old | 6,080,363 |
| | | 23 | Black only, 30 to 49 years old | 10,212,610 |
| | | 24 | Black only, 50 to 64 years old | 3,999,450 |
| | | 25 | Black only, 65 years and older | 2,662,115 |
| | | 31 | Other, under 18 years old | 11,757,075 |
| | | 32 | Other, 18 to 29 years old | 7,527,866 |
| | | 33 | Other, 30 to 49 years old | 10,262,072 |
| | | 34 | Other, 50 to 64 years old | 3,258,457 |
| | | 35 | Other, 65 years and older | 1,662,804 |

Table 4.6 Definitions of the dimensions used in raking (Continued)

| Dimension | Description | | Categories | Control totals |
|-----------|---|----|---|----------------|
| DIM4 | Hispanic Indicator(2) × Age Groups (8) | 11 | Hispanic, under 18 years old | 12,211,958 |
| | | 12 | Hispanic, 18 to 34 years old | 10,811,552 |
| | | 13 | Hispanic, 35 to 64 years old | 9,792,769 |
| | | 14 | Hispanic, 65 years and older | 1,604,285 |
| | | 21 | Non Hispanic, under 18 years old | 59,758,943 |
| | | 22 | Non Hispanic, 18 to 34 years old | 54,105,355 |
| | | 23 | Non Hispanic, 35 to 64 years old | 93,964,564 |
| | | 24 | Non Hispanic, 65 years and older | 31,393,847 |
| DIM5 | Nontelephone adjustment classes | 1 | Telephone service interruption, Own | 7,859,269 |
| | | 2 | Telephone service interruption, Rent | 10,908,157 |
| | | 3 | No telephone service interruption, Own | 180,106,346 |
| | | 4 | No telephone service interruption, Rent | 74,769,501 |

Source: 2002 Transportation Availability and Use Study

The first four dimensions in the table are created by combining demographic variables (age, sex, race, ethnicity, disability status¹⁸, home ownership) and region. Dimension 5 is created to adjust the weights for persons in households without a telephone. The control totals for the raking dimensions were derived from the 2000 Census files except for dimension 5. Section 4.3, above, has more details on the nontelephone adjustment and the variables used to create the levels for dimension 5.

Two imputation procedures were used in this survey to fill in missing responses needed to create the raking dimensions. The first imputation technique is a completely random selection from the observed distribution and was used to impute missing responses for age and sex. For example, when imputing the missing values for self-reported age, the distributions of the responses for age were used to randomly assign an age using probabilities associated with these distributions.

The second technique is hotdeck imputation. Hotdeck imputation was used to impute race, ethnicity, the telephone interruption indicator, the length of an interruption, and rent/own status of a household. Missing values for race and ethnicity were imputed because these variables were used when creating raking dimensions (see item (2), above, for details regarding dimension creation). The other variables that were imputed using the hot deck procedure were done so in order to be able to carry out the nontelephone adjustment (see Section 4.3, sub-section (2), above, for details on this adjustment). The hotdeck approach

¹⁸ Disability status is defined using the Census 2000 definition.

is probably the most commonly used method for assigning values for missing responses in large-scale household surveys.

Using a hotdeck approach, a value reported by a respondent for a particular item is assigned or donated to a “similar” person who did not respond to that item. To carry out hotdeck imputation for this survey data, the respondents to an item form a pool of donors, while the nonrespondents are a group of recipients. A recipient is matched to the subset pool of donors with the same household structure. The recipient is then randomly imputed the same ethnicity or race (depending on the items that need to be imputed) from one of the donors in the pool. Once a donor is used, it is removed from the pool of donors. Table 4.7 shows the variables with imputed values, imputed counts and percentages. These imputed values were used for weighting purposes only and not included in the data set.

Table 4.7 Imputed variables with counts

| Variable name | Variable description | Imputation method | Count of imputed values | Percentage of imputed values |
|---------------|--|-------------------|-------------------------|------------------------------|
| SRAGE | Self reported age | Random | 67 | 1.33 |
| SRSEX | Self reported gender | Random | 15 | 0.26 |
| HISP | Self reported | Hot Deck | 31 | 0.62 |
| SRRACE | Self reported race | Hot Deck | 41 | 0.82 |
| NOPHONE | Telephone service interruption indicator | Hot Deck | 19 | 0.38 |
| NOTELTIM | Length of the interruption | Hot Deck | 22 | 0.44 |
| HOMEOWN | Home ownership indicator | Hot Deck | 47 | 0.94 |

Source: 2002 Transportation Availability and Use Study

Before raking, dimensions with cells with fewer than 50 respondents were collapsed with “adjacent” cells. In dimensions 1 and 4 of Table 4.6, the collapsed cells were created by combining age groups. Dimension 2 required no collapsing, while in dimension 3, the collapsed cells were created by combining all races other than White only and African American only into an “Other” category.

Table 4.8 shows the overall raking factors for the disabled and nondisabled weights and the overall weights.

Table 4.8 Overall adjustment raking factors for disabled and nondisabled* interviews

| Characteristic | Disabled | Nondisabled | Overall |
|------------------------|----------|-------------|---------|
| Total | 1.48 | 0.92 | 0.99 |
| Sex | | | |
| Male | 1.58 | 0.94 | 1.02 |
| Female | 1.40 | 0.90 | 0.96 |
| Age group | | | |
| Under 5 years old | 1.21 | 1.10 | 1.10 |
| 5 to 17 years old | 1.22 | 0.99 | 1.01 |
| 18 to 24 years old | 1.84 | 1.11 | 1.18 |
| 25 to 34 years old | 1.98 | 0.93 | 0.99 |
| 35 to 44 years old | 1.75 | 0.86 | 0.93 |
| 45 to 54 years old | 1.60 | 0.84 | 0.94 |
| 55 to 64 years old | 1.60 | 0.77 | 0.94 |
| 65 years old and over | 1.21 | 0.80 | 0.94 |
| Race | | | |
| White alone | 1.55 | 0.94 | 1.01 |
| African American alone | 1.74 | 1.04 | 1.12 |
| Other races | 1.06 | 0.73 | 0.78 |
| Ethnicity | | | |
| Latino | 1.34 | 0.90 | 0.94 |
| Non-Latino | 1.50 | 0.92 | 0.99 |
| Region | | | |
| Midwest | 1.83 | 1.13 | 1.21 |
| Northeast | 1.30 | 0.73 | 0.80 |
| South | 1.44 | 0.91 | 0.98 |
| West | 1.46 | 0.95 | 1.02 |
| Home Owner Status | | | |
| Own | 1.33 | 0.85 | 0.90 |
| Rent | 1.82 | 1.13 | 1.23 |

*Using self-reported disability.

Source: 2002 Transportation Availability and Use Study

The raking factor was computed as the ratio of the control total to the sum of weights before trimming and raking. This factor is, in some sense, a measure of the magnitude of the bias correction for estimates of totals.

Since the weights were already adjusted for nonresponse, the raking adjustment factor could be used as an indirect measure of under or overcoverage (Montaquila, et al., 1996). The adjustment factors confound several factors such as reporting error and residual nonresponse error, but still may be used as a rough

indicator of within-household coverage error. A factor greater than unity suggests undercoverage, and a factor less than unity suggests overcoverage (these are all relative measures).

Table 4.8 shows that the raking factor of persons with disabilities is relatively large. The large adjustment factor for persons with disabilities may be caused by the mode in which the data was collected. The Census data was collected using a mail survey while the survey data for this survey was collected using a telephone survey. Males were slightly undercovered while females are overcovered, an expected result as females historically tend to respond to household surveys at a higher rate compared to males. A similar result can be seen when comparing the factors of home owners to renters.

The control totals used in the raking are derived from the Summary File 1 (SF1) and Summary File 3 (SF3) from the 2000 Census released by the U.S. Census Bureau. These files contain information referred to as the 100 percent data, which is compiled from the questions asked of all people in every housing unit. Population items included sex, age, race, ethnicity (Latino), household relationships, and group quarters.

One of the limitations of using the summary files for the control totals is the inability to produce counts that exclude the group quarters population for some dimensions used in this survey. The eligible population for this survey includes only persons in residential households (not including those in group quarters—housing units with nine or more unrelated persons). Institutionalized persons in group quarters are also excluded. These persons include those living in prisons, jails, juvenile detention facilities, psychiatric hospitals and residential treatment programs, and nursing homes for the disabled and aged, or in military barracks.

The group quarters population should be excluded from the counts in the summary files when deriving the control totals for the survey as they are not part of the population of inference. As Table 4.9 shows, the group quarters population represented 2.8 percent of the total population in the United States; as a result, approximately 7,780,000 persons must be removed from the overall population counts from the SF3.

Group quarters counts from the SF1 are only available for three age groups (less than 18, 18 to 64, and 65 years old or older). The first dimension in Table 4.6 (DIM1) for this survey requires separate counts for six age groups by gender. The next three dimensions in Table 4.6 also require counts not provided by the Census. The following is an explanation of how to calculate the counts for each dimension.

Table 4.9 Population in the United States

| Type | Population | Percent |
|-----------------------|-------------|---------|
| In group quarters | 7,784,510 | 2.8 |
| Not in group quarters | 273,637,396 | 97.2 |
| Total | 281,421,906 | 100.0 |

Source: U.S. Census Bureau, Census 2000, SF3.

For DIM3, the totals were computed by subtracting the group quarter counts separately for each race category for the three age groups (under 18 years old, 18 to 64 years old, and 65 years or older). The new totals for the under 18 years old and 65 years or older categories were directly obtained by this subtraction. However, the totals for 18 to 64 years old were then allocated following the distribution of the DIM3 age groups (18 to 29, 30 to 49 and 50 to 64 years old) by race. Table 4.10 shows the count of people in group quarters by self-reported age groups. The dimension 1, 2, and 4 (DIM1, DIM2, and DIM4) control totals were computed using a similar procedure used for DIM3.

Table 4.10 Number of people in group quarters by self-reported age groupings

| Self-reported age group | Living in group quarters | Not living in group quarters | Total |
|-------------------------|--------------------------|------------------------------|-------------|
| 0 to 17 years old | 322,911 | 71,970,901 | 72,293,812 |
| 18 to 64 years old | 5,462,101 | 168,674,240 | 174,136,341 |
| 65 years and older | 1,993,621 | 32,998,132 | 34,991,753 |
| Total | 7,778,633 | 273,643,273 | 281,421,906 |

Source: U.S. Census Bureau, Census 2000, SF1.

The last dimension (DIM5) was used to adjust for households without a telephone. The description and rationale for the dimension is given in Section 4.3. The control totals for the dimension are derived by allocating the overall control total from the SF3 using sample information. The computed total number of persons not living in group quarters for each person type was then applied to these percentages to produce the control total of the class.

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Appendix A
Household and Person Weights

Table A1. Household weighting for the 2002 National Transportation Availability and Use Survey sample

| | | Total* |
|---|--|-------------|
| 1 | Base weight | |
| | 1.1 Sample size | 40,000 |
| | 1.2 Sum of weights | 258,527,500 |
| 2 | Adjusting for unknown residential records* | |
| | 2.1 Sum of weights by residential status | 258,527,500 |
| | a. Residential | 93,457,691 |
| | b. Nonresidential | 139,120,111 |
| | c. Unknown residential status – NA, NM | 25,949,698 |
| | d. CASRO residential rate | 0.402 |
| | 2.2 Sum of weights after allocating NA, NM residential records | 103,885,165 |
| | a. Residential | 93,457,691 |
| | b. Nonresidential | 0 |
| | c. Unknown residential status - NA, NM | 10,427,473 |
| | 2.3 Sum of weights after adjustment | 103,885,165 |
| | a. Residential | 103,885,165 |
| | b. Nonresidential | 0 |
| | c. Unknown residential status-assumed to be residential | 0 |
| | 2.4 Coefficient of Variation (CV) | 1.65 |
| 3 | Screener nonresponse adjustment | |
| | 3.1 Sum of weights before adjustment | 103,885,165 |
| | a. Respondents | 74,152,690 |
| | b. Nonrespondents | 29,732,475 |
| | 3.2 Sum of weights after adjustment | 103,885,165 |
| | 3.3 CV | 7.53 |
| 4 | Adjusting for subsampling – households w/o disabled residents | |
| | 4.1 Sum of weights before adjustment | 103,885,165 |
| | a. Households with disabled | 25,435,237 |
| | b. Households with nondisabled – subsampled | 26,420,565 |
| | c. Households with nondisabled - not sampled | 52,029,363 |
| | 4.2 Sum of weights after adjustment | 103,885,165 |
| | a. Households with disabled | 25,435,237 |
| | b. Households with nondisabled – subsampled | 78,449,928 |
| | c. Households with nondisabled - not sampled | 0 |
| | 4.3 CV – Households with disabled | 7.50 |
| | 4.4 CV – Households with nondisabled | 10.66 |
| 5 | Nontelephone adjustment | |
| | 5.1 Sum of weights before adjustment | 103,885,165 |
| | 5.2 Sum of weights after adjustment | 97,106,619 |
| | 5.3 Adjustment Factor | 0.935 |
| | 5.4 CV – Households with disabled | 19.48 |
| | 5.5 CV – Households with nondisabled | 21.52 |
| 6 | Household Poststratification | |
| | 6.1 Number of completed screener interviews | 5,162 |
| | 6.2 Sum of weights before adjustment | 97,106,619 |
| | 6.3 Sum of weights after adjustment | 105,480,101 |
| | 6.4 Adjustment factor | 1.09 |
| | 6.5 CV – Households with disabled | 42.53 |
| | 6.6 CV – Households with nondisabled | 43.55 |

* Some rows within sections may not sum to the respective totals due to rounding.

Source: 2002 Transportation Availability and Use Study

Table A2. Extended interview weighting for 2002 National Transportation Availability and Use Survey sample

| | | Disabled* | Nondisabled* | Total* |
|-----|---|------------|--------------|-------------|
| 1 | Person initial weights | | | |
| 1.1 | Number of sampled persons | 2,531 | 3,224 | 5,755 |
| 1.2 | Sum of weights | 30,515,402 | 255,332,502 | 285,847,904 |
| 1.3 | CV | 41.65 | 59.96 | 98.32 |
| 2 | Nonresponse adjustment | | | |
| 2.1 | Number of completed adult interviews | 2,241 | 2,778 | 5,019 |
| 2.2 | Sum of weights before adjustment | 30,515,402 | 255,332,502 | 285,847,904 |
| a. | Eligible respondents | 27,038,064 | 218,212,620 | 245,250,684 |
| b. | Eligible nonrespondents | 2,911,239 | 29,228,078 | 32,139,317 |
| c. | Ineligibles | 566,098 | 7,891,805 | 8,457,903 |
| 2.3 | Sum of weights after adjustment | 30,515,402 | 255,332,502 | 285,847,904 |
| a. | Eligible respondents | 29,949,303 | 247,440,698 | 277,390,001 |
| b. | Eligible nonrespondents | 0 | 0 | 0 |
| c. | Ineligibles | 566,098 | 7,891,805 | 8,457,903 |
| 2.4 | Mean adjustment factor | 1.11 | 1.14 | 1.12 |
| 2.5 | CV | 41.60 | 59.56 | 98.91 |
| 3 | Trimming adjustment** | | | |
| 3.1 | Number of trimmed records | 8 | 4 | 12 |
| 3.2 | Sum of weights before trimming adjustment | 33,453,727 | 243,936,274 | 277,390,001 |
| 3.3 | CV before trimming | 117.58 | 66.58 | 98.91 |
| 3.3 | Sum of weights after trimming adjustment | 32,865,554 | 243,526,307 | 276,391,861 |
| 3.4 | CV after trimming | 98.78 | 65.99 | 97.92 |
| 4 | Raking adjustment*** | | | |
| 4.1 | Number of completed adult interviews | 2,061 | 2,958 | 5,019 |
| 4.2 | Sum of weights after adjustment | 49,499,318 | 224,143,955 | 273,643,273 |
| 4.3 | Mean adjustment factor | 1.48 | 0.92 | 0.99 |
| 4.4 | CV | 113.70 | 77.00 | 99.80 |
| 4.5 | Mean weight | 24,017.14 | 75,775.51 | 54,521.47 |

* Some rows within sections may not sum to the respective totals due to rounding.

** Counts of completed interviews and sums of weights in sections 3 and 4 are based on self-reported disability status (census definition) rather than sampling disability status. For this reason lines 2.3.a and 3.2 are not equal within groups.

*** The raking adjustment accounts for telephone interruption by including an additional raking dimension. See Section 4.4 for further details

Source: 2002 Transportation Availability and Use Study

Appendix B

Using SUDAAN and Other Software for the Analysis of the 2002 National Transportation Availability and Use Survey

Using SUDAAN and Other Software for the Analysis of the 2002 National Transportation Availability and Use Survey

Variance estimation procedures have been developed to account for complex sample designs. Using these procedures, factors such as the selection of the sample, the use of differential sampling rates to subsample a subpopulation and nonresponse adjustments can be appropriately reflected in estimates of sampling error. The two main methods for estimating variances from a complex survey are known as Taylor series variance estimation (linear approximation) and replication (including jackknife and balanced repeated replication (BRR) methods). Wolter (1985) is a useful reference on the theory and applications of these methods. Shao (1996) is a more recent review paper that compares these methods.

Standard statistical software packages that assume a simple random sampling design do not properly compute variance estimates from weighted data collected under a design other than simple random sampling. By properly using the variable, RAKEDW00, as the final full sample weighting factor in standard statistical programs, an analysis of the survey data will result in accurate point estimates; however, this will not result in accurate variance estimates.

To overcome this limitation, this document gives guidance for analyzing the survey data using the software package SUDAAN© (Software for the Statistical Analysis of Correlated Data) based on the Taylor series and replication methods (Research Triangle Institute, 1997). SUDAAN is a statistical package developed by Research Triangle Institute (RTI) to analyze data from complex sample surveys. SUDAAN computes the standard errors of the estimates taking the survey design into account. While later versions of SUDAAN (version 8 or later) can use replication methods, it is most often used for computing variances based on the first-order Taylor series approximation also known as linearization. Though this section only provides details on the use of SUDAAN, the software packages of STATA and WesVar also can be used for linear approximation and replication methods respectively.

Although SUDAAN's estimates of variance based on linearization take into account the sample design of the survey; they do not properly reflect the variance reduction due to raking and poststratification. The weights in this survey were raked to control totals in the final step of the weighting process. Replication methods are more appropriate to compute estimates of variance under this condition. However, the magnitude of the reduction will depend on the type of estimate (i.e. total, proportion, etc.) and the correlation between the variable being analyzed and the dimensions used in raking.

Analysis of the Survey Data Using SUDAAN

This section describes how to use SUDAAN using both Taylor series and replication methods for the analysis of the survey data and the computation of appropriate standard errors and shows which options are appropriate to use. The data file contains 5,019 records, one for every completed extended interview.

I. Using Taylor Series Linear Approximation (SUDAAN and STATA)

Required Variables

The variables that provide information about the sample design in SUDAAN are:

Variable TSVUNIT (Taylor's series variance unit). The variable TSVUNIT indicates the primary sampling unit (PSU) to be used for computing the estimates of variance using the Taylor series method. In the survey, the PSU corresponds to the household.

Variable RAKEDW00 (final full sample weight). The variable RAKEDW00 contains the final weight for the full sample. This weight is positive for all the records.

SUDAAN Keywords

The statements and keywords needed to run SUDAAN to compute variance estimates based on the Taylor Series approximation are:

DESIGN=WR (required). The sample was drawn without replacement; however, the WR (with replacement) design option is used because the finite population correction factor (*fpc*) is negligible. (Note: STRWR is not used because this requires that each record be a PSU, which is not the case because two persons could be sampled from the same household.)

NEST TSVUNIT /PSULEV = 1 (required). The keyword NEST lists the variables whose values identify the sampling stages. The Option /PSULEV = 1 instructs SUDAAN that **TSVUNIT** is the PSU level variable in position 1 in the NEST statement.

WEIGHT RAKEDW00 (required). The keyword WEIGHT lists the final weight to be used in the analysis. In this case, the variable for the weight is the final full sample weight RAKEDW00.

The variable TSVSTR in combination with the variable TSVUNIT can also be used to compute the standard errors with the appropriate changes in the NEST statement. The variable TSVSTR indicates the sampling stratum. In the survey, TSVSTR is set to 1 for all the records. An example of the use of this variable is also included in the following section.

SUDAAN is not the only statistical software that can be used to generate approximate standard errors using linear approximation. The statistical software STATA can be used as well. The variables TSVUNIT and TSVSTR can be used as the nesting variables and RAKEDW00 as the full sample weight in STATA to correctly generate both point estimates and standard errors.

II. Using Jackknife Replication Methods (SUDAAN and WesVar)

The additional statements and keywords needed to run SUDAAN to compute estimates of variance based on replication methods are:

DESIGN= JACKKNIFE (required). The survey data file includes replicate weights that can be used in SUDAAN. The replication method used to create the weights is a form of the jackknife method. If estimates of variance based on replication methods are computed, the option **JACKKNIFE** should be used in the design statement.

JACKWGTS RAKEDW01 - RAKEDW80 / ADJJACK=1 (required). The keyword **JACKWGTS** followed by the list of the variable names for the 80 replicate weights created for the survey (RAKEDW01-RAKEDW80). When computing variances, replicate based estimates need to be adjusted by a constant value c that depends on the replication method used. In the replicates for this survey, the value of c is 1 and SUDAAN adjusts the weights appropriately with the option **ADJJACK=1**.

WesVar can be used to generate point estimates and appropriate standard errors using replication methods as well. This dataset contains 80 replicates (RAKEDW01-RAKEDW80) for the full sample weight RAKEDW00. These replicates should be included in the file when creating the WesVar dataset. The jackknife method of JK2 should be selected as the jackknife method to be used. The ID variable on this file is PERSID.

Estimates Using SUDAAN based on the Taylor Series approximation

Listing 1 shows an example of running SUDAAN's PROC CROSSTAB to compute totals, percentages and standard errors for the variable GENDER¹⁹ based on the Taylor Series

¹⁹ Refusal and invalid responses were set to SAS missing before the procedure

approximation. The procedure CROSSTAB produces weighted frequencies and percentage distributions for categorical variables. The following statements were used to produce the output in Listing 1.

```
proc crosstab data = btsall design=WR ;  
  weight RAKEDW00 ;  
  NEST TSVUNIT /PSULEV=1 ;  
  subgroup gender ;  
  levels 2 ;  
  setenv colwidth = 17 decwidth= 3 ;  
run ;
```

The following statements also produce the same output as Listing 1. The difference is the use of the variable TSVSTR in the NEST statement.

```
proc crosstab data = btsall design=WR ;  
  weight RAKEDW00 ;  
  NEST TSVSTR TSVUNIT ;  
  subgroup gender ;  
  levels 2 ;  
  setenv colwidth = 17 decwidth= 3 ;  
run ;
```

Listing 1.

*Sample PROC CROSSTAB Output of Marginal Totals, Percentages, and Standard Errors**

Date: 12-12-2002
Page : 1
Time: 11:31:59
Table : 1

Research Triangle Institute
The CROSSTAB Procedure

Variance Estimation Method: Taylor Series (WR)
by: WHAT IS YOUR/SUBJECT'S GENDER.

| | | WHAT IS YOUR/SUBJECT'S GENDER | | |
|--|----------------|-------------------------------|---------------|---------------|
| | | Total | 1 | 2 |
| | Sample Size | 5011.000 | 2322.000 | 2689.000 |
| | Weighted Size | 273335024.970 | 133394837.990 | 139940186.980 |
| | SE Weighted | 3826319.579 | 3328823.884 | 3319195.188 |
| | Row Percent | 100.000 | 48.803 | 51.197 |
| | Col Percent | 100.000 | 48.803 | 51.197 |
| | Tot Percent | 100.000 | 48.803 | 51.197 |
| | SE Row Percent | 0.000 | 0.995 | 0.995 |
| | SE Col Percent | 0.000 | 0.995 | 0.995 |
| | SE Tot Percent | 0.000 | 0.995 | 0.995 |

*The standard errors of both the estimated totals and percentages in Listing 1 are much larger than standard errors that take raking into account. This is because the effect of raking cannot be accounted for in PROC CROSSTAB when using Taylor series linearization.

Listing 2 shows an example of running SUDAAN's PROC DESCRIPT to compute means, and standard errors for the variable AGE²⁰ based on the Taylor Series approximation. The procedure DESCRIPT produces weighted totals and means and their standard errors for continuous variables. The following statements were used to produce the output in Listing 2.

```
PROC DESCRIPT DATA = btsall design = WR ;  
  WEIGHT RAKEDW00 ;  
  NEST TSVUNIT /PSULEV=1 ;  
  VAR AGE ;  
  setenv colwidth = 17 decwidth= 3 ;  
  print / style = nchs ;  
run ;
```

²⁰ Refusal and invalid responses were set to SAS missing before the procedure

Listing 3.
Sample PROC CROSSTAB Output of Marginal Tools, Percentages, and Standard Errors

S U D A A N
 Software for the Statistical Analysis of Correlated Data
 Copyright Research Triangle Institute July 2001
 Release 8.0.0

Number of observations read : 5019 Weighted count :273643273
 Denominator degrees of freedom : 80

Date: 01-08-2003
 Time: 13:00:12

Research Triangle Institute
 The CROSSTAB Procedure

Variance Estimation Method: Replicate Weight Jackknife
 by: WHAT IS YOUR/SUBJECT'S GENDER.

| | | WHAT IS YOUR/SUBJECT'S GENDER | | |
|----------------|--|-------------------------------|---------------|---------------|
| | | Total | 1 | 2 |
| Sample Size | | 5011.000 | 2322.000 | 2689.000 |
| Weighted Size | | 273335024.970 | 133394837.990 | 139940186.980 |
| SE Weighted | | 129773.082 | 83463.088 | 95960.303 |
| Row Percent | | 100.000 | 48.803 | 51.197 |
| Col Percent | | 100.000 | 48.803 | 51.197 |
| Tot Percent | | 100.000 | 48.803 | 51.197 |
| SE Row Percent | | 0.000 | 0.023 | 0.023 |
| SE Col Percent | | 0.000 | 0.023 | 0.023 |
| SE Tot Percent | | 0.000 | 0.023 | 0.023 |

Listing 4 shows an example of running SUDAAN's PROC DESCRIPT to compute means, and standard errors for the variable AGE²² based on replication. The following statements were used to produce the output in Listing 4.

```
PROC DESCRIPT DATA = btsall design = JACKKNIFE ;
  WEIGHT RAKEDW00 ;
  JACKWGTS RAKEDW01-RAKEDW80 /ADJJACK=1;
  VAR AGE ;
  setenv colwidth = 17 decwidth= 3 ;
  print / style = nchs ;
run ;
```

²² Refusal and invalid responses were set to SAS missing before the procedure

Listing 4.
Sample PROC DESCRIPT Output of Means and Standard Errors

Date: 01-08-2003
Page : 1
Time: 13:26:21
Table : 1

Research Triangle Institute

The DESCRIPT Procedure

Variance Estimation Method: Replicate Weight Jackknife
by: Variable, One.

| Variable One | Sample Size | Weighted Size | Total | Mean | SE Mean |
|----------------------|-------------|---------------|----------------|--------|---------|
| AGE AT SCREENER 1 | 4952.000 | 269936641.060 | 9544546622.010 | 35.358 | 0.081 |

REFERENCES

- Shao, J. (1996). Resampling Methods in Sample Surveys, (with Discussion). *Statistics*, 27, 203-254.
- Wolter, K. (1985). *Introduction to Variance Estimation*. New York: Springer-Verlag.
- Research Triangle Institute. (1997). *SUDAAN® user's manual*, (Release 7.5). Research Triangle Park: Author.

2002 National Transportation Availability and Use Survey

Public Use File Codebook

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| | PERSID | 1-12 | ALPHA | PERSON ID NUMBER |
| C2 | NUMDAYS | 13-16 | NUMERIC | HOW MANY DAYS PER WEEK LEAVE HOME -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 0 NEVER LEAVES HOME 1-7 NUMBER OF DAYS/WEEK LEAVE HOME |
| C3 | SEEHEAR | 17-20 | NUMERIC | BLINDNESS,DEAFNESS,VISION/HEARG IMPAIRED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C3 | BASICACT | 21-24 | NUMERIC | CONDITION THAT LIMITS BASIC PHY ACTIVITY -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C4 | MEMORY | 25-28 | NUMERIC | DIFFICULTY LEARN,REMEMBERING,CONCENTRATING -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| C4 | MOBILE | 29-32 | NUMERIC | DIFFICULTY DRESSING,BATHING,GET AROUND -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C4 | GOOUT | 33-36 | NUMERIC | DIFFICULTY GOING OUTSIDE HOME ALONE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C4 | DIFFJOB | 37-40 | NUMERIC | DIFFICULTY WORKING AT A JOB/BUSINESS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C5 | SPECEDU | 41-44 | NUMERIC | RECEIVE SPECIAL EDUCATION SERVICES -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C5A | DIFFSEV | 45-48 | NUMERIC | CONSIDER THESE CONDITIONS MILD,MOD,SEVER -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 MILD 2 MODERATE 3 SEVERE |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| C5B | WHICHIS | 49-52 | NUMERIC | THIS IS A VISION, HEARING IMPAIR, OR BOTH -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 VISION 2 HEARING 3 BOTH |
| C6 | NEEDHELP | 53-56 | NUMERIC | NEED SPECIAL ASSISTANCE/EQUIP TO TRAVEL -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C7 | HLPTYP1 | 57-60 | NUMERIC | ASSISTANCE FRM PERSON WHILE INSIDE HOME -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C7 | HLPTYP2 | 61-64 | NUMERIC | ASSISTANCE FRM PERSON WHILE OUTSIDE HOME -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C7 | HLPTYP3 | 65-68 | NUMERIC | INTERPRETER -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| C7 | HLPTYP4 | 69-72 | NUMERIC | PROFESSIONAL CARE(REHAB OR COUNSELING) -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C7 | HLPTYP5 | 73-76 | NUMERIC | SERVICE ANIMAL -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C7 | HLPTYP6 | 77-80 | NUMERIC | MANUAL WHEELCHAIR -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C7 | HLPTYP7 | 81-84 | NUMERIC | ELECTRIC SCOOTER OR WHEELCHAIR -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C7 | HLPTYP8 | 85-88 | NUMERIC | CANE,CRUTCHES OR WALKER -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| C7 | HLPTYP9 | 89-92 | NUMERIC | LEG,ARM,BACKBRACE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C7 | HLPTYP10 | 93-96 | NUMERIC | PROSTHETIC DEVICE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C7 | HLPTYP11 | 97-100 | NUMERIC | AUTOMOTIVE ADAPTIVE AID -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C7 | HLPTYP12 | 101-104 | NUMERIC | PUBLIC TRANSPORTATION AID -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C7 | HLPTYP13 | 105-108 | NUMERIC | HEARING AID -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| C7 | HLPTYP14 | 109-112 | NUMERIC | MAGNIFIERS OR HIGH-POWERED GLASSES -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C7 | HLPTYP15 | 113-116 | NUMERIC | OXYGEN -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C7 | HLPTYP16 | 117-120 | NUMERIC | MEDICATION -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C7 | HLPTYP17 | 121-124 | NUMERIC | OTHER (SPECIFY) -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C7 | HLPTYP18 | 125-128 | NUMERIC | HOME MODIFICATIONS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| C7 | HLPTYP19 | 129-132 | NUMERIC | OTHER MEDICAL EQUIPMENT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C7 | HLPTYPOS | 133-162 | ALPHA | KIND ASSISTANCE/EQUIP-OTHER SPECIFY -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED A-Z OTHER SPECIFY |
| C8 | HAVEPROB | 163-166 | NUMERIC | DIFFICULT GETTING TRANSPORTATION NEED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C9 | TRNPRB1 | 167-170 | NUMERIC | DON'T HAVE A CAR -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C9 | TRNPRB2 | 171-174 | NUMERIC | NO/LIMITED PUBLIC TRANSPORTATION -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| C9 | TRNPRB3 | 175-178 | NUMERIC | NO/LIMITED TAXI SERVICE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C9 | TRNPRB4 | 179-182 | NUMERIC | BUSES DON'T RUN ON TIME -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C9 | TRNPRB5 | 183-186 | NUMERIC | BUSES DON'T RUN WHEN NEEDED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C9 | TRNPRB6 | 187-190 | NUMERIC | BUS STOPS ARE TOO FAR AWAY -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C9 | TRNPRB7 | 191-194 | NUMERIC | TRANSPORTATION DOESN'T ACCOM SPEC EQUIP -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| C9 | TRNPRB8 | 195-198 | NUMERIC | DISABILITY MAKES TRANSPRTN HARD TO USE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C9 | TRNPRB9 | 199-202 | NUMERIC | COSTS TOO MUCH -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C9 | TRNPRB10 | 203-206 | NUMERIC | DON'T WANT ASK HELP/INCONVENIENCE OTHERS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C9 | TRNPRB11 | 207-210 | NUMERIC | THERE'S NO ONE I CAN DEPEND ON -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C9 | TRNPRB12 | 211-214 | NUMERIC | FEAR OF CRIME STOPS ME FROM GOING PLACES -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| C9 | TRNPRB13 | 215-218 | NUMERIC | OTHER (SPECIFY) -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| C9 | TRNPRBOS | 219-248 | ALPHA | KIND OF DIFFICULTY-OTHER SPECIFY -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED A-Z OTHER SPECIFY |
| D2 | DRIVER | 249-252 | NUMERIC | SUBJECT CURRENTLY A DRIVER -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D3 | DRIVFREQ | 253-256 | NUMERIC | NUMBER OF DAYS/WK SUBJECT DRIVES -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1-7 NUMBER OF DAYS/WEEK 8 LESS THAN ONE DAY/WEEK |
| D4A | DRIVLESS | 257-260 | NUMERIC | SUBJECT DRIVE LESS THAN USED TO -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| D4B | ATNIGHT | 261-264 | NUMERIC | SUBJECT AVOID DRIVING AT NIGHT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D4C | BADWEATH | 265-268 | NUMERIC | SUBJECT DRIVE LESS IN BAD WEATHER -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D4D | FASTHWY | 269-272 | NUMERIC | SUBJECT AVOID HIGH-SPEED ROADS & HWYS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO 95 NOT APPLICABLE |
| D4E | BSYROAD | 273-276 | NUMERIC | SUBJECT AVOID BUSY ROADS & INTERSECTIONS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO 95 NOT APPLICABLE |
| D4F | DRIVSLOW | 277-280 | NUMERIC | SUBJECT DRIVE SLOWER THAN SPEED LIMITS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO 95 NOT APPLICABLE |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| D4G | NOLEFTS | 281-284 | NUMERIC | SUBJECT AVOID LEFT-HAND TURNS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D4H | NORUSHHR | 285-288 | NUMERIC | SUBJECT AVOID DRIVING DURING RUSH HOUR -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO 95 NOT APPLICABLE |
| D4I | NONEWPLC | 289-292 | NUMERIC | AVOID DRIVING UNFAMILIAR ROADS/PLACES -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D4J | NOLDTRP | 293-296 | NUMERIC | AVOID DRIVING DISTANCES > 100 MILES -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D5A | EYESIGHT | 297-300 | NUMERIC | HOW EYESIGHT/NGHT VISION NOW VS 5YRS AGO -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 WORSE 2 SAME 3 BETTER |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| D5B | ATNSPAN | 301-304 | NUMERIC | HOW IS ATTENTION SPAN NOW VS. 5YRS AGO -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 WORSE 2 SAME 3 BETTER |
| D5C | HEARING | 305-308 | NUMERIC | HOW IS HEARING NOW VS. 5YRS AGO -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 WORSE 2 SAME 3 BETTER |
| D5D | CORDNATE | 309-312 | NUMERIC | HOW IS COORDINATION NOW VS. 5YRS AGO -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 WORSE 2 SAME 3 BETTER |
| D5E | REACTIM | 313-316 | NUMERIC | HOW IS REACTION TIME NOW VS. 5YRS AGO -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 WORSE 2 SAME 3 BETTER |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| D5F | DPTHPERC | 317-320 | NUMERIC | HOW IS DEPTH PERCEPTION NOW VS. 5YRS AGO -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 WORSE 2 SAME 3 BETTER |
| D6 | NODRIV1 | 321-324 | NUMERIC | NEVER PLAN TO GIVE UP DRIVING -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D6 | NODRIV2 | 325-328 | NUMERIC | OTHER TRANSPORTATION WAS AVAILABLE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D6 | NODRIV3 | 329-332 | NUMERIC | CANNOT PASS THE DL RENEWAL PROCESS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D6 | NODRIV4 | 333-336 | NUMERIC | CAUSE CRASH,ACCIDENT,INJURY,OTHR INCIDNT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| D6 | NODRIV5 | 337-340 | NUMERIC | INVOLVD IN CRASH,ACCIDENT,OTHR INCIDENT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D6 | NODRIV6 | 341-344 | NUMERIC | DOCTOR SAYS TO STOP DRIVING -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D6 | NODRIV7 | 345-348 | NUMERIC | FAMILY/FRND/NEIGHBR CONVINCEN STOP DRIVING -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D6 | NODRIV8 | 349-352 | NUMERIC | POLICE/LAW ENFORCEMENT ADVISE STOP DRIVING -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D6 | NODRIV9 | 353-356 | NUMERIC | FEEL CANNOT OPERATE VEHICLE SAFELY -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| D6 | NODRIV10 | 357-360 | NUMERIC | WHEN REACH A CERTAIN AGE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D6 | NODRIV11 | 361-364 | NUMERIC | EYE SIGHT DECLINES -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D6 | NODRIV12 | 365-368 | NUMERIC | HEARING DECLINES -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D6 | NODRIV13 | 369-372 | NUMERIC | OTHER PHYSICAL LIMITATIONS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D6 | NODRIV14 | 373-376 | NUMERIC | OTHER MENTAL LIMITATIONS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| D6 | NODRIV15 | 377-380 | NUMERIC | OTHER LIMITATIONS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D6A | TOTVEHI | 381-384 | NUMERIC | NUMBER OF VEHICLES OWNED/LEASED BY HH -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 0-10 NUMBER OF VEHICLES 11-20 OVER 10 VEHICLES |
| D7 | MODVEHI | 385-388 | NUMERIC | ANY VEHICLES MODIFIED W/ADAPT DEV/EQUIP -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D8 | NUMMOD | 389-392 | NUMERIC | HOW MANY VEHICLES ARE MODIFIED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1-10 NUMBER OF MODIFIED VEHICLES |
| D9 | EVERUSE | 393-396 | NUMERIC | DOES SUBJECT DRIVE/RIDE IN VEHICLE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| D10 | VEHTYPE | 397-400 | NUMERIC | WHAT TYPE MODIFIED VEHICLE USED MOST -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 CAR/STATION WAGON 2 SUV 3 FULL-SIZED VAN 4 MINI VAN 5 PICKUP TRUCK 6 RV 7 MOTORCYCLE/MOPED 8 OTHER |
| D11 | MODTYPE | 401-404 | NUMERIC | HOW IS THE VEHICLE MODIFIED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 FOR THE DRIVER 2 FOR PASSENGERS 3 FOR BOTH DRIVER AND PASSENGERS |
| D12A | ACCBRAKE | 405-408 | NUMERIC | HAVE ACCELERATOR/BRAKE MODIFICATIONS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D12B | AIRBAG | 409-412 | NUMERIC | HAVE AIR BAG MODIFICATIONS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| D12C | RELCONT | 413-416 | NUMERIC | HAVE CONTROLS RELOCATED/MODIFIED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D12D | RAMPLIFT | 417-420 | NUMERIC | HAVE RAMPS OR LIFTS INSTALLED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D12E | ROOFDOOR | 421-424 | NUMERIC | HAVE ROOF OR DOORWAY MODIFICATIONS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D12F | NEWSEAT | 425-428 | NUMERIC | HAVE SEATING ADAPTED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D12G | NEWSTEER | 429-432 | NUMERIC | HAVE STEERING ADAPTED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| D12H | STORAGE | 433-436 | NUMERIC | HAVE STORAGE FOR WHEELCHAIR/SCOOTER -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D12I | STRUCMOD | 437-440 | NUMERIC | HAVE STRUCTURAL MODIFICATIONS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D13 | MODCOST | 441-453 | NUMERIC | HOW MUCH MODIFICATIONS COST -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1-25000 COST OF MODIFICATIONS |
| D14 | MODCOST1 | 454-457 | NUMERIC | R / FAMILY MEMBER PAID FOR MODIFICATIONS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D14 | MODCOST2 | 458-461 | NUMERIC | FRIEND PAID FOR MODIFICATIONS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| D14 | MODCOST3 | 462-465 | NUMERIC | HUMAN SERV AGENCY PAID FOR MODIFICATIONS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D14 | MODCOST4 | 466-469 | NUMERIC | VA PAID FOR MODIFICATIONS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D14 | MODCOST5 | 470-473 | NUMERIC | WORKERS COMP PAID FOR MODIFICATIONS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D14 | MODCOST6 | 474-477 | NUMERIC | OTHER AGENCY / ORGANIZATION -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D14 | MODCOST7 | 478-481 | NUMERIC | MODIFICATION PAID FOR IN OTHER WAY -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| D14 | MODCSTOS | 482-511 | ALPHA | OTHER [SPECIFY] - PAID FOR MODIFICATIONS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED A-Z OTHER SPECIFY |
| D15 | MODUSE | 512-515 | NUMERIC | HOW USE MODIFIED VEHICLE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 DRIVER 2 THE PASSENGER 3 BOTH DRIVER AND THE PASSENGER |
| D16 | MODSAFE | 516-519 | NUMERIC | SAFE OPERATION OF VEHICLE HAS INCR/DECR -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 DECREASED 2 INCREASED 3 REMAINED THE SAME |
| D17 | EXPPROB | 520-523 | NUMERIC | EXPERIENCED PROBLEMS W/DEVICES OR EQUIP -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D18 | MODPROB1 | 524-527 | NUMERIC | DOES NOT ACCOMMODATE DISABILITY -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| D18 | MODPROB2 | 528-531 | NUMERIC | WEARS OUT QUICKR THN FCTRY-INSTLLD EQUIP -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D18 | MODPROB3 | 523-535 | NUMERIC | FAILS TO OPERATE PROPERLY -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D18 | MODPROB4 | 536-539 | NUMERIC | INTERFERES W/OPERATN OF STANDARD EQUIP -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D18 | MODPROB5 | 540-543 | NUMERIC | POOR/INADEQUATE INSTALLATION -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D18 | MODPROB6 | 544-547 | NUMERIC | REPLACEMENT PARTS NOT AVAILABLE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| D18 | MODPROB7 | 548-551 | NUMERIC | OTHER PROBLEMS EXPER W/EQUIP -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D19 | ACCINMOD | 552-555 | NUMERIC | EVER HAD ACCIDNT/INCIDNT-MODIFIED VEHICL -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D20 | NUMACC | 556-559 | NUMERIC | HOW MANY ACCIDENTS/INCIDENTS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 0-25 NUMBER OF ACCIDENTS/INCIDENTS |
| D21 | ACCYN | 560-563 | NUMERIC | EXPERIENCE MORE THAN 1 ACCIDENT/INCIDENT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D22 | ACCBYMOD | 564-567 | NUMERIC | SPEC DEVICES CONTRIBUTE ACCIDENT/INCIDNT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| D23 | ACCREAS1 | 568-571 | NUMERIC | DRIVR/PASSNGR FAILED TO USE DEV/EQUIP -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D23 | ACCREAS2 | 572-575 | NUMERIC | DRIVR/PASSNGR USED DEV/EQUIP IMPROPERLY -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D23 | ACCREAS3 | 576-579 | NUMERIC | DRIVR/PASSNGR USED INCORRECT DEV/EQUIP -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D23 | ACCREAS4 | 580-583 | NUMERIC | DEVICES FAULTY/IN POOR REPAIR/INOPERABLE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D23 | ACCREAS5 | 584-587 | NUMERIC | DRIVR/PASSNGR UNFAMILIAR WIT DEV/EQUIP -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| D23 | ACCREAS6 | 588-591 | NUMERIC | VEHICLE DIDNT HAVE CORRECT DEV FOR DISAB -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D23 | ACCREAS7 | 592-595 | NUMERIC | OTHER WAY SPEC DEV CONTRIBUTED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D24 | WEREHURT | 596-599 | NUMERIC | INJURED IN ANY OF ACCIDENTS/INCIDENTS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D25 | DECHURT | 600-603 | NUMERIC | DID DEV/EQUIP PREVENT OR REDUCE INJURIES -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D26 | INCHURT | 604-607 | NUMERIC | INJURIES CAUSED/MADE WORSE BY DEV/EQUIP -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| D27 | REAHURT1 | 608-611 | NUMERIC | DRIVR/PASSNGR FAILED TO USE DEV/EQUIP -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D27 | REAHURT2 | 612-615 | NUMERIC | DRIVR/PASSNGR USED DEV/EQUIP IMPROPERLY -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D27 | REAHURT3 | 616-619 | NUMERIC | DRIVR/PASSNGR USED INCORRECT DEV/EQUIP -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D27 | REAHURT4 | 620-623 | NUMERIC | DEVICE FAULTY/IN POOR REPAIR/INOPERABLE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D27 | REAHURT5 | 624-627 | NUMERIC | DRIVR/PASSNGR UNFAMILIAR W/ DEV/EQUIP -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| D27 | REAHURT6 | 628-631 | NUMERIC | VEHICLE DIDNT HAVE CORRECT DEV FOR DISAB -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D27 | REAHURT7 | 632-635 | NUMERIC | OTHER WAY INJURIES MADE WORSE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| D28 | HOTLINE | 636-639 | NUMERIC | HEARD OF PH#-REPORT DEFECTS AUTOS/EQUIP -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E1_1 | CARDR | 640-643 | NUMERIC | DRIVE A PERSONAL MOTOR VEHICLE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E1_2 | CARRD | 644-647 | NUMERIC | RIDE IN PERSONAL MOTOR VEH AS PASSENGER -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E1_3 | CARPL | 648-651 | NUMERIC | RIDE IN A CARPOOL OR VANPOOL -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E1_4 | BUSPB | 652-655 | NUMERIC | RIDE ON PUBLIC/TRANSIT/CITY BUS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E1_5 | PARAPA | 656-659 | NUMERIC | TRANSPORT PROVIDED BY PUBLIC TRAN AUTHRTY -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E1_6 | PARAHS | 660-663 | NUMERIC | SPEC TRANSPORT SERV PROVIDED HUM SRV AGENCY -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E1_7 | BUSPV | 664-667 | NUMERIC | RIDE ON A PRIVATE OR CHARTERED BUS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| E1_8 | BUSSC | 668-671 | NUMERIC | RIDE ON A SCHOOL BUS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E1_9 | TRAIN | 672-675 | NUMERIC | RIDE ON SUBWAY/LIGHT RAIL/COMMUTER TRAIN -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E1_10 | CAB | 676-679 | NUMERIC | TAKE A TAXICAB -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E1_11 | GOLF | 680-683 | NUMERIC | USE AN ELECTRIC WHEELCHAIR/GOLF CART... -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E1_12 | CYCLE | 684-687 | NUMERIC | RIDE A BICYCLE OR OTHER PEDAL CYCLE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E1_13 | WALK | 688-691 | NUMERIC | WALK,INCLUDING USING WHEELCHAIR/SCOOTER -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E1_14 | OTHTRP | 692-695 | NUMERIC | USE ANY OTHER TYPE OF TRANSPORTATION -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E2 | TRPLCL | 696-699 | NUMERIC | TYPE OF TRANSPORTATION USE MOST FREQ -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 PERSONAL MOTOR VEHICLE AS A DRIVER 2 PERSONAL MOTOR VEHICLE AS A PASSENGER 3 MOTORIZED PERSONAL TRANSPORTATION 4 CARPOOL OR VANPOOL/GROUP CAR/VAN 5 COMMERCIAL AIRPLANE 6 PRIVATE OR CHARTER AIRPLANE 7 INTERCITY BUS 8 PRIVATE OR CHARTERED BUS 9 PUBLIC BUS 10 SCHOOL BUS 11 PARATRANSIT VAN/BUS BY PUBLIC TRANS AUTH 12 SPEC TRANSP SERV BY HUMAN SERVICES AGENCY 13 AMTRAK/INTERCITY 14 SUBWAY/LIGHT RAIL/OR COMMUTER TRAIN 15 ICYCLE/PEDAL CYCLES 16 TAXICAB 17 WORKS AT HOME/HOME-SCHOOLED 18 TELECOMMUTES 19 WALKING/NON-MOTORIZED WHEELCHAIR... 20 OTHER TRANSPORTATION |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E3_A | NERHM | 700-703 | NUMERIC | TRANSPORTATION CLOSE TO WHERE LIVE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 VERY DISSATISFIED 2 SOMEWHAT DISSATISFIED 3 NEITHER SATISFIED NOR DISSATISFIED 4 SOMEWHAT SATISFIED 5 VERY SATISFIED |
| E3_B | COVHM | 704-707 | NUMERIC | TRANSPORTATION CONVENIENT FROM HOME -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 VERY DISSATISFIED 2 SOMEWHAT DISSATISFIED 3 NEITHER SATISFIED NOR DISSATISFIED 4 SOMEWHAT SATISFIED 5 VERY SATISFIED |
| E3_C | INOUT | 708-711 | NUMERIC | TRANSPORTATION EASY TO GET INTO & OUT OF -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 VERY DISSATISFIED 2 SOMEWHAT DISSATISFIED 3 NEITHER SATISFIED NOR DISSATISFIED 4 SOMEWHAT SATISFIED 5 VERY SATISFIED |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E3_D | WORK | 712-715 | NUMERIC | TRANSPORTATION IN GOOD MECHANICAL REPAIR -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 VERY DISSATISFIED 2 SOMEWHAT DISSATISFIED 3 NEITHER SATISFIED NOR DISSATISFIED 4 SOMEWHAT SATISFIED 5 VERY SATISFIED |
| E3_E | TIMEHM | 16-719 | NUMERIC | TRANSPORTATION RELIABLE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 VERY DISSATISFIED 2 SOMEWHAT DISSATISFIED 3 NEITHER SATISFIED NOR DISSATISFIED 4 SOMEWHAT SATISFIED 5 VERY SATISFIED |
| E3_F | CMFRT | 720-723 | NUMERIC | TRANSPORTATION COMFORTABLE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 VERY DISSATISFIED 2 SOMEWHAT DISSATISFIED 3 NEITHER SATISFIED NOR DISSATISFIED 4 SOMEWHAT SATISFIED 5 VERY SATISFIED |
| E3_G | NOSTP | 724-727 | NUMERIC | TRANSPORTATION ON DIRECT RT TO DESTINATN -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 VERY DISSATISFIED 2 SOMEWHAT DISSATISFIED 3 NEITHER SATISFIED NOR DISSATISFIED 4 SOMEWHAT SATISFIED 5 VERY SATISFIED |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E3_H | CHEAP | 728-731 | NUMERIC | TRANSPORTATION AFFORDABLE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 VERY DISSATISFIED 2 SOMEWHAT DISSATISFIED 3 NEITHER SATISFIED NOR DISSATISFIED 4 SOMEWHAT SATISFIED 5 VERY SATISFIED |
| E3_I | NOACC | 732-735 | NUMERIC | TRANSPORTATION SAFE FROM ACCIDENTS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 VERY DISSATISFIED 2 SOMEWHAT DISSATISFIED 3 NEITHER SATISFIED NOR DISSATISFIED 4 SOMEWHAT SATISFIED 5 VERY SATISFIED |
| E3_J | NOCRM | 736-739 | NUMERIC | TRANSPORTATION SAFE FROM CRIME -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 VERY DISSATISFIED 2 SOMEWHAT DISSATISFIED 3 NEITHER SATISFIED NOR DISSATISFIED 4 SOMEWHAT SATISFIED 5 VERY SATISFIED |
| E4 | EMERGOUT | 740-743 | NUMERIC | COULD GET OUT OF TRANSPORT IN EMERGENCY -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 NOT AT ALL CONFIDENT 2 NOT VERY CONFIDENT 3 SOMEWHAT CONFIDENT 4 VERY CONFIDENT |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| E5 | HAVJOB | 744-747 | NUMERIC | SUBJECT CURRENTLY WORK FOR PAY -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 WORK FULLTIME FOR PAY ONLY 2 WORK PART TIME FOR PAY ONLY 3 BOTH WORK FOR PAY AND VOLUNTEER 4 VOLUNTEER ONLY 5 NEITHER WORK FOR PAY NOR VOLUNTEER |
| E6 | TRPTOWK | 748-751 | NUMERIC | TRANSPORTATION USED TO COMMUTE TO WORK -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 PERSONAL MOTOR VEHICLE AS A DRIVER 2 PERSONAL MOTOR VEHICLE AS A PASSENGER 3 MOTORIZED PERSONAL TRANSPORTATION 4 CARPOOL OR VANPOOL/GROUP CAR/VAN 5 COMMERCIAL AIRPLANE 6 PRIVATE OR CHARTER AIRPLANE 7 INTERCITY BUS 8 PRIVATE OR CHARTERED BUS 9 PUBLIC BUS 10 SCHOOL BUS 11 PARATRANSIT VAN/BUS BY PUBLIC TRANS AUTH 12 SPEC TRANSP SERV BY HUMAN SERVICES AGENCY 13 AMTRAK/INTERCITY 14 SUBWAY/LIGHT RAIL/OR COMMUTER TRAIN 15 BICYCLE/PEDAL CYCLES 16 TAXICAB 17 WORKS AT HOME/HOME-SCHOOLED 18 TELECOMMUTES 19 WALKING/NON-MOTORIZED WHEELCHAIR... 20 OTHER TRANSPORTATION |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| E8 | TRPWKSME | 752-755 | NUMERIC | SAME TRANSPORTATION TO WORK AS FROM WORK -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E9 | TRPFRMWK | 756-759 | NUMERIC | TYPE OF TRANSPORT USE MOST FROM WORK -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 PERSONAL MOTOR VEHICLE AS A DRIVER 2 PERSONAL MOTOR VEHICLE AS A PASSENGER 3 MOTORIZED PERSONAL TRANSPORTATION 4 CARPOOL OR VANPOOL/GROUP CAR/VAN 5 COMMERCIAL AIRPLANE 6 PRIVATE OR CHARTER AIRPLANE 7 INTERCITY BUS 8 PRIVATE OR CHARTERED BUS 9 PUBLIC BUS 10 SCHOOL BUS 11 PARATRANSIT VAN/BUS BY PUBLIC TRANS AUTH 12 SPEC TRANSP SERV BY HUMAN SERVICES AGENCY 13 AMTRAK/INTERCITY 14 SUBWAY/LIGHT RAIL/OR COMMUTER TRAIN 15 BICYCLE/PEDAL CYCLES 16 TAXICAB 17 WORKS AT HOME/HOME-SCHOOLED 18 TELECOMMUTES 19 WALKING/NON-MOTORIZED WHEELCHAIR... 20 OTHER TRANSPORTATION |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| E10 | INSCHOOL | 760-763 | NUMERIC | NOW ENROLLED IN SCHOOL -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E11 | TRPTOSCH | 764-767 | NUMERIC | TYPE OF TRANSPORT USE MOST TO SCHOOL -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 PERSONAL MOTOR VEHICLE AS A DRIVER 2 PERSONAL MOTOR VEHICLE AS A PASSENGER 3 MOTORIZED PERSONAL TRANSPORTATION 4 CARPOOL OR VANPOOL/GROUP CAR/VAN 5 COMMERCIAL AIRPLANE 6 PRIVATE OR CHARTER AIRPLANE 7 INTERCITY BUS 8 PRIVATE OR CHARTERED BUS 9 PUBLIC BUS 10 SCHOOL BUS 11 PARATRANSIT VAN/BUS BY PUBLIC TRANS AUTH 12 SPEC TRANSP SERV BY HUMAN SERVICES AGENCY 13 AMTRAK/INTERCITY 14 SUBWAY/LIGHT RAIL/OR COMMUTER TRAIN 15 BICYCLE/PEDAL CYCLES 16 TAXICAB 17 WORKS AT HOME/HOME-SCHOOLED 18 TELECOMMUTES 19 WALKING/NON-MOTORIZED WHEELCHAIR... 20 OTHER TRANSPORTATION |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| E13 | TRPSCHSM | 768-771 | NUMERIC | TRANSPORTATION USED TO/FROM SCHOOL SAME -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E14 | TRPFRMSC | 772-775 | NUMERIC | TYPE TRANSPORTATION USE MOST FROM SCHOOL -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 PERSONAL MOTOR VEHICLE AS A DRIVER 2 PERSONAL MOTOR VEHICLE AS A PASSENGER 3 MOTORIZED PERSONAL TRANSPORTATION 4 CARPOOL OR VANPOOL/GROUP CAR/VAN 5 COMMERCIAL AIRPLANE 6 PRIVATE OR CHARTER AIRPLANE 7 INTERCITY BUS 8 PRIVATE OR CHARTERED BUS 9 PUBLIC BUS 10 SCHOOL BUS 11 PARATRANSIT VAN/BUS BY PUBLIC TRANS AUTH 12 SPEC TRANSP SERV BY HUMAN SERVICES AGENCY 13 AMTRAK/INTERCITY 14 SUBWAY/LIGHT RAIL/OR COMMUTER TRAIN 15 BICYCLE/PEDAL CYCLES 16 TAXICAB 17 WORKS AT HOME/HOME-SCHOOLED 18 TELECOMMUTES 19 WALKING/NON-MOTORIZED WHEELCHAIR... 20 OTHER TRANSPORTATION |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E14A | TRPFRDOC | 776-779 | NUMERIC | TYPE TRANSPORTATION USED TO DOCTOR |
| | | | | -1 INAPPLICABLE |
| | | | | -7 REFUSED |
| | | | | -8 DK |
| | | | | -9 NOT ASCERTAINED |
| | | | | 1 PERSONAL MOTOR VEHICLE AS A DRIVER |
| | | | | 2 PERSONAL MOTOR VEHICLE AS A PASSENGER |
| | | | | 3 MOTORIZED PERSONAL TRANSPORTATION |
| | | | | 4 CARPOOL OR VANPOOL/GROUP CAR/VAN |
| | | | | 5 COMMERCIAL AIRPLANE |
| | | | | 6 PRIVATE OR CHARTER AIRPLANE |
| | | | | 7 INTERCITY BUS |
| | | | | 8 PRIVATE OR CHARTERED BUS |
| | | | | 9 PUBLIC BUS |
| | | | | 10 SCHOOL BUS |
| | | | | 11 PARATRANSIT VAN/BUS BY PUBLIC TRANS AUTH |
| | | | | 12 SPEC TRANSP SERV BY HUMAN SERVICES AGENCY |
| | | | | 13 AMTRAK/INTERCITY |
| | | | | 14 SUBWAY/LIGHT RAIL/OR COMMUTER TRAIN |
| | | | | 15 BICYCLE/PEDAL CYCLES |
| | | | | 16 TAXICAB |
| | | | | 17 WORKS AT HOME/HOME-SCHOOLED |
| | | | | 18 TELECOMMUTES |
| | | | | 19 WALKING/NON-MOTORIZED WHEELCHAIR... |
| | | | | 20 OTHER TRANSPORTATION |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| E14B | TRPFRREC | 780-783 | NUMERIC | TYPE TRANSPORTATION USED TO SHOP/RECREAT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 PERSONAL MOTOR VEHICLE AS A DRIVER 2 PERSONAL MOTOR VEHICLE AS A PASSENGER 3 MOTORIZED PERSONAL TRANSPORTATION 4 CARPOOL OR VANPOOL/GROUP CAR/VAN 5 COMMERCIAL AIRPLANE 6 PRIVATE OR CHARTER AIRPLANE 7 INTERCITY BUS 8 PRIVATE OR CHARTERED BUS 9 PUBLIC BUS 10 SCHOOL BUS 11 PARATRANSIT VAN/BUS BY PUBLIC TRANS AUTH 12 SPEC TRANSP SERV BY HUMAN SERVICES AGENCY 13 AMTRAK/INTERCITY 14 SUBWAY/LIGHT RAIL/OR COMMUTER TRAIN 15 BICYCLE/PEDAL CYCLES 16 TAXICAB 17 WORKS AT HOME/HOME-SCHOOLED 18 TELECOMMUTES 19 WALKING/NON-MOTORIZED WHEELCHAIR... 20 OTHER TRANSPORTATION |
| E15 | SIDEWALK | 784-787 | NUMERIC | A SIDEWALK/PATH/BIKE LANE CLOSE TO HOME -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E16 | WLKPRB1 | 788-791 | NUMERIC | NO PROBLEMS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E16 | WLKPRB2 | 792-795 | NUMERIC | AUDIBLE/VISUAL/TACTILE INFO LIMITED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E16 | WLKPRB3 | 796- 799 | NUMERIC | CROSSWALK TIME TOO SHORT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E16 | WLKPRB4 | 800-803 | NUMERIC | CROSSWALKS NOT MARKED/MISSING -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E16 | WLKPRB5 | 804-807 | NUMERIC | CURB CUT/RAMP/STAIR/GRADE PROBLEMS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E16 | WLKPRB6 | 808-811 | NUMERIC | DIFFICULT TO SEE/BE SEEN -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| E16 | WLKPRB7 | 812-815 | NUMERIC | DON'T KNOW WHEN IT'S SAFE TO CROSS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E16 | WLKPRB8 | 816-819 | NUMERIC | DRAINAGE POOR -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E16 | WLKPRB9 | 820-823 | NUMERIC | DRIVERS DON'T STOP FOR ME -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E16 | WLKPRB10 | 824-827 | NUMERIC | GRATES AND GAPS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E16 | WLKPRB11 | 828-831 | NUMERIC | INSENSITIVE/UNAWARE DRIVERS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E16 | WLKPRB12 | 832-835 | UMERIC | INSENSITIVE/UNAWARE PEDESTRIANS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E16 | WLKPRB13 | 836-839 | NUMERIC | LIGHTING INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E16 | WLKPRB14 | 840-843 | NUMERIC | MEDIAN/ISLAND PROBLEMS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E16 | WLKPRB15 | 844-847 | NUMERIC | MOVING TRAFFIC TOO CLOSE TO ME -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E16 | WLKPRB16 | 848-851 | NUMERIC | OBSTACLES/PROTRUSIONS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E16 | WLKPRB17 | 852-855 | NUMERIC | PASSING SPACE/WIDTH LIMITED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E16 | WLKPRB18 | 856-859 | NUMERIC | SURFACE PROBLEMS (POTHOLE/CRAKES) -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E16 | WLKPRB19 | 860-863 | NUMERIC | TOO FEW/MISSING SIDEWALKS/PATHS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E16 | WLKPRB20 | 864-867 | NUMERIC | OTHER PROBLEMS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E16 | WLKPRB21 | 868-871 | NUMERIC | SUBJECT'S MENTAL/PHYSICAL LIMITATIONS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E16 | WLKPRB22 | 872-875 | NUMERIC | PERSONAL SAFETY CONCERNS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E16 | WLKPRBOS | 876-905 | ALPHA | OTHER PROBLEMS [SPECIFY] -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED A-Z OTHER SPECIFY |
| E17 | WLKPROB | 906-909 | NUMERIC | WHICH WAS THE GREATEST PROBLEM -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 NO PROBLEMS 2 AUDIBLE/VISUAL/TACTILE INFO LIMITED 3 CROSSWALK TIME TOO SHORT 4 CROSSWALKS NOT MARKED/MISSING 5 CURB CUT/RAMP/STAIR/GRADE PROBLEMS 6 DIFFICULT TO SEE/BE SEEN 7 DON'T KNOW WHEN IT'S SAFE TO CROSS 8 DRAINAGE POOR 9 DRIVERS DON'T STOP FOR ME 10 GRATES AND GAPS 11 INSENSITIVE/UNAWARE DRIVERS 12 INSENSITIVE/UNAWARE PEDESTRIANS 13 LIGHTING INADEQUATE 14 MEDIAN/ISLAND PROBLEMS 15 MOVING TRAFFIC TOO CLOSE TO ME 16 OBSTACLES/PROTRUSIONS 17 PASSING SPACE/WIDTH LIMITED 18 SURFACE PROBLEMS (POTHOLE/CRAKES) 19 TOO FEW/MISSING SIDEWALKS/PATHS 91 OTHER PROBLEMS [SPECIFY] 92 SUBJECT'S PHYSICAL/MENTAL LIMITATIONS 93 PERSONAL SAFETY CONCERNS 95 DID NOT WALK |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E18 | CYCPRB1 | 910-913 | NUMERIC | NO PROBLEMS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E18 | CYCPRB2 | 914-917 | NUMERIC | AUDIBLE/VISUAL/TACTILE INFO LIMITED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E18 | CYCPRB3 | 918-921 | NUMERIC | CROSSWALK TIME TOO SHORT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E18 | CYCPRB4 | 922-925 | NUMERIC | CROSSWALKS NOT MARKED/MISSING -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E18 | CYCPRB5 | 926-929 | NUMERIC | CURB CUT/RAMP/STAIR/GRADE PROBLEMS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| E18 | CYCPRB6 | 930-933 | NUMERIC | DIFFICULT TO SEE/BE SEEN -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E18 | CYCPRB7 | 934-937 | NUMERIC | DON'T KNOW WHEN IT'S SAFE TO CROSS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E18 | CYCPRB8 | 938-941 | NUMERIC | DRAINAGE POOR -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E18 | CYCPRB9 | 942-945 | NUMERIC | DRIVERS DON'T STOP FOR ME -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E18 | CYCPRB10 | 946-949 | NUMERIC | GRATES AND GAPS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| <u>Quex No.</u> | <u>Variable Name</u> | <u>Column Number(s)</u> | <u>Counts</u> | <u>Variable Description and Codes</u> |
|-----------------|----------------------|-------------------------|---------------|--|
| E18 | CYCPRB11 | 950-953 | NUMERIC | INSENSITIVE/UNAWARE DRIVERS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E18 | CYCPRB12 | 954-957 | NUMERIC | INSENSITIVE/UNAWARE PEDESTRIANS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E18 | CYCPRB13 | 958-961 | NUMERIC | LIGHTING INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E18 | CYCPRB14 | 962-965 | NUMERIC | MEDIAN/ISLAND PROBLEMS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E18 | CYCPRB15 | 966-969 | NUMERIC | MOVING TRAFFIC TOO CLOSE TO ME -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E18 | CYCPRB16 | 970-973 | NUMERIC | OBSTACLES/PROTRUSIONS/LOW CLEARANCE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E18 | CYCPRB17 | 974-977 | NUMERIC | PASSING SPACE/WIDTH LIMITED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E18 | CYCPRB18 | 978-981 | NUMERIC | SURFACE PROBLEMS(POTHoles/CRACKS) -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E18 | CYCPRB19 | 982-985 | NUMERIC | TOO FEW/MISSING SIDEWALKS/PATHS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E18 | CYCPRB20 | 986-989 | NUMERIC | OTHER PROBLEMS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| <u>Quex No.</u> | <u>Variable Name</u> | <u>Column Number(s)</u> | <u>Counts</u> | <u>Variable Description and Codes</u> |
|-----------------|----------------------|-------------------------|---------------|---|
| E18 | CYCPRB21 | 990-993 | NUMERIC | SUBJECT'S OWN PHYSICAL LIMITATIONS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E18 | CYCPRB22 | 994-997 | NUMERIC | PROBLEMS WITH BICYCLE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E18 | CYCPRBOS | 998-1027 | ALPHA | OTHER PROBLEMS [SPECIFY] -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED A-Z OTHER SPECIFY |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E19 | CYCPROB | 1028-1031 | NUMERIC | WHICH WAS THE GREATEST PROBLEM -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 NO PROBLEMS 2 AUDIBLE/VISUAL/TACTILE INFO LIMITED 3 CROSSWALK TIME TOO SHORT 4 CROSSWALKS NOT MARKED/MISSING 5 CURB CUT/RAMP/STAIR/GRADE PROBLEMS 6 DIFFICULT TO SEE/BE SEEN 7 DON'T KNOW WHEN IT'S SAFE TO CROSS 8 DRAINAGE POOR 9 DRIVERS DON'T STOP FOR ME 10 GRATES AND GAPS 11 INSENSITIVE/UNAWARE DRIVERS 12 INSENSITIVE/UNAWARE PEDESTRIANS 13 LIGHTING INADEQUATE 14 MEDIAN/ISLAND PROBLEMS 15 MOVING TRAFFIC TOO CLOSE TO ME 16 OBSTACLES/PROTRUSIONS/LOW CLEARANCE 17 PASSING SPACE/WIDTH LIMITED 18 SURFACE PROBLEMS [POTHoles/CRACKS] 19 TOO FEW/MISSING SIDEWALKS/PATHS 91 OTHER PROBLEMS [SPECIFY] 92 SUBJECT'S OWN PHYSICAL LIMITATIONS 93 PROBLEMS WITH BICYCLE 95 DID NOT USE BICYCLE/PEDAL CYCLE |
| E20 | CARHIT | 1032-1035 | NUMERIC | SUBJECT BEEN HIT BY VEHICLE WHEN WALK/BIKNG -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E21 | CARSTRN | 1036-1039 | NUMERIC | <p>WAS MOTORIST GOING STRAIGHT OR TURNING</p> <p>-1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 GOING STRAIGHT 2 TURNING</p> |
| E22 | LCLBUSMM | 1040-1043 | NUMERIC | <p>LOCAL/TRANSIT/CITY BUS IN 3/4MI OF HOME</p> <p>-1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO</p> |
| E23 | LCLBUSM | 1044-1047 | NUMERIC | <p>WITHIN 1/4 MILE OF HOME</p> <p>-1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO</p> |
| E24 | DYBUSUSD | 1048-1051 | NUMERIC | <p>HOW MANY DAYS/WK USE PUBLIC BUS</p> <p>-1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1-7 NUMBER OF DAYS/WEEK 8 LESS THAN ONE DAY/WEEK 95 DID NOT USE PUBLIC BUS</p> |
| E24A | DYBUSTRP | 1052-1055 | NUMERIC | <p>HOW MANY ONE-WAY TRIPS/DAY BY BUS?</p> <p>-1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1-20 NUMBER OF TRIPS/DAY</p> |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E25 | BUSTPB1 | 1056-1059 | NUMERIC | NO PROBLEMS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E25 | BUSTPB2 | 1060-1063 | NUMERIC | AUDIBLE/VISUAL/TACTILE INFO LIMITED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E25 | BUSTPB3 | 1064-1067 | NUMERIC | CROWDING/SEATING INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E25 | BUSTPB4 | 1068-1071 | NUMERIC | CURB CUT/RAMP/STAIR/GRADE PROBLEMS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E25 | BUSTPB5 | 1072-1075 | NUMERIC | DIFFICULT TO SEE/BE SEEN -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E25 | BUSTPB6 | 1076-1079 | NUMERIC | DRAINAGE POOR -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E25 | BUSTPB7 | 1080-1083 | NUMERIC | ELEVATORS/ESCALATORS BROKEN/MISSING -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E25 | BUSTPB8 | 1084-1087 | NUMERIC | FARE PURCHASE DIFFICULT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E25 | BUSTPB9 | 1088-1091 | NUMERIC | INSENSITIVE/UNAWARE PASSENGERS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E25 | BUSTPB10 | 1092-1095 | NUMERIC | LIGHTING INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| <u>Quex No.</u> | <u>Variable Name</u> | <u>Column Number(s)</u> | <u>Counts</u> | <u>Variable Description and Codes</u> |
|-----------------|----------------------|-------------------------|---------------|---|
| E25 | BUSTPB11 | 1096-1099 | NUMERIC | OBSTACLES/PROTRUSIONS/TRASH/DEBRIS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E25 | BUSTPB12 | 1100-1103 | NUMERIC | PASSENGER TRAVEL INFO INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E25 | BUSTPB13 | 1104-1107 | NUMERIC | PASSING SPACE/AISLE WIDTH LIMITED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E25 | BUSTPB14 | 1108-1111 | NUMERIC | PERSONAL SAFETY CONCERNS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E25 | BUSTPB15 | 1112-1115 | NUMERIC | RESTROOM FACILITIES INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| E25 | BUSTPB16 | 1116-1119 | NUMERIC | SCHEDULE NOT KEPT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E25 | BUSTPB17 | 1120-1123 | NUMERIC | SHELTER INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E25 | BUSTPB18 | 1124-1127 | NUMERIC | SIDEWALKS/PATHS MISSING/INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E25 | BUSTPB19 | 1128-1131 | NUMERIC | STAFF ASSISTANCE/SENSITIVITY POOR -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E25 | BUSTPB20 | 1132-1135 | NUMERIC | SURFACE PROBLEMS(POTHOLES/CRACKS) -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E25 | BUSTPB21 | 1136-1139 | NUMERIC | VEHICLE DOES NOT ALWAYS STOP FOR ME -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E25 | BUSTPB22 | 1140-1143 | NUMERIC | PARKING INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E25 | BUSTPB23 | 1144-1147 | NUMERIC | OTHER BUS PROBLEM -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E25 | BUSTPB24 | 1148-1151 | NUMERIC | SERVICE NOT AVAILABLE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E25 | BUSTPBOS | 152-1181 | ALPHA | OTHER BUS PROBLEM [SPECIFY] -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED A-Z OTHER SPECIFY |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| E26 | BUSTPRB | 182-1185 | NUMERIC | WHICH WAS THE GREATEST PROBLEM -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 NO PROBLEMS 2 AUDIBLE/VISUAL/TACTILE INFO LIMITED 3 CROWDING/SEATING INADEQUATE 4 CURB CUT/RAMP/STAIR/GRADE PROBLEMS 5 DIFFICULT TO SEE/BE SEEN 6 DRAINAGE POOR 7 ELEVATORS/ESCALATORS BROKEN/MISSING 8 FARE PURCHASE DIFFICULT 9 INSENSITIVE/UNAWARE PASSENGERS 10 LIGHTING INADEQUATE 11 OBSTACLES/PROTRUSIONS/TRASH/DEBRIS 12 PASSENGER TRAVEL INFO INADEQUATE 13 PASSING SPACE/AISLE WIDTH LIMITED 14 PERSONAL SAFETY CONCERNS 15 RESTROOM FACILITIES INADEQUATE 16 SCHEDULE NOT KEPT 17 SHELTER INADEQUATE 18 SIDEWALKS/PATHS MISSING/INADEQUATE 19 STAFF ASSISTANCE/SENSITIVITY POOR 20 SURFACE PROBLEMS [POTHOLE/CRACKS] 21 VEHICLE DOES NOT ALWAYS STOP FOR ME 22 PARKING INADEQUATE 91 OTHER [SPECIFY] 92 SERVICE NOT AVAILABLE |
| E27 | BUSONP1 | 186-1189 | NUMERIC | NO PROBLEMS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E27 | BUSONP2 | 190-1193 | NUMERIC | AUDIBLE/VISUAL/TACTILE INFO LIMITED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| E27 | BUSONP3 | 194-1197 | NUMERIC | BOARD/EXIT TIME INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E27 | BUSONP4 | 198-1201 | NUMERIC | BOARDING/EXITING EQUIPMENT LIMITED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E27 | BUSONP5 | 202-1205 | NUMERIC | CROWDING/SEATING INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E27 | BUSONP6 | 206-1209 | NUMERIC | DIFFICULT TO BOARD/EXIT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E27 | BUSONP7 | 210-1213 | NUMERIC | EQUIPMENT STORAGE INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| E27 | BUSONP8 | 214-1217 | NUMERIC | FARE PURCHASE DIFFICULT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E27 | BUSONP9 | 218-1221 | NUMERIC | INSENSITIVE/UNAWARE DRIVER -1 INAPPLICABLE -7 REFUSED 8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E27 | BUSONP10 | 222-1225 | NUMERIC | INSENSITIVE/UNAWARE PASSENGERS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E27 | BUSONP11 | 226-1229 | NUMERIC | LIGHTING INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E27 | BUSONP12 | 230-1233 | NUMERIC | OBSTACLES/PROTRUSIONS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| <u>Quex No.</u> | <u>Variable Name</u> | <u>Column Number(s)</u> | <u>Counts</u> | <u>Variable Description and Codes</u> |
|-----------------|----------------------|-------------------------|---------------|--|
| E27 | BUSONP13 | 234-1237 | NUMERIC | PASSENGER TRAVEL INFO INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E27 | BUSONP14 | 238-1241 | NUMERIC | PASSING SPACE/AISLE WIDTH LIMITED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E27 | BUSONP15 | 242-1245 | NUMERIC | PERSONAL SAFETY CONCERNS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E27 | BUSONP16 | 246-1249 | NUMERIC | RESTROOM FACILITIES INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E27 | BUSONP17 | 250-1253 | NUMERIC | SERVICE ANIMALS NOT PERMITTED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E27 | BUSONP18 | 254-1257 | NUMERIC | STAFF ASSISTANCE/SENSITIVITY POOR -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E27 | BUSONP19 | 258-1261 | NUMERIC | WHEELCHAIR SPACE INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E27 | BUSONP20 | 262-1265 | NUMERIC | OTHER BUS PROBLEM -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E27 | BUSONP21 | 266-1269 | NUMERIC | PERSONAL COMFORT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E27 | BUSONPOS | 270-1299 | ALPHA | OTHER BUS PROBLEM [SPECIFY] -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED A-Z OTHER SPECIFY |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E28 | BUSONPRB | 1300-1303 | NUMERIC | WHICH WAS THE GREATEST PROBLEM |
| | | | | -1 INAPPLICABLE |
| | | | | -7 REFUSED |
| | | | | -8 DK |
| | | | | -9 NOT ASCERTAINED |
| | | | | 1 NO PROBLEMS |
| | | | | 2 AUDIBLE/VISUAL/TACTILE INFO LIMITED |
| | | | | 3 BOARD/EXIT TIME INADEQUATE |
| | | | | 4 BOARDING/EXITING EQUIPMENT LIMITED |
| | | | | 5 CROWDING/SEATING INADEQUATE |
| | | | | 6 DIFFICULT TO BOARD/EXIT |
| | | | | 7 EQUIPMENT STORAGE INADEQUATE |
| | | | | 8 FARE PURCHASE DIFFICULT |
| | | | | 9 INSENSITIVE/UNAWARE DRIVER |
| | | | | 10 INSENSITIVE/UNAWARE PASSENGERS |
| | | | | 11 LIGHTING INADEQUATE |
| | | | | 12 OBSTACLES/PROTRUSIONS |
| | | | | 13 PASSENGER TRAVEL INFO INADEQUATE |
| | | | | 14 PASSING SPACE/AISLE WIDTH LIMITED |
| | | | | 15 PERSONAL SAFETY CONCERNS |
| | | | | 16 RESTROOM FACILITIES INADEQUATE |
| | | | | 17 SERVICE ANIMALS NOT PERMITTED |
| | | | | 18 STAFF ASSISTANCE/SENSITIVITY POOR |
| | | | | 19 WHEELCHAIR SPACE INADEQUATE |
| | | | | 91 OTHER [SPECIFY] |
| | | | | 92 PERSONAL COMFORT |
| E29 | TRAINMM | 1304-1307 | NUMERIC | SUBWY/LGHT RAIL/COMMTR TRN W/IN 5MI HOME |
| | | | | -1 INAPPLICABLE |
| | | | | -7 REFUSED |
| | | | | -8 DK |
| | | | | -9 NOT ASCERTAINED |
| | | | | 1 YES |
| | | | | 2 NO |
| E30 | DYTRNUSD | 1308-1311 | NUMERIC | DAYS/WEEK USE IN PAST MONTH |
| | | | | -1 INAPPLICABLE |
| | | | | -7 REFUSED |
| | | | | -8 DK |
| | | | | -9 NOT ASCERTAINED |
| | | | | 1-7 NUMBER OF DAYS/WEEK |
| | | | | 8 LESS THAN ONE DAY/WEEK |
| | | | | 95 DID NOT RIDE THE TRAIN |

| <u>Quex No.</u> | <u>Variable Name</u> | <u>Column Number(s)</u> | <u>Counts</u> | <u>Variable Description and Codes</u> |
|-----------------|----------------------|-------------------------|---------------|---|
| E30A | DYTRTRIP | 1312-1315 | NUMERIC | HOW MANY ONE-WAY TRIPS/DAY BY SUBWAY? -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1-20 NUMBER OF TRIPS/DAY |
| E31 | TNSTPB1 | 1316-1319 | NUMERIC | NO PROBLEMS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E31 | TNSTPB2 | 1320-1323 | NUMERIC | AUDIBLE/VISUAL/TACTILE INFO LIMITED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E31 | TNSTPB3 | 1324-1327 | NUMERIC | CROWDING/SEATING INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E31 | TNSTPB4 | 1328-1331 | NUMERIC | CURB CUT/RAMP/STAIR/GRADE PROBLEMS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E31 | TNSTPB5 | 1332-1335 | NUMERIC | DIFFICULT TO SEE/BE SEEN -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E31 | TNSTPB6 | 1336-1339 | NUMERIC | DRAINAGE POOR -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E31 | TNSTPB7 | 1340-1343 | NUMERIC | ELEVATORS/ESCALATORS BROKEN/MISSING -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E31 | TNSTPB8 | 1344-1347 | NUMERIC | FARE PURCHASE DIFFICULT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E31 | TNSTPB9 | 1348-1351 | NUMERIC | INSENSITIVE/UNAWARE PASSENGERS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E31 | TNSTPB10 | 1352-1355 | NUMERIC | LIGHTING INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E31 | TNSTPB11 | 1356-1359 | NUMERIC | OBSTACLES/PROTRUSIONS/DEBRIS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E31 | TNSTPB12 | 1360-1363 | NUMERIC | PASSENGER TRAVEL INFO INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E31 | TNSTPB13 | 1364-1367 | NUMERIC | PASSING SPACE/AISLE WIDTH LIMITED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E31 | TNSTPB14 | 1368-1371 | NUMERIC | PERSONAL SAFETY CONCERNS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E31 | TNSTPB15 | 1372-1375 | NUMERIC | RESTROOM FACILITIES INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E31 | TNSTPB16 | 1376-1379 | NUMERIC | SCHEDULE NOT KEPT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E31 | TNSTPB17 | 1380-1383 | NUMERIC | SHELTER INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E31 | TNSTPB18 | 1384-1387 | NUMERIC | STAFF ASSISTANCE/SENSITIVITY POOR -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E31 | TNSTPB19 | 1388-1391 | NUMERIC | SURFACE PROBLEMS(POTHOLE/CRAKES) -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| E31 | TNSTPB20 | 1392-1395 | NUMERIC | TOO FEW/MISSING SIDEWALKS/PATHS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E31 | TNSTPB21 | 1396-1399 | NUMERIC | WIDE GAPS BETWEEN PLATFORMS & CARS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E31 | TNSTPB22 | 1400-1403 | NUMERIC | PARKING INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E31 | TNSTPB23 | 1404-1407 | NUMERIC | OTHER TRAIN PROBLEM -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E31 | TNSTPB24 | 1408-1411 | NUMERIC | PERSONAL COMFORT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| E31 | TNSTPBOS | 1412-1441 | ALPHA | OTHER TRAIN PROBLEM [SPECIFY] -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED A-Z OTHER SPECIFY |
| E32 | TRNSTPRB | 1442-1445 | NUMERIC | WHICH WAS THE GREATEST PROBLEM -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 NO PROBLEMS 2 AUDIBLE/VISUAL/TACTILE INFO LIMITED 3 CROWDING/SEATING INADEQUATE 4 CURB CUT/RAMP/STAIR/GRADE PROBLEMS 5 DIFFICULT TO SEE/BE SEEN 6 DRAINAGE POOR 7 ELEVATORS/ESCALATORS BROKEN/MISSING 8 FARE PURCHASE DIFFICULT 9 INSENSITIVE/UNAWARE PASSENGERS 10 LIGHTING INADEQUATE 11 OBSTACLES/PROTRUSIONS/DEBRIS 12 PASSENGER TRAVEL INFO INADEQUATE 13 PASSING SPACE/AISLE WIDTH LIMITED 14 PERSONAL SAFETY CONCERNS 15 RESTROOM FACILITIES INADEQUATE 16 SCHEDULE NOT KEPT 17 SHELTER INADEQUATE 18 STAFF ASSISTANCE/SENSITIVITY POOR 19 SURFACE PROBLEMS [POTHoles/CRACKS] 20 TOO FEW/MISSING SIDEWALKS/PATHS 21 WIDE GAPS BETWEEN PLATFORMS AND CARS 22 PARKING INADEQUATE 91 OTHER [SPECIFY] 92 PERSONAL COMFORT |
| E33 | TNONPB1 | 1446-1449 | NUMERIC | NO PROBLEMS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E33 | TNONPB2 | 1450-1453 | NUMERIC | AUDIBLE/VISUAL/TACTILE INFO LIMITED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E33 | TNONPB3 | 1454-1457 | NUMERIC | BOARD/EXIT TIME INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E33 | TNONPB4 | 1458-1461 | NUMERIC | BOARDING/EXITING EQUIPMENT LIMITED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E33 | TNONPB5 | 1462-1465 | NUMERIC | CROWDING/SEATING INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E33 | TNONPB6 | 1466-1469 | NUMERIC | DIFFICULT TO BOARD/EXIT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| E33 | TNONPB7 | 1470-1473 | NUMERIC | EQUIPMENT STORAGE INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E33 | TNONPB8 | 1474-1477 | NUMERIC | FARE PURCHASE DIFFICULT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E33 | TNONPB9 | 1478-1481 | NUMERIC | INSENSITIVE/UNAWARE DRIVER -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E33 | TNONPB10 | 1482-1485 | NUMERIC | INSENSITIVE/UNAWARE PASSENGERS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E33 | TNONPB11 | 1486-1489 | NUMERIC | LIGHTING INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E33 | TNONPB12 | 1490-1493 | NUMERIC | OBSTACLES/PROTRUSIONS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E33 | TNONPB13 | 1494-1497 | NUMERIC | PASSENGER TRAVEL INFO INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E33 | TNONPB14 | 1498-1501 | NUMERIC | PASSING SPACE/AISLE WIDTH LIMITED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E33 | TNONPB15 | 1502-1505 | NUMERIC | PERSONAL SAFETY CONCERNS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E33 | TNONPB16 | 1506-1509 | NUMERIC | RESTROOM FACILITIES INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| <u>Quex No.</u> | <u>Variable Name</u> | <u>Column Number(s)</u> | <u>Counts</u> | <u>Variable Description and Codes</u> |
|-----------------|----------------------|-------------------------|---------------|--|
| E33 | TNONPB17 | 1510-1513 | NUMERIC | SERVICE ANIMALS NOT PERMITTED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E33 | TNONPB18 | 1514-1517 | NUMERIC | STAFF ASSISTANCE/SENSITIVITY POOR -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E33 | TNONPB19 | 1518-1521 | NUMERIC | WHEELCHAIR SPACE INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E33 | TNONPB20 | 1522-1525 | NUMERIC | OTHER TRAIN PROBLEM -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E33 | TNONPB21 | 1526-1529 | NUMERIC | PERSONAL COMFORT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E33 | TNONPBOS | 1530-1559 | ALPHA | OTHER TRAIN PROBLEM [SPECIFY] -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED A-Z OTHER SPECIFY |
| E34 | TRNONPRB | 1560-1563 | NUMERIC | WHICH WAS THE GREATEST PROBLEM -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 NO PROBLEMS 2 AUDIBLE/VISUAL/TACTILE INFO LIMITED 3 BOARD/EXIT TIME INADEQUATE 4 BOARDING/EXITING EQUIPMENT LIMITED 5 CROWDING/SEATING INADEQUATE 6 DIFFICULT TO BOARD/EXIT 7 EQUIPMENT STORAGE INADEQUATE 8 FARE PURCHASE DIFFICULT 9 INSENSITIVE/UNAWARE DRIVER 10 INSENSITIVE/UNAWARE PASSENGERS 11 LIGHTING INADEQUATE 12 OBSTACLES/PROTRUSIONS 13 PASSENGER TRAVEL INFO INADEQUATE 14 PASSING SPACE/AISLE WIDTH LIMITED 15 PERSONAL SAFETY CONCERNS 16 RESTROOM FACILITIES INADEQUATE 17 SERVICE ANIMALS NOT PERMITTED 18 STAFF ASSISTANCE/SENSITIVITY POOR 19 WHEELCHAIR SPACE INADEQUATE 91 OTHER [SPECIFY] 92 PERSONAL COMFORT |
| E35 | PARANEAR | 1564-1567 | NUMERIC | PUBLIC PARATRANSIT SERV AVAIL IN AREA -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| E36 | DYPARAUD | 1568-1571 | NUMERIC | HOW MANY DAYS/WEEK USED IT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1-7 NUMBER OF DAYS/WEEK 8 LESS THAN ONE DAY A WEEK 95 DID NOT USE PARATRANSIT |
| E36A | DYPARTRP | 1572-1575 | NUMERIC | HOW MANY ONE-WAY TRIPS/DAY BY PARATRANS? -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1-20 NUMBER OF TRIPS/DAY |
| E37 | PARAPB1 | 1576-1579 | NUMERIC | NO PROBLEMS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E37 | PARAPB2 | 1580-1583 | NUMERIC | ATTENDANT/ESCORT SERVICE LIMITED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E37 | PARAPB3 | 1584-1587 | NUMERIC | CANNOT SCHEDULE REPEATING TRIPS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| E37 | PARAPB4 | 1588-1591 | NUMERIC | COST IS TOO HIGH -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E37 | PARAPB5 | 1592-1595 | NUMERIC | DIFFICULT TO BOARD/EXIT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E37 | PARAPB6 | 1596-1599 | NUMERIC | INADEQUATE SEATING -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E37 | PARAPB7 | 1600-1603 | NUMERIC | INSENSITIVE/UNAWARE DRIVER -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E37 | PARAPB8 | 1604-1607 | NUMERIC | PERSONAL SAFETY CONCERNS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| <u>Quex No.</u> | <u>Variable Name</u> | <u>Column Number(s)</u> | <u>Counts</u> | <u>Variable Description and Codes</u> |
|-----------------|----------------------|-------------------------|---------------|---|
| E37 | PARAPB9 | 1608-1611 | NUMERIC | RESPONSIVENESS PROBLEMS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E37 | PARAPB10 | 1612-1615 | NUMERIC | SCHEDULE FOR PICKUP NOT KEPT/LONG WAITS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E37 | PARAPB11 | 1616-1619 | NUMERIC | SCHEDULE FOR DROP-OFF NOT KEPT/LONG WAIT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E37 | PARAPB12 | 1620-1623 | NUMERIC | SERVICE OFTEN NOT AVAILABLE WHEN NEED IT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E37 | PARAPB13 | 1624-1627 | NUMERIC | STAFF ASSISTANCE/SENSITIVITY INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E37 | PARAPB14 | 1628-1631 | NUMERIC | VEHICLE IS IN POOR MECHANICAL CONDITION -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E37 | PARAPB15 | 1632-1635 | NUMERIC | VEHICLE NOT ACCESSIBLE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E37 | PARAPB16 | 1636-1639 | NUMERIC | TRIP TIME IS TOO VARIABLE/UNPREDICTABLE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E37 | PARAPB17 | 1640-1643 | NUMERIC | OTHER PARATRANSIT PROBLEM -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E37 | PARAPBOS | 1644-1673 | ALPHA | OTHER PARATRANSIT PROBLEM [SPECIFY] -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED A-Z OTHER SPECIFY |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| E38 | PARAPROB | 1674-1677 | NUMERIC | WHICH WAS THE GREATEST PROBLEM -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 NO PROBLEMS 2 ATTENDANT/ESCORT SERVICE LIMITED 3 CANNOT SCHEDULE REPEATING TRIPS 4 COST IS TOO HIGH 5 DIFFICULT TO BOARD/EXIT 6 INADEQUATE SEATING 7 INSENSITIVE/UNAWARE DRIVER 8 PERSONAL SAFETY CONCERNS 9 RESPONSIVENESS PROBLEMS 10 SCHEDULE FOR PICKUP NOT KEPT/LONG WAITS 11 SCHEDULE FOR DROP-OFF NOT KEPT/LONG WAIT 12 SERV IS OFTEN NOT AVAILABLE WHEN NEED IT 13 STAFF ASSISTANCE/SENSITIVITY INADEQUATE 14 VEHICLE IS IN POOR MECHANICAL CONDITION 15 VEHICLE NOT ACCESSIBLE 16 TRIP TIME IS TOO VARIABLE/UNPREDICTABLE 91 OTHER [SPECIFY] |
| E39 | TAXICAB | 1678-1681 | NUMERIC | IS TAXICAB SERVICE AVAILBL IN YOUR AREA -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E40 | TRAVFAR | 1682-1685 | NUMERIC | PAST YR-ANY LONG-DISTANCE TRIPS > 100MI -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E41 | TRPFAR1 | 1686-1689 | NUMERIC | PERSONAL MOTOR VEHICLE AS A DRIVER -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E41 | TRPFAR2 | 1690-1693 | NUMERIC | PERSONAL MOTOR VEHICLE AS A PASSENGER -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E41 | TRPFAR3 | 1694-1697 | NUMERIC | MOTORIZED PERSONAL TRANSPORTATION -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E41 | TRPFAR4 | 1698-1701 | NUMERIC | CARPOOL OR VANPOOL/GROUP CAR/VAN -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E41 | TRPFAR5 | 1702-1705 | NUMERIC | COMMERCIAL AIRPLANE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E41 | TRPFAR6 | 1706-1709 | NUMERIC | PRIVATE OR CHARTER AIRPLANE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E41 | TRPFAR7 | 1710-1713 | NUMERIC | INTERCITY BUS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E41 | TRPFAR8 | 1714-1717 | NUMERIC | PRIVATE OR CHARTERED BUS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E41 | TRPFAR9 | 1718-1721 | NUMERIC | PUBLIC BUS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E41 | TRPFAR10 | 1722-1725 | NUMERIC | SCHOOL BUS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| E41 | TRPFAR11 | 1726-1729 | NUMERIC | PARATRANST VAN/BUS BY PUB TRANSIT AUTH -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E41 | TRPFAR12 | 1730-1733 | NUMERIC | SPEC TRANSP SERV BY HUMAN SERV AGENCY -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E41 | TRPFAR13 | 1734-1737 | NUMERIC | AMTRAK/INTERCITY -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E41 | TRPFAR14 | 1738-1741 | NUMERIC | SUBWAY/LIGHT RAIL/COMMUTER TRAIN -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E41 | TRPFAR15 | 1742-1745 | NUMERIC | BICYCLE/PEDAL CYCLES -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E41 | TRPFAR16 | 1746-1749 | NUMERIC | TAXICAB -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E41 | TRPFAR17 | 1750-1753 | NUMERIC | WORKS AT HOME/HOME-SCHOOLED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E41 | TRPFAR18 | 1754-1757 | NUMERIC | TELECOMMUTES -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E41 | TRPFAR19 | 1758-1761 | NUMERIC | WALKING -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E41 | TRPFAR20 | 1762-1765 | NUMERIC | OTHER TRANSPORTATION -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E42 | TRPFAR | 1766-1769 | NUMERIC | TRANSPORTATION USE MOST-LONG DIST TRIPS |
| | | | | -1 INAPPLICABLE |
| | | | | -7 REFUSED |
| | | | | -8 DK |
| | | | | -9 NOT ASCERTAINED |
| | | | | 1 PERSONAL MOTOR VEHICLE AS A DRIVER |
| | | | | 2 PERSONAL MOTOR VEHICLE AS A PASSENGER |
| | | | | 3 MOTORIZED PERSONAL TRANSPORTATION |
| | | | | 4 CARPOOL OR VANPOOL/GROUP CAR/VAN |
| | | | | 5 COMMERCIAL AIRPLANE |
| | | | | 6 PRIVATE OR CHARTER AIRPLANE |
| | | | | 7 INTERCITY BUS |
| | | | | 8 PRIVATE OR CHARTERED BUS |
| | | | | 9 PUBLIC BUS |
| | | | | 10 SCHOOL BUS |
| | | | | 11 PARATRANSIT VAN/BUS BY PUBLIC TRANS AUTH |
| | | | | 12 SPEC TRANSP SERV BY HUMAN SERVICES AGENCY |
| | | | | 13 AMTRAK/INTERCITY |
| | | | | 14 SUBWAY/LIGHT RAIL/OR COMMUTER TRAIN |
| | | | | 15 BICYCLE/PEDAL CYCLES |
| | | | | 16 TAXICAB |
| | | | | 17 WORKS AT HOME/HOME-SCHOOLED |
| | | | | 18 TELECOMMUTES |
| | | | | 19 WALKING/NON-MOTORIZED WHEELCHAIR... |
| | | | | 20 OTHER TRANSPORTATION |
| E43A | NERHMLD | 1770-1773 | NUMERIC | TRANSPORTATION CLOSE TO WHERE LIVE |
| | | | | -1 INAPPLICABLE |
| | | | | -7 REFUSED |
| | | | | -8 DK |
| | | | | -9 NOT ASCERTAINED |
| | | | | 1 VERY DISSATISFIED |
| | | | | 2 SOMEWHAT DISSATISFIED |
| | | | | 3 NEITHER SATISFIED NOR DISSATISFIED |
| | | | | 4 SOMEWHAT SATISFIED |
| | | | | 5 VERY SATISFIED |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E43B | COVHMLD | 1774-1777 | NUMERIC | TRANSPORTATION CONVENIENT FROM HOME -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 VERY DISSATISFIED 2 SOMEWHAT DISSATISFIED 3 NEITHER SATISFIED NOR DISSATISFIED 4 SOMEWHAT SATISFIED 5 VERY SATISFIED |
| E43C | INOUTLD | 1778-1781 | NUMERIC | TRANSPORTATION EASY GET IN AND OUT OF -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 VERY DISSATISFIED 2 SOMEWHAT DISSATISFIED 3 NEITHER SATISFIED NOR DISSATISFIED 4 SOMEWHAT SATISFIED 5 VERY SATISFIED |
| E43D | WORKLD | 1782-1785 | NUMERIC | TRANSPORTATION IN GOOD MECHANICAL REPAIR -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 VERY DISSATISFIED 2 SOMEWHAT DISSATISFIED 3 NEITHER SATISFIED NOR DISSATISFIED 4 SOMEWHAT SATISFIED 5 VERY SATISFIED |
| E43E | TIMELD | 1786-1789 | NUMERIC | TRANSPORTATION RELIABLE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 VERY DISSATISFIED 2 SOMEWHAT DISSATISFIED 3 NEITHER SATISFIED NOR DISSATISFIED 4 SOMEWHAT SATISFIED 5 VERY SATISFIED |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E43F | CMFRTL | 1790-1793 | NUMERIC | TRANSPORTATION COMFORTABLE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 VERY DISSATISFIED 2 SOMEWHAT DISSATISFIED 3 NEITHER SATISFIED NOR DISSATISFIED 4 SOMEWHAT SATISFIED 5 VERY SATISFIED |
| E43G | NOSTPLD | 1794-1797 | NUMERIC | TRANSPORTATION USE DIRECT RT TO DESTINTN -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 VERY DISSATISFIED 2 SOMEWHAT DISSATISFIED 3 NEITHER SATISFIED NOR DISSATISFIED 4 SOMEWHAT SATISFIED 5 VERY SATISFIED |
| E43H | CHEAPLD | 1798-1801 | NUMERIC | TRANSPORTATION AFFORDABLE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 VERY DISSATISFIED 2 SOMEWHAT DISSATISFIED 3 NEITHER SATISFIED NOR DISSATISFIED 4 SOMEWHAT SATISFIED 5 VERY SATISFIED |
| E43I | NOACCLD | 1802-1805 | NUMERIC | TRANSPORTATION SAFE FROM ACCIDENTS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 VERY DISSATISFIED 2 SOMEWHAT DISSATISFIED 3 NEITHER SATISFIED NOR DISSATISFIED 4 SOMEWHAT SATISFIED 5 VERY SATISFIED |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E43J | NOCRMLD | 1806-1809 | NUMERIC | TRANSPORTATION SAFE FROM CRIME -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 VERY DISSATISFIED 2 SOMEWHAT DISSATISFIED 3 NEITHER SATISFIED NOR DISSATISFIED 4 SOMEWHAT SATISFIED 5 VERY SATISFIED |
| E43K | TERRORLD | 1810-1813 | NUMERIC | PROTECTED FRM HOSTILE INTENT-SCREEN PROC -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 VERY DISSATISFIED 2 SOMEWHAT DISSATISFIED 3 NEITHER SATISFIED NOR DISSATISFIED 4 SOMEWHAT SATISFIED 5 VERY SATISFIED |
| E44 | TRPBYBUS | 1814-1818 | NUMERIC | HOW MANY TRIPS PAST YEAR BY BUS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 0-730 NUMBER OF ROUND TRIPS/YEAR 995 DID NOT TAKE THE BUS |
| E45 | LBUSTP1 | 1819-1822 | NUMERIC | NO PROBLEMS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E45 | LBUSTP2 | 1823-1826 | NUMERIC | AUDIBLE/VISUAL/TACTILE INFO LIMITED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E45 | LBUSTP3 | 1827-1830 | NUMERIC | CURB CUT/RAMP/STAIR/GRADE PROBLEMS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E45 | LBUSTP4 | 1831-1834 | NUMERIC | DIFFICULT TO SEE/BE SEEN -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E45 | LBUSTP5 | 1835-1838 | NUMERIC | DRAINAGE POOR -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E45 | LBUSTP6 | 1839-1842 | NUMERIC | ELEVATORS/ESCALATORS BROKEN/MISSING -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| E45 | LBUSTP7 | 1843-1846 | NUMERIC | FARE PURCHASE DIFFICULT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E45 | LBUSTP8 | 1847-1850 | NUMERIC | INSENSITIVE/UNAWARE PASSENGERS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E45 | LBUSTP9 | 1851-1854 | NUMERIC | LIGHTING INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E45 | LBUSTP10 | 1855-1858 | NUMERIC | OBSTACLES/PROTRUSIONS/DEBRIS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E45 | LBUSTP11 | 1859-1862 | NUMERIC | PASSENGER TRAVEL INFO INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E45 | LBUSTP12 | 1863-1866 | NUMERIC | PASSING SPACE/AISLE WIDTH LIMITED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E45 | LBUSTP13 | 1867-1870 | NUMERIC | PERSONAL SAFETY CONCERNS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E45 | LBUSTP14 | 1871-1874 | NUMERIC | RESTROOM FACILITIES INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E45 | LBUSTP15 | 1875-1878 | NUMERIC | SCHEDULE NOT KEPT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E45 | LBUSTP16 | 1879-1882 | NUMERIC | SEATING INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E45 | LBUSTP17 | 1883-1886 | NUMERIC | SHELTER INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E45 | LBUSTP18 | 1887-1890 | NUMERIC | STAFF ASSISTANCE/SENSITIVITY POOR -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E45 | LBUSTP19 | 1891-1894 | NUMERIC | SURFACE PROBLEMS (POTHOLE/CRACKS) -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E45 | LBUSTP20 | 1895-1898 | NUMERIC | TICKET COUNTERS TOO HIGH -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E45 | LBUSTP21 | 1899-1902 | NUMERIC | TOO FEW/MISSING SIDEWALKS/PATHS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E45 | LBUSTP22 | 1903-1906 | NUMERIC | UNABLE TO COMMUNICATE WITH STAFF -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E45 | LBUSTP23 | 1907-1910 | NUMERIC | PARKING INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E45 | LBUSTP24 | 1911-1914 | NUMERIC | OTHER BUS TRIP PROBLEMS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E45 | LBUSTPOS | 1915-1944 | ALPHA | OTHER BUS TRIP PROBLEMS [SPECIFY] -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED A-Z OTHER SPECIFY |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| E46 | LDBUSTPB | 1945-1948 | NUMERIC | WHICH WAS THE GREATEST PROBLEM -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 NO PROBLEMS 2 AUDIBLE/VISUAL/TACTILE INFO LIMITED 3 CURB CUT/RAMP/STAIR/GRADE PROBLEMS 4 DIFFICULT TO SEE/BE SEEN 5 DRAINAGE POOR 6 ELEVATORS/ESCALATORS BROKEN/MISSING 7 FARE PURCHASE DIFFICULT 8 INSENSITIVE/UNAWARE PASSENGERS 9 LIGHTING INADEQUATE 10 OBSTACLES/PROTRUSIONS/DEBRIS 11 PASSENGER TRAVEL INFO INADEQUATE 12 PASSING SPACE/AISLE WIDTH LIMITED 13 PERSONAL SAFETY CONCERNS 14 RESTROOM FACILITIES INADEQUATE 15 SCHEDULE NOT KEPT 16 SEATING INADEQUATE 17 SHELTER INADEQUATE 18 STAFF ASSISTANCE/SENSITIVITY POOR 19 SURFACE PROBLEMS [POTHOLE/CRACKS] 20 TICKET COUNTERS TOO HIGH 21 TOO FEW/MISSING SIDEWALKS/PATHS 22 UNABLE TO COMMUNICATE WITH STAFF 23 PARKING INADEQUATE 91 OTHER [SPECIFY] |
| E47 | LBSONP1 | 1949-1952 | NUMERIC | NO PROBLEMS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E47 | LBSONP2 | 1953-1956 | NUMERIC | AUDIBLE/VISUAL/TACTILE INFO LIMITED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| E47 | LBSONP3 | 1957-1960 | NUMERIC | BOARD/EXIT TIME INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E47 | LBSONP4 | 1961-1964 | NUMERIC | BOARDING/EXITING EQUIPMENT LIMITED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E47 | LBSONP5 | 1965-1968 | NUMERIC | DIFFICULT TO BOARD/EXIT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E47 | LBSONP6 | 1969-1972 | NUMERIC | EQUIPMENT STORAGE INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E47 | LBSONP7 | 1973-1976 | NUMERIC | FARE PURCHASE DIFFICULT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| <u>Quex No.</u> | <u>Variable Name</u> | <u>Column Number(s)</u> | <u>Counts</u> | <u>Variable Description and Codes</u> |
|-----------------|----------------------|-------------------------|---------------|---|
| E47 | LBSONP8 | 1977-1980 | NUMERIC | INSENSITIVE/UNAWARE DRIVER -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E47 | LBSONP9 | 1921-1984 | NUMERIC | INSENSITIVE/UNAWARE PASSENGERS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E47 | LBSONP10 | 1985-1988 | NUMERIC | LIGHTING INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E47 | LBSONP11 | 1989-1992 | NUMERIC | OBSTACLES/PROTRUSIONS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E47 | LBSONP12 | 1993-1996 | NUMERIC | PASSENGER TRAVEL INFO INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E47 | LBSONP13 | 1997-2000 | NUMERIC | PASSING SPACE/AISLE WIDTH LIMITED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E47 | LBSONP14 | 2001-2004 | NUMERIC | PERSONAL SAFETY CONCERNS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E47 | LBSONP15 | 2005-2008 | NUMERIC | RESTROOM FACILITIES INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E47 | LBSONP16 | 2009-2012 | NUMERIC | SEATING INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E47 | LBSONP17 | 2013-2016 | NUMERIC | SERVICE ANIMALS NOT PERMITTED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E47 | LBSONP18 | 2017-2020 | NUMERIC | STAFF ASSISTANCE/SENSITIVITY POOR -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E47 | LBSONP19 | 2021-2024 | NUMERIC | WHEELCHAIR SPACE INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E47 | LBSONP20 | 2025-2028 | NUMERIC | OTHER BUS TRIP PROBLEMS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E47 | LBSONPOS | 2029-2058 | ALPHA | OTHER BUS TRIP PROBLEMS [SPECIFY] -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED A-Z OTHER SPECIFY |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E48 | LBUSONPB | 2059-2062 | NUMERIC | WHICH WAS THE GREATEST PROBLEM -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 NO PROBLEMS 2 AUDIBLE/VISUAL/TACTILE INFO LIMITED 3 BOARD/EXIT TIME INADEQUATE 4 BOARDING/EXITING EQUIPMENT LIMITED 5 DIFFICULT TO BOARD/EXIT 6 EQUIPMENT STORAGE INADEQUATE 7 FARE PURCHASE DIFFICULT 8 INSENSITIVE/UNAWARE DRIVER 9 INSENSITIVE/UNAWARE PASSENGERS 10 LIGHTING INADEQUATE 11 OBSTACLES/PROTRUSIONS 12 PASSENGER TRAVEL INFO INADEQUATE 13 PASSING SPACE/AISLE WIDTH LIMITED 14 PERSONAL SAFETY CONCERNS 15 RESTROOM FACILITIES INADEQUATE 16 SEATING INADEQUATE 17 SERVICE ANIMALS NOT PERMITTED 18 STAFF ASSISTANCE/SENSITIVITY POOR 19 WHEELCHAIR SPACE INADEQUATE 91 OTHER [SPECIFY] |
| E49 | TRPBAYAIR | 2063-2067 | NUMERIC | PAST YR-#ROUND TRIPS ON COMMERCL AIRLINE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 0-730 NUMBER OF ROUND TRIPS/YEAR 995 DID NOT USE AN AIRPLANE |
| E50 | APTPRB1 | 2068-2071 | NUMERIC | NO PROBLEMS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E50 | APTPRB2 | 2072-2075 | NUMERIC | AUDIBLE/VISUAL/TACTILE INFO LIMITED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E50 | APTPRB3 | 2076-2079 | NUMERIC | CURB CUT/RAMP/STAIR/GRADE PROBLEMS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E50 | APTPRB4 | 2080-2083 | NUMERIC | DIFFICULT TO SEE/BE SEEN -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E50 | APTPRB5 | 2084-2087 | NUMERIC | DRAINAGE POOR -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E50 | APTPRB6 | 2088-2091 | NUMERIC | ELEVATORS/ESCALATORS BROKEN/MISSING -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| E50 | APTPRB7 | 2092-2095 | NUMERIC | FARE PURCHASE DIFFICULT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E50 | APTPRB8 | 2096-2099 | NUMERIC | INSENSITIVE/UNAWARE PASSENGERS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E50 | APTPRB9 | 2100-2103 | NUMERIC | LIGHTING INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E50 | APTPRB10 | 2104-2107 | NUMERIC | OBSTACLES/PROTRUSIONS/DEBRIS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E50 | APTPRB11 | 2108-2111 | NUMERIC | PASSENGER TRAVEL INFO INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E50 | APTPRB12 | 2112-2115 | NUMERIC | PASSING SPACE/AISLE WIDTH LIMITED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E50 | APTPRB13 | 2116-2119 | NUMERIC | PERSONAL ASSISTANT NOT ALLOWED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E50 | APTPRB14 | 2120-2123 | NUMERIC | PERSONAL SAFETY CONCERNS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E50 | APTPRB15 | 2124-2127 | NUMERIC | RESTROOM FACILITIES INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E50 | APTPRB16 | 2128-2131 | NUMERIC | SCHEDULE NOT KEPT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E50 | APTPRB17 | 2132-2135 | NUMERIC | SEATING INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E50 | APTPRB18 | 2136-2139 | NUMERIC | SECURITY PROCEDURES TOO RESTRICTIVE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E50 | APTPRB19 | 2140-2143 | NUMERIC | SHELTER INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E50 | APTPRB20 | 2144-2147 | NUMERIC | STAFF ASSISTANCE/SENSITIVITY POOR -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E50 | APTPRB21 | 2148-2151 | NUMERIC | SURFACE PROBLEMS (POTHOLE/CRAKES) -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| E50 | APTPRB22 | 2152-2155 | NUMERIC | TICKET COUNTERS TOO HIGH -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E50 | APTPRB23 | 2156-2159 | NUMERIC | TOO FEW/MISSING SIDEWALKS/PATHS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E50 | APTPRB24 | 2160-2163 | NUMERIC | TRAM/MOVING SIDEWALK PROBLEM -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E50 | APTPRB25 | 2164-2167 | NUMERIC | UNABLE TO COMMUNICATE WITH STAFF -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E50 | APTPRB26 | 2168-2171 | NUMERIC | WHEELCHAIR UNAVAILABLE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| E50 | APTPRB27 | 2172-2175 | NUMERIC | PARKING INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E50 | APTPRB28 | 2176-2179 | NUMERIC | OTHER AIRLINE PROBLEM -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E50 | APTPRB29 | 2180-2183 | NUMERIC | TOO MUCH WALKING REQUIRED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E50 | APTPRB30 | 2184-2187 | NUMERIC | LOST/MISTREATED LUGGAGEEM -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E50 | APTPRB31 | 2188-2191 | NUMERIC | SECURITY_INADEQUATE/INSUFFICIENT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| E50 | APTPRBOS | 2192-2221 | ALPHA | OTHER AIRLINE PROBLEM [SPECIFY] -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED A-Z OTHER SPECIFY |
| E51 | ARPTPRB | 2222-2225 | NUMERIC | WHICH WAS THE GREATEST PROBLEM -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 NO PROBLEMS 2 AUDIBLE/VISUAL/TACTILE INFO LIMITED 3 CURB CUT/RAMP/STAIR/GRADE PROBLEMS 4 DIFFICULT TO SEE/BE SEEN 5 DRAINAGE POOR 6 ELEVATORS/ESCALATORS BROKEN/MISSING 7 FARE PURCHASE DIFFICULT 8 INSENSITIVE/UNAWARE PASSENGERS 9 LIGHTING INADEQUATE 10 OBSTACLES/PROTRUSIONS/DEBRIS 11 PASSENGER TRAVEL INFO INADEQUATE 12 PASSING SPACE/AISLE WIDTH LIMITED 13 PERSONAL ASSISTANT NOT ALLOWED 14 PERSONAL SAFETY CONCERNS 15 RESTROOM FACILITIES INADEQUATE 16 SCHEDULE NOT KEPT 17 SEATING INADEQUATE 18 SECURITY PROCEDURES TOO RESTRICTIVE 19 SHELTER INADEQUATE 20 STAFF ASSISTANCE/SENSITIVITY POOR 21 SURFACE PROBLEMS [POTHOLE/CRAKES] 22 TICKET COUNTERS TOO HIGH 23 TOO FEW/MISSING SIDEWALKS/PATHS 24 TRAM/MOVING SIDEWALK PROBLEM 25 UNABLE TO COMMUNICATE WITH STAFF 26 WHEELCHAIR UNAVAILABLE 27 PARKING INADEQUATE 91 OTHER [SPECIFY] 92 TOO MUCH WALKING REQUIRED 93 LOST/MISTREATED LUGGAGE 94 SECURITY-INADEQUATE/INCONSISTENT |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E52 | ARONPB1 | 2226-2229 | NUMERIC | NO PROBLEMS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E52 | ARONPB2 | 2230-2233 | NUMERIC | AUDIBLE/VISUAL/TACTILE INFO LIMITED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E52 | ARONPB3 | 2234-2237 | NUMERIC | BOARD/EXIT TIME INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E52 | ARONPB4 | 2238-2241 | NUMERIC | BOARDING/EXITING EQUIPMENT INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E52 | ARONPB5 | 2242-2245 | NUMERIC | DIFFICULT TO BOARD/EXIT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| E52 | ARONPB6 | 2246-2249 | NUMERIC | EQUIPMENT STORAGE INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E52 | ARONPB7 | 2250-2253 | NUMERIC | INSENSITIVE/UNAWARE CREW -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E52 | ARONPB8 | 2254-2257 | NUMERIC | INSENSITIVE/UNAWARE PASSENGERS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E52 | ARONPB9 | 2258-2261 | NUMERIC | LEFT ON BOARD WITHOUT HELP -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E52 | ARONPB10 | 2262-2265 | NUMERIC | LIGHTING INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E52 | ARONPB11 | 2266-2269 | NUMERIC | OBSTACLES/PROTRUSIONS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E52 | ARONPB12 | 2270-2273 | NUMERIC | PASSENGER TRAVEL INFO INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E52 | ARONPB13 | 2274-2277 | NUMERIC | PASSING SPACE/AISLE WIDTH LIMITED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E52 | ARONPB14 | 2278-2281 | NUMERIC | PERSONAL SAFETY CONCERNS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E52 | ARONPB15 | 2282-2285 | NUMERIC | RESTROOM FACILITIES INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E52 | ARONPB16 | 2286-2289 | NUMERIC | SEATING INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E52 | ARONPB17 | 2290-2293 | NUMERIC | SERVICE ANIMALS NOT PERMITTED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E52 | ARONPB18 | 2294-2297 | NUMERIC | STAFF ASSISTANCE/SENSITIVITY POOR -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E52 | ARONPB19 | 2298-2301 | NUMERIC | WHEELCHAIR DAMAGED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E52 | ARONPB20 | 2302-2305 | NUMERIC | WHEELCHAIR SPACE INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E52 | ARONPB21 | 2306-2309 | NUMERIC | OTHER AIRLINE PROBLEM -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E52 | ARONPB22 | 2310-2313 | NUMERIC | BAD QUALITY OF FOOD/NO FOOD -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E52 | ARONPB23 | 2314-2317 | NUMERIC | LONG WAITS/DELAYS BEFORE TAKEOFF -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E52 | ARONPBOS | 2318-2347 | ALPHA | OTHER AIRLINE PROBLEM [SPECIFY] -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED A-Z OTHER SPECIFY |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| E53 | AIRONPRB | 2348-2351 | NUMERIC | WHICH WAS THE GREATEST PROBLEM |
| | | | | -1 INAPPLICABLE |
| | | | | -7 REFUSED |
| | | | | -8 DK |
| | | | | -9 NOT ASCERTAINED |
| | | | | 1 NO PROBLEMS |
| | | | | 2 AUDIBLE/VISUAL/TACTILE INFO LIMITED |
| | | | | 3 BOARD/EXIT TIME INADEQUATE |
| | | | | 4 BOARDING/EXITING EQUIPMENT INADEQUATE |
| | | | | 5 DIFFICULT TO BOARD/EXIT |
| | | | | 6 EQUIPMENT STORAGE INADEQUATE |
| | | | | 7 INSENSITIVE/UNAWARE CREW |
| | | | | 8 INSENSITIVE/UNAWARE PASSENGERS |
| | | | | 9 LEFT ON BOARD WITHOUT HELP |
| | | | | 10 LIGHTING INADEQUATE |
| | | | | 11 OBSTACLES/PROTRUSIONS |
| | | | | 12 PASSENGER TRAVEL INFO INADEQUATE |
| | | | | 13 PASSING SPACE/AISLE WIDTH LIMITED |
| | | | | 14 PERSONAL SAFETY CONCERNS |
| | | | | 15 RESTROOM FACILITIES INADEQUATE |
| | | | | 16 SEATING INADEQUATE |
| | | | | 17 SERVICE ANIMALS NOT PERMITTED |
| | | | | 18 STAFF ASSISTANCE/SENSITIVITY POOR |
| | | | | 19 WHEELCHAIR DAMAGED |
| | | | | 20 WHEELCHAIR SPACE INADEQUATE |
| | | | | 91 OTHER [SPECIFY] |
| | | | | 92 BAD QUALITY OF FOOD/NO FOOD |
| | | | | 93 LONG WAITS/DELAYS BEFORE TAKEOFF |
| E54 | LDTRPTRN | 2352-2356 | NUMERIC | PAST YR-#TRIPS TAKEN BY TRAIN/LONG-DIST |
| | | | | -1 INAPPLICABLE |
| | | | | -7 REFUSED |
| | | | | -8 DK |
| | | | | -9 NOT ASCERTAINED |
| | | | | 0-730 NUMBER OF ROUND TRIPS/YEAR |
| | | | | 995 DID NOT USE THE TRAIN |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E55 | LTNSTP1 | 2357-2360 | NUMERIC | NO PROBLEMS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E55 | LTNSTP2 | 2361-2364 | NUMERIC | AUDIBLE/VISUAL/TACTILE INFO LIMITED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E55 | LTNSTP3 | 2365-2368 | NUMERIC | CURB CUT/RAMP/STAIR/GRADE PROBLEMS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E55 | LTNSTP4 | 2369-2372 | NUMERIC | DIFFICULT TO SEE/BE SEEN -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E55 | LTNSTP5 | 2373-2376 | NUMERIC | DRAINAGE POOR -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E55 | LTNSTP6 | 2377-2380 | NUMERIC | ELEVATORS/ESCALATORS BROKEN/MISSING -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E55 | LTNSTP7 | 2381-2384 | NUMERIC | FARE PURCHASE DIFFICULT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E55 | LTNSTP8 | 2385-2388 | NUMERIC | INSENSITIVE/UNAWARE PASSENGERS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E55 | LTNSTP9 | 2389-2392 | NUMERIC | LIGHTING INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E55 | LTNSTP10 | 2393-2396 | NUMERIC | OBSTACLES/PROTRUSIONS/DEBRIS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E55 | LTNSTP11 | 2397-2400 | NUMERIC | PASSENGER TRAVEL INFO INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E55 | LTNSTP12 | 2401-2404 | NUMERIC | PASSING SPACE/AISLE WIDTH LIMITED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E55 | LTNSTP13 | 2405-2408 | NUMERIC | PERSONAL SAFETY CONCERNS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E55 | LTNSTP14 | 2409-2412 | NUMERIC | RESTROOM FACILITIES INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E55 | LTNSTP15 | 2413-2416 | NUMERIC | SCHEDULE NOT KEPT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E55 | LTNSTP16 | 2417-2420 | NUMERIC | SEATING INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E55 | LTNSTP17 | 2421-2424 | NUMERIC | SHELTER INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E55 | LTNSTP18 | 2425-2428 | NUMERIC | STAFF ASSISTANCE/SENSITIVITY POOR -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E55 | LTNSTP19 | 2429-2432 | NUMERIC | SURFACE PROBLEMS (POTHOLE/CRAKS) -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E55 | LTNSTP20 | 2433-2436 | NUMERIC | TOO FEW/MISSING SIDEWALKS/PATHS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E55 | LTNSTP21 | 2437-2440 | NUMERIC | TICKET COUNTERS TOO HIGH -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E55 | LTNSTP22 | 2441-2444 | NUMERIC | UNABLE TO COMMUNICATE WITH STAFF -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E55 | LTNSTP23 | 2445-2448 | NUMERIC | PARKING INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E55 | LTNSTP24 | 2449-2452 | NUMERIC | OTHER TRAIN PROBLEM -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E55 | LTNSTPOS | 2453-2482 | ALPHA | OTHER TRAIN PROBLEM [SPECIFY] -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED A-Z OTHER SPECIFY |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---------------------------------------|
| E56 | LTRNSTPB | 2483-2486 | NUMERIC | WHICH WAS THE GREATEST PROBLEM |
| | | | | -1 INAPPLICABLE |
| | | | | -7 REFUSED |
| | | | | -8 DK |
| | | | | -9 NOT ASCERTAINED |
| | | | | 1 NO PROBLEMS |
| | | | | 2 AUDIBLE/VISUAL/TACTILE INFO LIMITED |
| | | | | 3 CURB CUT/RAMP/STAIR/GRADE PROBLEMS |
| | | | | 4 DIFFICULT TO SEE/BE SEEN |
| | | | | 5 DRAINAGE POOR |
| | | | | 6 ELEVATORS/ESCALATORS BROKEN/MISSING |
| | | | | 7 FARE PURCHASE DIFFICULT |
| | | | | 8 INSENSITIVE/UNAWARE PASSENGERS |
| | | | | 9 LIGHTING INADEQUATE |
| | | | | 10 OBSTACLES/PROTRUSIONS/DEBRIS |
| | | | | 11 PASSENGER TRAVEL INFO INADEQUATE |
| | | | | 12 PASSING SPACE/AISLE WIDTH LIMITED |
| | | | | 13 PERSONAL SAFETY CONCERNS |
| | | | | 14 RESTROOM FACILITIES INADEQUATE |
| | | | | 15 SCHEDULE NOT KEPT |
| | | | | 16 SEATING INADEQUATE |
| | | | | 17 SHELTER INADEQUATE |
| | | | | 18 STAFF ASSISTANCE/SENSITIVITY POOR |
| | | | | 19 SURFACE PROBLEMS POTHOLES/CRACKS] |
| | | | | 20 TOO FEW/MISSING SIDEWALKS/PATHS |
| | | | | 21 TICKET COUNTERS TOO HIGH |
| | | | | 22 UNABLE TO COMMUNICATE WITH STAFF |
| | | | | 23 PARKING INADEQUATE |
| | | | | 91 OTHER [SPECIFY] |
| E57 | LTRNNP1 | 2487-2490 | NUMERIC | NO PROBLEMS |
| | | | | -1 INAPPLICABLE |
| | | | | -7 REFUSED |
| | | | | -8 DK |
| | | | | -9 NOT ASCERTAINED |
| | | | | 1 YES |
| | | | | 2 NO |
| E57 | LTRNNP2 | 2491-2494 | NUMERIC | AUDIBLE/VISUAL/TACTILE INFO LIMITED |
| | | | | -1 INAPPLICABLE |
| | | | | -7 REFUSED |
| | | | | -8 DK |
| | | | | -9 NOT ASCERTAINED |
| | | | | 1 YES |
| | | | | 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E57 | LTRNNP3 | 2495-2498 | NUMERIC | BOARD/EXIT TIME INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E57 | LTRNNP4 | 2499-2502 | NUMERIC | BOARDING/EXITING EQUIPMENT INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E57 | LTRNNP5 | 2503-2506 | NUMERIC | DIFFICULT TO BOARD/EXIT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E57 | LTRNNP6 | 2507-2510 | NUMERIC | EQUIPMENT STORAGE INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E57 | LTRNNP7 | 2511-2514 | NUMERIC | FARE PURCHASE DIFFICULT -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| E57 | LTRNNP8 | 2515-2518 | NUMERIC | INSENSITIVE/UNAWARE CREW -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E57 | LTRNNP9 | 2519-2522 | NUMERIC | INSENSITIVE/UNAWARE PASSENGERS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E57 | LTRNNP10 | 2523-2526 | NUMERIC | LIGHTING INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E57 | LTRNNP11 | 2527-2530 | NUMERIC | OBSTACLES/PROTRUSIONS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E57 | LTRNNP12 | 2531-2534 | NUMERIC | PASSENGER TRAVEL INFO INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E57 | LTRNNP13 | 2535-2538 | NUMERIC | PASSING SPACE/AISLE WIDTH LIMITED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E57 | LTRNNP14 | 2539-2542 | NUMERIC | PERSONAL SAFETY CONCERNS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E57 | LTRNNP15 | 2543-2546 | NUMERIC | RESTROOM FACILITIES INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E57 | LTRNNP16 | 2547-2550 | NUMERIC | SEATING INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E57 | LTRNNP17 | 2551-2554 | NUMERIC | SERVICE ANIMALS NOT PERMITTED -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| E57 | LTRNNP18 | 2555-2558 | NUMERIC | STAFF ASSISTANCE/SENSITIVITY POOR -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E57 | LTRNNP19 | 2559-2562 | NUMERIC | WHEELCHAIR SPACE INADEQUATE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E57 | LTRNNP20 | 2563-2566 | NUMERIC | OTHER TRAIN PROBLEM -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E57 | LTRNNP21 | 2567-2570 | NUMERIC | FOOD-RELATED PROBLEMS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| E57 | LTRNNPOS | 2571-2600 | ALPHA | OTHER TRAIN PROBLEM [SPECIFY] -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED A-Z OTHER SPECIFY |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| E58 | LTRNONPB | 2601-2604 | NUMERIC | WHICH WAS THE GREATEST PROBLEM -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 NO PROBLEMS 2 AUDIBLE/VISUAL/TACTILE INFO LIMITED 3 BOARD/EXIT TIME INADEQUATE 4 BOARDING/EXITING EQUIPMENT INADEQUATE 5 DIFFICULT TO BOARD/EXIT 6 EQUIPMENT STORATE INADEQUATE 7 FARE PURCHASE DIFFICULT 8 INSENSITIVE/UNAWARE CREW 9 INSENSITIVE/UNAWARE PASSENGERS 10 LIGHTING INADEQUATE 11 OBSTACLES/PROTRUSIONS 12 PASSENGER TRAVEL INFO INADEQUATE 13 PASSING SPACE/AISLE WIDTH LIMITED 14 PERSONAL SAFETY CONCERNS 15 RESTROOM FACILITIES INADEQUATE 16 SEATING INADEQUATE 17 SERVICE ANIMALS NOT PERMITTED 18 STAFF ASSISTANCE/SENSITIVITY POOR 19 WHEELCHAIR SPACE INADEQUATE 91 OTHER [SPECIFY] 92 FOOD-RELATED PROBLEMS |
| F1 | ASSOCMEM | 2605-2608 | NUMERIC | MEMBER OF ORG CONCERNED W/PERS W/DISABIL -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| F2 | ASSNME1 | 2609-2612 | NUMERIC | AMER ASSC OF PEOPLE W/DISABILITIES(AAPD) -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| F2 | ASSNME2 | 2613-2616 | NUMERIC | AMERICAN COUNCIL OF THE BLIND -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| F2 | ASSNME3 | 2617-2620 | NUMERIC | THE ARC -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| F2 | ASSNME4 | 2621-2624 | NUMERIC | THE ARTHRITIS FOUNDATION -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| F2 | ASSNME5 | 2625-2628 | NUMERIC | ASSOCIATION OF BLIND CITIZENS(ABC) -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| F2 | ASSNME6 | 2629-2632 | NUMERIC | BRAIN INJURY ASSOCIATION -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| F2 | ASSNME7 | 2633-2636 | NUMERIC | COMMUNITY TRANSPN ASSOC OF AMER (CTAA) -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| F2 | ASSNME8 | 2637-2640 | NUMERIC | DISABLED PEOPLES' INTERNATIONAL(DPI) -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| F2 | ASSNME9 | 2641-2644 | NUMERIC | EASTER SEALS PROJECT ACTION -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| F2 | ASSNME10 | 2645-2648 | NUMERIC | INDEPENDENT LIVNG CNTR,BOARD OF DIRECTOR -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| F2 | ASSNME11 | 2649-2652 | NUMERIC | MOBILITY INTERNATIONAL USA (MIUSA) -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| F2 | ASSNME12 | 2653-2656 | NUMERIC | NATIONAL ASSOCIATION OF THE DEAF (NAD) -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| F2 | ASSNME13 | 2657-2660 | NUMERIC | NA OF DEVELOPMENTAL DISAB COUNCIL(NADDC) -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| F2 | ASSNME14 | 2661-2664 | NUMERIC | NA GOV COMM ON EMPLOY OF PEOPLE W/DISAB -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| F2 | ASSNME15 | 2665-2668 | NUMERIC | NATIONAL ALLIANCE FOR MENTALLY ILL(NAMI) -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| F2 | ASSNME16 | 2669-2672 | NUMERIC | NATIONAL FEDERATION OF THE BLIND (NFB) -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| F2 | ASSNME17 | 2673-2676 | NUMERIC | NATIONAL MULTIPLE SCLEROSIS (MS) SOCIETY -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| F2 | ASSNME18 | 2677-2680 | NUMERIC | NATIONAL ORGANIZATION ON DISABILITY(NOD) -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| F2 | ASSNME19 | 2681-2684 | NUMERIC | NATIONAL SPINAL CORD INJURY ASSOCIATION -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| F2 | ASSNME20 | 2685-2688 | NUMERIC | PARALYZED VETERANS OF AMERICA -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| F2 | ASSNME21 | 2689-2692 | NUMERIC | ASSOC FOR PERS W/SEVERE HANDICAPS(TASH) -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|---|
| F2 | ASSNME22 | 2693-2696 | NUMERIC | UNITED CEREBRAL PALSY ASSOCIATION -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| F2 | ASSNME23 | 2697-2700 | NUMERIC | OTHER ASSOCIATION -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| F2 | ASSNME24 | 2701-2704 | NUMERIC | DAV-DISABLED AMERICAN VETERANS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| F2 | ASSNMEOS | 2705-2734 | ALPHA | OTHER ASSOCIATION [SPECIFY] -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED A-Z OTHER SPECIFY |
| G2 | GENDER | 2735-2738 | NUMERIC | WHAT IS YOUR/SUBJECT'S GENDER -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 MALE 2 FEMALE |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| G7 | MARRIED | 2739-2742 | NUMERIC | CURRENT MARITAL STATUS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 MARRIED 2 NEVER MARRIED 3 WIDOWED 4 SEPARATED OR DIVORCED |
| G3A | ALONE | 2743-2746 | NUMERIC | LIVE ALONE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES |
| G3B | SPOUSE | 2747-2750 | NUMERIC | LIVE WITH SPOUSE OR SIGNIFICANT OTHER -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| G3C | KIDS | 2751-2754 | NUMERIC | LIVE WITH CHILDREN -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| G3D | PARENT | 2755-2758 | NUMERIC | LIVE WITH 1 OR MORE PARENTS OR GUARDIANS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|--|---------------|------------------|---------|---|
| G3E | OTHPER | 2759-2762 | NUMERIC | LIVE WITH OTHER PERSONS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| G4 | ECUCAT | 2763-2766 | NUMERIC | HIGHEST LEVEL OF EDUCATION -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 LESS THAN HIGH SCHOOL GRADUATE 2 HIGH SCHOOL GRADUATE OR GED 3 SOME COLLEGE(TECHNICAL/VOCATNL/PROF BUS) 4 2YR COLLEGE DEGREE(AA) 5 4YR COLLEGE DEGREE(BA OR BS) 6 GRADUATE DEGREE(MASTERS,PHD,LAWYER,MD) |
| NOTE: THIS PERTAINS TO THE PERSON, OR IF THE PERSON IS UNDER AGE 18, IT IS THE HIGHEST PARENT EDUCATION LEVEL. | | | | |
| G5 | RETIRED | 2767-2770 | NUMERIC | EVER RETIRED FROM A JOB OR BUSINESS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| G6 | RETDISB | 2771-2774 | NUMERIC | RETIRE DUE TO A DISABILITY -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| G8 | NOPHONE | 2775-2778 | NUMERIC | HH BEEN W/OUT PHONE SERV A WEEK OR MORE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| G9 | NOTE1TIM | 2779-2782 | NUMERIC | HOW LONG W/OUT PHONE SERVICE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 ONE WEEK 2 TWO WEEKS 3 THREE WEEKS 4 FOUR WEEKS 5 FIVE WEEKS OR MORE |
| G10 | INTERNET | 2783-2786 | NUMERIC | HH HAVE ACCESS TO THE INTERNET -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| G11 | HISPANIC | 2787-2790 | NUMERIC | OF HISPANIC,LATINO,OR SPANISH ORIGIN -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| G12 | RACE1 | 2791-2794 | NUMERIC | WHITE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| G12 | RACE2 | 2795-2798 | NUMERIC | AFRICAN AMERICAN, BLACK -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| G12 | RACE3 | 2977-2802 | NUMERIC | ASIAN -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| G12 | RACE4 | 2803-2806 | NUMERIC | AMERICAN INDIAN, ALASKAN NATIVE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| G12 | RACE5 | 2807-2810 | NUMERIC | NATIVE HAWAIIAN, OTHER PACIFIC ISLANDER -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| G12 | RACE6 | 2811-2814 | NUMERIC | MULTIRACIAL -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|-----------|---|
| G12 | RACE7 | | 2815-2818 | NUMERIC HISPANIC/MEXICAN -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| G12 | RACE8 | 2819-2822 | NUMERIC | OTHER RACE -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 YES 2 NO |
| G13 | HOMEOWN | 2823-2826 | NUMERIC | LIVING QUARTERS OWNED/RENTED/OTHER -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 OWNED OR BEING BOUGHT BY YOU/SOMEONE IN 2 RENTED FOR CASH 3 OCCUPIED WITHOUT PAYMENT OF CASH RENT |
| G14 | INCOME | 2827-2830 | NUMERIC | TOTAL COMBINED INCOME OF HH,PAST 12MTHS -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 1 LESS THAN \$15,000 2 BETWEEN \$15,001 TO \$50,000 3 OVER \$50,000 |
| G2 B | AGE | 2831-2835 | NUMERIC | AGE AT SCREENER -1 INAPPLICABLE -7 REFUSED -8 DK -9 NOT ASCERTAINED 0-110 YEARS |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|---------|--|
| | MODE | 2836-2837 | NUMERIC | MODE: TELEPHONE,MAIL,INTERNET 1 TELEPHONE 2 MAIL 3 INTERNET |
| | CDISABLD | 2838-2838 | ALPHA | DISABILITY FLAG FOR CENSUS ONLY Y YES, DISABLED N NO, NOT DISABLED |
| | TDISABLD | 2839-2839 | ALPHA | DISABILITY FLAG FOR ADA/CENSUS/SPEC ED Y YES, DISABLED N NO, NOT DISABLED |
| | TSVSTR | 2840-2841 | NUMERIC | TAYLOR SERIES VARIANCE STRATA |
| | TSVUNIT | 2842-2846 | NUMERIC | TAYLOR SERIES VARIANCE UNIT |
| | RAKEDW00 | 2847-2855 | | FINAL (FULL SAMPLE) RAKED WEIGHT THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW01 | 2856-2864 | | FINAL RAKED WEIGHT FOR REPLICATE 1 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW02 | 2865-2873 | | FINAL RAKED WEIGHT FOR REPLICATE 2 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW03 | 2874-2882 | | FINAL RAKED WEIGHT FOR REPLICATE 3 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW04 | 2883-2891 | | FINAL RAKED WEIGHT FOR REPLICATE 4 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW05 | 2892-2900 | | FINAL RAKED WEIGHT FOR REPLICATE 5 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW06 | 2901-2909 | | FINAL RAKED WEIGHT FOR REPLICATE 6 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW07 | 2910-2918 | | FINAL RAKED WEIGHT FOR REPLICATE 7 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW08 | 2919-2927 | | FINAL RAKED WEIGHT FOR REPLICATE 8 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW09 | 2928-2936 | | FINAL RAKED WEIGHT FOR REPLICATE 9 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|--------|---|
| | RAKEDW10 | 2937-2945 | | FINAL RAKED WEIGHT FOR REPLICATE 10 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW11 | 2946-2954 | | FINAL RAKED WEIGHT FOR REPLICATE 11 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW12 | 2955-2963 | | FINAL RAKED WEIGHT FOR REPLICATE 12 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW13 | 2964-2972 | | FINAL RAKED WEIGHT FOR REPLICATE 13 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW14 | 2973-2981 | | FINAL RAKED WEIGHT FOR REPLICATE 14 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW15 | 2982-2990 | | FINAL RAKED WEIGHT FOR REPLICATE 15 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW16 | 2991-2999 | | FINAL RAKED WEIGHT FOR REPLICATE 16 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW17 | 3000-3008 | | FINAL RAKED WEIGHT FOR REPLICATE 17 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW18 | 3009-3017 | | FINAL RAKED WEIGHT FOR REPLICATE 18 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW19 | 3018-3026 | | FINAL RAKED WEIGHT FOR REPLICATE 19 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW20 | 3027-3035 | | FINAL RAKED WEIGHT FOR REPLICATE 20 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW21 | 3036-3044 | | FINAL RAKED WEIGHT FOR REPLICATE 21 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW22 | 3045-3053 | | FINAL RAKED WEIGHT FOR REPLICATE 22 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW23 | 3054-3062 | | FINAL RAKED WEIGHT FOR REPLICATE 23 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW24 | 3063-3071 | | FINAL RAKED WEIGHT FOR REPLICATE 24 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW25 | 3072-3080 | | FINAL RAKED WEIGHT FOR REPLICATE 25 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW26 | 3081-3089 | | FINAL RAKED WEIGHT FOR REPLICATE 26 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|--------|---|
| | RAKEDW27 | 3090-3098 | | FINAL RAKED WEIGHT FOR REPLICATE 27 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW28 | 3099-3107 | | FINAL RAKED WEIGHT FOR REPLICATE 28 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW29 | 3108-3116 | | FINAL RAKED WEIGHT FOR REPLICATE 29 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW30 | 3117-3125 | | FINAL RAKED WEIGHT FOR REPLICATE 30 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW31 | 3126-3134 | | FINAL RAKED WEIGHT FOR REPLICATE 31 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW32 | 3135-3143 | | FINAL RAKED WEIGHT FOR REPLICATE 32 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW33 | 3144-3152 | | FINAL RAKED WEIGHT FOR REPLICATE 33 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW34 | 3153-3161 | | FINAL RAKED WEIGHT FOR REPLICATE 34 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW35 | 3162-3170 | | FINAL RAKED WEIGHT FOR REPLICATE 35 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW36 | 3171-3179 | | FINAL RAKED WEIGHT FOR REPLICATE 36 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW37 | 3180-3188 | | FINAL RAKED WEIGHT FOR REPLICATE 37 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW38 | 3189-3197 | | FINAL RAKED WEIGHT FOR REPLICATE 38 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW39 | 3198-3206 | | FINAL RAKED WEIGHT FOR REPLICATE 39 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW40 | 3207-3215 | | FINAL RAKED WEIGHT FOR REPLICATE 40 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW41 | 3216-3224 | | FINAL RAKED WEIGHT FOR REPLICATE 41 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW42 | 3225-3233 | | FINAL RAKED WEIGHT FOR REPLICATE 42 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW43 | 3234-3242 | | FINAL RAKED WEIGHT FOR REPLICATE 43 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|--------|---|
| | RAKEDW44 | 3243-3251 | | FINAL RAKED WEIGHT FOR REPLICATE 44 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW45 | 3252-3260 | | FINAL RAKED WEIGHT FOR REPLICATE 45 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW46 | 3261-3269 | | FINAL RAKED WEIGHT FOR REPLICATE 46 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW47 | 3270-3278 | | FINAL RAKED WEIGHT FOR REPLICATE 47 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW48 | 3279-3287 | | FINAL RAKED WEIGHT FOR REPLICATE 48 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW49 | 3288-3296 | | FINAL RAKED WEIGHT FOR REPLICATE 49 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW50 | 3297-3305 | | FINAL RAKED WEIGHT FOR REPLICATE 50 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW51 | 3306-3314 | | FINAL RAKED WEIGHT FOR REPLICATE 51 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW52 | 3315-3323 | | FINAL RAKED WEIGHT FOR REPLICATE 52 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW53 | 3324-3332 | | FINAL RAKED WEIGHT FOR REPLICATE 53 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW54 | 3333-3341 | | FINAL RAKED WEIGHT FOR REPLICATE 54 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW55 | 3342-3350 | | FINAL RAKED WEIGHT FOR REPLICATE 55 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW56 | 3351-3359 | | FINAL RAKED WEIGHT FOR REPLICATE 56 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW57 | 3360-3368 | | FINAL RAKED WEIGHT FOR REPLICATE 57 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW58 | 3369-3377 | | FINAL RAKED WEIGHT FOR REPLICATE 58 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW59 | 3378-3386 | | FINAL RAKED WEIGHT FOR REPLICATE 59 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW60 | 3387-3395 | | FINAL RAKED WEIGHT FOR REPLICATE 60 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|----------|---------------|------------------|--------|---|
| | RAKEDW61 | 3396-3404 | | FINAL RAKED WEIGHT FOR REPLICATE 61 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW62 | 3405-3413 | | FINAL RAKED WEIGHT FOR REPLICATE 62 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW63 | 3414-3422 | | FINAL RAKED WEIGHT FOR REPLICATE 63 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW64 | 3423-3431 | | FINAL RAKED WEIGHT FOR REPLICATE 64 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW65 | 3432-3440 | | FINAL RAKED WEIGHT FOR REPLICATE 65 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW66 | 3441-3449 | | FINAL RAKED WEIGHT FOR REPLICATE 66 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW67 | 3450-3458 | | FINAL RAKED WEIGHT FOR REPLICATE 67 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW68 | 3459-3467 | | FINAL RAKED WEIGHT FOR REPLICATE 68 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW69 | 3468-3476 | | FINAL RAKED WEIGHT FOR REPLICATE 69 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW70 | 3477-3485 | | FINAL RAKED WEIGHT FOR REPLICATE 70 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW71 | 3486-3494 | | FINAL RAKED WEIGHT FOR REPLICATE 71 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW72 | 3495-3503 | | FINAL RAKED WEIGHT FOR REPLICATE 72 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW73 | 3504-3512 | | FINAL RAKED WEIGHT FOR REPLICATE 73 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW74 | 3513-3521 | | FINAL RAKED WEIGHT FOR REPLICATE 74 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW75 | 3522-3530 | | FINAL RAKED WEIGHT FOR REPLICATE 75 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW76 | 3531-3539 | | FINAL RAKED WEIGHT FOR REPLICATE 76 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW77 | 3540-3548 | | FINAL RAKED WEIGHT FOR REPLICATE 77 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |

| <u>Quex</u> <u>No.</u> | <u>Variable</u> <u>Name</u> | <u>Column</u> <u>Number(s)</u> | <u>Counts</u> | <u>Variable Description and Codes</u> |
|---------------------------|--------------------------------|-----------------------------------|---------------|---|
| | RAKEDW78 | 3549-3557 | | FINAL RAKED WEIGHT FOR REPLICATE 78 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW79 | 3558-3566 | | FINAL RAKED WEIGHT FOR REPLICATE 79 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |
| | RAKEDW80 | 3566-3575 | | FINAL RAKED WEIGHT FOR REPLICATE 80 THIS VARIABLE HAS A 9.2 FORMAT (e.g., xxxxxx.xx) |

| Quex No. | Variable Name | Column Number(s) | Counts | Variable Description and Codes |
|-------------|------------------|---------------------|--------|-------------------------------------|
| | METSTAT | 3576-3576 | ALPHA | EXCHANGE-LEVEL METRO STATUS |
| | | | | 1 INSIDE MSA CENTRAL CITY |
| | | | | 2 INSIDE COUNTY OF MSA CENTRAL CITY |
| | | | | 3 INSIDE SUBURBAN MSA COUNTY |
| | | | | 4 IN MSA WITH NO CENTRAL CITY |
| | | | | 5 NOT IN AN MSA |
| | CENDIV | 3577-3577 | ALPHA | EXCHANGE-LEVEL CENSUS DIVISION |
| | | | | 0 ALASKA/HAWAII |
| | | | | 1 NEW ENGLAND |
| | | | | 2 MIDDLE ATLANTIC |
| | | | | 3 EAST NORTH CENTRAL |
| | | | | 4 WEST NORTH CENTRAL |
| | | | | 5 SOUTH ATLANTIC |
| | | | | 6 EAST SOUTH CENTRAL |
| | | | | 7 WEST SOUTH CENTRAL |
| | | | | 8 MOUNTAIN |
| | | | | 9 PACIFIC |

2002 National Transportation Availability and Use Survey

Telephone (CATI) Survey

2002 NATIONAL TRANSPORTATION AVAILABILITY AND USE SURVEY

Telephone (CATI) Questionnaire

SCREENER INTERVIEW

SECTION A: TELEPHONE NUMBER SCREENING & RESPONDENT SELECTION

PROGRAMMER NOTE:
DISPLAY AT THE TOP OF EACH SCREEN IF THE HOUSEHOLD RECEIVED AN ADVANCE LETTER {LETTER SENT/NO LETTER SENT}.

SEGMENT SCRNR

A1. (SINTRO_1 & SINTRO_3)

Hello, my name is {INTERVIEWER'S NAME} and I'm calling for the U.S. Department of Transportation.

[IF NEEDED: Your household was chosen to answer some questions about its transportation use. The information you provide will let those responsible for national transportation decisions know what improvements are needed.]

(RESIDENTIAL)
Are you a member of this household
and at least 18 years old?

(SHHQEX1)

YES 1 GO TO BUSINESS
NO 2 GO TO A2 (S3A)
PROBABLE BUSINESS 3 GO TO BUSINESS
ANSWERING MACHINE AM GO TO READMSG
RETRY AUTODIALER RT GO TO AUTODIALER
NONWORKING,
DISCONNECTED, CHANGED .. NW GO TO WORK A CASE
GO TO RESULT GT GO TO RESULT

(BUSINESS)
Is this phone number used for...

(SFONEUSE)

Home use, 4 GO TO BINTRO
Home and business use, or 5 GO TO BINTRO
Business use only? 6 GO TO THANK01
GO TO RESULT GT GO TO RESULT

[HOME USE EXCLUDES PHONES IN MOTELS, HOTELS, DORMS AND GROUP QUARTERS SUCH AS NURSING HOMES, PRISONS, BARRACKS, CONVENTS OR MONASTERIES.]

A2. (S3A). May I please speak with a household member who is at least 18 years old?
(SRAVAIL)

| | | |
|----------------------|----|-----------------|
| AVAILABLE | 1 | GO TO A4 (S4) |
| NOT AVAILABLE | 2 | GO TO RESULT |
| THERE ARE NONE | 3 | GO TO A3 (S3OV) |
| GO TO RESULT | GT | GO TO RESULT |

[HOUSEHOLD MEMBERS (HHMS) INCLUDE PEOPLE WHO THINK OF THIS HH AS THEIR PRIMARY PLACE OF RESIDENCE. IT INCLUDES PERSONS WHO USUALLY STAY IN THE HH BUT ARE TEMPORARILY AWAY ON BUSINESS, VACATION, OR IN A HOSPITAL. IT DOES NOT INCLUDE SOMEONE JUST VISITING, SUCH AS A COLLEGE STUDENT WHO NORMALLY HAS BEEN LIVING AWAY AT SCHOOL.]

A3. (S3OV) [IF RESPONDENT IS A CHILD, ASK FOR AN OLDER HOUSEHOLD MEMBER.]
(SUNDRAGE)

| | | |
|--|----|--|
| NO ONE LIVING IN HH IS 18 OR OLDER | 1 | CASE WILL BE CODED AN 8 AND HANDLED BY A SPECIAL INTERVIEWER |
| THERE ARE HH MEMBERS 18 OR OLDER | 2 | REPEAT A2 (S3A) |
| GO TO RESULT | GT | GO TO RESULT |

A4. (S4) Hello, my name is {INTERVIEWER'S NAME} and I'm calling for the U.S. Department of Transportation.

Are you a member of this household and at least 18 years old?

[IF NEEDED: Your household was chosen to answer some questions about its transportation use. The information you provide will let those responsible for national transportation decisions know what improvements are needed.]

(SRELIG2)

| | | |
|--------------------|----|--------------------|
| YES..... | 1 | |
| NO | 2 | REPEAT A2 (S3A) |
| GO TO RESULT | GT | GO TO RESULT |
| REFUSED..... | -7 | GO TO REFUSAL NIRF |
| DON'T KNOW..... | -8 | GO TO REFUSAL NIRF |

[HOUSEHOLD MEMBERS (HHMS) INCLUDE PEOPLE WHO THINK OF THIS HH AS THEIR PRIMARY PLACE OF RESIDENCE. IT INCLUDES PERSONS WHO USUALLY STAY IN THE HH BUT ARE TEMPORARILY AWAY ON BUSINESS, VACATION, OR IN A HOSPITAL. IT DOES NOT INCLUDE SOMEONE JUST VISITING, SUCH AS A COLLEGE STUDENT WHO NORMALLY HAS BEEN LIVING AWAY AT SCHOOL.]

A5. (S4RES) Is this phone number used for...
(SFONEUSE)

| | | |
|---------------------------------|----|---------------|
| Home use, | 1 | |
| Home and Business use, or | 2 | |
| Business use only? | 3 | GO TO THANK01 |
| GO TO RESULT | GT | GO TO RESULT |

[HOME USE EXCLUDES PHONES IN MOTELS, HOTELS, DORMS AND GROUP QUARTERS SUCH AS NURSING HOMES, PRISONS, BARRACKS, CONVENTS OR MONASTERIES.]

SECTION B: HOUSEHOLD AND HOUSEHOLD MEMBER SELECTION

BINTRO. Your household was chosen to answer some questions about its transportation use. The information you provide will let those responsible for national transportation decisions know what improvements are needed.

Your participation is voluntary, and your answers will be completely confidential.

[IF NEEDED: There is no penalty for refusing to answer any questions.]

[IF NEEDED: Depending on your responses, the survey should take from 5 to 15 minutes.]

[IF NEEDED: The survey has been authorized by Title 49, Section 111c2 of the United States Code.]

[PRESS ENTER TO CONTINUE.]

PROGRAMMER NOTE:
HARD RANGE FOR B1 IS 1 TO 99. SOFT RANGE IS 1 TO 15.

B1. The first questions are about the persons in your household.

Including yourself, how many people currently live in your household? Please count everyone, including yourself, babies, small children, and any non-relatives who live there most of the time.
(HHNUMBER)

| | |
|----------------------|-----|
| NUMBER OF HHMS | _ _ |
| REFUSED..... | -7 |
| DON'T KNOW..... | -8 |

[HOUSEHOLD (HH) MEMBERS INCLUDE PEOPLE WHO THINK OF THIS HH AS THEIR PRIMARY PLACE OF RESIDENCE. IT INCLUDES PERSONS WHO USUALLY STAY IN THE HH BUT ARE TEMPORARILY AWAY ON BUSINESS, VACATION, OR IN A HOSPITAL. IT DOES NOT INCLUDE SOMEONE JUST VISITING, SUCH AS A COLLEGE STUDENT WHO NORMALLY HAS BEEN LIVING AWAY AT SCHOOL.]

B2. Thinking about the transportation system, including roads, public transportation, bikeways and sidewalks, how satisfied are you with READ CATEGORIES A THROUGH C ONE AT A TIME? Would you say you are very dissatisfied, dissatisfied, neither satisfied nor dissatisfied, satisfied, or very satisfied?

| | Very Dissatisfied Dissatisfied | | Neither Satisfied Nor Dissatisfied | Satisfied | Very Satisfied | DK | RF |
|--|-----------------------------------|---|--|-----------|----------------|----|----|
| a. The ease of driving or riding as a passenger in your community (DRIVING) | 1 | 2 | 3 | 4 | 5 | -7 | -8 |
| b. The availability of public transportation in your community (PUBTRAN) | 1 | 2 | 3 | 4 | 5 | -7 | -8 |
| c. The availability of bikeways, pedestrian paths and sidewalks in your community (RECPATHS) | 1 | 2 | 3 | 4 | 5 | -7 | -8 |

B2a. A focus of this survey is on transportation needs of persons with disabilities. The Americans with Disabilities Act defines a disability as a physical or mental impairment, and these next few questions use that specific language.

{Do you/Does anyone in your household} have a physical or mental impairment that causes {you/him or her} to be unable to perform a major life activity? Examples of major life activities include seeing, hearing, speaking, caring for one's self, performing manual tasks, walking, breathing, learning or working.
(HAVDISB)

- YES..... 1 (IF B1=1, GO TO B2c)
- NO 2
- REFUSED..... -7
- DON'T KNOW..... -8

PROGRAMMER NOTE

**IF B1 IS 1, AND B2a IS 2, USE 1st DISPLAY IN B2b.
IF B1 IS GREATER THAN 1, AND B2a IS 1, USE SECOND DISPLAY.
IF B1 IS GREATER THAN 1, AND B2a IS 2, USE THIRD DISPLAY IN B2b.**

B2b. {Do you/Other than anyone you said was unable to perform these activities,does anyone in your household} have a physical or mental impairment that significantly restricts the conditions, manner, or duration under which {you/ he or she} can perform a particular major life activity?
(SIGDISB)

YES..... 1
NO 2
REFUSED..... -7
DONT KNOW..... -8

B2c. More specifically, {do you/ does anyone in your household} have any of the following long lasting conditions:

[INTERVIEWER NOTE: EXCLUDES HEALTHY INFANTS AND CHILDREN]

| | YES | NO | REF | DK |
|---|-----|----|-----|----|
| a. Blindness, deafness, or a severe vision or hearing impairment? (SEEHEAR) | 1 | 2 | -7 | -8 |
| b. A condition that substantially limits one or more basic physical activities such as walking, climbing stairs, reaching, lifting, or carrying? (BASICACT) | 1 | 2 | -7 | -8 |

PROGRAMMER NOTE

IF B1=1, USE 1st DISPLAY IN B2d (c) AND (d). IF B1 IS GREATER THAN 1, USE SECOND DISPLAY.

B2d. Because of a physical, mental or emotional condition lasting six months or more, {do you / does anyone in your household} have any difficulty in doing any of the following activities:

| [INTERVIEWER NOTE: EXCLUDES HEALTHY INFANTS AND CHILDREN] | YES | NO | REF | DK |
|---|-----|----|-----|----|
| a. Learning, remembering or concentrating? (MEMORY) | 1 | 2 | -7 | -8 |
| b. Dressing, bathing, or getting around inside the home? (MOBILE) | 1 | 2 | -7 | -8 |
| c. {Going/Does anyone 16 or older have difficulty going} outside the home alone to shop or visit a doctor's office? (GOOUT) | 1 | 2 | -7 | -8 |
| d. {Working/Does anyone 16 or older have difficulty working} at a job or business? (DIFFJOB) | 1 | 2 | -7 | -8 |

PROGRAMMER NOTE

IF B1=1, SKIP B2e.

B2e. Is there a child in your household who is receiving special education services?
(SPECEDU)

YES..... 1
NO 2
REFUSED..... -7
DON'T KNOW..... -8

PROGRAMMER NOTE:

IF B1 IS 1, AND IF AT LEAST ONE CATEGORY IN B2A THROUGH B2E IS 1 (DISABILITY CRITERIA IS MET), THE HH IS SELECTED. SELECT SCREENER RESPONDENT FOR EXTENDED INTERVIEW AND GO TO PROGRAMMER NOTE BEFORE B6.

IF B1 IS 1, AND DISABILITY CRITERIA IS NOT MET, USE SUBSAMPLING RATE TO DETERMINE IF HH SHOULD BE SELECTED. IF YES, SELECT SCREENER RESPONDENT FOR EXTENDED INTERVIEW AND GO TO PROGRAMMER NOTE BEFORE B6. IF NO, GO TO THANK 02.

IF B1 IS GREATER THAN 1, AND DISABILITY CRITERIA IS NOT MET, USE SUBSAMPLING RATE TO DETERMINE IF HH IS SELECTED. IF YES, GO TO LAST PARAGRAPH IN PROGRAMMER NOTE BEFORE B5 TO IMPLEMENT BIRTHDAY RULE AND SELECT ONE HHM FOR EXTENDED INTERVIEW. IF NO, GO TO THANK 02.

IF B1 IS GREATER THAN 1, AND DISABILITY CRITERIA IS MET, THE HH IS ELIGIBLE. CONTINUE BELOW.

HARD RANGE FOR B3 IS 1 TO 15. SOFT RANGE IS 1 TO 3. AS A REFERENCE POINT FOR THE INTERVIEWER, DISPLAY ABOVE B3, THE CATEGORIES IN B2A THROUGH B2E THAT HAD A RESPONSE OF 1.

IF THERE ARE ANY YES RESPONSES TO THE DISABILITY SERIES OF QUESTIONS (ANY ONE OR MORE OF THE FOLLOWING = 1):

| | |
|---------------|--------------|
| SCRN.HAVDISB | SCRN.MEMORY |
| SCRN.SIGDISB | SCRN.MOBILE |
| SCRN.SEEHEAR | SCRN.GOOOUT |
| SCRN.BASICACT | SCRN.HAVEJOB |
| | SCRN.SPECEDU |

THEN THIS IS A HH WITH DISABILITIES. SET BASE.DISABFLG = 1, THEN

**IF THIS IS A ONE PERSON HH (SCRN.HHNUMBER = 1), FILL
SCRN.NUMDISB = 1 AND GO TO SC12_1.**

**ELSE IF NOT A ONE PERSON HH (SCRN.HHNUMBER > 1, -7, OR -8),
GO TO SC11.**

ELSE IF NO YES RESPONSES TO THE DISABILITY SERIES OF QUESTIONS, THIS IS A HH WITHOUT DISABILITIES. BASE.DISABFLG REMAINS -1.

B3. You indicated that some of the persons in your household have certain conditions or difficulties. How many people have any of the conditions or difficulties we just described?

(NUMDISB)

[IF NEEDED: READ DISABILITIES.]

NUMBER OF DISABLED PERSONS . |__|__|
REFUSED..... -7
DON'T KNOW..... -8

PROGRAMMER NOTE:

IF B3 IS 1, ASK B4 AND THEN SELECT THE PERSON FOR AN EXTENDED INTERVIEW. SET ENUM.DISABLED TO 1. THEN, GO TO PROGRAMMER NOTE BEFORE B4A IF APPROPRIATE. IF B4A IS NOT APPLICABLE, SKIP TO THE 2ND PARAGRAPH IN THE PROGRAMMER NOTE BEFORE B5. ELSE (IF B3 IS GREATER THAN 1), GO TO THE PROGRAMMER NOTE BEFORE B5.

HARD RANGE FOR AGE IS 1 TO 110.

B4. Based on the information that you have given me, we would like to ask some questions about the transportation use of the person in your household with disabilities .. What is the first name and age of this person?

[IF NEEDED: We just need some way to ask for this person in case we need to call back.]

[IF AGE IS LESS THAN ONE YEAR, ENTER 0 IN AGE]

| (FNAME) | (AGE) | (SEX) | (SCRNREP) |
|------------|-------|-------|-------------------------------------|
| FIRST NAME | AGE | SEX | IS THIS THE SCREENER RESPONDENT? |
| _____ | _____ | M/F | X |

PROGRAMMER NOTE:

CHECK TO SEE IF THE PERSON IN B4 IS UNDER AGE 16. IF YES, GO TO B4A. ELSE, GO TO NEXT PROGRAMMER NOTE.

IN B4A, DISPLAY NAME/AGE/SEX OF HHM FROM B4.

ONCE INFORMATION FOR THE 1ST PROXY HAS BEEN RECORDED, DISPLAY THAT INFORMATION FOR ANY SUBSEQUENT HHMS THAT NEED A PROXY. ALLOW INTERVIEWERS TO ACCEPT ORIGINAL PROXY OR ADD A NEW ONE. FOR EACH PROXY, GET NAME, RELATIONSHIP TO SELECTED SUBJECT, WHETHER SCREENER RESPONDENT IS THE PROXY, AND WHETHER THE PROXY IS A HHM. IF PROXY IS NOT A HHM, GET CONTACT PHONE NUMBER.

IF WE ARE NOT ABLE TO GET THE NAME OF A PROXY OR RELATIONSHIP AND A PHONE NUMBER WHEN THE PROXY IS NOT A HHM, THE EXTENDED INTERVIEW FOR THE SELECTED HHM SHOULD BE CODED AN INITIAL REFUSAL.

B4a. Since {INSERT NAME/AGE/SEX OF HHM FROM B4} is under age 16, I cannot speak directly to {him/her}. Who would be the best person to provide information about { **NAME/AGE/SEX OF HHM** }?
(PROXNAM1, PROXREL1, HHM1, PROXTEL1)

PROXY FIRST NAME _____

RELATIONSHIP TO SUBJECT _____

CAN THIS PERSON BE REACHED AT THIS SAME TELEPHONE NUMBER? [] {1=YES 2=NO}

PROGRAMMER NOTE:

IF 2 (NO): ASK SC13OV. ELSE CONTINUE WITH SC13.

SC13OV. What is his/her telephone number?

AREA CODE _____ EXCHANGE _____ LOCAL _____

[SC13 CONTINUED IS THIS PERSON ON THE PHONE? [] [1=YES 2=NO]

PROGRAMMER NOTE:

- ? **IF B3 IS MORE THAN 1, SHOW 1ST DISPLAY IN B5. COLLECT NAME, AGE AND SEX AND THIS INDIVIDUAL. SET ENUM.DISABLED TO 1 AND SELECT INDIVIDUAL FOR THE EXTENDED INTERVIEW. IF THE RESPONDENT IS UNABLE TO RECALL WHO HAS THE NEXT BIRTHDAY, SAY, "Please give me just the name and age of one person in your household with a disability."**
- ? **NEXT, COMPARE THE NUMBER IN B1 WITH THE NUMBER IN B3. IF THE HH HAS BOTH PERSONS WITH AND WITHOUT DISABILITIES (I.E., B1 IS GREATER THAN B3), USE SUBSAMPLING RATE TO DETERMINE IF A PERSON WITHOUT A DISABILITY SHOULD BE SELECTED FROM THE HH. IF THE HH IS SELECTED AND THE DIFFERENCE BETWEEN B3 AND B1 IS 1, SHOW 2ND DISPLAY IN B5. COLLECT NAME, AGE AND SEX AND SELECT THIS PERSON FOR THE EXTENDED INTERVIEW. IF THE HH IS SELECTED AND THE DIFFERENCE BETWEEN B3 AND B1 IS GREATER THAN 1, SHOW 3RD DISPLAY IN B5. IF THE RESPONDENT IS UNABLE TO RECALL WHO HAS THE NEXT BIRTHDAY, SAY, "Please give me just the name and age of one person in your household without a disability." IF THE HH IS NOT SELECTED (A PERSON WITHOUT A DISABILITY IS NOT SELECTED FROM THE HOUSEHOLD), YOU WILL ASK B5 ONLY FOR THE PERSON WITH A DISABILITY.**
- ? **IF YOU ARE COMING TO THIS NOTE FROM THE PROGRAMMER NOTE BEFORE B3 (I.E., THE HH DOES NOT HAVE ANYONE WITH DISABILITIES), SHOW 4TH DISPLAY IN B5 AND COLLECT NAME, AGE AND SEX AND SELECT THIS PERSON FOR THE EXTENDED INTERVIEW. IF THE RESPONDENT IS UNABLE TO RECALL WHO HAS THE NEXT BIRTHDAY, SAY, "Please give me just the name and age of one person in your household without a disability."**

B5. {Based on the information that you have given me, we would also like to some questions about the transportation use of persons in your household with disabilities. Please think about the {INSERT NUMBER FROM B3} persons you just mentioned with difficulty conducting certain activities. What is the first name and age of the person who will have a birthday next?}

{ We would also like to ask some questions about the transportation use of the person in your household without disabilities. What is the first name and age of this person?}

{ We would also like to ask some questions about transportation use of one of the persons in your household without disabilities. Please think about the {INSERT NUMBER OBTAINED BY SUBTRACTING B3 FROM B1} persons in your household without disabilities. What is the first name and age of the who will have a birthday next?}

{Based on the information that you have given me, we would like to some questions about the transportation use of one of the persons in your household. Please think about the {INSERT NUMBER FROM B1} persons in your household including yourself, babies and small children. What is the first name and age of the person who will have the next birthday?}

[IF NEEDED: We just need some way to ask for this person in case we call back.]

[IF AGE IS LESS THAN ONE YEAR, ENTER 0 IN AGE]

| (FNAME) | (AGE) | (SEX) | (SCRNREP) |
|----------------|--------------|--------------|------------------------------------|
| FIRST NAME | AGE | SEX | IS THIS THE SCREENER RESPONDENT |
| _____ | _____ | M/F | X |

PROGRAMMER NOTE:

IF B1 IS GREATER THAN 1 AND ENUM.DISABLED IS NOT 1 OR B3 IS GREATER THAN ONE, ALSO DISPLAY [IF R DOESN'T KNOW BIRTHDAYS, ENTER SHIFT/8 IN NAME] AFTER [IF NEEDED: We just need some way to ask for this person in case we call back.]

**IF INTERVIEWER ENTERS SHIFT/8, GO TO S
2_2A.**

SC12_2a: What is the first name and age of any of the {INSERT NUMBER OBTAINED BY SUBTRACTING B3 FROM B1} persons in your household?

[IF NEEDED: Please think about the {INSERT NUMBER OBTAINED BY SUBTRACTING B3 FROM B1} persons in your household including yourself, babies and small children.]

[IF NEEDED: We just need some way to ask for this person in case we call back.]

[IF AGE IS LESS THAN ONE YEAR, ENTER 0 IN AGE]

| (FNAME) | (AGE) | (SEX) | (SCRNREP) |
|----------------|--------------|--------------|------------------------------------|
| FIRST NAME | AGE | SEX | IS THIS THE SCREENER RESPONDENT |
| _____ | _____ | M/F | X |

PROGRAMMER NOTE:

IF RESPONDENT REFUSES (-7) OR SAYS DON'T KNOW (-8) TO REQUEST FOR NAME AND AGE OF ANY PERSON WITH/WITHOUT DISABILITIES (i.e SC12_1_2, SC12_1A, SC12_2a), GO TO CLOSE1 SCREEN, AND CODE AS REFUSAL, SO INTERVIEWER CAN COMPLETE NIRF.

CHECK TO SEE IF THE PERSON(S) IN B5 ARE UNDER AGE 16. IF YES, GO TO B5A. ELSE, GO TO NEXT PROGRAMMER NOTE.

ASK B5A FOR EACH HHM SELECTED IN B5. IN B5A, DISPLAY NAME/AGE/SEX OF HHMS FROM B5.

IF AVAILABLE, DISPLAY PROXY INFORMATION COLLECTED FOR PREVIOUS HHMS. ALLOW INTERVIEWERS TO ACCEPT ORIGINAL PROXY OR ADD A NEW ONE. FOR EACH PROXY, GET NAME, RELATIONSHIP TO SELECTED SUBJECT, WHETHER SCREENER RESPONDENT IS THE PROXY, AND WHETHER THE PROXY IS A HHM. IF PROXY IS NOT A HHM, GET CONTACT PHONE NUMBER.

IF WE ARE NOT ABLE TO GET THE NAME OF A PROXY OR THE RELATIONSHIP AND A PHONE NUMBER WHEN THE PROXY IS NOT A HHM, THE EXTENDED INTERVIEW FOR THE SELECTED HHM SHOULD BE CODED AN INITIAL REFUSAL.

B5a. Since {INSERT NAME/AGE/SEX OF HHM FROM B5 OR SC12_2a} is under age 16, I cannot speak directly to {him/her}. Who would be the best person to provide information about {**NAME/AGE/SEX OF HHM**}?}

(PROXNAM1, PROXREL1, HHM1, PROXTEL1)

PROXY FIRST NAME _____

RELATIONSHIP TO SUBJECT _____

CAN THIS PERSON BE REACHED AT THIS SAME TELEPHONE NUMBER? [] {1=YES 2=NO}

PROGRAMMER NOTE:

IF 2 (NO): ASK SC13OV. ELSE CONTINUE WITH SC13.

SC13OV. What is his/her telephone number?

AREA CODE _____ EXCHANGE _____ LOCAL _____

[SC13 CONTINUED IS THIS PERSON ON THE PHONE? []] [1=YES 2=NO]

PROGRAMMER NOTE:

IF THE SCREENER RESPONDENT HAS BEEN SELECTED FOR AN EXTENDED INTERVIEW AND IF YOU HAVE NOT ALREADY COLLECTED THE NAME, AGE, SEX, CONTINUE BELOW. ELSE, GO TO B7.

IF COMING FROM THE 1ST 2 PARAGRAPHS IN THE PROGRAMMER NOTE BEFORE B3, AUTOCODE SCRNP. IF AT LEAST ONE RESPONSE IN B2C OR B2D IS 1, SET ENUM.DISABLED TO 1 TO INDICATE THAT THE PERSON HAS BEEN SELECTED BECAUSE OF A DISABILITY. ELSE, LEAVE AS -1.

B6. Based on the information that you have given me, we would like to ask you some questions about your transportation use. What is your first name and age?

| (FNAME) | (AGE) | (SEX) | (SCRNP) |
|------------|-------|-------|------------------------------------|
| FIRST NAME | AGE | SEX | IS THIS THE SCREENER RESPONDENT |
| _____ | _____ | M/F | X |
| _____ | _____ | _____ | _____ |

B7. (SC20) Since we are conducting this survey by phone, I would like to ask about the telephones in your household.

Besides [PHONE NUMBER], how many other telephone numbers are there in your household that are for regular telephone usage? Please exclude telephone numbers that are dedicated for business use, faxes, or modems, and all cell phones."

(PHONADD)

| | |
|---|-----|
| NUMBER OF OTHER HOME TALK TELEPHONE NUMBERS..... | _ _ |
| REFUSED..... | -7 |
| DON'T KNOW..... | -8 |

PROGRAMMER NOTE:

GO TO HHSELECT (EXTENDED) TO SELECT SUBJECTS ELIGIBLE FOR THE EXTENDED INTERVIEW.

IN HHSELECT, DISPLAY PROXY INFORMATION FOR HHMS THAT NEED A PROXY INTERVIEW.

HHMS 16 AND ABOVE THAT DO NOT HAVE A PROXY IN HHSELECT MAY REQUIRE ONE IF THE RESPONDENT INFORMS US THEY ARE NOT ABLE TO RESPOND FOR THEMSELVES ONCE WE ASK FOR THE 16 AND ABOVE SUBJECT.

RESPONDENTS THAT REFUSE TO PARTICIPATE IN THE SURVEY WILL BE OFFERED THE INTERNET AS AN OPTION DURING REFUSAL CONVERSION. THESE RESPONDENTS WILL BE GIVEN THE INTERNET WEB SITE ADDRESS AND AN INTERNET ID NUMBER. THE ID NUMBER WILL BE IDENTICAL TO THE CATI NUMBER.

HHS THAT HAVE BEEN CODED COMMUNICATION PROBLEMS, QUESTIONABLE RING (TTY/TTD) WILL BE CONTACTED BY THE PROJECT AND OFFERED THE INTERNET/MAIL OPTIONS.

TERMINATIONS

READMSG **[PLEASE READ THE FOLLOWING MESSAGE INTO THE ANSWERING MACHINE]**

This is {INTERVIEWER'S NAME} calling for the U.S. Department of Transportation. We would like to talk to you about your transportation use. Your participation is extremely important to the success of this survey. We will try to reach you again in the next few days.

[PRESS ENTER TO CONTINUE.]

THANK 01 Thank you but we are only interviewing in private residences.

THANK 02 Thank you very much. Those are all of the questions that I have at this time.

SECTION C: DISABILITY INFORMATION & TRAVEL OUTSIDE THE HOME

PROGRAMMER NOTE:

OPTION (6) SHOULD NOT DISPLAY FOR SELECTED RESPONDENTS WHO DO NOT HAVE DISABILITIES (ENUM.DISABLED IS NOT 1) AND WHO ARE AGE 18 AND OVER. IF PROXY IS NEEDED FOR THESE RESPONDENTS, INTERVIEWER WILL NEED TO CODE AS PROBLEM.

FOR CHILDREN AGE 17 AND YOUNGER, DISPLAY OPTION 6 AS "(NEW) MKA NEEDED."

FOR SELECTED RESPONDENTS WHO HAVE DISABILITIES (ENUM.DISABLED=1), AND WHO ARE AGE 18 AND OLDER, DISPLAY OPTION 6 AS " (NEW) PROXY NEEDED."

INTRO2 Hello, may I speak to {SELECTED HHM NAME/PROXY NAME}?

[This is {INTERVIEWER'S NAME} and I'm calling for the U.S. Department of Transportation about a survey on transportation use.]

(HELLO)

| | | |
|--|----|-----------------------|
| R SPEAKING/COMING TO THE PHONE..... | 1 | GO TO NEXT PROG. NOTE |
| R LIVES HERE - NEEDS APPOINTMENT | 2 | |
| R KNOWN LIVES AT ANOTHER NUMBER | 3 | |
| NEVER HEARD OF R | 4 | |
| TELEPHONE COMPANY RECORDING | 5 | |
| (NEW) PROXY NEEDED | 6 | |
| ANSWERING MACHINE | AM | |
| RETRY DIALING | RT | |
| GO TO RESULT | GT | |

PROGRAMMER NOTE:

IF THE SCREENER RESPONDENT IS THE SELECTED HHM, GO TO THE 1ST DISPLAY IN C1.

IF THE SCREENER RESPONDENT IS THE PROXY FOR A HHM GO TO THE 2ND DISPLAY IN C1.

IF THE RESPONDENT IS NOT THE SCREENER RESPONDENT AND IS A PROXY FOR A HHM, GO TO THE 3RD DISPLAY IN C1. USE ENUM.PROX HHM TO DETERMINE WHETHER THE WORDS "We recently spoke with your household about U.S. Department of Transportation Study" SHOULD BE DISPLAYED.

IF THE SELECTED HHM IS NOT THE SCREENER RESPONDENT AND IS RESPONDING FOR HIMSELF/HERSELF, GO TO THE 4TH DISPLAY IN C1.

C1. {Next, I'm going to ask some questions about your transportation use.}

{Next, I'm going to ask about { HHM'S NAME/AGE/SEX} transportation use.}

[This is {INTERVIEWER'S NAME} and I'm calling for the U.S. Department of Transportation about a survey on transportation use.]

We recently spoke with your household about a U.S. Department of Transportation Survey. We were informed that you are the best person to provide information about {NAME/AGE/SEX OF HHM THAT NEEDS A PROXY}. We are calling to ask you some questions about {his/her} transportation use.

[[This is {INTERVIEWER'S NAME} and I'm calling for the U.S. Department of Transportation about a survey on transportation use.]

{We recently spoke with your household about a U.S. Department of Transportation Survey. We are calling to ask you some questions about your transportation use. }

[PRESS ENTER TO CONTINUE.]

PROGRAMMER NOTE:

WHERE APPLICABLE THROUGHOUT THE QUESTIONNAIRE, FOR DISPLAYS WITHIN A QUESTION, USE 1ST DISPLAY IF TALKING TO THE SUBJECT. ELSE, USE THE 2ND DISPLAY.

RANGE FOR C2 IS 0 TO 7.

C2. On average, about how many days per week {do you/does NAME/AGE/SEX OF HHM} leave the home for any reason?
(NUMDAYS)

[ENTER 0, IF R NEVER LEAVES THE HOME.]

NUMBER OF DAYS/WEEK LEAVE HOME |__|
REFUSED..... -7
DON'T KNOW..... -8

PROGRAMMER NOTE:

1. IF THE SELECTED HHM IS UNDER AGE 16:

IF B3 IS 1 AND ENUM.DISABLED FOR THE SUBJECT IS 1, AUTOCODE INFORMATION FROM B2C THROUGH B2E IN C3 THROUGH C5. THEN GO TO PROGRAMMER NOTE BEFORE C5A.

IF B3 IS GREATER THAN 1 OR -7 OR -8, GO TO PROGRAMMER NOTE BEFORE C3. ELSE, GO TO PROGRAMMER NOTE BEFORE C6 .

2. IF SELECTED HHM IS 16 AND ABOVE OR IF AGE IS MISSING:

IF B1 IS 1 AND ENUM.DISABLED IS 1, AUTOCODE INFORMATION FROM B2C THROUGH B2E IN C3 THROUGH C5. THEN GO TO THE PROGRAMMER NOTE BEFORE C5A.

IF B1 IS 1 AND ENUM.DISABLED IS NOT 1, GO TO PROGRAMMER NOTE BEFORE C6.

IF B1 IS GREATER THAN 1 AND B3 IS 1 AND YOU ARE SPEAKING TO THE SCREENER RESPONDENT AND ENUM.DISABLED FOR HIM/HER IS 1, GO TO PROGRAMMER NOTE BEFORE C5A. AUTOCODE B2C THROUGH B2E IN C3 THROUGH C5.

IF A SCREENER RESPONDENT IS SELECTED FOR A NON-DISABLED INTERVIEW, DO NOT RE-ASK THE DISABILITY QUESTIONS. CIA, COB, CIA, COB, COCA, COD, AND C5 SHOULD BE AUTO CODED AS 2, NO.

ELSE, GO TO BOX BEFORE C3.

PROGRAMMER NOTE:

IF TALKING TO THE SCREENER RESPONDENT, DISPLAY THE FOLLOWING INTRODUCTION BEFORE GOING TO THE 2ND SENTENCE IN C3. Earlier, you answered some questions about disabilities for members of your household. Now, I need to ask these questions specifically for {you/NAME/AGE/SEX OF HHM}. ELSE, GO DIRECTLY TO C3.

C3. A focus of this survey is on transportation needs of persons with disabilities. {Do you/Does NAME/AGE/SEX OF HHM} have any of the following long lasting conditions:

| [INTERVIEWER NOTE: EXCLUDES HEALTHY INFANTS AND CHILDREN | YES | NO | REF | DK |
|---|-----|----|-----|----|
| a. Blindness, deafness, or a severe vision or hearing impairment? (SEEHEAR) | 1 | 2 | -7 | -8 |

| | | | | |
|---|---|---|----|----|
| b. A condition that substantially limits one or more basic physical activities such as walking, climbing stairs, reaching, lifting, or carrying? (BASICACT) | 1 | 2 | -7 | -8 |
|---|---|---|----|----|

PROGRAMMER NOTE:
IN C4, IF SUBJECT IS UNDER 16 YEARS OF AGE, DO NOT ASK C4C AND C4D.

[INTERVIEWER NOTE: EXCLUDES HEALTHY INFANTS AND CHILDREN

C4. Because of a physical, mental or emotional condition lasting six months or more, {do you/does NAME/AGE/SEX OF HHM} have any difficulty in doing any of the following activities:

| | YES | NO | REF | DK |
|--|-----|----|-----|----|
| a. Learning, remembering or concentrating? (MEMORY) | 1 | 2 | -7 | -8 |
| b. Dressing, bathing, or getting around inside the home? [INTERVIEWER NOTE: DOES NOT INCLUDE HEALTHY INFANTS AND CHILDREN (MOBILE) | 1 | 2 | -7 | -8 |
| c. Going outside the home alone to shop or visit a doctor's office? (GOOUT) | 1 | 2 | -7 | -8 |
| d. Working at a job or business? (DIFFJOB) | 1 | 2 | -7 | -8 |

PROGRAMMER NOTE:
IF SUBJECT IS 22 AND OVER, GO TO PROGRAMMER NOTE BEFORE C5A. ELSE, CONTINUE.

C5. {Do you/Does NAME/AGE/SEX OF HHM} receive special education services?
(SPECEDU)

- YES..... 1
- NO 2
- REFUSED..... -7
- DON'T KNOW..... -8

Programmer Note:

IF C3A, B OR C4 A, B, C , D OR C5 = 1, ASK C5A.
DISPLAY RESPONSES FROM ABOVE QUESTIONS THAT ARE 1.

IF ONE PERSON HH OR SCREENER RESPONDENT AND C3, C4, AND C5 WERE AUTOCODED (ENUM.DISABLED IS 1 FOR SCREENER RESPONDENT), Before asking C5a, add introduction, { You told me you have certain conditions or difficulties. }

IF C3, C4, AND C5 WERE AUTOCODED AND YOU ARE SPEAKING WITH AN MKA/PROXY, Before asking C5a, add introduction, {We have that {NAME/AGE/SEX OF HHM} has certain conditions or difficulties. }

IF SUBJECT IS AGE 15 OR YOUNGER, USE 1st DISPLAY IN C5A.

ELSE SKIP TO PROGRAMMER NOTE BEFORE C6.

C5A. Overall, {do you/does/NAME AGE SEX OF HHM} consider these conditions or difficulties to be mild, moderate, or severe?

(DIFFSEV)

- MILD 1
- MODERATE 2
- SEVERE 3
- REFUSED..... -7
- DON'T KNOW..... -8

PROGRAMMER NOTE:

IF C3A IS 1, ASK C5B. ELSE SKIP TO PROGRAMMER NOTE BEFORE C6.

C5B. I have recorded that {you have/NAME/AGE/SEX OF HHM has} a vision or hearing impairment. Does the condition affect {your/his/her} vision, hearing or both?

(WHICHIS)

- VISION..... 1
- HEARING 2
- BOTH..... 3
- REFUSED..... -7
- DON'T KNOW..... -8

PROGRAMMER NOTE:

USE 1ST DISPLAY (1ST SENTENCE) IF C2 IS 0. ELSE, USE 2ND DISPLAY.

**IF B1 IS GREATER THAN ONE AND ENUM.DISABLED IS NOT 1 OR 2, ADD INTRODUCTION TO C6
{The focus of this survey is on transportation use by both persons with and without disabilities.}**

C6. {You indicated that {you do/NAME/AGE/SEX OF HHM does} not leave the home. Is this because {you need/s(he) needs} specialized assistance or equipment to travel outside the home?} {{Do you/does NAME/AGE/SEX OF HHM} need any specialized assistance or equipment to travel outside the home?}
(NEEDHELP)

| | | |
|-----------------|----|----------------------------|
| YES..... | 1 | |
| NO | 2 | GO TO PROG. NOTE BEFORE C8 |
| REFUSED..... | -7 | GO TO PROG. NOTE BEFORE C8 |
| DON'T KNOW..... | -8 | GO TO PROG. NOTE BEFORE C8 |

C7. What kinds of specialized assistance or equipment?
(HLPTYP1 TO HLPTYP17; OTHER SPECIFY (91) IS HLPTYPOS)

[IF ASKED: THIS IS ASSISTANCE/EQUIPMENT TO TRAVEL OUTSIDE THE HOME.]

[CODE ALL THAT APPLY. USE CTRL/P TO EXIT.]

TYPES OF ASSISTANCE:

| | |
|--|---|
| ASSISTANCE FROM ANOTHER PERSON WHILE <u>INSIDE</u> THE HOME | 1 |
| ASSISTANCE FROM ANOTHER PERSON WHILE <u>OUTSIDE</u> THE HOME | 2 |
| INTERPRETER | 3 |
| PROFESSIONAL CARE SUCH AS REHABILITATION OR COUNSELING . | 4 |
| SERVICE ANIMAL | 5 |

TYPES OF EQUIPMENT:

| | |
|--|----|
| MANUAL WHEELCHAIR..... | 6 |
| ELECTRIC SCOOTER OR WHEELCHAIR | 7 |
| CANE, CRUTCHES OR WALKER | 8 |
| LEG, ARM, BACK BRACE | 9 |
| PROSTHETIC DEVICE (E.G., ARTIFICIAL ARM, HAND, LEG, FOOT) | 10 |
| AUTOMOTIVE ADAPTIVE AID (E.G., HAND CONTROLS) | 11 |
| PUBLIC TRANSPORTATION AID, (E.G., WHEELCHAIR LIFT, KNEELING BUS, ETC.)..... | 12 |
| HEARING AID | 13 |
| MAGNIFIERS OR HIGH-POWERED GLASSES | 14 |
| OXYGEN | 15 |
| MEDICATION | 16 |
| OTHER (SPECIFY) _____ | 91 |
| REFUSED..... | -7 |
| DON'T KNOW..... | -8 |

PROGRAMMER NOTE:

USE 1ST DISPLAY (1ST SENTENCE) IF C2 IS 0. ELSE, USE 2ND DISPLAY.

C8. {You told me that {you do/NAME/AGE/SEX OF HHM does} not leave the home. Is this because {you have /s(he) has} difficulties in getting the transportation that {you need/{he/she} needs}?) {Do you/does NAME/AGE/SEX OF HHM} have any difficulties in getting the transportation that {you need/{he/she} needs}?
(HAVEPROB)

| | | |
|-----------------|----|-----------------|
| YES..... | 1 | |
| NO | 2 | GO TO SECTION D |
| REFUSED..... | -7 | GO TO SECTION D |
| DON'T KNOW..... | -8 | GO TO SECTION D |

C9. What kinds of difficulties?

[PROBE: Anything else?]

(TRNPRB1 TO TRNPRB13; OTHER SPECIFY (91) IS TRNPRBOS)

[CODE ALL THAT APPLY. USE CTRL/P TO EXIT.]

TRANSPORTATION RELATED:

| | |
|---|---|
| DON'T HAVE A CAR | 1 |
| NO/LIMITED PUBLIC TRANSPORTATION IN COMMUNITY | 2 |
| NO/LIMITED TAXI SERVICE IN COMMUNITY | 3 |
| BUSES DON'T RUN ON TIME..... | 4 |
| BUSES DON'T RUN WHEN NEEDED..... | 5 |
| BUS STOPS ARE TOO FAR AWAY | 6 |
| TRANSPORTATION DOES NOT ACCOMMODATE SPECIAL EQUIPMENT [E.G., WALKER, CANE, WHEELCHAIR] | 7 |

DISABILITY RELATED:

| | |
|--|---|
| PHYSICAL/ OTHER DISABILITY MAKES TRANSPORTATION HARD TO USE | 8 |
|--|---|

OTHER:

| | |
|---|----|
| COSTS TOO MUCH..... | 9 |
| DON'T WANT TO ASK OTHERS FOR HELP/ INCONVENIENCE OTHERS | 10 |
| THERE'S NO ONE I CAN DEPEND ON..... | 11 |
| FEAR OF CRIME STOPS ME FROM GOING PLACES..... | 12 |
| OTHER (SPECIFY) _____ | 91 |
| REFUSED..... | -7 |
| DON'T KNOW..... | -8 |

SECTION D: PERSONAL MOTOR VEHICLE OWNERSHIP AND USE

D1. My next questions are about the use and ownership of personal motor vehicles, such as cars, trucks, vans, SUVs, motorcycles, and RVs.

[PRESS ENTER TO CONTINUE.]

PROGRAMMER NOTE:
IF THE SUBJECT IS UNDER 15, GO TO PROGRAMMER NOTE BEFORE D6A. ELSE CONTINUE.

D2. {Do you/Does NAME/AGE/SEX OF HHM} currently drive a car or other motor vehicle?
(DRIVER)

[INTERVIEWER NOTE: DOES NOT INCLUDE PEOPLE WHO HAVE A LICENSE BUT DO NOT DRIVE.]

- | | | |
|-----------------|----|------------------------|
| YES..... | 1 | |
| NO | 2 | GO TO PROG. BEFORE D6A |
| REFUSED..... | -7 | GO TO PROG. BEFORE D6A |
| DON'T KNOW..... | -8 | GO TO PROG. BEFORE D6A |

PROGRAMMER NOTE:
RANGE FOR D3 IS 1 TO 7 AND 8

D3. On average, how many days per week {do you/does NAME/AGE/SEX OF HHM} drive?
(DRIVFREQ)

- | | | |
|-----------------------------|----|--|
| NUMBER OF DAYS/WEEK..... | __ | |
| LESS THAN ONE DAY/WEEK..... | 8 | |
| REFUSED..... | -7 | |
| DON'T KNOW..... | -8 | |

D4. People sometimes limit or restrict their driving in different ways. {Do you/Does NAME/AGE/SEX OF HHM} usually . . .

| | YES | NO | REF | DK | NA |
|---|-----|----|-----|----|----|
| (a) Drive less often than {you/(he/she)} used to? (DRIVLESS) | 1 | 2 | -7 | -8 | |
| (b) Avoid driving at night? (ATNIGHT) | 1 | 2 | -7 | -8 | |
| (c) Drive less in bad weather? (BADWEATH) | 1 | 2 | -7 | -8 | |
| (d) Avoid high-speed roads and highways? (FASTHWY) | 1 | 2 | -7 | -8 | 95 |
| (e) Avoid busy roads and intersections? (BSYROAD) | 1 | 2 | -7 | -8 | 95 |
| (f) Drive slower than the posted speed limits? (DRIVSLOW) | 1 | 2 | -7 | -8 | 95 |
| (g) Avoid left-hand turns? (NOLEFTS) | 1 | 2 | -7 | -8 | |
| (h) Avoid driving during rush hour? (NORUSHHR) | 1 | 2 | -7 | -8 | 95 |
| (i) Avoid driving on unfamiliar roads or to unfamiliar places? (NONEWPLC) | 1 | 2 | -7 | -8 | |
| (j) Avoid driving distances of over 100 miles? (NOLDTRP) | 1 | 2 | -7 | -8 | |

D5. In terms of {your/ NAME/AGE/SEX OF HHM's} driving ability, please tell me if each of the following is now worse, the same, or better than it was five years ago. How about {your/his/her}...

| | Worse | Same | Better | REF | DK |
|---|-------|------|--------|-----|----|
| (a) Eyesight or Night vision? (EYESIGHT) | 1 | 2 | 3 | -7 | -8 |
| (b) Attention span? (ATNSPAN) | 1 | 2 | 3 | -7 | -8 |
| (c) Hearing? (HEARING) | 1 | 2 | 3 | -7 | -8 |
| (d) Coordination? (CORDNATE) | 1 | 2 | 3 | -7 | -8 |
| (e) Reaction time to brake or swerve? (REACTIM) | 1 | 2 | 3 | -7 | -8 |
| (f) Depth perception? (DPTHPERC) | 1 | 2 | 3 | -7 | -8 |

D6. Some people decide to give up driving at some point. Under what circumstances would {you/NAME/AGE/SEX OF HHM say {you/he/she} would} consider giving up driving?
[PROBE WITH: Anything else?]
(NODRIV1 THROUGH NODRIV15)

[CODE ALL THAT APPLY UP TO 9. USE CTRL/P TO EXIT.]

| | |
|--|----|
| NEVER PLAN TO GIVE UP DRIVING | 1 |
| OTHER TRANSPORTATION WAS AVAILABLE | 2 |
| CANNOT PASS THE DRIVER'S LICENSE RENEWAL PROCESS..... | 3 |
| <u>CAUSE</u> A CRASH, ACCIDENT, INJURY OR OTHER INCIDENT | 4 |
| <u>INVOLVED IN</u> A CRASH, ACCIDENT OR OTHER INCIDENT | 5 |
| <u>DOCTOR</u> SAYS TO STOP DRIVING | 6 |
| <u>FAMILY/FRIEND</u> NEIGHBOR CONVINCES TO STOP DRIVING | 7 |
| <u>POLICE OFFICER/LAW ENFORCEMENT</u> AUTHORITY ADVISES TO STOP DRIVING | 8 |
| FEEL THAT I CANNOT OPERATE A VEHICLE SAFELY..... | 9 |
| WHEN REACH A CERTAIN AGE | 10 |
| EYE SIGHT DECLINES | 11 |
| HEARING DECLINES | 12 |
| OTHER <u>PHYSICAL LIMITATIONS</u> E.G., ARTHRITIS | 13 |
| OTHER <u>MENTAL LIMITATIONS</u> E.G., ALZHEIMER'S DISEASE | 14 |
| OTHER | 15 |
| REFUSED..... | -7 |
| DON'T KNOW..... | -8 |

PROGRAMMER NOTE:

**ASK QUESTIONS D6A, D7 and D8 JUST ONCE FOR EACH HH.
RANGE FOR D6A IS 0 TO 10.**

D6A. How many personal motor vehicles, such as cars, trucks, vans, SUVs, motorcycles and RVs, are owned or leased by anyone in your household?
(TOTVEHI)

| | |
|--------------------------|-----|
| NUMBER OF VEHICLES | _ _ |
| REFUSED..... | -7 |
| DON'T KNOW..... | -8 |

PROGRAMMER NOTE:

IF D6A IS 0, GO TO D19.
Else continue.
ASK QUESTIONS D7 AND D8 JUST ONCE FOR EACH HH.

D7. Are any of the vehicles owned or leased by household members modified with adaptive devices or equipment for use by persons with disabilities?
(MODVEHI)

| | | |
|-----------------|----|--------------------------------|
| YES..... | 1 | |
| NO | 2 | GO TO NEXT PROG. NOTE AFTER D8 |
| REFUSED..... | -7 | GO TO NEXT PROG. NOTE AFTER D8 |
| DON'T KNOW..... | -8 | GO TO NEXT PROG. NOTE AFTER D8 |

PROGRAMMER NOTE:

RANGE FOR D8 IS 1 TO 10.

D8. How many vehicles are modified?
(NUMMOD)

| | |
|--------------------------------------|----|
| NUMBER OF MODIFIED VEHICLES . __ __ | |
| REFUSED..... | -7 |
| DON'T KNOW..... | -8 |

PROGRAMMER NOTE:

IF D8 IS MORE THAN D6A, DISPLAY: "I have recorded that your household has {INSERT NUMBER FROM D6A} {vehicle / vehicles. How many of these vehicles are modified?" IF D6A IS 1, DISPLAY "vehicle;" IF D6A IS MORE THAN ONE, DISPLAY "vehicles."

IF D8 IS MORE THAN D6A ON THE 2ND ROUND, VERIFY ENTRY AND CORRECT D6A BY CODING TO MATCH D8 AS NEEDED.

IF THE HH DOES NOT HAVE ANY MODIFIED VEHICLES (D7 IS NOT EQUAL TO 1) GO TO D19. ELSE, CONTINUE BELOW.

IF THE RESPONDENT WAS NOT ASKED D6A, D7 AND D8, INSERT THE FOLLOWING INTRODUCTION BEFORE D9. "I have recorded that your household has {a vehicle/vehicles} modified with adaptive devices or equipment for persons with disabilities."

IF THE SUBJECT IS UNDER 15, AFTER THE INTRO IN THE 3RD PARA ABOVE, D9 SHOULD SAY: "Does { NAME/AGE/SEX OF HHM} ever ride in {this vehicle/a modified household vehicle}?"

IF D8 IS 1, USE THE 1ST DISPLAY IN D9. ELSE, USE THE 2ND DISPLAY. REFERS TO {this vehicle/a modified household vehicle}

D9. {Do you/Does NAME/AGE/SEX OF HHM} ever drive or ride in {this vehicle/a modified household vehicle}?
(EVERUSE)

| | | |
|-----------------|----|-----------|
| YES..... | 1 | |
| NO | 2 | GO TO D19 |
| REFUSED..... | -7 | GO TO D19 |
| DON'T KNOW..... | -8 | GO TO D19 |

PROGRAMMER NOTE:

IF D8 IS 1 (MODIFIED VEHICLE) ASK THE FOLLOWING QUESTIONS ONCE PER HH:
D10, D11, D12, D13, D14.

D10. What type of modified household vehicle {do you/does NAME/AGE/SEX OF HHM} use most frequently?
(VEHTYPE)

| | |
|-------------------------|----|
| CAR/STATION WAGON | 1 |
| SUV | 2 |
| FULL-SIZED VAN..... | 3 |
| MINI VAN..... | 4 |
| PICKUP TRUCK..... | 5 |
| RV..... | 6 |
| MOTORCYCLE/MOPED | 7 |
| OTHER | 8 |
| REFUSED..... | -7 |
| DON'T KNOW..... | -8 |

D11. Is the vehicle modified . . .
(MODTYPE)

| | |
|----------------------|----|
| for the driver,..... | 1 |
| passengers or | 2 |
| both?..... | 3 |
| REFUSED..... | -7 |
| DON'T KNOW..... | -8 |

D12. Does the vehicle have:

| | YES | NO | REF | DK |
|---|-----|----|-----|----|
| (a) Accelerator/braking system modifications? [IF NEEDED: PEDAL EXTENDERS/LEVERS, REDUCED/ZERO EFFECT BRAKES, LEFT-FOOT ACCELERATOR, POWERED HAND BRAKE CONTROL, MECHANICAL HAND CONTROLS] (ACCBRAKE) | 1 | 2 | -7 | -8 |
| (b) Air bag modifications? [IF NEEDED: REMOVED/DISCONNECTED, DRIVER-CONTROLLED OR PASSENGER-CONTROLLED ON-OFF SWITCH] (AIRBAG) | 1 | 2 | -7 | -8 |
| (c) Controls relocated or modified? [IF NEEDED: TOUCH PAD CONTROLS, CROSSOVER GEAR SHIFT LEVER] (RELCONT) | 1 | 2 | -7 | -8 |
| (d) Ramps or lifts installed? [IF NEEDED: PORTABLE OR PERMANENT] (RAMPLIFT) | 1 | 2 | -7 | -8 |
| (e) Roof or doorway modifications? [IF NEEDED: RAISED ROOF/DOORWAY, POWER DOOR OPENER] (ROOFDOOR) | 1 | 2 | -7 | -8 |
| (f) Seating adapted? [IF NEEDED: TRANSFER-ASSIST SEAT, POWER SEAT BASE, SWIVEL SEAT, MODIFIED HEADREST, TIE-DOWNS FOR WHEELCHAIRS] (NEWSEAT) | 1 | 2 | -7 | -8 |
| (g) Steering adapted? [IF NEEDED: SPINNER KNOB, REDUCED DIAMETER STEERING WHEEL, EXTENDED STEERING COLUMN, REDUCED/ZERO EFFORT STEERING, HORIZONTAL STEERING SYSTEM, FOOT STEERING] (NEWSTEER) | 1 | 2 | -7 | -8 |
| (h) Storage capability for unoccupied wheelchair/scooter? [IF NEEDED: CAR TOP CARRIER, HOIST, TIE-DOWNS] (STORAGE) | 1 | 2 | -7 | -8 |
| (i) Structural modifications such as a lowered floor? [IF NEEDED: FLOOR PLAN, FLOOR ADAPTATIONS] (STRUCMOD) | 1 | 2 | -7 | -8 |

PROGRAMMER NOTE:

RANGE FOR D13 IS \$1 THROUGH \$25,000.

D13. Approximately how much did it cost to make all the modifications?
(MODCOST)

COST OF MODIFICATIONS |_|_|_|_|_|_|_|_|
REFUSED..... -7
DON'T KNOW..... -8

D14. Who paid for these modifications?

[PROBE WITH: Anyone else?]

(MODCOST1 THROUGH MODCOST7 , OTHER SPECIFY (91) IS MODCSTOS)

[CODE ALL THAT APPLY. USE CTRL/P TO EXIT]

[CODE ALL THAT APPLY. USE CTRL/P TO EXIT]

RESPONDENT/A FAMILY MEMBER1
FRIEND2
HUMAN SERVICES AGENCY3
VA (VETERAN'S ADMINISTRATION)4
WORKER'S COMPENSATIONS.....5
OTHER AGENCY/
ORGANIZATION6
OTHER (SPECIFY)91
REFUSED..... -7
DON'T KNOW..... -8

PROGRAMMER NOTE:

IF THE SUBJECT IS LESS THAN 15, DO NOT ASK D15. AUTOCODE D15 AS 2 AND GO TO D16.

D15. {Do you/Does NAME/AGE/SEX OF HHM} use this modified vehicle as the . . .
(MODUSE)

| | |
|-----------------------|----|
| driver, | 1 |
| the passenger or..... | 2 |
| both? | 3 |
| REFUSED..... | -7 |
| DON'T KNOW..... | -8 |

PROGRAMMER NOTE:

IS SUBJECT IS AGE 15 OR YOUNGER, USE 1st DISPLAY IN D16.

D16. {Do you/Does NAME/AGE/SEX OF HHM} think that the safe operation of the vehicle has decreased, increased or remained the same because of its modifications?
(MODSAFE)

| | |
|-------------------------|----|
| DECREASED | 1 |
| INCREASED..... | 2 |
| REMAINED THE SAME | 3 |
| REFUSED..... | -7 |
| DON'T KNOW..... | -8 |

D17. {Have you/Has NAME/AGE/SEX OF HHM} experienced any problems with the special devices or equipment?
(EXPPROB)

| | | |
|-----------------|----|-----------|
| YES..... | 1 | |
| NO | 2 | GO TO D19 |
| REFUSED..... | -7 | GO TO D19 |
| DON'T KNOW..... | -8 | GO TO D19 |

D18. What kinds of problems?

[PROBE WITH: Anything else?]

(MODPROB1 THROUGH MODPROB7)

[CODE ALL THAT APPLY. USE CTRL/P TO EXIT]

- DOES NOT ACCOMMODATE DISABILITY 1
- WEARS OUT MORE QUICKLY THAN
FACTORY-INSTALLED EQUIPMENT 2
- FAILS TO OPERATE PROPERLY 3
- INTERFERES WITH OPERATION OF STANDARD
EQUIPMENT 4
- POOR/INADEQUATE INSTALLATION 5
- REPLACEMENT PARTS NOT AVAILABLE 6
- OTHER 7
- REFUSED -7
- DON'T KNOW -8

D19. Now please consider all the vehicles {you use/NAME/AGE/SEX OF HHM uses} that may have special devices or equipment - including public vehicles such as buses, trains, and taxicabs and household vehicles. {Have you/Has s(he)} ever been in an accident or experienced an incident in any vehicle that has adaptive devices for persons with disabilities?

(ACCINMOD)

[IF ASKED: WE ARE ONLY INTERESTED IN ACCIDENTS/INCIDENTS IN WHICH THE SUBJECT WAS INVOLVED. ALL INCIDENTS, EVEN MINOR ONES ARE INCLUDED.]

- YES 1
- NO 2 GO TO D28
- REFUSED -7 GO TO D28
- DON'T KNOW -8 GO TO D28

PROGRAMMER NOTE:

RANGE FOR D20 IS 0 TO 25.

D20. In the past year, how many accidents or incidents {have you/has NAME/AGE/SEX OF HHM} experienced in modified vehicles?

(NUMACC)

- NUMBER OF ACCIDENTS/INCIDENTS.....|_|_|
- REFUSED -7
- DON'T KNOW -8

PROGRAMMER NOTE:

IF D20 IS 0 , SKIP TO D28. IF D20 IS 1-25, GO TO PROGRAMMER NOTE BEFORE D22. IF D20 IS -7 OR -8, GO TO D21.

D21. Did {you/NAME/AGE/SEX OF HHM} experience more than one accident or incident?
(ACCYN)

YES..... 1
NO 2
REFUSED..... -7
DON'T KNOW..... -8

PROGRAMMER NOTE:

IF D20 IS 1 OR D21 IS 2, USE THE DISPLAY "the accident or incident" IN D22. ELSE, USE THE NEXT DISPLAY.

IF SUBJECT IS AGE 15 OR YOUNGER, USE 1st DISPLAY IN D22.

D22. In {your/NAME/AGE/SEX OF HHM's} opinion, did the special devices or equipment contribute to or cause {the accident or incident/any of the accidents or incidents} including the driver's or passenger's failure to use such equipment, or to use it properly?

(ACCBYMOD)

YES..... 1
NO 2 GO TO PROGRAMMER NOTE BEFORE D24
REFUSED..... -7 GO TO PROGRAMMER NOTE BEFORE D24
DON'T KNOW..... -8 GO TO PROGRAMMER NOTE BEFORE D24

PROGRAMMER NOTE:

IF D20 IS 1 OR D21 IS 2, USE THE DISPLAY "the accident or incident" IN D23. ELSE, USE THE NEXT DISPLAY.

D23. What were the major ways in which the special devices or equipment contributed to or caused {the accident or incident/any of the accidents or incidents}?

[PROBE WITH: Anything else?]

(ACCREAS1 THROUGH ACCREAS7)

[CODE ALL THAT APPLY. USE CTRL/P TO EXIT]

DRIVER/PASSENGER FAILED TO USE THE DEVICES/EQUIPMENT.....1
DRIVER/PASSENGER USED THE DEVICES/EQUIPMENT IMPROPERLY2
DRIVER/PASSENGER USED INCORRECT DEVICES/EQUIPMENT.....3
DEVICES FAULTY/IN POOR REPAIR/INOPERABLE4
DRIVER/PASSENGER UNFAMILIAR WITH THE DEVICES/EQUIPMENT5
VEHICLE DID NOT HAVE CORRECT DEVICES FOR MY DISABILITY6
OTHER7
REFUSED.....-7
DON'T KNOW.....-8

PROGRAMMER NOTE:

IF D20 IS 1 OR D21 IS 2, USE THE DISPLAY "the accident or incident" IN D24. ELSE, USE THE NEXT DISPLAY.

D24. {Were you/Was NAME/AGE/SEX OF HHM} injured in {the accident or incident/any of the accidents or incidents}?

(WEREHURT)

YES..... 1
NO 2 GO TO D28
REFUSED.....-7 GO TO D28
DON'T KNOW.....-8 GO TO D28

PROGRAMMER NOTE:

IF D20 IS 1 OR D21 IS 2, USE THE 1st DISPLAY IN D25. ELSE, USE THE NEXT DISPLAY.

D25. {In the accident or incident/In any of {your/ NAME/AGE/SEX OF HHM's} accidents or incidents}, did the special devices or equipment prevent or reduce injuries that {you/(s(he))} might have suffered without the equipment?

(DECHURT)

YES..... 1
NO 2
REFUSED.....-7
DON'T KNOW.....-8

D26. Were any of {your/NAME/AGE/SEX OF HHM} injuries caused or made worse by the special devices or equipment, including the driver's or passenger's failure to use such equipment or to use it properly?
(INCHURT)

- YES..... 1
- NO 2 GO TO D28
- REFUSED..... -7 GO TO D28
- DON'T KNOW..... -8 GO TO D28

D27. What were the major ways in which the injuries were caused or made worse by the special devices or equipment?

[PROBE WITH: Anything else?]

(REAHURT1 THROUGH REAHURT7)

[CODE ALL THAT APPLY. USE CTRL/P TO EXIT]

- DRIVER/PASSENGER FAILED TO USE THE DEVICES/EQUIPMENT.....1
- DRIVER/PASSENGER USED THE DEVICES/EQUIPMENT IMPROPERLY2
- DRIVER/PASSENGER USED INCORRECT DEVICES/EQUIPMENT.....3
- DEVICES FAULTY/IN POOR REPAIR/INOPERABLE4
- DRIVER/PASSENGER UNFAMILIAR WITH THE DEVICES/EQUIPMENT5
- VEHICLE DID NOT HAVE CORRECT DEVICES FOR MY DISABILITY6
- OTHER7
- REFUSED..... -7
- DON'T KNOW..... -8

PROGRAMMER NOTE:

IF SUBJECT IS AGE 15 OR YOUNGER, USE 1st DISPLAY IN D28.

D28. The National Highway Traffic Safety Administration, also called NHTSA, works to improve vehicle safety. {Have you/Has NAME/AGE/SEX OF HHM} heard about their toll-free telephone hotline that people can call to report suspected defects in automobiles and automotive equipment, including special equipment?
(HOTLINE)

[IF ASKED: THE HOTLINE NUMBER IS 1-888-327-4236]

- YES..... 1
- NO 2
- REFUSED..... -7
- DON'T KNOW..... -8

SECTION E: EXPERIENCES WITH TRANSPORTATION USED

PROGRAMMER NOTE:

IF C2 IS 0, SKIP TO PROGRAMMER NOTE BEFORE E5.

IF AGE IS MISSING, CODE AS RESPONDENT IS 16 OR OLDER.

IF SUBJECT IS LESS THAN 16 YEARS OLD OR IF D2 IS NOT EQUAL TO 1, DO NOT ASK CATEGORY 1.

ASK CATEGORIES 5 AND 6 ONLY OF SUBJECTS THAT HAD A RESPONSE OF 1 TO QUESTIONS B2A, B2B, C3, C4 OR C5.

E1. Next, I'm going to read some types of transportation. During the past month, when {you /NAME/AGE/SEX OF HHM} travelled locally, such as for work, shopping, going to the doctor and other purposes, did {you/s(he)} . .

| | YES | NO | REF | DK |
|---|-----|----|-----|----|
| (1). Drive a personal motor vehicle such as a car, minivan, truck, or SUV? (CARDR) | 1 | 2 | -7 | -8 |
| (2) Ride in a personal motor vehicle as a passenger? (CARRD) | 1 | 2 | -7 | -8 |
| (3) Ride in a carpool or vanpool? (CARPL) | 1 | 2 | -7 | -8 |
| (4) Ride on a public bus such as a transit bus or city bus? (BUSPB) | 1 | 2 | -7 | -8 |
| (5) Use curb-to-curb transportation provided by a public transportation authority for persons with disabilities? (PARAPA) [IF NEEDED: May also be referred to as "demand response service" or "paratransit service".] | 1 | 2 | -7 | -8 |
| (6) Ride on specialized transportation services provided by human service agencies? (PARAHS) | 1 | 2 | -7 | -8 |
| (7) Ride on a private or chartered bus? (BUSPV) | 1 | 2 | -7 | -8 |
| (8) Ride on a school bus? (BUSSC) | 1 | 2 | -7 | -8 |
| (9) Ride on a subway, "light rail," or commuter train? (TRAIN) | 1 | 2 | -7 | -8 |
| (10). Take a taxicab? (CAB) | 1 | 2 | -7 | -8 |
| (11) Use an electric wheelchair, scooter, golf cart, or other motorized personal transportation? (GOLF) [IF NEEDED: Does not include playing golf.] | 1 | 2 | -7 | -8 |
| (12) Ride a bicycle or other pedal cycle? (CYCLE) | 1 | 2 | -7 | -8 |
| (13) Walk, including using a nonmotorized wheelchair or scooter, on sidewalks, at crosswalks, or in intersections? (WALK) | 1 | 2 | -7 | -8 |
| (14) Use any other type of transportation? (OTHTRP) | 1 | 2 | -7 | -8 |

PROGRAMMER NOTE:

IF JUST ONE TRANSPORTATION MODE IS MENTIONED IN E1 AND THE MODE IS NOT CODE 14, AUTOCODE THIS RESPONSE IN E2 AND GO TO NEXT PROGRAMMER NOTE. AUTOCODE AS FOLLOWS:

**IF E1, CATEGORY 1 IS 1, E2 IS 1
IF E1, CATEGORY 2 IS 1, E2 IS 2
IF E1, CATEGORY 3 IS 1, E2 IS 4
IF E1, CATEGORY 4 IS 1, E2 IS 9
IF E1, CATEGORY 5 IS 1, E2 IS 11
IF E1, CATEGORY 6 IS 1, E2 IS 12
IF E1, CATEGORY 7 IS 1, E2 IS 8
IF E1, CATEGORY 8 IS 1, E2 IS 10
IF E1, CATEGORY 9 IS 1, E2 IS 14
IF E1, CATEGORY 10 IS 1, E2 IS 16
IF E1, CATEGORY 11 IS 1, E2 IS 3
IF E1, CATEGORY 12 IS 1, E2 IS 15
IF E1, CATEGORY 13 IS 1, E2 IS 19**

ELSE, GO TO E2.

IN E2 DO NOT DISPLAY CATEGORY 1 PERSONAL MOTOR VEHICLE (SUCH AS A CAR, MINIVAN, TRUCK OR SUV) AS A DRIVER IF SUBJECT IS AGE 15 OR YOUNGER.

E2. Which type of transportation did {you/NAME/AGE/SEX OF HHM} use most frequently?
(TRPLCL)

[PRESS ENTER TO CONTINUE.] [IF MORE THAN ONE MODE IS USED WITH THE SAME FREQUENCY, ASK R TO PICK THE MODE USED FOR THE LONGEST DISTANCE.]

PERSONAL VEHICLES

| | |
|--|---|
| PERSONAL MOTOR VEHICLE (SUCH AS A CAR, MINIVAN, TRUCK OR SUV) AS A DRIVER | 1 |
| PERSONAL MOTOR VEHICLE (SUCH AS A CAR, MINIVAN, TRUCK OR SUV) AS A PASSENGER | 2 |
| MOTORIZED PERSONAL TRANSPORTATION (SUCH AS ELECTRIC WHEELCHAIR, SCOOTER OR GOLF CART)..... | 3 |
| CARPOOL OR VANPOOL/ GROUP CAR/VAN..... | 4 |

AIR TRAVEL

| | |
|-----------------------------------|---|
| COMMERCIAL AIRPLANE | 5 |
| PRIVATE OR CHARTER AIRPLANE | 6 |

BUS TRAVEL

| | |
|--|----|
| INTERCITY BUS (SUCH AS GREYHOUND) | 7 |
| PRIVATE OR CHARTERED BUS..... | 8 |
| PUBLIC BUS (INCLUDES TRANSIT OR CITY BUS)..... | 9 |
| SCHOOL BUS | 10 |

SPECIAL TRAVEL

| | |
|---|----|
| PARATRANSIT VAN OR BUS SPONSORED BY THE PUBLIC TRANSIT AUTHORITY..... | 11 |
| SPECIALIZED TRANSPORTATION SERVICES PROVIDED BY HUMAN SERVICES AGENCIES | 12 |

TRAIN

| | |
|---|----|
| AMTRAK/INTERCITY..... | 13 |
| SUBWAY, "LIGHT RAIL," OR COMMUTER TRAIN | 14 |

OTHER

| | |
|--|----|
| BICYCLE/PEDAL CYCLES..... | 15 |
| TAXICAB | 16 |
| WORKS AT HOME / HOME-SCHOOLED | 17 |
| TELECOMMUTES..... | 18 |
| WALKING (INCLUDES NON-MOTORIZED WHEELCHAIR, SCOOTER, OR ASSISTANCE DEVICE SUCH AS A CANE)..... | 19 |
| OTHER TRANSPORTATION..... | 20 |
| REFUSED..... | -7 |
| DON'T KNOW..... | -8 |

PROGRAMMER NOTE:

IF RESPONSE IN E2 IS 5, 6, 7 OR 13, SAY: "Was this the mode {you/ NAME/AGE/SEX OF HHM} used most frequently to travel locally?" IF THE RESPONSE IS YES, ACCEPT THE RESPONSE. IF THE RESPONSE IS NO, RE ASK E2.

IF E2 IS 5 THROUGH 14 OR 16, CONTINUE BELOW. ELSE, GO TO PROGRAMMER NOTE BEFORE E5.

IN E3, IF E2 IS 16, DO NOT ASK CATEGORIES A, B AND G.

IN E3, IF E2 IS 11 OR 12, DO NOT ASK CATEGORIES A AND B.

IF E2 IS 5 or 6, DISPLAY "airplane" IN E3.

IF E2 IS 7 THROUGH 10, DISPLAY "bus" IN E3.

IF E2 IS 11 OR 12, DISPLAY "special transportation" IN E3.

IF E2 IS 13 OR 14, DISPLAY "train" IN E3.

IF E2 IS 16, DISPLAY "taxicab" IN E3.

IF SUBJECT IS AGE 15 OR YOUNGER, USE 1ST DISPLAY IN E3 AND USE s/he IN CATEGORY (a) AND his/her IN CATEGORY (g).(I.e. How satisfied are you that the {INSERT MODE FROM E2} is (a) close to where she lives? Would you say you are...)

E3. How satisfied {are you/is NAME/AGE/SEX OF HHM} that the {INSERT MODE FROM E2} is [READ CATEGORIES BELOW]? Would {you say/s(he) say that {you are/ he/she is} very dissatisfied, somewhat dissatisfied, neither satisfied nor dissatisfied, somewhat satisfied or very satisfied?

| | | Very dissatisfied | Somewhat dissatisfied | Neither satisfied nor dissatisfied | Somewhat satisfied | Very satisfied | REF | DK |
|-----|--|----------------------|--------------------------|--|-----------------------|-------------------|-----|----|
| (a) | Close to where {you live/s(he)} lives} (NERHM) | 1 | 2 | 3 | 4 | 5 | -7 | -8 |
| (b) | Convenient to get to from the home (COVHM) | 1 | 2 | 3 | 4 | 5 | -7 | -8 |
| (c) | Easy to get into and get out of (INOUT) | 1 | 2 | 3 | 4 | 5 | -7 | -8 |
| (d) | In good mechanical repair (WORK) | 1 | 2 | 3 | 4 | 5 | -7 | -8 |
| (e) | Reliable (TIMEHM) | 1 | 2 | 3 | 4 | 5 | -7 | -8 |
| (f) | Comfortable (CMFRT) | 1 | 2 | 3 | 4 | 5 | -7 | -8 |
| (g) | Able to get to {your/his/her} destination on a direct route and without too many stops (NOSTP) | 1 | 2 | 3 | 4 | 5 | -7 | -8 |
| (h) | Affordable (CHEAP) | 1 | 2 | 3 | 4 | 5 | -7 | -8 |
| (i) | Safe from accidents (NOACC) | 1 | 2 | 3 | 4 | 5 | -7 | -8 |
| (j) | Safe from crime (NOCRM) | 1 | 2 | 3 | 4 | 5 | -7 | -8 |

PROGRAMMER NOTE:

IF E2 IS 5 or 6, DISPLAY "airplane" IN E4.
IF E2 IS 7 THROUGH 10, DISPLAY "bus" IN E4.
IF E2 IS 11 OR 12, DISPLAY "special transportation" IN E4.
IF E2 IS 13 OR 14, DISPLAY "train" IN E4.
IF E2 IS 16, DISPLAY "taxicab" IN E4.

IF SUBJECT IS AGE 15 OR YOUNGER, USE 1st DISPLAY IN E4 in first {} and second display in second and third {}, i.e. How confident are **you** that **s(he)** could get out safely in the event of an emergency? Would you say **{s(he)}is...**

E4. How confident {are you/is NAME/AGE/SEX OF HHM} that when using the {INSERT MODE FROM E2} {you/s(he)} could get out safely in the event of an emergency? Would you say { you are/ s(he) is} . . .
(EMERGOUT)

Not at all confident,1
Not very confident,.....2
Somewhat confident, or3
Very confident?4
REFUSED..... -7
DON'T KNOW..... -8

PROGRAMMER NOTE:

ASK E5 IF SUBJECT IS AGE 16 OR OLDER; ELSE SKIP TO E10.

E5. Now I have a few questions about paid or volunteer work. Would { you/ NAME/AGE/SEX OF HHM} say {you/s(he)}...
(HAVJOB)

{Work/Works} fulltime for pay only?..... 1
{Work/Works} part time for pay only? 2
Both {work/works} for pay and volunteer? 3
{Volunteer/volunteers} only?..... 4
Neither {work/works} for pay nor volunteer? 5 GO TO E10
REFUSED..... -7 GO TO E10
DON'T KNOW..... -8 GO TO E10

PROGRAMMER NOTE:

If C2 is 0 and E5 is 1, 2, 3, or 4 ask E6 but only display response categories 17, 18, 20, RF and DK.

IF C2 IS 0, SKIP TO E10.

IN E6 DO NOT DISPLAY CATEGORY 1 PERSONAL MOTOR VEHICLE (SUCH AS A CAR, MINIVAN, TRUCK OR SUV) AS A DRIVER IF SUBJECT IS AGE 15 OR YOUNGER.

DISPLAY "OR TO VOLUNTEER" IN E6 IF E5 IS 3 I.E. E6 SHOULD READ, " What type of transportation {do you/does NAME/AGE/SEX OF HHM} use most often to commute to work or to volunteer?

IF E5 IS 4, E6 SHOULD READ: "What type of transportation {do you/does NAME/AGE/SEX OF HHM} use most often to commute to volunteer?"

E6. What type of transportation {do you/does NAME/AGE/SEX OF HHM} use most often to commute to work {or to volunteer}?

(TRPTOWK)

[PRESS ENTER TO CONTINUE.]

[IF MORE THAN ONE MODE IS USED WITH THE SAME FREQUENCY, ASK R TO PICK THE MODE USED FOR THE LONGEST DISTANCE.]

PERSONAL VEHICLES

- PERSONAL MOTOR VEHICLE (SUCH AS A CAR, MINIVAN, TRUCK OR SUV) AS A DRIVER 1
- PERSONAL MOTOR VEHICLE (SUCH AS A CAR, MINIVAN, TRUCK OR SUV) AS A PASSENGER 2
- MOTORIZED PERSONAL TRANSPORTATION (SUCH AS ELECTRIC WHEELCHAIR, SCOOTER OR GOLF CART) 3
- CARPOOL OR VANPOOL/ GROUP CAR/VAN..... 4

AIR TRAVEL

- COMMERCIAL AIRPLANE 5
- PRIVATE OR CHARTER AIRPLANE 6

BUS TRAVEL

- INTERCITY BUS (SUCH AS GREYHOUND) 7
- PRIVATE OR CHARTERED BUS..... 8
- PUBLIC BUS (INCLUDES TRANSIT OR CITY BUS) 9
- SCHOOL BUS 10

SPECIAL TRAVEL

- PARATRANSIT VAN OR BUS SPONSORED BY THE PUBLIC TRANSIT AUTHORITY..... 11
- SPECIALIZED TRANSPORTATION SERVICES PROVIDED BY HUMAN SERVICES AGENCIES 12

TRAIN

- AMTRAK/INTERCITY..... 13
- SUBWAY, "LIGHT RAIL," OR COMMUTER TRAIN 14

OTHER

- BICYCLE/PEDAL CYCLES 15
- TAXICAB 16
- WORKS AT HOME / HOME-SCHOOLED 17 GO TO E10
- TELECOMMUTES..... 18 GO TO E10
- WALKING (INCLUDES NON-MOTORIZED WHEELCHAIR, SCOOTER, OR ASSISTANCE DEVICE SUCH AS A CANE)..... 19
- OTHER TRANSPORTATION..... 20
- REFUSED.....-7
- DON'T KNOW.....-8

DISPLAY "OR FROM VOLUNTEERING" IN E8 IF E5 IS 3 I.E. E8 SHOULD READ, " When {you go/ NAME/AGE/SEX OF HHM goes} home from work or from volunteering, {do you/does s(he)} most often use the same type of transportation that {you/s(he)} {use/uses} to go to work or to volunteer}?

IF E5 IS 4, E8 SHOULD READ: " When {you go/ NAME/AGE/SEX OF HHM goes} home from volunteering, {do you/does s(he)} most often use the same type of transportation that {you/s(he)} {use/uses} to go to volunteer?

E8. When {you go/ NAME/AGE/SEX OF HHM goes} home from work [or from volunteering], {do you/does s(he)} most often use the same type of transportation that {you/s(he)} {use/uses} to go to work {or to volunteer}?

(TRPWKSME)

| | | |
|-----------------|--------|-----------|
| YES..... |1 | GO TO E10 |
| NO |2 | |
| REFUSED..... | ...-7 | GO TO E10 |
| DON'T KNOW..... | ...-8 | GO TO E10 |

PROGRAMMER NOTE:

IN E9, DO NOT DISPLAY CATEGORY 1 PERSONAL MOTOR VEHICLE (SUCH AS A CAR, MINIVAN, TRUCK OR SUV) AS A DRIVER IF SUBJECT IS AGE 15 OR YOUNGER.

E9. What type of transportation {do you/does NAME/AGE/SEX OF HHM} use most often to commute from work?

(TRPFRMWK)

[PRESS ENTER TO CONTINUE.]

[IF MORE THAN ONE MODE IS USED WITH THE SAME FREQUENCY, ASK R TO PICK THE MODE USED FOR THE LONGEST DISTANCE.]

PERSONAL VEHICLES

- PERSONAL MOTOR VEHICLE (SUCH AS A CAR, MINIVAN, TRUCK OR SUV) AS A DRIVER 1
- PERSONAL MOTOR VEHICLE (SUCH AS A CAR, MINIVAN, TRUCK OR SUV) AS A PASSENGER 2
- MOTORIZED PERSONAL TRANSPORTATION (SUCH AS ELECTRIC WHEELCHAIR, SCOOTER OR GOLF CART)..... 3
- CARPOOL OR VANPOOL/ GROUP CAR/VAN..... 4

AIR TRAVEL

- COMMERCIAL AIRPLANE 5
- PRIVATE OR CHARTER AIRPLANE 6

BUS TRAVEL

- INTERCITY BUS (SUCH AS GREYHOUND) 7
- PRIVATE OR CHARTERED BUS 8
- PUBLIC BUS (INCLUDES TRANSIT OR CITY BUS) 9
- SCHOOL BUS 10

SPECIAL TRAVEL

- PARATRANSIT VAN OR BUS SPONSORED BY THE PUBLIC TRANSIT AUTHORITY 11
- SPECIALIZED TRANSPORTATION SERVICES PROVIDED BY HUMAN SERVICES AGENCIES 12

TRAIN

- AMTRAK/INTERCITY..... 13
- SUBWAY, "LIGHT RAIL," OR COMMUTER TRAIN 14

OTHER

- BICYCLE/PEDAL CYCLES 15
- TAXICAB 16
- WORKS AT HOME / HOME-SCHOOLED 17
- TELECOMMUTES..... 18
- WALKING (INCLUDES NON-MOTORIZED WHEELCHAIR, SCOOTER, OR ASSISTANCE DEVICE SUCH AS A CANE)..... 19
- OTHER TRANSPORTATION..... 20
- REFUSED..... -7
- DON'T KNOW..... -8

E10. {Are you/Is NAME/AGE/SEX OF HHM} now enrolled in school?
(INSCHOOL)

[IF NEEDED: This means even if {you do/ NAME/AGE/SEX OF HHM does} not attend right now because of summer break.]

[IF NEEDED: Some children go to school at an early age due to participation in Early Intervention Special Education Programs.]

[SCHOOL INCLUDES PRESCHOOL AND HEAD START]

YES..... 1 GO TO PROG. NOTE BELOW
NO2 GO TO PROG. NOTE BELOW
REFUSED.....-7 GO TO PROG. NOTE BELOW
DON'T KNOW.....-8 GO TO PROG. NOTE BELOW

PROGRAMMER NOTE:

IF C2 IS 0 AND E10 IS 1, ASK E11 BUT ONLY DISPLAY RESPONSE CATEGORIES 17, 18, 20, RF AND DK. AFTER RESPONDENT REPLIES TO E11, GO TO PROGRAMMER NOTE BEFORE E15.

IF C2=0, AND E10 IS 2, -7, OR -8, GO TO PROGRAMMER NOTE BEFORE E15. ELSE, CONTINUE

ELSE, IF E10 IS 1, GO TO E11. IF E10 IS 2, -7, -8, GO TO E14A.

IN E11, DO NOT DISPLAY CATEGORY 1 PERSONAL MOTOR VEHICLE (SUCH AS A CAR, MINIVAN, TRUCK OR SUV) AS A DRIVER IF SUBJECT IS AGE 15 OR YOUNGER.

E11. What type of transportation {do you/does NAME/AGE/SEX OF HHM} use most often to commute to school?
(TRPTOSCH)

[PRESS ENTER TO CONTINUE.]

[IF MORE THAN ONE MODE IS USED WITH THE SAME FREQUENCY, ASK R TO PICK THE MODE USED FOR THE LONGEST DISTANCE.]

PERSONAL VEHICLES

- PERSONAL MOTOR VEHICLE (SUCH AS A CAR, MINIVAN, TRUCK OR SUV) AS A DRIVER 1
- PERSONAL MOTOR VEHICLE (SUCH AS A CAR, MINIVAN, TRUCK OR SUV) AS A PASSENGER 2
- MOTORIZED PERSONAL TRANSPORTATION (SUCH AS ELECTRIC WHEELCHAIR, SCOOTER OR GOLF CART)..... 3
- CARPOOL OR VANPOOL/ GROUP CAR/VAN..... 4

AIR TRAVEL

- COMMERCIAL AIRPLANE 5
- PRIVATE OR CHARTER AIRPLANE 6

BUS TRAVEL

- INTERCITY BUS (SUCH AS GREYHOUND) 7
- PRIVATE OR CHARTERED BUS 8
- PUBLIC BUS (INCLUDES TRANSIT OR CITY BUS) 9
- SCHOOL BUS 10

SPECIAL TRAVEL

- PARATRANSIT VAN OR BUS SPONSORED BY THE PUBLIC TRANSIT AUTHORITY 11
- SPECIALIZED TRANSPORTATION SERVICES PROVIDED BY HUMAN SERVICES AGENCIES 12

TRAIN

- AMTRAK/INTERCITY 13
- SUBWAY, "LIGHT RAIL," OR COMMUTER TRAIN 14

OTHER

- BICYCLE/PEDAL CYCLES 15
- TAXICAB 16
- WORKS AT HOME / HOME-SCHOOLED 17 GO TO E14A
- TELECOMMUTES 18 GO TO E14A
- WALKING (INCLUDES NON-MOTORIZED WHEELCHAIR, SCOOTER, OR ASSISTANCE DEVICE SUCH AS A CANE)..... 19
- OTHER TRANSPORTATION 20
- REFUSED -7
- DON'T KNOW -8

E13. When {you go/NAME/AGE/SEX OF HHM goes} home from school, {do you/does s(he)} use the same type of transportation that {you use/s(he) uses} to go to school?
(TRPSCHSM)

| | | |
|-----------------|----|------------|
| YES..... | 1 | GO TO E14A |
| NO | 2 | |
| REFUSED..... | -7 | GO TO E14A |
| DON'T KNOW..... | -8 | GO TO E14A |

PROGRAMMER NOTE:

IN E14, DO NOT DISPLAY CATEGORY 1 PERSONAL MOTOR VEHICLE (SUCH AS A CAR, MINIVAN, TRUCK OR SUV) AS A DRIVER IF SUBJECT IS AGE 15 OR YOUNGER.

E14. What type of transportation {do you/does NAME/AGE/SEX OF HHM} use most often to commute from school?

(TRPFRMSC)

[PRESS ENTER TO CONTINUE.]

[IF MORE THAN ONE MODE IS USED WITH THE SAME FREQUENCY, ASK R TO PICK THE MODE USED FOR THE LONGEST DISTANCE.]

PERSONAL VEHICLES

| | |
|--|---|
| PERSONAL MOTOR VEHICLE (SUCH AS A CAR, MINIVAN, TRUCK OR SUV) AS A DRIVER | 1 |
| PERSONAL MOTOR VEHICLE (SUCH AS A CAR, MINIVAN, TRUCK OR SUV) AS A PASSENGER | 2 |
| MOTORIZED PERSONAL TRANSPORTATION (SUCH AS ELECTRIC WHEELCHAIR, SCOOTER OR GOLF CART)..... | 3 |
| CARPOOL OR VANPOOL/ GROUP CAR/VAN..... | 4 |

AIR TRAVEL

| | |
|-----------------------------------|---|
| COMMERCIAL AIRPLANE | 5 |
| PRIVATE OR CHARTER AIRPLANE | 6 |

BUS TRAVEL

| | |
|--|----|
| INTERCITY BUS (SUCH AS GREYHOUND) | 7 |
| PRIVATE OR CHARTERED BUS..... | 8 |
| PUBLIC BUS (INCLUDES TRANSIT OR CITY BUS)..... | 9 |
| SCHOOL BUS | 10 |

SPECIAL TRAVEL

| | |
|---|----|
| PARATRANSIT VAN OR BUS SPONSORED BY THE PUBLIC TRANSIT AUTHORITY..... | 11 |
| SPECIALIZED TRANSPORTATION SERVICES PROVIDED BY HUMAN SERVICES AGENCIES | 12 |

TRAIN

| | |
|---|----|
| AMTRAK/INTERCITY..... | 13 |
| SUBWAY, "LIGHT RAIL," OR COMMUTER TRAIN | 14 |

OTHER

| | |
|--|----|
| BICYCLE/PEDAL CYCLES | 15 |
| TAXICAB | 16 |
| WORKS AT HOME / HOME-SCHOOLED | 17 |
| TELECOMMUTES..... | 18 |
| WALKING (INCLUDES NON-MOTORIZED WHEELCHAIR, SCOOTER, OR ASSISTANCE DEVICE SUCH AS A CANE)..... | 19 |
| OTHER TRANSPORTATION..... | 20 |
| REFUSED..... | -7 |
| DON'T KNOW..... | -8 |

PROGRAMMER NOTE:

IN E14A, DO NOT DISPLAY CATEGORY 1 PERSONAL MOTOR VEHICLE (SUCH AS A CAR, MINIVAN, TRUCK OR SUV) AS A DRIVER IF SUBJECT IS AGE 15 OR YOUNGER.

E14A. What type of transportation {do you/does NAME/AGE/SEX OF HHM} use most often to go to the doctor and for other medical visits?

(TRPFRDOC)

[PRESS ENTER TO CONTINUE.]

[IF MORE THAN ONE MODE IS USED WITH THE SAME FREQUENCY, ASK R TO PICK THE MODE USED FOR THE LONGEST DISTANCE.]

PERSONAL VEHICLES

- PERSONAL MOTOR VEHICLE (SUCH AS A CAR, MINIVAN, TRUCK OR SUV) AS A DRIVER 1
- PERSONAL MOTOR VEHICLE (SUCH AS A CAR, MINIVAN, TRUCK OR SUV) AS A PASSENGER 2
- MOTORIZED PERSONAL TRANSPORTATION (SUCH AS ELECTRIC WHEELCHAIR, SCOOTER OR GOLF CART)..... 3
- CARPOOL OR VANPOOL/ GROUP CAR/VAN..... 4

AIR TRAVEL

- COMMERCIAL AIRPLANE 5
- PRIVATE OR CHARTER AIRPLANE 6

BUS TRAVEL

- INTERCITY BUS (SUCH AS GREYHOUND) 7
- PRIVATE OR CHARTERED BUS 8
- PUBLIC BUS (INCLUDES TRANSIT OR CITY BUS) 9
- SCHOOL BUS 10

SPECIAL TRAVEL

- PARATRANSIT VAN OR BUS SPONSORED BY THE PUBLIC TRANSIT AUTHORITY 11
- SPECIALIZED TRANSPORTATION SERVICES PROVIDED BY HUMAN SERVICES AGENCIES 12

TRAIN

- AMTRAK/INTERCITY..... 13
- SUBWAY, "LIGHT RAIL," OR COMMUTER TRAIN 14

OTHER

- BICYCLE/PEDAL CYCLES 15
- TAXICAB 16
- WORKS AT HOME / HOME-SCHOOLED 17
- TELECOMMUTES..... 18
- WALKING (INCLUDES NON-MOTORIZED WHEELCHAIR, SCOOTER, OR ASSISTANCE DEVICE SUCH AS A CANE)..... 19
- OTHER TRANSPORTATION..... 20
- REFUSED..... -7
- DON'T KNOW..... -8

PROGRAMMER NOTE:

IN E14B, DO NOT DISPLAY CATEGORY 1 PERSONAL MOTOR VEHICLE (SUCH AS A CAR, MINIVAN, TRUCK OR SUV) AS A DRIVER IF SUBJECT IS AGE 15 OR YOUNGER.

E14B. Other than for work, school, and doctor or medical visits, what type of transportation {do you/does NAME/AGE/SEX OF HHM} use most often for {your/his/her} local travel, such as shopping and recreation?

(TRPFRREC)

[PRESS ENTER TO CONTINUE.]

[IF MORE THAN ONE MODE IS USED WITH THE SAME FREQUENCY, ASK R TO PICK THE MODE USED FOR THE LONGEST DISTANCE.]

PERSONAL VEHICLES

- PERSONAL MOTOR VEHICLE (SUCH AS A CAR, MINIVAN, TRUCK OR SUV) AS A DRIVER 1
- PERSONAL MOTOR VEHICLE (SUCH AS A CAR, MINIVAN, TRUCK OR SUV) AS A PASSENGER 2
- MOTORIZED PERSONAL TRANSPORTATION (SUCH AS ELECTRIC WHEELCHAIR, SCOOTER OR GOLF CART)..... 3
- CARPOOL OR VANPOOL/ GROUP CAR/VAN..... 4

AIR TRAVEL

- COMMERCIAL AIRPLANE 5
- PRIVATE OR CHARTER AIRPLANE 6

BUS TRAVEL

- INTERCITY BUS (SUCH AS GREYHOUND) 7
- PRIVATE OR CHARTERED BUS 8
- PUBLIC BUS (INCLUDES TRANSIT OR CITY BUS) 9
- SCHOOL BUS 10

SPECIAL TRAVEL

- PARATRANSIT VAN OR BUS SPONSORED BY THE PUBLIC TRANSIT AUTHORITY 11
- SPECIALIZED TRANSPORTATION SERVICES PROVIDED BY HUMAN SERVICES AGENCIES 12

TRAIN

- AMTRAK/INTERCITY..... 13
- SUBWAY, "LIGHT RAIL," OR COMMUTER TRAIN 14

OTHER

- BICYCLE/PEDAL CYCLES 15
- TAXICAB 16
- WORKS AT HOME / HOME-SCHOOLED 17
- TELECOMMUTES..... 18
- WALKING (INCLUDES NON-MOTORIZED WHEELCHAIR, SCOOTER, OR ASSISTANCE DEVICE SUCH AS A CANE)..... 19
- OTHER TRANSPORTATION..... 20
- REFUSED..... -7
- DON'T KNOW..... -8

PROGRAMMER NOTE:

ASK E15 ONCE PER HH.

E15. Is there a sidewalk, path, or bike lane in usable condition close to {your/ NAME/AGE/SEX OF HHM's} home?
(SIDEWALK)

- YES.....1
- NO2
- REFUSED.....-7
- DON'T KNOW.....-8

PROGRAMMER NOTE:

IF C2 IS 0, GO TO PROGRAMMER NOTE BEFORE E22. ELSE, CONTINUE BELOW.

IF E1 (13) IS 1, OR E2, E6, E9, E11, E14, E14A, OR E14B IS 19, GO TO E16. ELSE, GO TO PROGRAMMER NOTE BEFORE E18.

E16. You said {you/NAME/AGE/SEX OF HHM} walked during the past month. What problems {have you/has s(he)} experienced as a pedestrian, with or without wheeled assistance, on sidewalks, at crosswalks or in intersections?

[PROBE WITH: Anything else?]

(WLKPRB1 THROUGH WLKPRB20, OTHER SPECIFY (91) IS WLKPRBOS)

[CODE ALL THAT APPLY UP TO 9 RESPONSES. USE CTRL/P TO EXIT]

| | | |
|--|----|-----------------------|
| NO PROBLEMS | 1 | GO TO NOTE BEFORE E18 |
| AUDIBLE / VISUAL / TACTILE INFO LIMITED..... | 2 | |
| CROSSWALK TIME TOO SHORT | 3 | |
| CROSSWALKS NOT MARKED/MISSING..... | 4 | |
| CURB CUT/RAMP/STAIR/GRADE PROBLEMS..... | 5 | |
| DIFFICULT TO SEE/BE SEEN | 6 | |
| DON'T KNOW WHEN IT'S SAFE TO CROSS..... | 7 | |
| DRAINAGE POOR | 8 | |
| DRIVERS DON'T STOP FOR ME..... | 9 | |
| GRATES AND GAPS | 10 | |
| INSENSITIVE / UNAWARE DRIVERS..... | 11 | |
| INSENSITIVE / UNAWARE PEDESTRIANS | 12 | |
| LIGHTING INADEQUATE | 13 | |
| MEDIAN/ISLAND PROBLEMS..... | 14 | |
| MOVING TRAFFIC TOO CLOSE TO ME | 15 | |
| OBSTACLES/PROTRUSIONS..... | 16 | |
| PASSING SPACE / WIDTH LIMITED | 17 | |
| SURFACE PROBLEMS (POTHOLE/CRACKS) | 18 | |
| TOO FEW/MISSING SIDEWALKS/PATHS | 19 | |
| OTHER PROBLEMS (SPECIFY) | 91 | |
| DID NOT WALK ON SIDEWALKS, AT CROSSWALKS, OR IN INTERSECTIONS | 95 | GO TO NOTE BEFORE E18 |
| REFUSED..... | -7 | GO TO NOTE BEFORE E18 |
| DON'T KNOW..... | -8 | GO TO NOTE BEFORE E18 |

PROGRAMMER NOTE:

IF ONLY ONE RESPONSE IN E16, AUTOCODE AS RESPONSE TO E17 AND GO TO NEXT PROGRAMMER NOTE.

IN E17 DISPLAY THE RESPONSES THE RESPONDENT PROVIDED AND ALLOW THE INTERVIEWER TO SELECT 1. ALSO, ALLOW FOR THE COMPLETE E16 LIST TO BE DISPLAYED IF NEEDED.

E17. Which was the greatest problem for {you/NAME/AGE/SEX OF HHM}?

(WLKPROB)

[USE CTRL/I TO DISPLAY ALL CATEGORIES]

()

{DISPLAY CATEGORIES FROM E16}

DISPLAY ALL CATEGORIES IN E16 CTRL/I

PROGRAMMER NOTE:

IF E1 (12) IS 1, OR E2, E6, E9, E11, E14, E14A, OR E14B IS 15, GO TO E18. ELSE, GO TO PROGRAMMER NOTE BEFORE E20.

E18. You said {you/ NAME/AGE/SEX OF HHM} rode a bicycle or other pedal cycle during the past month. What problems did {you/s(he)} experience as a cyclist?

[PROBE WITH: Anything else?]

(CYCPRB1 THROUGH CYCPRB20; OTHER SPECIFY (91) IS CYCPRBOS)

[CODE ALL THAT APPLY UP TO 9 RESPONSES. USE CTRL/P TO EXIT]

| | | |
|--|----|-----------------------|
| NO PROBLEMS | 1 | GO TO NOTE BEFORE E20 |
| AUDIBLE / VISUAL / TACTILE INFO LIMITED..... | 2 | |
| CROSSWALK TIME TOO SHORT | 3 | |
| CROSSWALKS NOT MARKED/MISSING..... | 4 | |
| CURB CUT/RAMP/STAIR/GRADE PROBLEMS..... | 5 | |
| DIFFICULT TO SEE/BE SEEN | 6 | |
| DON'T KNOW WHEN IT'S SAFE TO CROSS..... | 7 | |
| DRAINAGE POOR | 8 | |
| DRIVERS DON'T STOP FOR ME..... | 9 | |
| GRATES AND GAPS | 10 | |
| INSENSITIVE / UNAWARE DRIVERS..... | 11 | |
| INSENSITIVE / UNAWARE PEDESTRIANS | 12 | |
| LIGHTING INADEQUATE | 13 | |
| MEDIAN/ISLAND PROBLEMS..... | 14 | |
| MOVING TRAFFIC TOO CLOSE TO ME | 15 | |
| OBSTACLES/PROTRUSIONS/LOW CLEARANCE | 16 | |
| PASSING SPACE / WIDTH LIMITED | 17 | |
| SURFACE PROBLEMS (POTHOLE/CRACKS) | 18 | |
| TOO FEW/MISSING SIDEWALKS/PATHS | 19 | |
| OTHER PROBLEMS (SPECIFY) | 91 | |
| DID NOT USE BICYCLE/PEDAL CYCLE | 95 | GO TO NOTE BEFORE E20 |
| REFUSED..... | -7 | GO TO NOTE BEFORE E20 |
| DON'T KNOW..... | -8 | GO TO NOTE BEFORE E20 |

PROGRAMMER NOTE:

IF ONLY ONE RESPONSE IN E18, AUTOCODE AS RESPONSE TO E19 AND GO TO NEXT PROGRAMMER NOTE.

IN E19 DISPLAY THE RESPONSES THE RESPONDENT PROVIDED AND ALLOW THE INTERVIEWER TO SELECT 1. ALSO, ALLOW FOR THE COMPLETE E19 LIST TO BE DISPLAYED IF NEEDED.

E19. Which was the greatest problem for {you/NAME/AGE/SEX OF HHM}?
(CYCPROB)

[USE CTRL/I TO DISPLAY ALL CATEGORIES]

()

{DISPLAY CATEGORIES FROM E18}
DISPLAY ALL CATEGORIES IN E18 CTRL/I

PROGRAMMER NOTE:

**IF E1 (12) OR E1 (13) IS 1, OR E2, E6, E9, E11, E14, E14A, OR E14B IS 15 OR 19, GO TO E20.
ELSE, GO TO PROGRAMMER NOTE BEFORE E22.**

E20. {Have you/ has NAME/AGE/SEX OF HHM} ever been hit by a motor vehicle while walking or riding a bicycle?
(CARHIT)

[IF NEEDED: WALKING INCLUDES USING A WHEELCHAIR.]

YES..... 1
NO 2 GO TO NOTE BEFORE E22
REFUSED.....-7 GO TO NOTE BEFORE E22
DON'T KNOW.....-8 GO TO NOTE BEFORE E22

E21. Was the motorist going straight or turning at the time?
(CARSTRN)

GOING STRAIGHT 1
TURNING 2
REFUSED.....-7
DON'T KNOW.....-8

PROGRAMMER NOTE:

ASK E22 AND E23 ONCE PER HH.

E22. Now I'd like to ask you about other types of transportation. Is local bus, transit bus, or city bus service available within three-quarters of a mile from {your/NAME/AGE/SEX OF HHM's} home?
(LCLBUSMM)

YES..... 1
NO 2 GO TO NOTE BEFORE E24
REFUSED.....-7 GO TO NOTE BEFORE E24
DON'T KNOW.....-8 GO TO NOTE BEFORE E24

E23. Within one-quarter mile of {your/ NAME/AGE/SEX OF HHM's} home?
(LCLBUSM)

YES..... 1
NO 2
REFUSED.....-7
DON'T KNOW.....-8

PROGRAMMER NOTE:

IF E1 (4) IS 1, OR E2, E6, E9, E11, E14, E14A OR E14B IS 9, GO TO E24. ELSE, GO TO PROGRAMMER NOTE BEFORE E29.

RANGE FOR E24 IS 1 TO 7, 8 AND 95.

E24. You told me {you/NAME/AGE/SEX OF HHM} used the public bus during the last month. About how many days per week did {you/s(he)} use it?
(DYBUSUSD)

| | |
|---------------------------------|-----------------------|
| NUMBER OF DAYS/WEEK..... _ | |
| LESS THAN ONE DAY/WEEK..... 8 | |
| DID NOT USE PUBLIC BUS 95 | GO TO NOTE BEFORE E29 |
| REFUSED..... -7 | |
| DON'T KNOW..... -8 | |

PROGRAMMER NOTE

SOFT RANGE FOR E24A IS 1 TO 10. IF OVER 10, HAVE CATI VERIFY. HARD RANGE IS 1 TO 20.

E24A. When {you use/NAME/AGE/SEX OF HHM uses} the bus, how many one-way trips a day {do you/ does (s)he} usually take?
(DYBUSTRP)

| | |
|-----------------------------|--|
| NUMBER OF TRIPS/DAY _ | |
| REFUSED..... -7 | |
| DON'T KNOW..... -8 | |

E25. What problems {have you/has NAME/AGE/SEX OF HHM} experienced at bus stops?
[PROBE WITH: Anything else?]
(BUSTPB1 THROUGH BUSTPB23; OTHER SPECIFY (91) IS BUSTPBOS)

[CODE ALL THAT APPLY UP TO 9 RESPONSES. USE CTRL/P TO EXIT.]

| | | |
|--|----|-----------|
| NO PROBLEMS | 1 | GO TO E27 |
| AUDIBLE / VISUAL / TACTILE INFO LIMITED..... | 2 | |
| CROWDING / SEATING INADEQUATE..... | 3 | |
| CURB CUT / RAMP / STAIR / GRADE PROBLEMS | 4 | |
| DIFFICULT TO SEE/BE SEEN | 5 | |
| DRAINAGE POOR | 6 | |
| ELEVATORS / ESCALATORS BROKEN/MISSING | 7 | |
| FARE PURCHASE DIFFICULT..... | 8 | |
| INSENSITIVE/UNAWARE PASSENGERS..... | 9 | |
| LIGHTING INADEQUATE | 10 | |
| OBSTACLES / PROTRUSIONS / TRASH / DEBRIS... .. | 11 | |
| PASSENGER TRAVEL INFO INADEQUATE | 12 | |
| PASSING SPACE/AISLE WIDTH LIMITED | 13 | |
| PERSONAL SAFETY CONCERNS | 14 | |
| RESTROOM FACILITIES INADEQUATE | 15 | |
| SCHEDULE NOT KEPT | 16 | |
| SHELTER INADEQUATE..... | 17 | |
| SIDEWALKS / PATHS MISSING / INADEQUATE | 18 | |
| STAFF ASSISTANCE/SENSITIVITY POOR..... | 19 | |
| SURFACE PROBLEMS (POTHOLE/CRACKS) | 20 | |
| VEHICLE DOES NOT ALWAYS STOP FOR ME | 21 | |
| PARKING IINADEQUATE | 22 | |
| OTHER (SPECIFY) | 91 | |
| REFUSED..... | -7 | GO TO E27 |
| DON'T KNOW..... | -8 | GO TO E27 |

PROGRAMMER NOTE:

IF ONLY ONE RESPONSE IN E25, AUTOCODE AS RESPONSE TO E26 AND GO TO E27.

IN E26 DISPLAY THE RESPONSES THE RESPONDENT PROVIDED AND ALLOW THE INTERVIEWER TO SELECT 1. ALSO, ALLOW FOR THE COMPLETE E25 LIST TO BE DISPLAYED IF NEEDED.

E26. Which was the greatest problem for {you/NAME/AGE/SEX OF HHM}?
(BUSTPRB)

[USE CTRL/I TO DISPLAY ALL CATEGORIES]

()

{DISPLAY CATEGORIES FROM E25}
DISPLAY ALL CATEGORIES IN E25 ... CTRL/I

E27. What problems have {you/NAME/AGE/SEX OF HHM} experienced while on the bus?
[PROBE: Anything else?]

(BUSONP1 THROUGH BUSONP20, OTHER SPECIFY (91) IS BUSONPOS)

[CODE ALL THAT APPLY UP TO 9 RESPONSES. USE CTRL/P TO EXIT.]

[IF NEEDED: We are asking about your experience, something that actually happened to you, and not an incident you may have observed.]

| | | |
|--|----|-----------------------|
| NO PROBLEMS | 1 | GO TO NOTE BEFORE E29 |
| AUDIBLE / VISUAL / TACTILE INFO LIMITED..... | 2 | |
| BOARD / EXIT TIME INADEQUATE..... | 3 | |
| BOARDING / EXITING EQUIPMENT LIMITED | 4 | |
| CROWDING / SEATING INADEQUATE..... | 5 | |
| DIFFICULT TO BOARD / EXIT | 6 | |
| EQUIPMENT STORAGE INADEQUATE | 7 | |
| FARE PURCHASE DIFFICULT..... | 8 | |
| INSENSITIVE / UNAWARE DRIVER | 9 | |
| INSENSITIVE / UNAWARE PASSENGERS..... | 10 | |
| LIGHTING INADEQUATE | 11 | |
| OBSTACLES / PROTRUSIONS..... | 12 | |
| PASSENGER TRAVEL INFO INADEQUATE | 13 | |
| PASSING SPACE/AISLE WIDTH LIMITED | 14 | |
| PERSONAL SAFETY CONCERNS | 15 | |
| RESTROOM FACILITIES INADEQUATE | 16 | |
| SERVICE ANIMALS NOT PERMITTED | 17 | |
| STAFF ASSISTANCE/SENSITIVITY POOR..... | 18 | |
| WHEELCHAIR SPACE INADEQUATE..... | 19 | |
| OTHER (SPECIFY) | 91 | |
| REFUSED..... | -7 | GO TO NOTE BEFORE E29 |
| DON'T KNOW..... | -8 | GO TO NOTE BEFORE E29 |

PROGRAMMER NOTE:

IF ONLY ONE RESPONSE IN E27, AUTOCODE AS RESPONSE TO E28 AND GO TO NOTE BEFORE E29.

IN E28 DISPLAY THE RESPONSES THE RESPONDENT PROVIDED AND ALLOW THE INTERVIEWER TO SELECT 1. ALSO, ALLOW FOR THE COMPLETE E27 LIST TO BE DISPLAYED IF NEEDED.

E28. Which was the greatest problem for {you/NAME/AGE/SEX OF HHM}?
(BUSONPRB)
[USE CTRL/I TO DISPLAY ALL CATEGORIES]
()

{DISPLAY CATEGORIES FROM E27}
DISPLAY ALL CATEGORIES . IN E27 CTRL/I 1

PROGRAMMER NOTE:

ASK E29 ONCE PER HH.

E29. Is there a subway, light rail or commuter train station within 5 miles from {your/NAME/AGE/SEX OF HHM} home?
(TRAINMM)

YES..... 1
NO 2
REFUSED.....-7
DON'T KNOW.....-8

PROGRAMMER NOTE:

IF E1 (9) IS 1, OR E2, E6, E9, E11, E14, E14A OR E14B IS 14, GO TO E30. ELSE, GO TO PROGRAMMER NOTE BEFORE E35.

RANGE FOR E30 IS 1 TO 7, 8 AND 95.

E30. You said that {you/NAME/AGE/SEX OF HHM} rode the subway, light rail or commuter train during the past month. How many days per week did {you/s(he)} use it?
(DYTRNUSD)

NUMBER OF DAYS/WEEK.....|_|
LESS THAN ONE DAY/WEEK..... 8
DID NOT RIDE THE TRAIN 95 GO TO NOTE BEFORE E35
REFUSED.....-7
DON'T KNOW.....-8

PROGRAMMER NOTE

SOFT RANGE FOR E30A IS 1 TO 10. IF OVER 10, HAVE CATI VERIFY. HARD RANGE IS 1 TO 20.

E30A When {you use/NAME/AGE/SEX OF HHM uses} the subway, light rail, or commuter train, how many one-way trips a day {do you/ does (s)he} usually take?

(DYTRTRIP)

NUMBER OF TRIPS/DAY|_|
REFUSED..... -7
DONT KNOW..... -8

E31. What problems {have you/has NAME/AGE/SEX OF HHM} experienced at subway, light rail, or commuter train stations?

[PROBE WITH: Anything else?]

(TNSTPB1 THROUGH TNSTPB23, OTHER SPECIFY (91) IS TNSTPBOS)

[CODE ALL THAT APPLY UP TO 9 RESPONSES. USE CTRL/P TO EXIT.]

NO PROBLEMS 1 GO TO E33
AUDIBLE / VISUAL / TACTILE INFO LIMITED..... 2
CROWDING / SEATING INADEQUATE 3
CURB CUT/RAMP/STAIR/GRADE PROBLEMS 4
DIFFICULT TO SEE/BE SEEN 5
DRAINAGE POOR 6
ELEVATORS / ESCALATORS BROKEN / MISSING 7
FARE PURCHASE DIFFICULT..... 8
INSENSITIVE/UNAWARE PASSENGERS 9
LIGHTING INADEQUATE 10
OBSTACLES / PROTRUSIONS / DEBRIS 11
PASSENGER TRAVEL INFO INADEQUATE 12
PASSING SPACE/AISLE WIDTH LIMITED 13
PERSONAL SAFETY CONCERNS 14
RESTROOM FACILITIES INADEQUATE 15
SCHEDULE NOT KEPT 16
SHELTER INADEQUATE..... 17
STAFF ASSISTANCE/SENSITIVITY POOR..... 18
SURFACE PROBLEMS (POTHOLE/CRACKS) 19
TOO FEW/MISSING SIDEWALKS / PATHS 20
WIDE GAPS BETWEEN PLATFORMS & CARS..... 21
PARKING INADEQUATE 22
OTHER (SPECIFY) 91
REFUSED..... -7 GO TO E33
DONT KNOW..... -8 GO TO E33

PROGRAMMER NOTE:

IF ONLY ONE RESPONSE IN E31, AUTOCODE AS RESPONSE TO E32 AND GO TO E33.

IN E32 DISPLAY THE RESPONSES THE RESPONDENT PROVIDED AND ALLOW THE INTERVIEWER TO SELECT 1. ALSO, ALLOW FOR THE COMPLETE E31 LIST TO BE DISPLAYED IF NEEDED.

E32. Which was the greatest problem for {you/NAME/AGE/SEX OF HHM}?

(TRNSTPRB)

[USE CTRL/I TO DISPLAY ALL CATEGORIES]

()

{DISPLAY CATEGORIES FROM E31}

DISPLAY ALL CATEGORIES IN E31 ..CTRL/I

E33. What problems {have you/has NAME/AGE/SEX OF HHM} experienced while on the subway, light rail, or commuter train?

[PROBE WITH: Anything else?]

(TNONPB1 THROUGH TNONPB20, OTHER SPECIFY (91) IS TNONPBOS)

[CODE ALL THAT APPLY UP TO 9 RESPONSES. USE CTRL/P TO EXIT.]

| | | |
|--|----|-----------------------|
| NO PROBLEMS | 1 | GO TO NOTE BEFORE E35 |
| AUDIBLE/VISUAL/TACTILE INFO LIMITED..... | 2 | |
| BOARD/EXIT TIME INADEQUATE..... | 3 | |
| BOARDING/EXITING EQUIPMENT LIMITED | 4 | |
| CROWDING / SEATING INADEQUATE..... | 5 | |
| DIFFICULT TO BOARD/EXIT | 6 | |
| EQUIPMENT STORAGE INADEQUATE | 7 | |
| FARE PURCHASE DIFFICULT..... | 8 | |
| INSENSITIVE/UNAWARE DRIVER | 9 | |
| INSENSITIVE/UNAWARE PASSENGERS..... | 10 | |
| LIGHTING INADEQUATE | 11 | |
| OBSTACLES/PROTRUSIONS..... | 12 | |
| PASSENGER TRAVEL INFO INADEQUATE | 13 | |
| PASSING SPACE/AISLE WIDTH LIMITED | 14 | |
| PERSONAL SAFETY CONCERNS | 15 | |
| RESTROOM FACILITIES INADEQUATE | 16 | |
| SERVICE ANIMALS NOT PERMITTED | 17 | |
| STAFF ASSISTANCE/SENSITIVITY POOR..... | 18 | |
| WHEELCHAIR SPACE INADEQUATE..... | 19 | |
| OTHER (SPECIFY) | 91 | |
| REFUSED..... | -7 | GO TO NOTE BEFORE E35 |
| DON'T KNOW..... | -8 | GO TO NOTE BEFORE E35 |

PROGRAMMER NOTE:

IF ONLY ONE RESPONSE IN E33, AUTOCODE AS RESPONSE TO E34 AND GO TO PROGRAMMER NOTE BEFORE E35.

IN E34 DISPLAY THE RESPONSES THE RESPONDENT PROVIDED AND ALLOW THE INTERVIEWER TO SELECT 1. ALSO, ALLOW FOR THE COMPLETE E33 LIST TO BE DISPLAYED IF NEEDED.

E34. Which was the greatest problem for {you/NAME/AGE/SEX OF HHM}?

(TRNONPRB)

[USE CTRL/I TO DISPLAY ALL CATEGORIES]

()

{DISPLAY CATEGORIES FROM E33}

DISPLAY ALL CATEGORIES IN E33 ..CTRL/I

PROGRAMMER NOTE:

IF E1 (5) IS 1, OR E2, E6, E9, E11, E14, E14A, OR E14B IS 11, GO TO PROGRAMMER NOTE BEFORE E36. ELSE GO TO E35.

ASK E35 ONCE PER HH.

E35. Is public paratransit service available in {your/ NAME/AGE/SEX OF HHM'S} area?

(PARANEAR)

[IF NEEDED: Paratransit is a van, mini-bus or taxi service sponsored by the public transit authority that provides curb-to-curb transportation for persons with disabilities. It is also sometimes referred to as "demand response service" or ADA paratransit service.]

| | | |
|-----------------|----|-----------------------|
| YES..... | 1 | GO TO NOTE BEFORE E39 |
| NO | 2 | GO TO NOTE BEFORE E39 |
| REFUSED..... | -7 | GO TO NOTE BEFORE E39 |
| DON'T KNOW..... | -8 | GO TO NOTE BEFORE E39 |

PROGRAMMER NOTE:

RANGE FOR E36 IS 1 TO 7 AND 8.

E36. You said {you/NAME/AGE/SEX OF HHM} used public paratransit service during the past month. How many days per week {do you / does s(he)} use it?

(DYPARAUD)

| | | |
|------------------------------|----|-----------------------|
| NUMBER OF DAYS/WEEK..... | __ | |
| LESS THAN ONE DAY A WEEK .. | 8 | |
| DID NOT USE PARATRANSIT | 95 | GO TO NOTE BEFORE E39 |
| REFUSED..... | -7 | |
| DON'T KNOW | -8 | |

PROGRAMMER NOTE

SOFT RANGE FOR E36A IS 1 TO 10. IF OVER 10, HAVE CATI VERIFY. HARD RANGE IS 1 TO 20.

E36A. When {you use/NAME/AGE/SEX OF HHM uses} public paratransit service, how many one-way trips a day {do you/does NAME/AGE/SEX OF HHM} usually take?

(DYPARTRP)

NUMBER OF TRIPS/DAY|_|
REFUSED.....-7
DON'T KNOW.....-8

E37. What problems {have you/has NAME/AGE/SEX OF HHM} experienced while using the public paratransit service?

[PROBE WITH: Anything else?]

(PARAPB1 THROUGH PARAPB17, OTHER SPECIFY (91) IS PARAPBOS)

[CODE ALL THAT APPLY UP TO 9 RESPONSES. USE CTRL/P TO EXIT.]

NO PROBLEMS 1 GO TO NOTE BEFORE E39
ATTENDANT / ESCORT SERVICE LIMITED 2
CANNOT SCHEDULE REPEATING TRIPS
E.G., TRIPS AT THE SAME TIME EACH DAY) 3
COST IS TOO HIGH 4
DIFFICULT TO BOARD / EXIT 5
INADEQUATE SEATING 6
INSENSITIVE / UNAWARE DRIVER 7
PERSONAL SAFETY CONCERNS 8
RESPONSIVENESS PROBLEMS (I.E., MUST
SCHEDULE TRIP 24 HOURS IN ADVANCE) 9
SCHEDULE FOR PICKUP NOT KEPT/LONG WAITS 10
SCHEDULE FOR DROP-OFF NOT KEPT/LONG
WAITS 11
SERVICE IS OFTEN NOT AVAILABLE WHEN I
NEED IT..... 12
STAFF ASSISTANCE/SENSITIVITY INADEQUATE... 13
VEHICLE IS IN POOR MECHANICAL CONDITION... 14
VEHICLE NOT ACCESSIBLE 15
TRIP TIME IS TOO VARIABLE / UNPREDICTABLE... 16
OTHER (SPECIFY) 91
REFUSED.....-7 GO TO NOTE BEFORE E39
DON'T KNOW.....-8 GO TO NOTE BEFORE E39

PROGRAMMER NOTE:

IF ONLY ONE RESPONSE IN E37, AUTOCODE AS RESPONSE TO E38 AND GO TO PROGRAMMER NOTE BEFORE E39.

IN E38 DISPLAY THE RESPONSES THE RESPONDENT PROVIDED AND ALLOW THE INTERVIEWER TO SELECT 1. ALSO, ALLOW FOR THE COMPLETE E37 LIST TO BE DISPLAYED IF NEEDED.

E38. Which was the greatest problem for {you/NAME/AGE/SEX OF HHM}?

(PARAPROB)

[USE CTRL/I TO DISPLAY ALL CATEGORIES]

()

{DISPLAY CATEGORIES FROM E37}
DISPLAY ALL CATEGORIES IN E37 CTRL/I

PROGRAMMER NOTE:

**IF E1 (10) IS 1, OR E2, E6, E9, E11, E14, E14A OR E14B IS 16, GO TO E40. ELSE, GO TO E39.
ASK E39 ONCE PER HH.**

E39. Is taxicab service available in {your/NAME/AGE/SEX OF HHM's} area?

(TAXICAB)

YES..... 1
NO 2
REFUSED.....-7
DON'T KNOW.....-8

E40. Now we are going to talk about {your/NAME/AGE/SEX OF HHM's} long distance travel. During the past year, did {you/s(he)} make any long-distance trips of 100 miles or more one way?

(TRAVFAR)

YES..... 1
NO 2 GO TO SECTION F
REFUSED.....-7 GO TO SECTION F
DON'T KNOW.....-8 GO TO SECTION F

PROGRAMMER NOTE:

IN E41, DO NOT DISPLAY CATEGORY 1 PERSONAL MOTOR VEHICLE (SUCH AS A CAR, MINIVAN, TRUCK OR SUV) AS A DRIVER IF SUBJECT IS AGE 15 OR YOUNGER.

E41. During the past year, what are all the types of transportation {you/ NAME/AGE/SEX OF HHM}
used for long distance travel?

[PROBE WITH: Anything else?]

(TRPFAR1 THROUGH TRPFAR20)

[PRESS ENTER TO CONTINUE.]

[CODE ALL THAT APPLY UP TO 9 RESPONSES. USE CTRL/P TO EXIT.]

PERSONAL VEHICLES

- PERSONAL MOTOR VEHICLE (SUCH AS A CAR, MINIVAN, TRUCK
OR SUV) AS A DRIVER 1
- PERSONAL MOTOR VEHICLE (SUCH AS A CAR, MINIVAN, TRUCK
OR SUV) AS A PASSENGER 2
- MOTORIZED PERSONAL TRANSPORTATION (SUCH AS ELECTRIC
WHEELCHAIR, SCOOTER OR GOLF CART)..... 3
- CARPOOL OR VANPOOL/ GROUP CAR/VAN..... 4

AIR TRAVEL

- COMMERCIAL AIRPLANE 5
- PRIVATE OR CHARTER AIRPLANE 6

BUS TRAVEL

- INTERCITY BUS (SUCH AS GREYHOUND) 7
- PRIVATE OR CHARTERED BUS..... 8
- PUBLIC BUS (INCLUDES TRANSIT OR CITY BUS)..... 9
- SCHOOL BUS 10

SPECIAL TRAVEL

- PARATRANSIT VAN OR BUS SPONSORED BY THE PUBLIC
TRANSIT AUTHORITY..... 11
- SPECIALIZED TRANSPORTATION SERVICES PROVIDED BY HUMAN
SERVICES AGENCIES 12

TRAIN

- AMTRAK/INTERCITY..... 13
- SUBWAY, "LIGHT RAIL," OR COMMUTER TRAIN 14

OTHER

- BICYCLE/PEDAL CYCLES..... 15
- TAXICAB 16
- WORKS AT HOME / HOME-SCHOOLED 17
- TELECOMMUTES..... 18
- WALKING (INCLUDES NON-MOTORIZED WHEELCHAIR, SCOOTER,
OR ASSISTANCE DEVICE SUCH AS A CANE)..... 19
- OTHER TRANSPORTATION..... 20
- REFUSED.....-7
- DON'T KNOW.....-8

PROGRAMMER NOTE:

IF ONLY ONE RESPONSE IS PROVIDED IN E41, AUTOCODE THE RESPONSE IN E42 AND GO TO PROGRAMMER NOTE BEFORE E43.

IN E42, DISPLAY ONLY THE RESPONSES PROVIDED IN E41. ALLOW INTERVIEWERS TO SELECT JUST 1 CATEGORY . ALSO, ALLOW FOR THE COMPLETE LIST FROM E41 TO BE DISPLAYED IF NEEDED.

E42. What type of transportation did {you/ NAME/AGE/SEX OF HHM} use most frequently for long-distance travel?
(TRPFAR)

[USE CTRL/I TO DISPLAY ALL CATEGORIES]

()

.....{DISPLAY CATEGORIES FROM E41}
DISPLAY ALL CATEGORIES IN E41 ..CTRL/I

PROGRAMMER NOTE:

**IF E42 IS 17 OR 18, GO TO PROGRAMMER NOTE BEFORE E44.
IF E42 IS 5 THROUGH 14 OR 16, GO TO E43.
ELSE, GO TO PROGRAMMER NOTE BEFORE E44.**

**IN E43, IF E42 IS 16, DO NOT ASK CATEGORIES A, B AND G.
IN E43, IF E42 IS 11 OR 12, DO NOT ASK CATEGORIES A AND B.**

**IF E42 IS 5 or 6, DISPLAY "airplane" IN E43 AND GO TO E43B.
IF E42 IS 7 THROUGH 10, DISPLAY "bus" IN E43 AND GO TO E43B.
IF E42 IS 11 OR 12, DISPLAY "special transportation" IN E43.
IF E42 IS 13 OR 14, DISPLAY "train" IN E43.
IF E42 IS 16, DISPLAY "taxicab" IN E43.**

**IF SUBJECT IS AGE 15 OR YOUNGER, USE 1st DISPLAY IN E43 AND USE s/he IN CATEGORY (a)
AND his/her IN CATEGORY (g).(I.e. How satisfied are you that the {INSERT MODE FROM E42} is (a)
close to where she lives? Would you say you are...)**

E43. How satisfied {are you/is NAME/AGE/SEX OF HHM} that the {INSERT MODE FROM E42} is [READ CATEGORIES BELOW]? Would {you say that you are/s(he) say that s(he) is} very dissatisfied, somewhat dissatisfied, neither satisfied nor dissatisfied, somewhat satisfied or very satisfied?

| | | Very dissatisfied | Somewhat dissatisfied | Neither satisfied nor dissatisfied | Somewhat satisfied | Very satisfied | REF | DK |
|-----|--|-------------------|-----------------------|------------------------------------|--------------------|----------------|-----|----|
| (a) | Close to where {you live/s(he)} lives} (NERHMLD) | 1 | 2 | 3 | 4 | 5 | -7 | -8 |
| (b) | Convenient to get to from the home (COVHMLD) | 1 | 2 | 3 | 4 | 5 | -7 | -8 |
| (c) | Easy to get into and get out of (INOUTLD) | 1 | 2 | 3 | 4 | 5 | -7 | -8 |
| (d) | In good mechanical repair (WORKLD) | 1 | 2 | 3 | 4 | 5 | -7 | -8 |
| (e) | Reliable (TIMELD) | 1 | 2 | 3 | 4 | 5 | -7 | -8 |
| (f) | Comfortable (CMFRTLD) | 1 | 2 | 3 | 4 | 5 | -7 | -8 |
| (g) | Able to get to {your/his/her} destination on a direct route and without too many stops (NOSTPLD) | 1 | 2 | 3 | 4 | 5 | -7 | -8 |
| (h) | Affordable (CHEAPLD) | 1 | 2 | 3 | 4 | 5 | -7 | -8 |
| (i) | Safe from accidents (NOACCLD) | 1 | 2 | 3 | 4 | 5 | -7 | -8 |
| (j) | Safe from crime (NOCRMLD) | | | | | | | |
| (k) | Adequately protected from hostile intentions because of the passenger screening process (TERRORLD) | 1 | 2 | 3 | 4 | 5 | -7 | -8 |

PROGRAMMER NOTE:

IF E41 OR E42 HAS A RESPONSE OF 7, GO TO E44. ELSE, GO TO PROGRAMMER NOTE BEFORE E49.

RANGE FOR E44 IS 0 TO 730 AND 995.

E44. You said that {you/NAME/AGE/SEX OF HHM} took a bus, such as Greyhound, for long distance travel during the past year. How many round trips did {you/s(he)} take?
(TRPBYBUS)

[ENTER 0 IF ONLY 1 ONE-WAY TRIP WAS TAKEN.]

NUMBER OF ROUND TRIPS/YEAR |__|__|__|
DID NOT TAKE THE BUS..... 995 GO TO NOTE BEFORE E49
REFUSED..... -7
DON'T KNOW..... -8

E45. What problems {have you/has NAME/AGE/SEX OF HHM} experienced at intercity bus stations?

[PROBE WITH: Anything else?]

(LBUSTP1 THROUGH LBUSTP24, OTHER SPECIFY (91) IS LBUSTPOS)

[CODE ALL THAT APPLY UP TO 9 RESPONSES. USE CTRL/P TO EXIT.]

[IF NEEDED: By intercity bus I mean bus service that takes you from city to city, like Greyhound bus.]

- NO PROBLEMS 1 GO TO E47
- AUDIBLE / VISUAL / TACTILE INFO LIMITED..... 2
- CURB CUT/RAMP/STAIR/GRADE PROBLEMS 3
- DIFFICULT TO SEE/BE SEEN 4
- DRAINAGE POOR 5
- ELEVATORS/ESCALATORS BROKEN/MISSING 6
- FARE PURCHASE DIFFICULT..... 7
- INSENSITIVE/UNAWARE PASSENGERS..... 8
- LIGHTING INADEQUATE 9
- OBSTACLES/PROTRUSIONS/DEBRIS 10
- PASSENGER TRAVEL INFO INADEQUATE 11
- PASSING SPACE/AISLE WIDTH LIMITED 12
- PERSONAL SAFETY CONCERNS 13
- RESTROOM FACILITIES INADEQUATE 14
- SCHEDULE NOT KEPT 15
- SEATING INADEQUATE 16
- SHELTER INADEQUATE..... 17
- STAFF ASSISTANCE/SENSITIVITY POOR..... 18
- SURFACE PROBLEMS (POTHOLE/CRACKS) 19
- TICKET COUNTERS TOO HIGH..... 20
- TOO FEW/MISSING SIDEWALKS/PATHS 21
- UNABLE TO COMMUNICATE WITH STAFF 22
- PARKING INADEQUATE 23
- OTHER (SPECIFY) 91
- REFUSED..... -7 GO TO E47
- DON'T KNOW..... -8 GO TO E47

PROGRAMMER NOTE:

IF ONLY ONE RESPONSE IN E45, AUTOCODE AS RESPONSE TO E46 AND GO TO E47.

IN E46 DISPLAY THE RESPONSES THE RESPONDENT PROVIDED AND ALLOW THE INTERVIEWER TO SELECT 1. ALSO, ALLOW FOR THE COMPLETE E45 LIST TO BE DISPLAYED IF NEEDED.

E46. Which was the greatest problem for {you/NAME/AGE/SEX OF HHM}?

(LDBUSTPB)

[USE CTRL/I TO DISPLAY ALL CATEGORIES]

()

{DISPLAY CATEGORIES FROM E45}
DISPLAY ALL CATEGORIES IN E45 CTRL/I

E47. What problems {have you/has NAME/AGE/SEX OF HHM} experienced while on the intercity bus?

[PROBE WITH: Anything else?]

(LBSNP1 THROUGH LBSNP20, OTHER SPECIFY (91) IS LBSNP05)

[CODE ALL THAT APPLY UP TO 9 RESPONSES. USE CTRL/P TO EXIT.]

| | | |
|---|----|-----------------------|
| NO PROBLEMS | 1 | GO TO NOTE BEFORE E49 |
| AUDIBLE/VISUAL/TACTILE INFO LIMITED | 2 | |
| BOARD/EXIT TIME INADEQUATE | 3 | |
| BOARDING/EXITING EQUIPMENT LIMITED | 4 | |
| DIFFICULT TO BOARD/EXIT | 5 | |
| EQUIPMENT STORAGE INADEQUATE | 6 | |
| FARE PURCHASE DIFFICULT | 7 | |
| INSENSITIVE / UNAWARE DRIVER | 8 | |
| INSENSITIVE / UNAWARE PASSENGERS | 9 | |
| LIGHTING INADEQUATE | 10 | |
| OBSTACLES/PROTRUSIONS | 11 | |
| PASSENGER TRAVEL INFO INADEQUATE | 12 | |
| PASSING SPACE/AISLE WIDTH LIMITED | 13 | |
| PERSONAL SAFETY CONCERNS | 14 | |
| RESTROOM FACILITIES INADEQUATE | 15 | |
| SEATING INADEQUATE | 16 | |
| SERVICE ANIMALS NOT PERMITTED | 17 | |
| STAFF ASSISTANCE/SENSITIVITY POOR | 18 | |
| WHEELCHAIR SPACE INADEQUATE | 19 | |
| OTHER (SPECIFY) | 91 | |
| REFUSED | -7 | GO TO NOTE BEFORE E49 |
| DON'T KNOW | -8 | GO TO NOTE BEFORE E49 |

PROGRAMMER NOTE:

IF ONLY ONE RESPONSE IN E47, AUTOCODE AS RESPONSE TO E48 AND GO TO PROGRAMMER NOTE BEFORE E49.

IN E48 DISPLAY THE RESPONSES THE RESPONDENT PROVIDED AND ALLOW THE INTERVIEWER TO SELECT 1. ALSO, ALLOW FOR THE COMPLETE E47 LIST TO BE DISPLAYED IF NEEDED.

E48. Which was the greatest problem for {you/NAME/AGE/SEX OF HHM}?

(LBUSONPB)

[USE CTRL/I TO DISPLAY ALL CATEGORIES]

()

{DISPLAY CATEGORIES FROM E47}

DISPLAY ALL CATEGORIES . IN E47 CRTL/I

PROGRAMMER NOTE:

IF E41 OR E42 HAS A RESPONSE OF 5, GO TO E49. ELSE, GO TO PROGRAMMER NOTE BEFORE E54.

RANGE FOR E49 IS 0 THROUGH 730 AND 995.

E49. You said that {you have/NAME/AGE/SEX OF HHM has} flown on a commercial airplane. During the past year, how many round trips did {you/s(he)} take on a commercial airplane?

(TRPBYAIR)

[ENTER 0 IF ONLY 1 ONE-WAY TRIP WAS TAKEN.]

NUMBER OF ROUND TRIPS/YEAR |__|__|__|

DID NOT USE AN AIRPLANE 995 GO TO NOTE BEFORE E54

REFUSED.....-7

DON'T KNOW.....-8

E50. What problems {have you/has NAME/AGE/SEX OF HHM} experienced at airports?

[PROBE WITH: Anything else?]

(APTPRB1 THROUGH APTPRB28, OTHER SPECIFY (91) IS APTPRBOS)

[CODE ALL THAT APPLY UP TO 9 RESPONSES. USE CTRL/P TO EXIT.]

| | | |
|---|-----|-----------|
| NO PROBLEMS | .1 | GO TO E52 |
| AUDIBLE/VISUAL/TACTILE INFO LIMITED..... | .2 | |
| CURB CUT/RAMP/STAIR/GRADE PROBLEMS..... | .3 | |
| DIFFICULT TO SEE/BE SEEN | .4 | |
| DRAINAGE POOR | .5 | |
| ELEVATORS/ESCALATORS BROKEN/MISSING | .6 | |
| FARE PURCHASE DIFFICULT..... | .7 | |
| INSENSITIVE/UNAWARE PASSENGERS..... | .8 | |
| LIGHTING INADEQUATE | .9 | |
| OBSTACLES/PROTRUSIONS/DEBRIS | 10 | |
| PASSENGER TRAVEL INFO INADEQUATE | 11 | |
| PASSING SPACE/AISLE WIDTH LIMITED | 12 | |
| PERSONAL ASSISTANT NOT ALLOWED..... | 13 | |
| PERSONAL SAFETY CONCERNS | 14 | |
| RESTROOM FACILITIES INADEQUATE | 15 | |
| SCHEDULE NOT KEPT | 16 | |
| SEATING INADEQUATE | 17 | |
| SECURITY PROCEDURES TOO RESTRICTIVE | 18 | |
| SHELTER INADEQUATE..... | 19 | |
| STAFF ASSISTANCE/SENSITIVITY POOR..... | 20 | |
| SURFACE PROBLEMS (POTHOLE/CRACKS) | 21 | |
| TICKET COUNTERS TOO HIGH..... | 22 | |
| TOO FEW/MISSING SIDEWALKS/PATHS | 23 | |
| TRAM / MOVING SIDEWALK PROBLEM | 24 | |
| UNABLE TO COMMUNICATE WITH STAFF | 25 | |
| WHEELCHAIR UNAVAILABLE | 26 | |
| PARKING INADEQUATE | 27 | |
| OTHER (SPECIFY) | 91 | |
| REFUSED..... | -.7 | GO TO E52 |
| DON'T KNOW..... | -.8 | GO TO E52 |

PROGRAMMER NOTE:

IF ONLY ONE RESPONSE IN E50, AUTOCODE AS RESPONSE TO E51 AND GO TO E52.

IN E51 DISPLAY THE RESPONSES THE RESPONDENT PROVIDED AND ALLOW THE INTERVIEWER TO SELECT 1. ALSO, ALLOW FOR THE COMPLETE E51 LIST TO BE DISPLAYED IF NEEDED.

E51. Which was the greatest problem for {you/NAME/AGE/SEX OF HHM}?
(ARPTPRB)

[USE CTRL/I TO DISPLAY ALL CATEGORIES]
()

{DISPLAY CATEGORIES FROM E50}
DISPLAY ALL CATEGORIES . IN E50 CRTL/I

E52. What problems {have you/has NAME/AGE/SEX OF HHM} experienced while on the airplane?
[PROBE WITH: Anything else?]
(ARONPB1 THROUGH ARONPB21, OTHER SPECIFY (91) IS ARONPBOS)

[CODE ALL THAT APPLY UP TO 9 RESPONSES. USE CTRL/P TO EXIT.]

| | | |
|--|----|-----------------------|
| NO PROBLEMS | 1 | GO TO NOTE BEFORE E54 |
| AUDIBLE / VISUAL / TACTILE INFO LIMITED..... | 2 | |
| BOARD / EXIT TIME INADEQUATE..... | 3 | |
| BOARDING / EXITING EQUIPMENT INADEQUATE | 4 | |
| DIFFICULT TO BOARD/EXIT | 5 | |
| EQUIPMENT STORAGE INADEQUATE | 6 | |
| INSENSITIVE/UNAWARE CREW..... | 7 | |
| INSENSITIVE/UNAWARE PASSENGERS..... | 8 | |
| LEFT ON BOARD WITHOUT HELP | 9 | |
| LIGHTING INADEQUATE | 10 | |
| OBSTACLES/PROTRUSIONS..... | 11 | |
| PASSENGER TRAVEL INFO INADEQUATE | 12 | |
| PASSING SPACE / AISLE WIDTH LIMITED | 13 | |
| PERSONAL SAFETY CONCERNS | 14 | |
| RESTROOM FACILITIES INADEQUATE | 15 | |
| SEATING INADEQUATE | 16 | |
| SERVICE ANIMALS NOT PERMITTED | 17 | |
| STAFF ASSISTANCE / SENSITIVITY POOR..... | 18 | |
| WHEELCHAIR DAMAGED | 19 | |
| WHEELCHAIR SPACE INADEQUATE..... | 20 | |
| OTHER (SPECIFY) | 91 | |
| REFUSED..... | -7 | GO TO NOTE BEFORE E54 |
| DON'T KNOW..... | -8 | GO TO NOTE BEFORE E54 |

PROGRAMMER NOTE:

IF ONLY ONE RESPONSE IN E52, AUTOCODE AS RESPONSE TO E53 AND GO TO PROGRAMMER NOTE BEFORE E54.

IN E53 DISPLAY THE RESPONSES THE RESPONDENT PROVIDED AND ALLOW THE INTERVIEWER TO SELECT 1. ALSO, ALLOW FOR THE COMPLETE E52 LIST TO BE DISPLAYED IF NEEDED.

E53. Which was the greatest problem for {you/NAME/AGE/SEX OF HHM}?
(AIRONPRB)
[USE CTRL/I TO DISPLAY ALL CATEGORIES]
()

{DISPLAY CATEGORIES FROM E52}
DISPLAY ALL CATEGORIES IN E52 CTRL/I

PROGRAMMER NOTE:

IF E41 OR E42 HAS A RESPONSE OF 13, GO TO E54. ELSE, GO TO SECTION F.

RANGE FOR E54 IS 0 THROUGH 730 AND 995.

E54. You said that {you have taken/NAME/AGE/SEX OF HHM has taken} a train for long distance travel. During the past year, how many round trips did {you/s(he)} take by train for long distance travel?
(LDTRPTRN)

[ENTER 0 IF ONLY 1 ONE-WAY TRIP WAS TAKEN.]

| | |
|--------------------------------------|-----|
| NUMBER OF ROUND TRIPS/YEAR ... _ _ _ | |
| DID NOT USE THE TRAIN | 995 |
| REFUSED..... | -7 |
| DON'T KNOW..... | -8 |

GO TO SECTION F

E55. What problems {have you/has NAME/AGE/SEX OF HHM} experienced at train stations?
[PROBE WITH: Anything else?]
(LTNSTP1 THROUGH LTNSTP24, OTHER SPECIFY (91) IS LTNSTPOS)

[CODE ALL THAT APPLY UP TO 9 RESPONSES. USE CTRL/P TO EXIT.]

- NO PROBLEMS 1 GO TO E57
- AUDIBLE / VISUAL / TACTILE INFO LIMITED..... 2
- CURB CUT/RAMP/STAIR/GRADE PROBLEMS 3
- DIFFICULT TO SEE/BE SEEN 4
- DRAINAGE POOR 5
- ELEVATORS/ESCALATORS BROKEN/MISSING 6
- FARE PURCHASE DIFFICULT..... 7
- INSENSITIVE/UNAWARE PASSENGERS..... 8
- LIGHTING INADEQUATE 9
- OBSTACLES/PROTRUSIONS/DEBRIS 10
- PASSENGER TRAVEL INFO INADEQUATE 11
- PASSING SPACE/AISLE WIDTH LIMITED 12
- PERSONAL SAFETY CONCERNS 13
- RESTROOM FACILITIES INADEQUATE 14
- SCHEDULE NOT KEPT 15
- SEATING INADEQUATE 16
- SHELTER INADEQUATE..... 17
- STAFF ASSISTANCE/SENSITIVITY POOR..... 18
- SURFACE PROBLEMS (POTHOLE/CRACKS) 19
- TOO FEW/MISSING SIDEWALKS/PATHS 20
- TICKET COUNTERS TOO HIGH..... 21
- UNABLE TO COMMUNICATE WITH STAFF 22
- PARKING INADEQUATE 23
- OTHER (SPECIFY) 91
- REFUSED..... -7 GO TO E57
- DON'T KNOW..... -8 GO TO E57

PROGRAMMER NOTE:

IF ONLY ONE RESPONSE IN E55, AUTOCODE AS RESPONSE TO E56 AND GO TO E57.

IN E56 DISPLAY THE RESPONSES THE RESPONDENT PROVIDED AND ALLOW THE INTERVIEWER TO SELECT 1. ALSO, ALLOW FOR THE COMPLETE E55 LIST TO BE DISPLAYED IF NEEDED.

E56. Which was the greatest problem for {you/NAME/AGE/SEX OF HHM}?
(LTRNSTPB)

[USE CTRL/I TO DISPLAY ALL CATEGORIES]
()

{DISPLAY CATEGORIES FROM E55}
DISPLAY ALL CATEGORIES IN E55 CTRL/I

E57. What problems {have you/has NAME/AGE/SEX OF HHM} experienced while on the train?
[PROBE WITH: Anything else?]
(LTRNNP1 THROUGH LTRNNP20, OTHER SPECIFY (91) IS LTRNNPOS)

[CODE ALL THAT APPLY UP TO 9 RESPONSES. USE CTRL/P TO EXIT.]

- NO PROBLEMS 1 GO TO SECTION F
- AUDIBLE / VISUAL / TACTILE INFO LIMITED..... 2
- BOARD/EXIT TIME INADEQUATE..... 3
- BOARDING/EXITING EQUIPMENT INADEQUATE 4
- DIFFICULT TO BOARD/EXIT 5
- EQUIPMENT STORAGE INADEQUATE 6
- FARE PURCHASE DIFFICULT..... 7
- INSENSITIVE/UNAWARE CREW..... 8
- INSENSITIVE/UNAWARE PASSENGERS..... 9
- LIGHTING INADEQUATE 10
- OBSTACLES / PROTRUSIONS..... 11
- PASSENGER TRAVEL INFO INADEQUATE 12
- PASSING SPACE / AISLE WIDTH LIMITED 13
- PERSONAL SAFETY CONCERNS 14
- RESTROOM FACILITIES INADEQUATE 15
- SEATING INADEQUATE 16
- SERVICE ANIMALS NOT PERMITTED 17
- STAFF ASSISTANCE/SENSITIVITY POOR..... 18
- WHEELCHAIR SPACE INADEQUATE..... 19
- OTHER (SPECIFY) 91
- REFUSED.....-7 GO TO SECTION F
- DON'T KNOW.....-8 GO TO SECTION F

PROGRAMMER NOTE:

IF ONLY ONE RESPONSE IN E57, AUTOCODE AS RESPONSE TO E58 AND GO TO SECTION F.

IN E58 DISPLAY THE RESPONSES THE RESPONDENT PROVIDED AND ALLOW THE INTERVIEWER TO SELECT 1. ALSO, ALLOW FOR THE COMPLETE E57 LIST TO BE DISPLAYED IF NEEDED.

E58. Which was the greatest problem for {you/NAME/AGE/SEX OF HHM}?
(LTRNONPB)

[USE CTRL/I TO DISPLAY ALL CATEGORIES]

()

{DISPLAY CATEGORIES FROM E57}
DISPLAY ALL CATEGORIES IN E 57 CTRL/I

SECTION F: MEMBERSHIPS IN NATIONAL ASSOCIATIONS

PROGRAMMER NOTE:
ASK QUESTIONS F1 AND F2 JUST ONCE FOR THE HH.

F1. Is anyone in this household a member of a national association or organization that is specifically concerned with the issues of persons with disabilities?
(ASSOCMEM)

- YES 1
- NO 2 GO TO SECTION G
- REFUSED -7 GO TO SECTION G
- DON'T KNOW -8 GO TO SECTION G

F2. What are the names of the national associations or organizations to which they belong?
[PROBE WITH: Anything else?]
(ASSNME1 THROUGH ASSNME23, OTHER SPECIFY I(91) IS ASSNMEOS)

[CHECK ALL THAT APPLY UP TO 9 RESPONSES. USE CTRL P TO EXIT.]

- AMERICAN ASSOCIATION OF PEOPLE WITH DISABILITIES (AAPD) 1
- AMERICAN COUNCIL OF THE BLIND 2
- THE ARC 3
- THE ARTHRITIS FOUNDATION 4
- ASSOCIATION OF BLIND CITIZENS (ABC) 5
- BRAIN INJURY ASSOCIATION 6
- COMMUNITY TRANSPORTATION ASSOCIATION OF AMERICA (CTAA) 7
- DISABLED PEOPLES' INTERNATIONAL (DPI) 8
- EASTER SEALS PROJECT ACTION..... 9
- INDEPENDENT LIVING CENTER, BOARD OF DIRECTORS 10
- MOBILITY INTERNATIONAL USA (MIUSA) 11
- NATIONAL ASSOCIATION OF THE DEAF (NAD) 12
- NATIONAL ASSOCIATION OF DEVELOPMENTAL DISABILITIES COUNCILS (NADDC) 13
- NATIONAL ASSOCIATION OF GOVERNOR'S COMMITTEES ON EMPLOYMENT OF PEOPLE WITH DISABILITIES 14
- NAT'L ALLIANCE FOR MENTALLY ILL (NAMI)..... 15
- NATIONAL FEDERATION OF THE BLIND (NFB) 16
- NATIONAL MULTIPLE SCLEROSIS (MS) SOCIETY 17
- NATIONAL ORGANIZATION ON DISABILITY (NOD) 18
- NAT'L SPINAL CORD INJURY ASSOCIATION 19
- PARALYZED VETERANS OF AMERICA..... 20
- THE ASSOCIATION FOR PERSONS WITH SEVERE HANDICAPS (TASH).... 21
- UNITED CEREBRAL PALSY ASSOCIATION 22
- OTHER (SPECIFY)..... 91
- REFUSED -7
- DON'T KNOW -8

SECTION G: DEMOGRAPHICS

PROGRAMMER NOTE:
ASK QUESTION G1 JUST ONCE FOR EACH HH.

G1. Now, I'm going to ask a few background questions. What is {your/NAME/AGE/SEX OF HHM's} ZIP Code?
(ZIPCODE)

FIVE DIGIT ZIP CODE |_|_|_|_|_|
REFUSED-7
DON'T KNOW-8

PROGRAMMER NOTE:
IF YOU ARE BEGINNING WITH G2, DISPLAY THE FOLLOWING INTRODUCTION "Now, I'm going to ask a few background questions."

G2. **[ASK IF NECESSARY]**

[What is {your/NAME/AGE/SEX OF HHM's} gender?]
(GENDER)

MALE 1
FEMALE 2
REFUSED-7
DON'T KNOW-8

Programmer Note:
If the subject is the screener respondent autocode age in G2B and go to programmer note before G7. Else, display the age from the screener from B4, B5, OR B6 in G2A. If age in Screener is -7 or -8, skip to G2B.

G2A. . I have {your/ NAME/AGE/SEX OF HHM's} age recorded as {INSERT AGE FROM SCREENER}. Is that correct?

{AGEDEM}

YES 1 GO TO
PROGRAMMER NOTE BEFORE G7
NO 2 GO TO G2B
REFUSED- 7 GO TO
PROGRAMMER NOTE BEFORE G7
DON'T KNOW -8 GO TO
PROGRAMMER NOTE BEFORE G7

PROGRAMMER NOTE:

RANGE FOR G2B IS 0 to 100.

{AGEDEMB}

G2b. What is {your/ NAME/AGE/SEX OF HHM'S} age?

INTERVIEWER NOTE, IF UNDER AGE ONE, ENTER '0' (ZERO) IN AGE.

AGE OF RESPONDENT |_|_|_|
REFUSED- 7
DON'T KNOW -8

PROGRAMMER NOTE:

ASK G7 IF SUBJECT IS AGE 16 OR OLDER. ELSE SKIP TO PROGRAMMER NOTE BEFORE G3.

G7. What is {your/NAME/AGE/SEX OF HHM'S} current marital status?

(MARRIED)

MARRIED..... 1
NEVER MARRIED 2
WIDOWED 3
SEPARATED OR DIVORCED 4
REFUSED-7
DON'T KNOW-8

PROGRAMMER NOTE:

IF B1 IS 1, AUTOCODE G3(A) AS 1 AND THE OTHER CATEGORIES AS 2 AND GO TO PROGRAMMER NOTE BEFORE G4.

**DO NOT ASK CATEGORY B IF THE SUBJECT IS UNDER 16 YEARS OF AGE.
ASK CATEGORY C WITH FIRST DISPLAY OF SECOND SET IF THE SUBJECT IS 18 YEARS OF AGE OR OLDER i.e (18 AND OVER, ASK) "{Do you/Does s (he) } live with any children?". IF SUBJECT IS UNDER 18, USE SECOND DISPLAY OF SECOND SET: IF UNDER 18, ASK, "{Do you/Does s(he)} live with any other children under age 18?"**

IF B1 IS GREATER THAN ONE, BEGIN WITH CATEGORY G3(B). AUTOCODE G3A AS 2.

IF B1 IS 2 AND CATEGORY B OR C OR D IS 1, AUTOCODE CATEGORIES THAT FOLLOW AS 2 AND GO TO PROGRAMMER NOTE BEFORE G4.

G3. Next, I'm going to ask about {your/NAME/AGE/SEX OF HHM's} living arrangement?
{Do you/Does s(he)} . . .

| | | YES | NO | REF | DK |
|-----|--|-----|----|-----|----|
| (a) | Live alone? (ALONE) | 1 | 2 | -7 | -8 |
| (b) | Live with {your/his/her} spouse or significant other? (SPOUSE) | 1 | 2 | -7 | -8 |
| (c) | Live with {{any/any other} children under age 18? (KIDS) | 1 | 2 | -7 | -8 |
| (d) | Live with one or more parents or guardian(s)? (PARENT) | 1 | 2 | -7 | -8 |
| (e) | Live with other persons? (OTHPER) | 1 | 2 | -7 | -8 |

PROGRAMMER NOTE:

VARIABLE NAMES "AGE" (IN SCREENER) "AGEDEM" (G2A) "AGEDEMB" (G2B)
IF ENUM.AGE < 18 & ENUM.AGE IS NOT MISSING THEN:
IF EXTD.PARENT (G2D) = 1 THEN SHOW 2ND DISPLAY.
ELSE SHOW 1ST DISPLAY.
ELSE:
IF ENUM.AGE IS BETWEEN 18 - 21 THEN:
IF EXTD.INSCHOOL (E10) = 2 OR EXTD.INSCHOOL (E10) IS MISSING THEN:
IF EXTD.PARENT (G2D) = 1 THEN SHOW 1ST DISPLAY.
ELSE SHOW 2ND DISPLAY.
ELSE:
IF EXTD.PARENT (G2D) = 1 THEN SHOW 2ND DISPLAY.
ELSE SHOW 1ST DISPLAY.

G4. {What is the highest level of education {you have/NAME/AGE/SEX OF HHM has} completed?}

{What is the highest level of education of the most-educated parent or guardian in {your/NAME/AGE/SEX OF HHM's} household?}

(ECUCAT)

- LESS THAN HIGH SCHOOL GRADUATE..... 1
- HIGH SCHOOL GRADUATE OR GED..... 2
- SOME COLLEGE (OR TECHNICAL/VOCATIONAL SCHOOL
OR PROFESSIONAL BUSINESS SCHOOL) 3
- TWO-YEAR COLLEGE DEGREE
(AA: ASSOCIATE IN ARTS) 4
- FOUR-YEAR COLLEGE DEGREE (BA OR BS:
BACHELOR OF ARTS OR BACHELOR OF SCIENCE) 5
- GRADUATE DEGREE (MASTERS, PHD,
LAWYER, MEDICAL DOCTOR) 6
- REFUSED-7
- DON'T KNOW-8

PROGRAMMER NOTE:

GO TO G5 IF SUBJECT IS AGE 30 YEARS OR OLDER.

ELSE, GO TO PROGRAMMER NOTE BEFORE G8.

G5. {Have you/Has NAME/AGE/SEX OF HHM} ever retired from a job or business?
(RETIRED)

- YES 1
- NO 2 **GO TO PROGRAMMER NOTE BEFORE G8.**
- REFUSED -7 **GO TO PROGRAMMER NOTE BEFORE G8.**
- DON'T KNOW -8 **GO TO PROGRAMMER NOTE BEFORE G8.**

G6. Did {you/NAME/AGE/SEX OF HHM} retire due to a disability?
(RETDISB)

- YES 1
- NO 2
- REFUSED-7
- DON'T KNOW-8

PROGRAMMER NOTE:

ASK QUESTION G8, G9, and G10 JUST ONCE FOR EACH HH.

G8. During the past year, has {your/NAME/AGE/SEX OF HHM'S} household been without telephone service for a continuous period of a week or more?
(NOPHONE)

- YES 1
- NO 2 GO TO G-10
- REFUSED -7 GO TO G-10
- DON'T KNOW -8 GO TO G-10

G9. How long {were you/was {his/her} household} without telephone service?
(NOTELTIM)

[IF THE RESPONSE IS 1 TO 6 DAYS, CODE AS 1 WEEK.]

- ONE WEEK 1
- TWO WEEKS 2
- THREE WEEKS 3
- FOUR WEEKS, OR 4
- FIVE WEEKS, OR MORE 5
- REFUSED -7
- DON'T KNOW -8

G10. Does {your/NAME/AGE/SEX OF HHM'S} household have access to the Internet?
(INTERNET)

- YES 1
- NO 2
- REFUSED -7
- DON'T KNOW -8

G11. {Are you/Is NAME/AGE/SEX OF HHM} of Hispanic, Latino, or Spanish origin?
(HISPANIC)

- YES 1
- NO 2
- REFUSED -7
- DON'T KNOW -8

PROGRAMMER NOTE:

IF G11 IS 1, USE 1ST DISPLAY IN G12. ELSE, USE THE 2ND DISPLAY.

G12. I'm going to read a list of races. {In addition to being Hispanic, please/Please} tell me which one or more best describes {your/NAME/AGE/SEX OF HHM} race. {Are you/Is s(he) . . .

(RACE1 THROUGH RACE8)

[PROBE: Anything else?]

[CODE ALL THAT APPLY UP TO 5 RESPONSES. USE CTRL/P TO EXIT.]

- White, 1
- African American, Black, 2
- Asian, 3
- American Indian, Alaskan Native, 4
- Native Hawaiian, or other Pacific Islander? 5
- MULTIRACIAL 6
- HISPANIC/MEXICAN 7
- OTHER 8
- REFUSED -7
- DON'T KNOW -8

PROGRAMMER NOTE:

**ASK QUESTION G13 AND G14 JUST ONCE FOR EACH HH.
IF SUBJECT IS AGE 15 OR YOUNGER, USE 1st DISPLAY IN G13**

G13. Are {your/NAME/AGE/SEX OF HHM's} living quarters...

(HOMEOWN)

- Owned or being bought by {you/NAME/AGE/SEX OF HHM} or someone in {your/his/her} household?.....1
- Rented for cash? or2
- Occupied without payment of cash rent?3
- REFUSED -7
- DON'T KNOW -8

G14. What was the total combined income for all persons in {your/NAME/AGE/SEX OF HHM'S} household during the past 12 months, including income from jobs, Social Security, retirement income, public assistance, and all other sources? Would you say . . .

(INCOME)

- Less than \$15,000, 1
- Between \$15,000 and \$50,000, or 2
- Over \$50,000 3
- REFUSED -7
- DON'T KNOW -8

GO TO THANK-YOU SCREEN

Those are all of the questions we have for you. The information you gave us is very important. Thank-you for your time.

2002 National Transportation Availability and Use Survey

Internet Survey

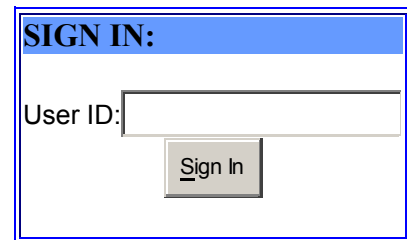
Welcome to the 2002 National Transportation Availability and Use Survey

This survey is a national survey of transportation use by the Bureau of Transportation Statistics, U.S. Department of Transportation (see [brochure](#)). Your household was chosen to answer some questions about its transportation use. The information you provide will let those responsible for national transportation decisions know what improvements are needed.

Your participation is voluntary, and your answers will be completely confidential.

INSTRUCTIONS:

1. Sign in by entering your User ID in the space provided, then click on the Sign In button.
2. If you get disconnected, just log in again. The system will start you close to where you left off.



The image shows a sign-in form with a blue header labeled "SIGN IN:". Below the header is a text input field for "User ID:" and a "Sign In" button.

The study is authorized by Title 49, Section 111(c)(2) of the United States Code, which permits agencies to regularly measure customer satisfaction with their performance. The Office of Management and Budget approved the collection of this information under OMB number 2139-0007, which expires 4/30/2004.

2002 National Transportation Availability and Use Survey

SECTION B: HOUSEHOLD

The first questions are about the persons in your household.

B1. How many people currently live in your household, including yourself, babies, small children, and any non-relatives who live there most of the time?

B2. Thinking about the transportation system, including roads, public transportation, bikeways and sidewalks, how satisfied are you with . . .

| | <u>Very</u> <u>Dissatisfied</u> | <u>Dissatisfied</u> | <u>Neither</u> <u>Satisfied Nor</u> <u>Dissatisfied</u> | <u>Satisfied</u> | <u>Very</u> <u>Satisfied</u> | <u>SKIP</u> |
|--|------------------------------------|--------------------------|---|--------------------------|---------------------------------|--------------------------|
| a. The ease of driving or riding as a passenger in your community | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. The availability of good public transportation in your community | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. The availability of bikeways, pedestrian paths and sidewalks your community | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

NEXT

2002 National Transportation Availability and Use Survey

SECTION B: HOUSEHOLD (Continued)

A focus of this survey is on transportation needs of persons with disabilities. The Americans with Disabilities Act defines a disability as a physical or mental impairment, and these next few questions use that specific language.

B2a. Does anyone in your household have a physical or mental impairment that causes him or her to be unable to perform a major life activity?
(Examples of major life activities include seeing, hearing, speaking, caring for one's self, performing manual tasks, walking, breathing, learning or working.)

| | <u>Yes</u> | <u>No</u> | <u>SKIP</u> |
|--|--------------------------|--------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

B2b. Does anyone in your household have a physical or mental impairment that significantly restricts the conditions, manner, or duration under which he or she can perform a particular major life activity?

| | <u>Yes</u> | <u>No</u> | <u>SKIP</u> |
|--|--------------------------|--------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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2002 National Transportation Availability and Use Survey

SECTION B: HOUSEHOLD (Continued)

B2c. More specifically, does anyone in your household have any of the following long lasting conditions:

- | | <u>Yes</u> | <u>No</u> | <u>SKIP</u> |
|--|--------------------------|--------------------------|--------------------------|
| a. Blindness, deafness, or a severe vision or hearing impairment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. A condition that substantially limits one or more basic physical activities such as walking, climbing stairs, reaching, lifting, or carrying? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

B2d. Because of a physical, mental or emotional condition lasting six months or more, does anyone in your household have any difficulty in doing any of the following activities:

- | | <u>Yes</u> | <u>No</u> | <u>SKIP</u> |
|---|--------------------------|--------------------------|--------------------------|
| a. Learning, remembering or concentrating? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Dressing, bathing, or getting around inside the home? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Going outside the home alone to shop or visit a doctor's office? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Difficulty working at a job or business? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

| | <u>Yes</u> | <u>No</u> | <u>SKIP</u> |
|--|--------------------------|--------------------------|--------------------------|
| B2e. Does your household have a child who is receiving special education services? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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2002 National Transportation Availability and Use Survey

SECTION B: HOUSEHOLD (Continued)

You indicated that some of the persons in your household have certain conditions or difficulties.

B3. How many people have any of the conditions or difficulties you marked as YES in the previous questions?

B4. Do you have any of these conditions or difficulties? Yes No

2002 National Transportation Availability and Use Survey

SECTION B: HOUSEHOLD (End of Section)

You have indicated that there is a person in your household with a disability. We would like them to complete the rest of the survey. Please have the selected household member [sign on](#) to the web site using the instructions that you were given earlier for logging into the web site.

If there is more than one person in your home with a disability, please have the person with the most recent birthday complete this survey. If they are under the age 16 or unable to complete the survey, please complete it for them.

**Thank you for completing this section of the survey.
You have been disconnected from the system.**

2002 National Transportation Availability and Use Survey

SECTION B: HOUSEHOLD SELECTION

You have been selected from your household to answer some questions about your transportation use for the U.S. Department of Transportation.

B5. Before we ask you some questions about your transportation use, what is your age and gender?

Age:

Sex: Male Female

NEXT

2002 National Transportation Availability and Use Survey

SECTION C: DISABILITY INFORMATION & TRAVEL OUTSIDE THE HOME

I would like to ask you some questions about your travel and transportation use.

C2. On average, about how many days per week do you leave the home for any reason?

- 0 1 2 3 4 5 6 7

C3. A focus of this survey is on transportation issues of persons with disabilities. Do you have any of the following long lasting conditions:

- | | <u>Yes</u> | <u>No</u> | <u>SKIP</u> |
|--|--------------------------|--------------------------|--------------------------|
| a. Blindness, deafness, or a severe vision or hearing impairment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. A condition that substantially limits one or more basic physical activities such as walking, climbing stairs, reaching, lifting, or carrying? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

C4. Because of a physical, mental or emotional condition lasting six months or more, do you have any difficulty in doing any of the following activities:

- | | <u>Yes</u> | <u>No</u> | <u>SKIP</u> |
|---|--------------------------|--------------------------|--------------------------|
| a. Learning, remembering or concentrating? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Dressing, bathing, or getting around inside the home? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Going outside the home alone to shop or visit a doctor's office? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Difficulty working at a job or business? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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2002 National Transportation Availability and Use Survey

SECTION C: DISABILITY INFORMATION & TRAVEL OUTSIDE THE HOME (Continued)

C5. Do you receive special education services? Yes No SKIP

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2002 National Transportation Availability and Use Survey

SECTION C: DISABILITY INFORMATION & TRAVEL OUTSIDE THE HOME (Continued)

C5a. You told me that you have certain conditions or difficulties.
Overall, do you consider these conditions or difficulties to be
mild, moderate, or severe? Mild Moderate Severe SKIP

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2002 National Transportation Availability and Use Survey

SECTION C: DISABILITY INFORMATION & TRAVEL OUTSIDE THE HOME

(Continued)

C5b. It is recorded that you have a vision or hearing impairment.
Does the condition affect your vision, hearing, or both?

| <u>Vision</u> | <u>Hearing</u> | <u>Both</u> | <u>SKIP</u> |
|--------------------------|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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2002 National Transportation Availability and Use Survey

SECTION C: DISABILITY INFORMATION & TRAVEL OUTSIDE THE HOME

(Continued)

C6. Do you need any specialized assistance or equipment to travel outside the home?

| <u>Yes</u> | <u>No</u> | <u>SKIP</u> |
|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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2002 National Transportation Availability and Use Survey

SECTION C: DISABILITY INFORMATION & TRAVEL OUTSIDE THE HOME (Continued)

C7. What kinds of specialized assistance or equipment? (Check all that apply.)

Types of Assistance:

- Assistance from another person while inside the home
- Assistance from another person while outside the home
- Interpreter
- Professional care such as rehabilitation or counseling
- Service Animal

Types of equipment:

- Manual wheelchair
- Electric scooter or wheelchair
- Cane, crutches or walker
- Leg, arm, back brace
- Prosthetic device (e.g., artificial arm, hand, leg, foot)
- Automotive adaptive aid (e.g., hand controls)
- Public transportation aid (e.g., wheelchair lift, kneeling bus, etc.)
- Hearing aid
- Magnifiers or high-powered glasses
- Oxygen
- Medication
- Other (Specify:)
- SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION C: DISABILITY INFORMATION & TRAVEL OUTSIDE THE HOME

(Continued)

| | <u>Yes</u> | <u>No</u> | <u>SKIP</u> |
|---|--------------------------|--------------------------|--------------------------|
| C8. Do you have any difficulties in getting the transportation that you need? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

NEXT

2002 National Transportation Availability and Use Survey

SECTION C: DISABILITY INFORMATION & TRAVEL OUTSIDE THE HOME (End of section)

C9. What kinds of difficulties do you have in getting the transportation that you need? (Check all that apply.)

Transportation Related:

- Don't have a car
- No or limited public transportation in community
- No or limited taxi service in community
- Buses don't run on time
- Buses don't run when needed
- Bus stops are too far away
- Transportation does not accommodate special equipment (e.g., walker, cane, wheelchair)

Disability Related:

- Physical or other disability makes transportation hard to use

Other:

- Costs too much
- Don't want to ask others for help or inconvenience others
- There's no one I can depend on
- Fear of crime stops me from going places
- Other (Specify:)
- SKIP

Thank you for completing this section of the survey. Please continue to the NEXT section where we would like to ask you a few questions about your personal vehicle use.

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2002 National Transportation Availability and Use Survey

SECTION D: PERSONAL MOTOR VEHICLE OWNERSHIP AND USE (Continued)

D2. On average, how many days per week do you drive?

- 1 day per week
- 2 days per week
- 3 days per week
- 4 days per week
- 5 days per week
- 6 days per week
- 7 days per week
- Less than one day per week
- SKIP

D3. People sometimes limit or restrict their driving in different ways. Do you usually . . .

| | <u>Yes</u> | <u>No</u> | <u>SKIP</u> | <u>Not</u> <u>Applicable</u> |
|---|--------------------------|--------------------------|--------------------------|---------------------------------|
| a. Drive less often than you used to? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| b. Avoid driving at night? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| c. Drive less in bad weather? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| d. Avoid high-speed roads and highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Avoid busy roads and intersections? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Drive slower than the posted speed limits? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g. Avoid left-hand turns? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| h. Avoid driving during rush hour? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| i. Avoid driving on unfamiliar roads or to unfamiliar places? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |
| j. Avoid driving distances of over 100 miles? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | |

D4. In terms of your driving ability, please tell me if each of the following is now worse, the same, or better than it was five years ago.

| | <u>Worse</u> | <u>Same</u> | <u>Better</u> | <u>SKIP</u> |
|--------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| a. Eyesight or night vision? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Attention span? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Hearing? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Coordination? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Reaction time to brake or swerve? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Depth perception? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

D5. Some people decide to give up driving at some point. Under what circumstances would you say you would consider giving up driving? (Check all that apply.)

- Never plan to give up driving
-
- Other transportation was available
- Cannot pass the driver's license renewal process
- Cause a crash, accident or other incident
- Involved in a crash, accident, or other incident
- Doctor says to stop driving
- Family, friend, or neighbor convinces to stop driving
- Police officer or law enforcement authority advises to stop driving
- Feel that I cannot operate a vehicle safely
- When I reach a certain age
- Eye sight declines
- Hearing declines
- Other physical limitations e.g., Arthritis
- Other mental limitations e.g., Alzheimer's disease
- Other
- SKIP

2002 National Transportation Availability and Use Survey

SECTION D: PERSONAL MOTOR VEHICLE OWNERSHIP AND USE (Continued)

D6. How many personal motor vehicles, such as cars, trucks, vans, SUVs, motorcycles, and RVs, are owned or leased by anyone in your household?

0 1 2 3 4 5 6 7 8 9 10 or more SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION D: PERSONAL MOTOR VEHICLE OWNERSHIP AND USE (Continued)

| | <u>Yes</u> | <u>No</u> | <u>SKIP</u> |
|--|--------------------------|--------------------------|--------------------------|
| D7. Are any of the vehicles owned or leased by household members modified with adaptive devices or equipment for use by persons with disabilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

NEXT

2002 National Transportation Availability and Use Survey

SECTION D: PERSONAL MOTOR VEHICLE OWNERSHIP AND USE (Continued)

D8. How many vehicles are modified?

0 1 2 3 4 5 6 7 8 9 10 SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION D: PERSONAL MOTOR VEHICLE OWNERSHIP AND USE (Continued)

D9. Do you ever drive or ride in the modified household vehicle? Yes No SKIP

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2002 National Transportation Availability and Use Survey

SECTION D: PERSONAL MOTOR VEHICLE OWNERSHIP AND USE (Continued)

D10. What type of modified household vehicle do you use most frequently?

- Car or Station Wagon
- Sport Utility Vehicle (SUV)
- Full-sized Van
- Mini Van
- Pickup Truck
- Recreational Vehicle (RV)
- Motorcycle or Moped
- Other
- SKIP

D11. Is the vehicle modified for . . .

- the driver
- passengers
- both driver and passengers
- SKIP

D12. Does the vehicle have:

- | | <u>Yes</u> | <u>No</u> | <u>SKIP</u> |
|---|--------------------------|--------------------------|--------------------------|
| a. Accelerator or braking system modifications? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Air bag modifications? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Controls relocated or modified? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Ramps or lifts installed? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Roof or doorway modifications? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Seating adapted? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g. Steering adapted? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| h. Storage capability for unoccupied wheelchair or scooter? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| i. Structural modifications such as a lowered floor? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

D13. Approximately how much did it cost to make all the modifications?

\$ SKIP

D14. Who paid for these modifications? (Check all that apply.)

- I did or a family member did
 - Friend
 - Human services agency
 - VA (Veteran's Administration)
 - Worker's Compensations
 - Other agency or organization
 - Other (Specify:)
 - SKIP
-

NEXT

2002 National Transportation Availability and Use Survey

SECTION D: PERSONAL MOTOR VEHICLE OWNERSHIP AND USE (Continued)

D15. Do you use this modified vehicle as the . . .

- driver
- passenger
- both driver and passenger
- SKIP

D16. Do you think that the safe operation of the vehicle has decreased, increased, or remained the same because of its modifications?

- Decreased
- Increased
- Remained the same
- SKIP

D17. Have you experienced any problems with the special devices or equipment?

- Yes
- No
- SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION D: PERSONAL MOTOR VEHICLE OWNERSHIP AND USE (Continued)

D18. What kinds of problems have you experienced with the special devices or equipment?

- Does not accommodate disability
- Wears out more quickly than factory-installed equipment
- Fails to operate properly
- Interferes with operation of standard equipment
- Poor or inadequate installation
- Replacement parts not available
- Other
- SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION D: PERSONAL MOTOR VEHICLE OWNERSHIP AND USE (Continued)

Now please consider all the vehicles you use that may have special devices or equipment - including public vehicles such as buses, trains, and taxicabs and household vehicles.

D19. Have you ever been in an accident or experienced an incident in any vehicle that has adaptive devices for persons with disabilities?

| | <u>Yes</u> | <u>No</u> | <u>SKIP</u> |
|--|--------------------------|--------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

NEXT

2002 National Transportation Availability and Use Survey

SECTION D: PERSONAL MOTOR VEHICLE OWNERSHIP AND USE (Continued)

D20. In the past year, how many accidents or incidents have you experienced in modified vehicles?

SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION D: PERSONAL MOTOR VEHICLE OWNERSHIP AND USE (Continued)

D21. Did you experience more than one accident or incident in modified vehicles?

| | <u>Yes</u> | <u>No</u> | <u>SKIP</u> |
|--|--------------------------|--------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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2002 National Transportation Availability and Use Survey

SECTION D: PERSONAL MOTOR VEHICLE OWNERSHIP AND USE (Continued)

D22. In your opinion, did the special devices or equipment contribute to or cause the accident(s) or incident(s) including the driver's or passenger's failure to use such equipment or to use it properly?

| | <u>Yes</u> | <u>No</u> | <u>SKIP</u> |
|--|--------------------------|--------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

NEXT

2002 National Transportation Availability and Use Survey

SECTION D: PERSONAL MOTOR VEHICLE OWNERSHIP AND USE (Continued)

D23. What were the major ways in which the special devices or equipment contributed to or caused the accident(s) or incident(s)?

- Driver or passenger failed to use the devices or equipment
- Driver or passenger used the devices or equipment improperly
- Driver or passenger used incorrect devices or equipment
- Devices faulty or in poor repair or inoperable
- Driver or passenger unfamiliar with the devices or equipment
- Vehicle did not have correct devices for my disability
- Other
- SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION D: PERSONAL MOTOR VEHICLE OWNERSHIP AND USE (Continued)

D24. Were you injured in the accident(s) or incident(s)?

| <u>Yes</u> | <u>No</u> | <u>SKIP</u> |
|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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2002 National Transportation Availability and Use Survey

SECTION D: PERSONAL MOTOR VEHICLE OWNERSHIP AND USE (Continued)

- | | <u>Yes</u> | <u>No</u> | <u>SKIP</u> |
|---|--------------------------|--------------------------|--------------------------|
| D25. In the accident(s) or incident(s), did the special devices or equipment prevent or reduce injuries that you might have suffered without the equipment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| D26. Were any of your injuries caused or made worse by the special devices or equipment, including the driver's or passenger's failure to use such equipment or to use it properly? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
-

NEXT

2002 National Transportation Availability and Use Survey

SECTION D: PERSONAL MOTOR VEHICLE OWNERSHIP AND USE (Continued)

D27. What were the major ways in which the injuries were caused or made worse by the special devices or equipment?

- Driver or passenger failed to use the devices or equipment
 - Driver or passenger used the devices or equipment improperly
 - Driver or passenger used incorrect devices or equipment
 - Devices faulty or in poor repair or inoperable
 - Driver or passenger unfamiliar with the devices or equipment
 - Vehicle did not have correct devices for my disability
 - Other
 - SKIP
-

NEXT

2002 National Transportation Availability and Use Survey

SECTION D: (End of Section)

| | <u>Yes</u> | <u>No</u> | <u>SKIP</u> |
|--|--------------------------|--------------------------|--------------------------|
| D28. The National Highway Traffic Safety Administration, also called NHTSA, works to improve vehicle safety. Have you heard about their toll-free telephone hotline that people can call to report suspected defects in automobiles and automotive equipment, including special equipment? (The hotline number is 1-888-327-4236.) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Thank you for completing this section. Please continue on to the NEXT section on transportation services.

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used

In this section, we would like to ask you about transportation services available in your area and about your experiences with transportation services.

E1. During the past month, when you traveled locally, such as for work, shopping, going to the doctor's and other purposes, did you . . .

| | <u>Yes</u> | <u>No</u> | <u>SKIP</u> |
|---|--------------------------|--------------------------|--------------------------|
| a. Drive a personal motor vehicle such as a car, minivan, truck, or SUV? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Ride in a personal motor vehicle as a passenger? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Ride in a carpool or vanpool? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Ride on a public bus such as a transit bus or city bus? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Use curb-to-curb transportation provided by a public transportation authority for persons with disabilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Ride on specialized transportation services provided by human service agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g. Ride on a private or chartered bus? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| h. Ride on a school bus? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| i. Ride on a subway, "light rail," or commuter train? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| j. Take a taxicab? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| k. Use an electric wheelchair, scooter, golf cart or other motorized personal transportation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| l. Ride a bicycle or other pedal cycle? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| m. Walk, including using a nonmotorized wheelchair or scooter on sidewalks, at crosswalks, or in intersections? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| n. Use any other type of transportation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

E2. Which type of transportation did you use most frequently?

PERSONAL VEHICLES

- Personal motor vehicle as driver
- Personal motor vehicle as a passenger
- Motorized personal transportation (such as an electric wheelchair, scooter, or golf cart)
- Carpool or vanpool; group car or van

AIR TRAVEL

- Commercial airplane
- Private or charter airplane

BUS TRAVEL

- Intercity bus (such as Greyhound)
- Private or chartered bus
- Public bus (includes transit or city bus)
- School bus

SPECIALIZED TRAVEL

- Paratransit van or bus sponsored by the public transit authority
- Specialized transportation services provided by human services agencies

TRAIN

- Amtrak or Intercity train
- Subway, "light rail", or commuter train

OTHER

- Bicycle or pedal cycles
- Taxicab
- Work at home or home-schooled
- Telecommutes
- Walking (includes nonmotorized wheelchair, scooter, or assistance device such as a cane)
- Other transportation
- SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E3. How satisfied are you that your primary mode of transportation is . . .

| | <u>Very</u> <u>Dissatisfied</u> | <u>Somewhat</u> <u>Dissatisfied</u> | <u>Neither</u> <u>satisfied nor</u> <u>dissatisfied</u> | <u>Somewhat</u> <u>Satisfied</u> | <u>Very</u> <u>Satisfied</u> | <u>SKIP</u> |
|---|------------------------------------|--|---|-------------------------------------|---------------------------------|--------------------------|
| a. Close to where you live | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Convenient to get to from the home | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Easy to get into and get out of | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. In good mechanical repair | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Reliable | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Comfortable | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g. Able to get to your destination on a direct route and without too many stops | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| h. Affordable | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| i. Safe from accidents | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| j. Safe from crime | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

E4. How confident are you that when using your primary mode of transportation that you could get out safely in the event of an emergency?

- Not at all confident
- Not very confident
- Some what confident
- Very confident
- SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

Next, I have a few questions about your paid or volunteer WORK.

E5. Would you say you . . .

- Work fulltime for pay only
- Work part time for pay only
- Both work for pay and volunteer
- Volunteer only
- Neither work for pay nor volunteer
- SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E6. What type of transportation do you use most often to commute to work or to volunteer?

PERSONAL VEHICLES

- Personal motor vehicle as driver
- Personal motor vehicle as a passenger
- Motorized personal transportation (such as an electric wheelchair, scooter, or golf cart)
- Carpool or vanpool; group car or van

AIR TRAVEL

- Commercial airplane
- Private or charter airplane

BUS TRAVEL

- Intercity bus (such as Greyhound)
- Private or chartered bus
- Public bus (includes transit or city bus)
- School bus

SPECIALIZED TRAVEL

- Paratransit van or bus sponsored by the public transit authority
- Specialized transportation services provided by human services agencies

TRAIN

- Amtrak or Intercity train
- Subway, "light rail", or commuter train

OTHER

- Bicycle or pedal cycles
- Taxicab
- Work at home or home-schooled
- Telecommute
- Walking (includes nonmotorized wheelchair, scooter, or assistance device such as a cane)
- Other transportation
- SKIP

E8. When you go home from work or from volunteering, do you most often use the same type of transportation that you use to go to work or to volunteer? Yes No SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E9. What type of transportation do you use most often to commute from work or volunteering?

PERSONAL VEHICLES

- Personal motor vehicle as driver
- Personal motor vehicle as a passenger
- Motorized personal transportation (such as an electric wheelchair, scooter, or golf cart)
- Carpool or vanpool; group car or van

AIR TRAVEL

- Commercial airplane
- Private or charter airplane

BUS TRAVEL

- Intercity bus (such as Greyhound)
- Private or chartered bus
- Public bus (includes transit or city bus)
- School bus

SPECIALIZED TRAVEL

- Paratransit van or bus sponsored by the public transit authority
- Specialized transportation services provided by human services agencies

TRAIN

- Amtrak or Intercity train
- Subway, "light rail", or commuter train

OTHER

- Bicycle or pedal cycles
- Taxicab
- Work at home or home-schooled
- Telecommute
- Walking (includes nonmotorized wheelchair, scooter, or assistance device such as a cane)
- Other transportation
- SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E10. Are you now enrolled in school?

| | <u>Yes</u> | <u>No</u> | <u>SKIP</u> |
|--|--------------------------|--------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E11. What type of transportation do you use most often to commute to school?

PERSONAL VEHICLES

- Personal motor vehicle as driver
- Personal motor vehicle as a passenger
- Motorized personal transportation (such as an electric wheelchair, scooter, or golf cart)
- Carpool or vanpool; group car or van

AIR TRAVEL

- Commercial airplane
- Private or charter airplane

BUS TRAVEL

- Intercity bus (such as Greyhound)
- Private or chartered bus
- Public bus (includes transit or city bus)
- School bus

SPECIALIZED TRAVEL

- Paratransit van or bus sponsored by the public transit authority
- Specialized transportation services provided by human services agencies

TRAIN

- Amtrak or Intercity train
- Subway, "light rail", or commuter train

OTHER

- Bicycle or pedal cycles
- Taxicab
- Work at home or home-schooled
- Telecommute
- Walking (includes nonmotorized wheelchair, scooter, or assistance device such as a cane)
- Other transportation
- SKIP

E13. When you go home from school, do you most often use the same type of transportation that you use to go to school?

Yes

No

SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E14. What type of transportation do you use most often to commute from school?

PERSONAL VEHICLES

- Personal motor vehicle as driver
- Personal motor vehicle as a passenger
- Motorized personal transportation (such as an electric wheelchair, scooter, or golf cart)
- Carpool or vanpool; group car/van

AIR TRAVEL

- Commercial airplane
- Private or charter airplane

BUS TRAVEL

- Intercity bus (such as Greyhound)
- Private or chartered bus
- Public bus (includes transit or city bus)
- School bus

SPECIALIZED TRAVEL

- Paratransit van or bus sponsored by the public transit authority
- Specialized transportation services provided by human services agencies

TRAIN

- Amtrak/Intercity train
- Subway, "light rail", or commuter train

OTHER

- Bicycle/pedal cycles
- Taxicab
- Works at home / home-schooled
- Telecommutes
- Walking (includes nonmotorized wheelchair, scooter, or assistance device such as a cane)
- Other transportation
- Refuse
- Don't know

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E14A. What type of transportation do you use most often to go to the doctor and for other medical visits?

PERSONAL VEHICLES

- Personal motor vehicle as driver
- Personal motor vehicle as a passenger
- Motorized personal transportation (such as an electric wheelchair, scooter, or golf cart)
- Carpool or vanpool; group car or van

AIR TRAVEL

- Commercial airplane
- Private or charter airplane

BUS TRAVEL

- Intercity bus (such as Greyhound)
- Private or chartered bus
- Public bus (includes transit or city bus)
- School bus

SPECIALIZED TRAVEL

- Paratransit van or bus sponsored by the public transit authority
- Specialized transportation services provided by human services agencies

TRAIN

- Amtrak or Intercity train
- Subway, "light rail", or commuter train

OTHER

- Bicycle or pedal cycles
- Taxicab
- Work at home or home-schooled
- Telecommute
- Walking (includes nonmotorized wheelchair, scooter, or assistance device such as a cane)
- Other transportation
- SKIP

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E14B. Other than for work, school, and doctor or medical visits, what type of transportation do you use most often for your local travel, such as shopping and recreation?

PERSONAL VEHICLES

- Personal motor vehicle as driver
- Personal motor vehicle as a passenger
- Motorized personal transportation (such as an electric wheelchair, scooter, or golf cart)
- Carpool or vanpool; group car or van

AIR TRAVEL

- Commercial airplane
- Private or charter airplane

BUS TRAVEL

- Intercity bus (such as Greyhound)
- Private or chartered bus
- Public bus (includes transit or city bus)
- School bus

SPECIALIZED TRAVEL

- Paratransit van or bus sponsored by the public transit authority
- Specialized transportation services provided by human services agencies

TRAIN

- Amtrak or Intercity train
- Subway, "light rail", or commuter train

OTHER

- Bicycle or pedal cycles
- Taxicab
- Work at home or home-schooled
- Telecommute
- Walking (includes nonmotorized wheelchair, scooter, or assistance device such as a cane)
- Other transportation
- SKIP

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E15. Is there a sidewalk, path, or bike lane in usable condition close to your home?

| | <u>Yes</u> | <u>No</u> | <u>SKIP</u> |
|--|--------------------------|--------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

Earlier, you said you WALKED.

E16. During the past month, what problems have you experienced as a pedestrian, with or without wheeled assistance on sidewalks, at crosswalks, or in intersections?

- No problems
-
- Safety and travel information not adapted for my needs (such as Braille signs and beeping or flashing signals)
- Crosswalk time too short
- Crosswalks not marked or missing
- Curb cut / ramp / stair / grade problems
- Difficult to see or be seen
- Don't know when it's safe to cross
- Drainage poor
- Drivers don't stop for me
- Grates and gaps
- Insensitive or unaware drivers
- Insensitive or unaware pedestrians
- Lighting inadequate
- Median or island problems
- Moving traffic too close to me
- Obstacles or protrusions
- Passing space or width limited
- Surface problems (potholes or cracks)
- Too few or missing sidewalks/paths
- Other (Specify:)
- Did not walk on sidewalks, at crosswalks, or in intersections
- SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E17. Which was the greatest problem for you, as a pedestrian?

- Safety and travel information not adapted for my needs (such as Braille signs and beeping or flashing signals)
- Crosswalk time too short
- Crosswalks not marked or missing
- Curb cut / ramp / stair / grade problems
- Difficult to see or be seen
- Don't know when it's safe to cross
- Drainage poor
- Drivers don't stop for me
- Grates and gaps
- Insensitive or unaware drivers
- Insensitive or unaware pedestrians
- Lighting inadequate
- Median or island problems
- Moving traffic too close to me
- Obstacles or protrusions
- Passing space or width limited
- Surface problems (potholes or cracks)
- Too few or missing sidewalks/paths
- Other
- SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

Earlier, you said you rode a **BICYCLE** or other pedal cycle.

E18. During the past month, what problems did you experienced as a cyclist?

No problems

 Safety and travel information not adapted for my needs (such as Braille signs and beeping or flashing signals)

Crosswalk time too short

Crosswalks not marked/missing

Curb cut / ramp / stair / grade problems

Difficult to see or be seen

Don't know when it's safe to cross

Drainage poor

Drivers don't stop for me

Grates and gaps

Insensitive or unaware drivers

Insensitive or unaware pedestrians

Lighting inadequate

Median or island problems

Moving traffic too close to me

Obstacles, protrusions, or low clearance

Passing space or width limited

Surface problems (potholes or cracks)

Too few or missing sidewalks / paths

Other (Specify:)

Did not use bicycle or pedal cycle

SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E19. Which was the greatest problem for you, as a cyclist?

- Safety and travel information not adapted for my needs (such as Braille signs and beeping or flashing signals)
- Crosswalk time too short
- Crosswalks not marked or missing
- Curb cut / ramp / stair / grade problems
- Difficult to see or be seen
- Don't know when it's safe to cross
- Drainage poor
- Drivers don't stop for me
- Grates and gaps
- Insensitive or unaware drivers
- Insensitive or unaware pedestrians
- Lighting inadequate
- Median or island problems
- Moving traffic too close to me
- Obstacles or protrusions
- Passing space or width limited
- Surface problems (potholes or cracks)
- Too few or missing sidewalks/paths
- Other
- SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E20. Have you ever been hit by a motor vehicle while walking or riding a bicycle?

| | <u>Yes</u> | <u>No</u> | <u>SKIP</u> |
|--|--------------------------|--------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E21. Was the motorist going straight or turning at the time of the accident?

| | <u>Going Straight</u> | <u>Turning</u> | <u>SKIP</u> |
|--|---------------------------|--------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

Next, I would like to ask you about **OTHER** types of transportation.

- | | <u>Yes</u> | <u>No</u> | <u>SKIP</u> |
|---|--------------------------|--------------------------|--------------------------|
| E22. Is local bus, transit bus, or city bus service available within three-quarters of a mile from your home? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| E23. Is bus service available within one-quarter mile from your home? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
-

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

Earlier, you told me you used the **PUBLIC BUS**.

E24. During the past month, about how many days per week did you use the bus?

- 1 day per week
 - 2 days per week
 - 3 days per week
 - 4 days per week
 - 5 days per week
 - 6 days per week
 - 7 days per week
 - Less than one day per week
 - Didn't use
 - SKIP
-

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E24A. When you use the bus, how many one-way trips a day do you usually take?

Trips/day SKIP

E25. Which problems have you experienced at bus stops?

No problems

 Safety and travel information not adapted for my needs (such as Braille signs and beeping or flashing signals)

Crowding or seating inadequate

Curb cut / ramp / stair / grade problems

Difficult to see or be seen

Drainage poor

Elevators or escalators are broken or missing

Fare purchase difficult

Insensitive or unaware passengers

Lighting inadequate

Obstacles, protrusions, trash, or debris

Passenger travel information inadequate

Passing space or aisle width limited

Personal safety concerns

Restroom facilities inadequate

Schedule not kept

Shelter inadequate

Sidewalks or paths are missing or inadequate

Staff assistance or sensitivity poor

Surface problems (potholes or crack)

Vehicle does not always stop for me

Parking inadequate

Other (Specify:)

SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E26. Which was the greatest problem for you at the bus stop?

- Safety and travel information not adapted for my needs (such as Braille signs and beeping or flashing signals)
- Crowding or seating inadequate
- Curb cut / ramp / stair / grade problems
- Difficult to see or be seen
- Drainage poor
- Elevators or escalators are broken or missing
- Fare purchase difficult
- Insensitive or unaware passengers
- Lighting inadequate
- Obstacles, protrusions, trash, or debris
- Passenger travel information inadequate
- Passing space or aisle width limited
- Personal safety concerns
- Restroom facilities inadequate
- Schedule not kept
- Shelter inadequate
- Sidewalks or paths are missing or inadequate
- Staff assistance or sensitivity poor
- Surface problems (potholes or crack)
- Vehicle does not always stop for me
- Parking inadequate
- Other
- SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E27. What problems have you experienced while on the bus?

No problems

 Safety and travel information not adapted for my needs (such as Braille signs and beeping or flashing signals)

Board or exit time inadequate

Boarding or exiting equipment limited

Crowding or seating inadequate

Difficult to board or exit

Equipment storage inadequate

Fare purchase difficult

Insensitive or unaware driver

Insensitive or unaware passengers

Lighting inadequate

Obstacles or protrusions

Passenger travel information inadequate

Passing space or aisle width limited

Personal safety concerns

Restroom facilities inadequate

Service animals not permitted

Staff assistance or sensitivity poor

Wheelchair space inadequate

Other (Specify:)

SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E28. Which was the greatest problem for you while on the bus?

- Safety and travel information not adapted for my needs (such as Braille signs and beeping or flashing signals)
- Board or exit time inadequate
- Boarding or exiting equipment limited
- Crowding or seating inadequate
- Difficult to board or exit
- Equipment storage inadequate
- Fare purchase difficult
- Insensitive or unaware driver
- Insensitive or unaware passengers
- Lighting inadequate
- Obstacles or protrusions
- Passenger travel information inadequate
- Passing space or aisle width limited
- Personal safety concerns
- Restroom facilities inadequate
- Service animals not permitted
- Staff assistance or sensitivity poor
- Wheelchair space inadequate
- Other
- SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E29. Is there a subway, light rail, or commuter train station within 5 miles from your home?

| | <u>Yes</u> | <u>No</u> | <u>SKIP</u> |
|--|--------------------------|--------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

Earlier, you said that you rode the SUBWAY, LIGHT RAIL, or COMMUTER TRAIN.

E30. During the past month, how many days per week did you use the train?

- 1 day per week
 - 2 days per week
 - 3 days per week
 - 4 days per week
 - 5 days per week
 - 6 days per week
 - 7 days per week
 - Less than one day per week
 - Didn't use
 - SKIP
-

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E30a. When you use the subway, light rail, or commuter train, how many one-way trips a day do you usually take?

Trips/day SKIP

E31. What problems have you experienced at subway, light rail, or commuter train stations?

- No problems
-
- Safety and travel information not adapted for my needs (such as Braille signs and beeping or flashing signals)
- Crowding or seating inadequate
 - Curb cut / ramp / stair / grade problems
 - Difficult to see or be seen
 - Drainage poor
 - Elevators or escalators are broken or missing
 - Fare purchase difficult
 - Insensitive or unaware passengers
 - Lighting inadequate
 - Obstacles, protrusions, or debris
 - Passenger travel information inadequate
 - Passing space or aisle width limited
 - Personal safety concerns
 - Restroom facilities inadequate
 - Schedule not kept
 - Shelter inadequate
 - Staff assistance or sensitivity poor
 - Surface problems (potholes or crack)
 - Too few or missing sidewalks/paths
 - Wide gaps between platform and cars
 - Parking inadequate

Other (Specify:)

SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E32. Which was the greatest problem for you subway, light rail, or commuter train stations?

- Safety and travel information not adapted for my needs (such as Braille signs and beeping or flashing signals)
- Crowding or seating inadequate
- Curb cut / ramp / stair / grade problem
- Difficult to see or be seen
- Drainage poor
- Elevators or escalators are broken or missing
- Fare purchase difficult
- Insensitive or unaware passengers
- Lighting inadequate
- Obstacles, protrusions, or debris
- Passenger travel information inadequate
- Passing space or aisle width limited
- Personal safety concerns
- Restroom facilities inadequate
- Schedule not kept
- Shelter inadequate
- Staff assistance or sensitivity poor
- Surface problems (potholes or crack)
- Too few or missing sidewalks/paths
- Wide gaps between platform and cars
- Parking inadequate
- Other
- SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E33. What problems have you experienced while on the subway, light rail, or commuter train?

No problems

 Safety and travel information not adapted for my needs (such as Braille signs and beeping or flashing signals)

Board or exit time inadequate

Boarding or exiting equipment limited

Crowding or seating inadequate

Difficult to board or exit

Equipment storage inadequate

Fare purchase difficult

Insensitive or unaware driver

Insensitive or unaware passengers

Lighting inadequate

Obstacles or protrusions

Passenger travel information inadequate

Passing space or aisle width limited

Personal safety concerns

Restroom facilities inadequate

Service animals not permitted

Staff assistance or sensitivity poor

Wheelchair space inadequate

Other (Specify:)

SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E34. Which was the greatest problem for you while on the subway, light rail, or commuter train?

- Safety and travel information not adapted for my needs (such as Braille signs and beeping or flashing signals)
- Board or exit time inadequate
- Boarding or exiting equipment limited
- Crowding or seating inadequate
- Difficult to board or exit
- Equipment storage inadequate
- Fare purchase difficult
- Insensitive or unaware driver
- Insensitive or unaware passengers
- Lighting inadequate
- Obstacles or protrusions
- Passenger travel information inadequate
- Passing space or aisle width limited
- Personal safety concerns
- Restroom facilities inadequate
- Service animals not permitted
- Staff assistance or sensitivity poor
- Wheelchair space inadequate
- Other
- SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E35. Is public paratransit service available in your area? Yes No SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

Earlier, you said that you used public PARATRANSIT service.

E36. During the past month, how many days per week did you use the service?

- 1 day per week
 - 2 days per week
 - 3 days per week
 - 4 days per week
 - 5 days per week
 - 6 days per week
 - 7 days per week
 - Less than one day per week
 - Didn't use
 - SKIP
-

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E36a. When you use public paratransit service, how many one-way trips a day do you usually take?

Trips/day SKIP

E37. What problems have you experienced while using the public paratransit service?

- No problems
-
- Attendant or escort service limited
- Cannot schedule repeating trips (e.g., trips at the same time each day)
- Cost is too high
- Difficult to board or exit
- Inadequate seating
- Insensitive or unaware driver
- Personal safety concerns
- Responsiveness problems (i.e., must schedule trip 24 hours in advance)
- Schedule for pickup not kept or long waits
- Schedule for drop-off not kept or long waits
- Service is often not available when I need it
- Staff assistance or sensitivity poor
- Vehicle is in poor mechanical condition
- Vehicle not accessible
- Trip time is too variable or unpredictable
- Other (Specify:)
- SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E38. Which was the greatest problem for you while using the public paratransit service?

- Attendant or escort service limited
- Cannot schedule repeating trips (e.g., trips at the same time each day)
- Cost is too high
- Difficult to board or exit
- Inadequate seating
- Insensitive or unaware driver
- Personal safety concerns
- Responsiveness problems (i.e., must schedule trip 24 hours in advance)
- Schedule for pickup not kept or long waits
- Schedule for drop-off not kept or long waits
- Service is often not available when I need it
- Staff assistance or sensitivity poor
- Vehicle is in poor mechanical condition
- Vehicle not accessible
- Trip time is too variable or unpredictable
- Other
- SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E39. Is taxicab service available in your area?

| | <u>Yes</u> | <u>No</u> | <u>SKIP</u> |
|--|--------------------------|--------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

Next, we would like to ask you about your **LONG DISTANCE** travel.

E40. During the past year, did you make any long-distance trips of 100 miles or more one way?

| | <u>Yes</u> | <u>No</u> | <u>SKIP</u> |
|--|--------------------------|--------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E41. During the past year, what are all the types of transportation you used for long distance travel?

PERSONAL VEHICLES

- Personal motor vehicle as driver
- Personal motor vehicle as a passenger
- Motorized personal transportation (such as an electric wheelchair, scooter, or golf cart)
- Carpool or vanpool; group car or van

AIR TRAVEL

- Commercial airplane
- Private or charter airplane

BUS TRAVEL

- Intercity bus (such as Greyhound)
- Private or chartered bus
- Public bus (includes transit or city bus)
- School bus

SPECIALIZED TRAVEL

- Paratransit van or bus sponsored by the public transit authority
- Specialized transportation services provided by human services agencies

TRAIN

- Amtrak or Intercity train
- Subway, "light rail", or commuter train

OTHER

- Bicycle or pedal cycles
 - Taxicab
 - Work at home or home-schooled
 - Telecommute
 - Walking (includes nonmotorized wheelchair, scooter, or assistance device such as a cane)
 - Other transportation
 - SKIP
-

E42. Which type of transportation did you use most frequently for long distance travel?

PERSONAL VEHICLES

- Personal motor vehicle as driver
- Personal motor vehicle as a passenger
- Motorized personal transportation (such as an electric wheelchair, scooter, or golf cart)
- Carpool or vanpool; group car or van

AIR TRAVEL

- Commercial airplane
- Private or charter airplane

BUS TRAVEL

- Intercity bus (such as Greyhound)
- Private or chartered bus
- Public bus (includes transit or city bus)
- School bus

SPECIALIZED TRAVEL

- Paratransit van or bus sponsored by the public transit authority
- Specialized transportation services provided by human services agencies

TRAIN

- Amtrak or Intercity train
- Subway, "light rail", or commuter train

OTHER

- Bicycle or pedal cycles
- Taxicab
- Work at home or home-schooled
- Telecommute
- Walking (includes nonmotorized wheelchair, scooter, or assistance device)
- Other transportation
- SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E43. How satisfied are you that your primary long-distance mode of transportation is . . .

| | <u>Very</u> <u>Dissatisfied</u> | <u>Somewhat</u> <u>Dissatisfied</u> | <u>Neither</u> <u>satisfied nor</u> <u>dissatisfied</u> | <u>Somewhat</u> <u>Satisfied</u> | <u>Very</u> <u>Satisfied</u> | <u>SKIP</u> |
|--|------------------------------------|--|---|-------------------------------------|---------------------------------|--------------------------|
| a. Close to where you live | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Convenient to get to from the home | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Easy to get into and get out of | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. In good mechanical repair | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Reliable | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Comfortable | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | | | | | |
| | <u>Very</u> <u>Dissatisfied</u> | <u>Somewhat</u> <u>Dissatisfied</u> | <u>Neither</u> <u>satisfied nor</u> <u>dissatisfied</u> | <u>Somewhat</u> <u>Satisfied</u> | <u>Very</u> <u>Satisfied</u> | <u>SKIP</u> |
| g. Able to get to your destination on a direct route and without too many stops | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| h. Affordable | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| i. Safe from accidents | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| j. Safe from crime | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| k. Adequately protected from hostile intentions because of the passenger screening process | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

Earlier, you said that you took a BUS, such as Greyhound, for long distance travel.

E44. During the past year, how many round trips did you take by bus?

Trips/Year Didn't use SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E45. What problems have you experienced at intercity bus stations?

No problems

 Safety and travel information not adapted for my needs (such as Braille signs and beeping or flashing signals)

Curb cut / ramp / stair / grade problems

Difficult to see or be seen

Drainage poor

Elevators or escalators are broken or missing

Fare purchase difficult

Insensitive or unaware passengers

Lighting inadequate

Obstacles, protrusions, or debris

Passenger travel information inadequate

Passing space or aisle width limited

Personal safety concerns

Restroom facilities inadequate

Schedule not kept

Seating inadequate

Shelter inadequate

Staff assistance or sensitivity poor

Surface problems (potholes or crack)

Ticket counters too high

Too few or missing sidewalks/paths

Unable to communicate with staff

Parking inadequate

Other (Specify:)

SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E46. Which was the greatest problem for you at intercity bus stations?

- Safety and travel information not adapted for my needs (such as Braille signs and beeping or flashing signals)
- Curb cut / ramp / stair / grade problems
- Difficult to see or be seen
- Drainage poor
- Elevators or escalators are broken or missing
- Fare purchase difficult
- Insensitive or unaware passengers
- Lighting inadequate
- Obstacles, protrusions, or debris
- Passenger travel information inadequate
- Passing space or aisle width limited
- Personal safety concerns
- Restroom facilities inadequate
- Schedule not kept
- Seating inadequate
- Shelter inadequate
- Staff assistance or sensitivity poor
- Surface problems (potholes or crack)
- Ticket counters too high
- Too few or missing sidewalks/paths
- Wide gaps between platform and cars
- Parking inadequate
- Other
- SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E47. What problems have you experienced while on the intercity bus?

No problems

 Safety and travel information not adapted for my needs (such as Braille signs and beeping or flashing signals)

Board or exit time inadequate

Boarding or exiting equipment limited

Difficult to board or exit

Equipment storage inadequate

Fare purchase difficult

Insensitive or unaware driver

Insensitive or unaware passengers

Lighting inadequate

Obstacles, protrusions, or debris

Passenger travel information inadequate

Passing space or aisle width limited

Personal safety concerns

Restroom facilities inadequate

Seating inadequate

Service animals not permitted

Staff assistance or sensitivity poor

Wheelchair space inadequate

Other (Specify:)

SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E48. Which was the greatest problem for you while on the intercity bus?

- Safety and travel information not adapted for my needs (such as Braille signs and beeping or flashing signals)
- Board or exit time inadequate
- Boarding or exiting equipment limited
- Difficult to board or exit
- Equipment storage inadequate
- Fare purchase difficult
- Insensitive or unaware driver
- Insensitive or unaware passengers
- Lighting inadequate
- Obstacles, protrusions, or debris
- Passenger travel information inadequate
- Passing space or aisle width limited
- Personal safety concerns
- Restroom facilities inadequate
- Seating inadequate
- Service animals not permitted
- Staff assistance or sensitivity poor
- Wheelchair space inadequate
- Other
- SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

Earlier, you said that you flown on a commercial AIRPLANE.

E49. During the past year, how many round trips did you take on a commercial airplane?

Trips/Year Didn't use SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E50. What problems have you experienced at airports?

No problems

 Safety and travel information not adapted for my needs (such as Braille signs and beeping or flashing signals)

Curb cut / ramp / stair / grade problems

Difficult to see or be seen

Drainage poor

Elevators or escalators are broken or missing

Fare purchase difficult

Insensitive or unaware passengers

Lighting inadequate

Obstacles, protrusions, or debris

Passenger travel information inadequate

Passing space or aisle width limited

Personal assistant not allowed

Personal safety concerns

Restroom facilities inadequate

Schedule not kept

Seating inadequate

Security procedures too restrictive

Shelter inadequate

Staff assistance or sensitivity poor

Surface problems (potholes or crack)

Ticket counters too high

Too few or missing sidewalks/paths

Tram or moving sidewalk problem

Unable to communicate with staff

Wheelchair unavailable

Parking inadequate

- Other (Specify:)
- SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E51. Which was the greatest problem for you at airports?

- Safety and travel information not adapted for my needs (such as Braille signs and beeping or flashing signals)
- Curb cut / ramp / stair / grade problems
- Difficult to see or be seen
- Drainage poor
- Elevators or escalators are broken or missing
- Fare purchase difficult
- Insensitive or unaware passengers
- Lighting inadequate
- Obstacles or protrusions, or debris
- Passenger travel information inadequate
- Passing space or aisle width limited
- Personal assistant not allowed
- Personal safety concerns
- Restroom facilities inadequate
- Schedule not kept
- Seating inadequate
- Security procedures too restrictive
- Shelter inadequate
- Staff assistance or sensitivity poor
- Surface problems (potholes or crack)
- Ticket counters too high
- Too few or missing sidewalks/paths
- Tram or moving sidewalk problem
- Unable to communicate with staff
- Wheelchair unavailable
- Parking inadequate

Other

SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E52. What problems have you experienced while on the airplane?

No problems

 Safety and travel information not adapted for my needs (such as Braille signs and beeping or flashing signals)

Board or exit time inadequate

Boarding or exiting equipment inadequate

Difficult to board or exit

Equipment storage inadequate

Insensitive or unaware crew

Insensitive or unaware passengers

Left on board without help

Lighting inadequate

Obstacles or protrusions

Passenger travel information inadequate

Passing space or aisle width limited

Personal safety concerns

Restroom facilities inadequate

Seating inadequate

Service animals not permitted

Staff assistance or sensitivity poor

Wheelchair damaged

Wheelchair space inadequate

Other (Specify:)

SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E53. Which was the greatest problem for you while on the airplane?

- Safety and travel information not adapted for my needs (such as Braille signs and beeping or flashing signals)
- Board or exit time inadequate
- Boarding or exiting equipment inadequate
- Difficult to board or exit
- Equipment storage inadequate
- Insensitive or unaware crew
- Insensitive or unaware passengers
- Left on board without help
- Lighting inadequate
- Obstacles or protrusions
- Passenger travel information inadequate
- Passing space or aisle width limited
- Personal safety concerns
- Restroom facilities inadequate
- Seating inadequate
- Service animals not permitted
- Staff assistance or sensitivity poor
- Wheelchair damaged
- Wheelchair space inadequate
- Other
- SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

Earlier, you said that you take a TRAIN for long distance travel.

E54. During the past year, how many round trips did you take by train for long distance travel?

Trips/Year Didn't use SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E55. What problems have you experienced at train stations?

No problems

 Safety and travel information not adapted for my needs (such as Braille signs and beeping or flashing signals)

Curb cut / ramp / stair / grade problems

Difficult to see or be seen

Drainage poor

Elevators or escalators are broken or missing

Fare purchase difficult

Insensitive or unaware passengers

Lighting inadequate

Obstacles, protrusions, or debris

Passenger travel information inadequate

Passing space or aisle width limited

Personal safety concerns

Restroom facilities inadequate

Schedule not kept

Seating inadequate

Shelter inadequate

Staff assistance or sensitivity poor

Surface problems (potholes or crack)

Too few or missing sidewalks/paths

Ticket counters too high

Unable to communicate with staff

Parking inadequate

Other (Specify:)

SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E56. Which was the greatest problem for you at train stations?

- Safety and travel information not adapted for my needs (such as Braille signs and beeping or flashing signals)
- Curb cut / ramp / stair / grade problems
- Difficult to see or be seen
- Drainage poor
- Elevators or escalators are broken or missing
- Fare purchase difficult
- Insensitive or unaware passengers
- Lighting inadequate
- Obstacles, protrusions, or debris
- Passenger travel information inadequate
- Passing space or aisle width limited
- Personal safety concerns
- Restroom facilities inadequate
- Schedule not kept
- Seating inadequate
- Shelter inadequate
- Staff assistance or sensitivity poor
- Surface problems (potholes or crack)
- Too few or missing sidewalks/paths
- Ticket counters too high
- Wide gaps between platform and cars
- Parking inadequate
- Other
- SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E57. What problems have you experienced while on the train?

No problems

 Safety and travel information not adapted for my needs (such as Braille signs and beeping or flashing signals)

Board or exit time inadequate

Boarding or exiting equipment limited

Difficult to board or exit

Equipment storage inadequate

Fare purchase difficult

Insensitive or unaware crew

Insensitive or unaware passengers

Lighting inadequate

Obstacles, protrusions, or debris

Passenger travel information inadequate

Passing space or aisle width limited

Personal safety concerns

Restroom facilities inadequate

Seating inadequate

Service animals not permitted

Staff assistance or sensitivity poor

Wheelchair space inadequate

Other (Specify:)

SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION E: Experiences with Transportation Used (Continued)

E58. Which was the greatest problem for you while on the train?

- Safety and travel information not adapted for my needs (such as Braille signs and beeping or flashing signals)
- Board or exit time inadequate
- Boarding or exiting equipment limited
- Difficult to board or exit
- Equipment storage inadequate
- Fare purchase difficult
- Insensitive or unaware driver
- Insensitive or unaware passengers
- Lighting inadequate
- Obstacles, protrusions, or debris
- Passenger travel information inadequate
- Passing space or aisle width limited
- Personal safety concerns
- Restroom facilities inadequate
- Seating inadequate
- Service animals not permitted
- Staff assistance or sensitivity poor
- Wheelchair space inadequate
- Other
- SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION F: MEMBERSHIPS IN NATIONAL ASSOCIATIONS

| | <u>Yes</u> | <u>No</u> | <u>SKIP</u> |
|---|--------------------------|--------------------------|--------------------------|
| F1. Is anyone in this household a member of a national association or organization that is specifically concerned with the issues of persons with disabilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

NEXT

2002 National Transportation Availability and Use Survey

SECTION F: MEMBERSHIPS IN NATIONAL ASSOCIATIONS (End of Section)

F2. What are the names of the national associations or organizations to which they belong? (Check all that apply.)

- American Association of People with Disabilities (AAPD)
- American Council of the Blind
- The ARC
- The Arthritis Foundation
- Association of Blind Citizens (ABC)
- Brain Injury Association
- Community Transportation Association of America (CTAA)
- Disabled Peoples' International (DPI)
- Easter Seals Project ACTION
- Independent Living Center, Board of Directors
- Mobility International USA (MIUSA)
- National Association of the Deaf (NAD)
- National Association of Developmental Disabilities Councils (NADDC)
- National Association of Governor's Committees on Employment of People with Disabilities
- National Alliance of the Mentally Ill (NAMI)
- National Federation of the Blind (NFB)
- National Multiple Sclerosis (MS) Society
- National Organization on Disability (NOD)
- National Spinal Cord Injury Association
- Paralyzed Veterans of America
- The Association for Persons with Severe Handicaps (TASH)
- United Cerebral Palsy Association
- Other (Specify:)
- SKIP

**Thank you for completing this section of the survey.
Please press NEXT to continue to the LAST section of this survey.**

NEXT

2002 National Transportation Availability and Use Survey

SECTION G: Demographics

Thank you for completing the questionnaire to this point. The last bit of information that we would like to ask are a few background questions.

G1. What is your ZIP code?

SKIP

G3. Next, I'm going to ask about your living arrangement? Do you . . .

| | <u>Yes</u> | <u>No</u> | <u>SKIP</u> |
|--|--------------------------|--------------------------|--------------------------|
| a. Live alone? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Live with a spouse or significant other? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Live with any children under the age of 18? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Live with one or more parents or guardian(s)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Other? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

NEXT

2002 National Transportation Availability and Use Survey

SECTION G: Demographics (Continued)

G4. What is the highest level of education you have completed?

- Less than high school graduate
 - High school graduate or GED
 - Some college (or technical/vocational school or professional business school)
 - Two-year college degree (AA)
 - Four-year college degree (BA or BS)
 - Graduate Degree (Masters, PhD, Lawyer, Medical Doctor)
 - SKIP
-

NEXT

2002 National Transportation Availability and Use Survey

SECTION G: Demographics (Continued)

G5. Have you ever retired from a job or business? Yes No SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION G: Demographics (Continued)

G6. Did you retire due to a disability? Yes No SKIP

NEXT

2002 National Transportation Availability and Use Survey

SECTION G: Demographics (Continued)

G7. What is your current marital status?

- Married
 - Never married
 - Widowed
 - Separated or divorced
 - SKIP
-

NEXT

2002 National Transportation Availability and Use Survey

SECTION G: Demographics (Continued)

G8. During the past year, has your household been without telephone service for a continuous period of a week or more?

| | <u>Yes</u> | <u>No</u> | <u>SKIP</u> |
|--|--------------------------|--------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

NEXT

2002 National Transportation Availability and Use Survey

SECTION G: Demographics (Continued)

G9. How long were you without telephone service?

- One week or less
 - Two weeks
 - Three weeks
 - Four weeks
 - Five weeks or more
 - SKIP
-

NEXT

2002 National Transportation Availability and Use Survey

SECTION G: Demographics (Continued)

G10. Does your household have access to the Internet?

| | <u>Yes</u> | <u>No</u> | <u>SKIP</u> |
|--|--------------------------|--------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

NEXT

2002 National Transportation Availability and Use Survey

SECTION G: Demographics (End of Section)

G11. Are you of Hispanic, Latino, or Spanish origin?

- Yes
- No
- SKIP

G12. Please tell me which one or more best describes your race. (Please check all that apply.)

- White
- African American or Black
- Asian
- American Indian or Alaskan Native
- Native Hawaiian or other Pacific Islander
- Multiracial
- Hispanic or Mexican
- Other
- SKIP

G13. Are your living quarters . . .

- Owned or being bought by you or someone in your household
- Rented for cash
- Occupied without payment of cash rent
- SKIP

G14. What was the total combined income for all persons in your household during the past 12 months, including income from jobs, Social Security, retirement income, public assistance, and all other sources?

- Less than \$15,000
- Between \$15,001 to \$50,000
- Over \$50,000
- SKIP

**Thank you for completing the National Transportation Availability and Use Survey for the
U.S. Department of Transportation.**

SAVE

2002 National Transportation Availability and Use Survey

Mail Survey



US Department of Transportation
Bureau of Transportation Statistics

2002 National Transportation Availability and Use Survey

Introduction:

This is a national transportation survey conducted for the Bureau of Transportation Statistics, U.S. Department of Transportation. Your household was chosen to answer some questions about your transportation use, your satisfaction with roadways and public transit, and any problems you may have experienced using our nation's transportation system. The information you provide will let those responsible for national transportation decisions know what improvements are needed.

Instructions:

This questionnaire contains six sections (B through G). Sections B, F, and G ask about the persons living in your household. The remaining sections (C, D, and E) ask specifically about one person living there.

The questions appear in **bold type**. Definitions, clarifications, and special instructions (such as instructions to skip over questions) appear in *italic type*.

Please answer every question unless the questionnaire instructs you to "skip" to another question. Use a dark (No. 2) pencil or pen to enter your answers.

Return your completed questionnaire in the enclosed, postage-paid envelope. If you cannot locate the envelope, please mail your completed questionnaire for processing to:

Westat
1650 Research Blvd
RW3665
Rockville, MD 20850

If you have any questions about how to complete the questionnaire, please call:

Jean Wilson at 1-800-937-8281 EXT 2836

Thank you so much for your time and participation. We greatly appreciate your help!

This voluntary collection of information is authorized by Title 49 of the United States Code (section 111(c)(2)). According to the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it displays a valid OMB control number.

The time required to complete this information collection is estimated to average less than 15 minutes.

| |
|---|
| Section B Introduction |
|---|

This section of the questionnaire asks about the persons in your household.

1. (B1) **Including yourself, how many people currently live in your household?**

Number of people in your household |__|__|

Please count everyone, including yourself, babies, small children, and any non-relatives who live there most of the time. Household members include people who think of this household as their primary residence. It includes people who usually stay in the household, but are temporarily away on business, vacation, or in a hospital. It does not include someone just visiting, such as a college student who normally has been living away at school.

2. (B7) **How many telephone numbers are there in your household that are for regular telephone usage?**

Number of home telephone numbers..... |__|__|

Please exclude numbers dedicated for business use, faxes, modems, and all cell phones.

3. (B2) **Thinking about the transportation system, including roads, public transportation, bikeways and sidewalks, how satisfied are you with:**

Please circle the answer that applies to you for each statement.

| | Very Dissatisfied | Dissatisfied | Neither dissatisfied nor satisfied | Satisfied | Very Satisfied |
|---|-------------------|--------------|------------------------------------|-----------|----------------|
| a) The ease of driving or riding as a passenger in your community | 1 | 2 | 3 | 4 | 5 |
| b) The availability of public transportation in your community | 1 | 2 | 3 | 4 | 5 |
| c) The availability of bikeways, pedestrian paths and sidewalks in your community | 1 | 2 | 3 | 4 | 5 |

A focus of this survey is on transportation needs of persons with disabilities. The Americans with Disabilities Act defines a disability as a physical or mental impairment, and these next few questions use that specific language.

4a. (B2a) **Does anyone in your household have a physical or mental impairment that causes him or her to be unable to perform a major life activity? Examples of major life activities include seeing, hearing, speaking, caring for one's self, performing manual tasks, walking, breathing, learning or working.**

Please circle Yes or No

Yes.....1
No2

4b. (B2b) **Other than anyone who is unable to perform these activities, does anyone else in your household have a physical or mental impairment that significantly restricts the conditions, manner, or duration under which he or she can perform a particular major life activity?**

Please circle Yes or No

Yes.....1
No2

4c. (B2c) **More specifically, does anyone in your household have any of the following long lasting conditions:**

Please circle Yes or No for each question.

| | Yes | No |
|--|--|----|
| a) Blindness, deafness, or a severe vision or hearing impairment? | 1 | 2 |
| a1) (C5b) <i>If anyone has a vision or hearing impairment, please indicate if this affects vision, hearing, or both.</i> <i>Please circle only one answer.</i> Vision 1 Hearing 2 Both 3 | Please do not write in this space | |
| b) A <u>condition</u> that substantially limits one or more basic physical activities such as walking, climbing stairs, reaching, lifting, or carrying? | 1 | 2 |

4d. (B2d) **Because of a physical, mental or emotional condition lasting six months or more, does anyone in your household have any difficulty in doing any of the following activities:**

Please circle Yes or No for each question.

| | Yes | No |
|---|-----|----|
| a) Learning, remembering or concentrating? | 1 | 2 |
| b) Dressing, bathing, or getting around inside the home? | 1 | 2 |
| c) Does anyone <u>16 or older</u> have difficulty going outside the home alone to shop or visit a doctor's office? | 1 | 2 |
| d) Does anyone <u>16 or older</u> have difficulty working at a job or business? | 1 | 2 |

4e. (B2e) **Does your household have a child who is receiving special education services?**

Please circle Yes or No

Yes.....1
No2

If you answered NO to all of questions 4a, 4b, 4c, 4d and 4e, please skip now to the box on page 7. Otherwise continue with the next questions.

5. (B3) **You indicated that some of the persons in your household have certain conditions or difficulties. How many people have any of these conditions or difficulties?**

Number of persons with disabilities |_|_|

6. (B3A) **Overall, do you consider these conditions or difficulties to be mild, moderate, or severe?**

Mild 1
Moderate..... 2
Severe 3

If there is only one person in your home with a disability, please have them complete the remainder of this survey. If this person is a child under age 16, or is unable to complete the survey, please complete it for them.

If there is more than one person in your home with a disability, please have the person with the next birthday complete the remainder of this survey. If this person is a child under age 16, or unable to complete the survey, please complete it for them.

If there is no one with a disability in your household, please complete the remainder of this survey about yourself.

| |
|---|
| Section C Transportation Use Section |
|---|

This section of the questionnaire is about your transportation use.

7. (C2) **On average, about how many days per week do you leave your home for any reason?**

Number of days per week.....|__|

Please enter "0" (zero) if you never leave home.

8. (C7) **What kinds of specialized assistance or equipment do you need to travel outside the home?**

Even if you never leave home, please enter the type of assistance or equipment that would be needed to do so.

9. (C9) **What kinds of difficulties do you have in getting the transportation you need?**

Even if you never leave home, please enter the difficulties you would have in getting the needed transportation.

Section D
Personal Motor Vehicles Section

This section of the questionnaire is about the use and ownership of personal motor vehicles, such as cars, trucks, vans, SUVs, motorcycles, and RVs.

10. (D2) **Do you currently drive a car or other motor vehicle?**

Please circle Yes or No

Yes.....1 *Continue with next question*
No2 *Please skip now to question 12*

11. (D3) **On average, how many days a week do you drive?**

Number of days a week|_|

If you drive less than one day a week, please enter "8" in the box

12. (D6a) **How many personal motor vehicles, such as cars, trucks, vans, SUVs, motorcycles and RVs, are owned or leased by someone in your household?**

Number of vehicles|_|_|

If no one in your household owns any personal vehicles, please enter "0" in the box and then skip to question 22 on page 10. Otherwise, continue with next question.

13. (D7) **Are any of the vehicles owned or leased by household members modified with adaptive devices or equipment for use by persons with disabilities?**

Please circle Yes or No

Yes.....1 *Continue with next question*
No2 *Please skip now to question 22 on page 10*

14. (D8) **How many vehicles are modified?**

Number of modified vehicles..... |_|_|

Enter the number of vehicles that are owned or leased by household members that are modified with adaptive devices or equipment for use by persons with disabilities

15. (D9) **Do you ever drive or ride in a modified household vehicle?**

Please circle Yes or No

- Yes.....1 Continue with next question
 No2 Please skip now to question 22 on page 10

16. (D10) **What type of modified household vehicle do you use most frequently?**

Please circle only one answer.

- Car or station wagon..... 1
 Sport Utility Vehicle (SUV) 2
 Full-sized van..... 3
 Mini-van 4
 Pickup truck 5
 RV 6
 Motorcycle or moped 7
 Other vehicle..... 8

17. (D12) **Does the vehicle have:**

Please circle Yes or No for each vehicle modification.

| | Yes | No |
|--|-----|----|
| Accelerator / braking system modifications? | 1 | 2 |
| a) <i>Such as pedal extenders or levers, reduced or zero effect brakes, left-foot accelerator, powered hand brake control, mechanical hand controls</i> | | |
| Air bag modifications? | 1 | 2 |
| b) <i>Such as removed or disconnected bags, driver-controlled or passenger-controlled on-off switch</i> | | |
| Controls relocated or modified? | 1 | 2 |
| c) <i>Such as touch pad controls, crossover gear shift lever</i> | | |
| Ramps or lifts installed? | 1 | 2 |
| d) <i>Either portable or permanent</i> | | |
| Roof or doorway modifications? | 1 | 2 |
| e) <i>Such as a raised roof or doorway, power door opener</i> | | |
| Seating adapted? | 1 | 2 |
| f) <i>Such as a transfer-assist seat, power seat base, swivel seat, modified headrest, tie-downs for wheelchairs</i> | | |
| Steering adapted? | 1 | 2 |
| g) <i>Such as a spinner knob, reduced diameter steering wheel, extended steering column, reduced/zero effort steering, horizontal steering system, foot steering</i> | | |
| Storage capability for unoccupied wheelchair / scooter? | 1 | 2 |
| h) <i>Such as a car top carrier, hoist, tie-downs</i> | | |
| Structural modifications such as a lowered floor? | 1 | 2 |
| i) <i>Such as floor pan or floor modifications</i> | | |

18. (D15) **Do you use this modified vehicle as the driver, the passenger, or both?**

Please circle only one answer.

- Driver 1
- The passenger or..... 2
- Both driver and passenger..... 3

19. (D16) **Do you think that the safe operation of the vehicle has decreased, increased or remained the same because of its modifications?**

Please circle only one answer.

- Decreased 1
- Increased 2
- Remained the same..... 3

20. (D17) **Have you experienced any problems with the special devices or equipment?**

Please circle only one answer.

- Yes.....1 *Continue with next question*
- No2 *Please skip now to question 22 on this page.*

21. (D18) **What kinds of problems?**

22. (D28) **The National Highway Traffic Safety Administration, also called NHTSA, works to improve vehicle safety. Have you heard about their toll-free telephone hotline (1-888-327-4236) that people can call to report suspected defects in automobiles and automotive equipment, including special equipment?**

Please circle Yes or No

- Yes.....1
- No2

| |
|--|
| Section E Personal Travel Section |
|--|

This section of the questionnaire asks about different types of transportation you may use. The first questions are about your local travel.

23. (E1) **During the past month, when you traveled locally, such as for work, shopping, going to the doctor's and other purposes, did you:**

Please circle Yes or No for each question.

| | Yes | No |
|---|-----|----|
| a) Drive a personal motor vehicle? <i>Such as a car, minivan, truck, or SUV</i> | 1 | 2 |
| b) Ride in a personal motor vehicle as a passenger? | 1 | 2 |
| c) Ride in a carpool or vanpool? | 1 | 2 |
| d) Ride on a public bus? <i>Such as a transit bus or city bus</i> | 1 | 2 |
| e) Use curb-to-curb transportation provided by a public transportation authority for persons with disabilities? <i>May also be referred to as "demand response service" or "paratransit service".</i> | 1 | 2 |
| f) Ride on specialized transportation services provided by human service agencies? | 1 | 2 |
| g) Ride on a private or chartered bus? | 1 | 2 |
| h) Ride on a school bus? | 1 | 2 |
| i) Ride on a subway, "light rail," or commuter train? | 1 | 2 |
| j). Take a taxicab? | 1 | 2 |
| k) Use an electric wheelchair, scooter, golf cart or other motorized personal transportation? <i>Does not include use of a golf cart while playing golf</i> | 1 | 2 |
| l) Ride a bicycle or other pedal cycle? | 1 | 2 |
| m) Walk on sidewalks, at crosswalks, or in intersections? <i>Include "walking" while using a nonmotorized wheelchair or scooter</i> | 1 | 2 |
| n) Use any other type of transportation? | 1 | 2 |

24. (E2) **Which type of transportation did you use most frequently for local travel?**

If more than one type is used just as often, please enter the type of transportation you use for the longest distance.

25. (E3) **How satisfied are you that the type of transportation you use most frequently for local travel is:**

Please circle one answer for each part of the question:

| | | Very Dissatisfied | Somewhat dissatisfied | Neither satisfied nor dissatisfied | Somewhat satisfied | Very satisfied |
|----|--|-------------------|-----------------------|------------------------------------|--------------------|----------------|
| a) | Close to where you live? | 1 | 2 | 3 | 4 | 5 |
| b) | Convenient to get to from the home? | 1 | 2 | 3 | 4 | 5 |
| c) | Easy to get into and get out of? | 1 | 2 | 3 | 4 | 5 |
| d) | In good mechanical repair? | 1 | 2 | 3 | 4 | 5 |
| e) | Reliable? | 1 | 2 | 3 | 4 | 5 |
| f) | Comfortable? | 1 | 2 | 3 | 4 | 5 |
| g) | Able to get to your destination on a direct route and without too many stops? | 1 | 2 | 3 | 4 | 5 |
| h) | Affordable? | 1 | 2 | 3 | 4 | 5 |
| i) | Safe from accidents? | 1 | 2 | 3 | 4 | 5 |
| j) | Safe from crime? | 1 | 2 | 3 | 4 | 5 |

26. (E4) **How confident are you, that when using the type of transportation you use most frequently for local travel, you could get out safely in the event of an emergency?**

Please circle only one answer.

- Not at all confident, 1
- Not very confident, 2
- Somewhat confident, or 3
- Very confident? 4

27. (E5) **The next few questions are about working for pay or volunteering. Do you:**

Please circle only one answer.

- Work fulltime for pay only?..... 1
- Work part time for pay only? 2
- Both work for pay and volunteer? 3
- Volunteer only? or..... 4
- Neither work for pay nor volunteer? ... 5

If you neither work for pay nor volunteer, please skip now to question 31 on page 14. Otherwise, continue with the next question.

28. (E6) **What type of transportation do you use most often to commute to work (or to volunteer)?**

See question 23 on page 11 for a complete list of types of transportation.

If more than one type is used just as often, enter the type of transportation used for the longest distance.

29. (E8) **When you go home from work (or from volunteering), do you most often use the same type of transportation that you use to go to work (or to volunteer)?**

Please circle Yes or No

- Yes.....1 *Please skip now to question 31 on page 14*
- No2 *Continue with the next question*

30. (E9) **What type of transportation do you use most often to commute from work (or from volunteering)?**

See question 23 on page 11 for a complete list of types of transportation.

If more than one type is used just as often, please pick the type of transportation used for the longest distance.

31. (E10) **Are you now enrolled in school (even if you do not attend right now because of summer break)?**

“School” includes pre-school, Head Start, and participation in early intervention special education programs.

Please circle Yes or No.

- Yes.....1 *Continue with next question.*
No2 *Please skip now to question 35 on this page.*

32. (E11) **What type of transportation do you use most often to commute to school?**

See question 23 on page 11 for a complete list of types of transportation.

If more than one type is used just as often, please pick the type of transportation used for the longest distance.

33. (E13) **When you go home from school, do you use the same type of transportation that you use to go to school?**

Please circle Yes or No.

- Yes.....1 *Please skip now to question 35 on this page.*
No2 *Continue with next question.*

34. (E14) **What type of transportation do you use most often to commute from school?**

See question 23 on page 11 for a complete list of types of transportation.

If more than one type is used just as often, please pick the type of transportation used for the longest distance.

35. (E14a) **What type of transportation do you use most often to go to the doctor and for other medical visits?**

See question 23 on page 11 for a complete list of types of transportation.

If more than one type is used just as often, please pick the type of transportation used for the longest distance.

36. (E14b) **Other than for work, school, and doctor or medical visits, what type of transportation do use most often for your local travel, such as shopping and recreation?**

See question 23 on page 11 for a complete list of types of transportation.

If more than one type is used just as often, please pick the type of transportation used for the longest distance.

These next questions are about your long-distance travel.

37. (E40) **During the past year, did you make any long-distance trips of 100 miles or more one way?**

Please circle Yes or No.

Yes.....1 *Continue with the next question.*

No2 *Please skip now to question 41 on page 17.*

38. (E41) **During the past year, what are all the types of transportation you used for long distance travel?**

Please circle all that apply.

Personal vehicles

- Personal motor vehicle as a driver..... 1
- Personal motor vehicle as a passenger..... 2
- Motorized personal transportation (such as an electric wheelchair, scooter or golf cart) 3
- Carpool or vanpool / group car or van..... 4

Air travel

- Commercial airplane..... 5
- Private or charter airplane..... 6

Bus travel

- Intercity bus such as Greyhound 7
- Private or chartered bus..... 8
- Public bus (includes transit or city bus)..... 9
- School bus 10

Special travel

- Paratransit van or bus sponsored by the public transit authority..... 11
- Specialized transportation services provided by human services agencies 12

Train

- Amtrak / Intercity train 13
- Subway, "light rail," or commuter train 14

Other

- Bicycle / pedal cycles..... 15
- Taxicab 16
- Work at home / home-schooled 17
- Telecommute 18
- Walking (includes nonmotorized wheelchair, scooter, or assistance device such as a cane)..... 19
- Other transportation..... 20

39. (E42) **What type of transportation did you use most frequently for long-distance travel?**

If more than one type is used just as often, please pick the type of transportation used for the longest distance.

40. (E43) **How satisfied are you that the type of transportation you use most frequently for long-distance travel is:**

Please circle one answer for each part of the question.

| | | Very Dissatisfied | Somewhat dissatisfied | Neither satisfied nor dissatisfied | Somewhat satisfied | Very satisfied |
|----|---|-------------------|-----------------------|------------------------------------|--------------------|----------------|
| a) | Close to where you live? | 1 | 2 | 3 | 4 | 5 |
| b) | Convenient to get to from the home? | 1 | 2 | 3 | 4 | 5 |
| c) | Easy to get into and get out of? | 1 | 2 | 3 | 4 | 5 |
| d) | In good mechanical repair? | 1 | 2 | 3 | 4 | 5 |
| e) | Reliable? | 1 | 2 | 3 | 4 | 5 |
| f) | Comfortable? | 1 | 2 | 3 | 4 | 5 |
| g) | Able to get to your destination on a direct route and without too many stops? | 1 | 2 | 3 | 4 | 5 |
| h) | Affordable? | 1 | 2 | 3 | 4 | 5 |
| i) | Safe from accidents? | 1 | 2 | 3 | 4 | 5 |
| j) | Safe from crime? | 1 | 2 | 3 | 4 | 5 |
| k) | Adequately protected from hostile intentions because of the passenger screening process? | 1 | 2 | 3 | 4 | 5 |

The next questions refer to specific types of transportation.

41. (E15) **Is there a sidewalk, path, or bike lane in usable condition close to your home?**

Please circle Yes or No.

Yes.....1
 No2

42. (E16) **During the past month, what problems have you experienced as a pedestrian, with or without wheeled assistance, on sidewalks, at crosswalks or in intersections?**

43. (E17) **Which was the greatest problem you experienced as a pedestrian, with or without wheeled assistance, on sidewalks, at crosswalks or in intersections?**

44. (E22) **Is local bus, transit bus, or city bus service available within three-quarters (3/4) of a mile from your home?**

Please circle Yes or No.

Yes.....1 *Continue with the next question.*
No2 *Please skip now to question 46 on this page.*

45. (E23) **Within one-quarter (1/4) mile of your home?**

Please circle Yes or No.

Yes.....1
No2

46. (E29) **Is there subway, light rail or commuter train station within 5 miles from your home?**

Please circle Yes or No.

Yes.....1
No2

47. (E36) Is public paratransit service available in your area?

Paratransit is a van, mini-bus or taxi service sponsored by the public transit authority that provides curb-to-curb transportation for persons with disabilities. It is also sometimes referred to as "demand response service" or ADA paratransit service.

Please circle Yes or No.

Yes.....1
No2

48. (E39) Is taxicab service available in your area?

Please circle Yes or No.

Yes.....1
No2

| |
|---|
| Section F Association Membership |
|---|

This section of the questionnaire asks about membership in disability-related organizations or associations.

49. (F1) **Is anyone in this household a member of a national association or organization that is specifically concerned with the issues of persons with disabilities?**

Please circle Yes or No.

Yes.....1 *Continue with next question.*
No2 *Please skip now to question 51 on page 21.*

50. (F2) **What are the names of the national associations or organizations to which they belong?**

| |
|--|
| Section G General Information |
|--|

This final section of the questionnaire asks some general questions about you and your household. To completely protect your privacy, the information you provide here, as well as in all the other sections, will be combined with all other survey respondents and published so that no individual person or household can ever be identified.

51. (G1) What is your five-digit ZIP Code?

Five digit zip code|_|_|_|_|_|

52. (G2) What is your gender?

Please circle only one answer.

Male 1
Female 2

53. (G2a) What is your age?

Please write in your age in years. If this questionnaire was completed for a child younger than one year old, please enter zero (0) as their age.

Age in years|_|_|_|

54. (G7) What is your current marital status?

Please circle only one answer.

Married 1
Never Married 2
Widowed 3
Separated or divorced 4

55. (G3) **What is your living arrangement? Do you:**

Please circle Yes or No for each part of the question.

| | | Yes | No |
|-----|--|-----|----|
| (a) | Live alone? | 1 | 2 |
| (b) | Live with your spouse or significant other? | 1 | 2 |
| (c) | Live with children? | 1 | 2 |
| (d) | Live with one or more parents or guardian(s)? | 1 | 2 |
| (e) | Live with other persons? | 1 | 2 |

56. (G4) **What is the highest level of education you have completed?**

If you are completing this questionnaire for a child who is under 18 and/or still in school, please circle your education level.

Please circle only one answer.

- Less than high school graduate..... 1
- High school graduate or GED..... 2
- Some college.....3
- (Including technical / vocational school or professional business school)*
- Two-year college degree 4
- (That is, an AA: Associate in Arts degree)*
- Four-year college degree 5
- (That is, a BA: Bachelor of Arts or BS: Bachelor of Science degree)*
- Graduate degree 6
- (That is, a Masters, PhD, Lawyer, or Medical Doctor degree)*

57. (G5) **Have you ever retired from a job or business?**

Please circle Yes or No.

- Yes..... 1 *Please continue to next question.*
- No 2 *Please go to question 59 on page 23.*

58. (G6) **Did you retire due to a disability?**

Please circle Yes or No.

- Yes..... 1
- No 2

59. (G8) **During the past year, has your household been without telephone service for a continuous period of a week or more?**

Please circle Yes or No.

- Yes..... 1 *Continue to next question.*
No 2 *Please skip now to question 61 on this page.*

60. (G9) **How long were you without telephone service?**

If you were without service for 1 to 7 days, please circle "one week".

Please circle only one answer.

- One week..... 1
Two weeks 2
Three weeks 3
Four weeks 4
Five weeks or more..... 5

61. (G10) **Does your household have access to the Internet?**

Please circle Yes or No.

- Yes..... 1
No 2

62. (G11) **Are you of Hispanic, Latino, or Spanish origin?**

Please circle Yes or No.

- Yes..... 1
No 2

63. (G12) **What is your race?**

Please circle all that apply.

- White,..... 1
African American or Black,..... 2
Asian,..... 3
American Indian, Alaskan Native, 4
Native Hawaiian, or other Pacific Islander? 5

64. (G13) **Are your living quarters:**

Please circle only one answer.

- Owned or being bought by you or someone in your household,..... 1
- Rented for cash, or 2
- Occupied without payment of cash rent? 3

65. (G14) **What was the total combined income for all persons in your household during the past 12 months?**

Please include income from jobs, Social Security, retirement income, public assistance, and all other sources.

Please circle only one answer.

- Less than \$15,000,..... 1
- Between \$15,000 to \$50,000, or 2
- Over \$50,000 3

You have now completed the questionnaire. Thank you so much for your help with this important national transportation survey!

Please return your completed survey questionnaire in the enclosed postage-paid envelope.

2002 National Transportation Availability and Use Survey

Tables of Frequencies

Public Use File

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| C2 - NUMDAYS - How many days per week leave home | | | | |
| Never leaves home | 116 | 3,506,132 | 1.29 | 0.193 |
| 1 | 145 | 4,819,889 | 1.77 | 0.251 |
| 2 | 331 | 11,130,405 | 4.10 | 0.376 |
| 3 | 371 | 14,992,415 | 5.52 | 0.447 |
| 4 | 266 | 11,388,978 | 4.19 | 0.372 |
| 5 | 611 | 36,413,962 | 13.41 | 0.714 |
| 6 | 438 | 23,967,579 | 8.82 | 0.562 |
| 7 | 2,698 | 165,424,209 | 60.90 | 0.980 |
| Subtotal valid responses | 4,976 | 271,643,568 | 100.00 | |
| Refused | 13 | 705,677 | | |
| Dk | 24 | 1,111,061 | | |
| Not ascertained | 6 | 182,966 | | |
| Total | 5,019 | 273,643,273 | | |
| C3 - SEEHEAR - Blindness,deafness,vision/hear impaired | | | | |
| Yes | 501 | 11,195,821 | 4.10 | 0.253 |
| No | 4,494 | 261,890,550 | 95.90 | 0.253 |
| Subtotal valid responses | 4,995 | 273,086,370 | 100.00 | |
| Dk | 3 | 59,127 | | |
| Not ascertained | 21 | 497,775 | | |
| Total | 5,019 | 273,643,273 | | |
| C3 - BASICACT - Condition that limits basic phy activity | | | | |
| Yes | 1,355 | 31,343,607 | 11.48 | 0.459 |
| No | 3,634 | 241,566,832 | 88.52 | 0.459 |
| Subtotal valid responses | 4,989 | 272,910,439 | 100.00 | |
| Dk | 5 | 115,758 | | |
| Not ascertained | 25 | 617,076 | | |
| Total | 5,019 | 273,643,273 | | |
| C4 - MEMORY - Difficulty learn,remember,concentrating | | | | |
| Yes | 829 | 20,781,284 | 7.61 | 0.380 |
| No | 4,159 | 252,174,187 | 92.39 | 0.380 |
| Subtotal valid responses | 4,988 | 272,955,472 | 100.00 | |
| Refused | 1 | 25,208 | | |
| Dk | 8 | 103,201 | | |
| Not ascertained | 22 | 559,392 | | |
| Total | 5,019 | 273,643,273 | | |
| C4 - MOBILE - Difficulty dressing,bathing,get around | | | | |
| Yes | 394 | 8,851,448 | 3.24 | 0.213 |
| No | 4,602 | 264,213,183 | 96.76 | 0.213 |
| Subtotal valid responses | 4,996 | 273,064,632 | 100.00 | |
| Refused | 3 | 68,430 | | |
| Not ascertained | 20 | 510,211 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| C4 - GOOUT - Difficulty going outside home alone | | | | |
| Yes | 609 | 14,533,809 | 6.98 | 0.419 |
| No | 3,626 | 193,667,146 | 93.02 | 0.419 |
| Subtotal valid responses | 4,235 | 208,200,955 | 100.00 | |
| Inapplicable | 755 | 64,747,438 | | |
| Refused | 2 | 45,035 | | |
| Dk | 4 | 65,488 | | |
| Not ascertained | 23 | 584,358 | | |
| Total | 5,019 | 273,643,273 | | |
| C4 - DIFFJOB - Difficulty working at a job/business | | | | |
| Yes | 781 | 18,491,604 | 8.91 | 0.452 |
| No | 3,428 | 189,151,021 | 91.09 | 0.452 |
| Subtotal valid responses | 4,209 | 207,642,625 | 100.00 | |
| Inapplicable | 755 | 64,747,438 | | |
| Refused | 3 | 69,699 | | |
| Dk | 24 | 458,283 | | |
| Not ascertained | 28 | 725,229 | | |
| Total | 5,019 | 273,643,273 | | |
| C5 - SPECEDU - Receive special education services | | | | |
| Yes | 257 | 4,424,302 | 15.08 | 1.533 |
| No | 296 | 24,914,834 | 84.92 | 1.533 |
| Subtotal valid responses | 553 | 29,339,136 | 100.00 | |
| Inapplicable | 4,021 | 186,466,862 | | |
| Dk | 2 | 72,782 | | |
| Not ascertained | 443 | 57,764,493 | | |
| Total | 5,019 | 273,643,273 | | |
| C5 A - DIFFSEV - Consider these conditions mild,mod,sever | | | | |
| Mild | 755 | 18,767,633 | 38.05 | 1.692 |
| Moderate | 841 | 19,322,299 | 39.18 | 1.624 |
| Severe | 504 | 11,230,160 | 22.77 | 1.200 |
| Subtotal valid responses | 2,100 | 49,320,092 | 100.00 | |
| Inapplicable | 681 | 74,500,416 | | |
| Refused | 4 | 121,325 | | |
| Dk | 27 | 518,874 | | |
| Not ascertained | 2,207 | 149,182,566 | | |
| Total | 5,019 | 273,643,273 | | |
| C5 B - WHICHIS - This is a vision,hearing impair, or both | | | | |
| Vision | 154 | 3,879,534 | 35.52 | 3.184 |
| Hearing | 217 | 4,423,844 | 40.50 | 2.890 |
| Both | 119 | 2,618,793 | 23.98 | 2.474 |
| Subtotal valid responses | 490 | 10,922,172 | 100.00 | |
| Inapplicable | 1,038 | 81,488,411 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Refused | 2 | 47,634 | | |
| Dk | 9 | 226,015 | | |
| Not ascertained | 3,480 | 180,959,041 | | |
| Total | 5,019 | 273,643,273 | | |
| C6 - NEEDHELP - Need special assistance/equip to travel | | | | |
| Yes | 532 | 12,401,830 | 4.78 | 0.323 |
| No | 4,211 | 246,942,490 | 95.22 | 0.323 |
| Subtotal valid responses | 4,743 | 259,344,320 | 100.00 | |
| Refused | 1 | 45,154 | | |
| Dk | 1 | 14,724 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| C7 - HLPTYP1 - Assistance frm person while inside home | | | | |
| Yes | 94 | 1,841,709 | 14.59 | 1.905 |
| No | 453 | 10,782,152 | 85.41 | 1.905 |
| Subtotal valid responses | 547 | 12,623,861 | 100.00 | |
| Inapplicable | 4,213 | 247,002,368 | | |
| Refused | 2 | 49,643 | | |
| Dk | 30 | 1,510,340 | | |
| Not ascertained | 227 | 12,457,062 | | |
| Total | 5,019 | 273,643,273 | | |
| C7 - HLPTYP2 - Assistance frm person while outside home | | | | |
| Yes | 178 | 3,728,610 | 29.54 | 2.924 |
| No | 369 | 8,895,250 | 70.46 | 2.924 |
| Subtotal valid responses | 547 | 12,623,861 | 100.00 | |
| Inapplicable | 4,213 | 247,002,368 | | |
| Refused | 2 | 49,643 | | |
| Dk | 30 | 1,510,340 | | |
| Not ascertained | 227 | 12,457,062 | | |
| Total | 5,019 | 273,643,273 | | |
| C7 - HLPTYP3 - Interpreter | | | | |
| Yes | 2 | 40,954 | 0.32 | 0.236 |
| No | 545 | 12,582,906 | 99.68 | 0.236 |
| Subtotal valid responses | 547 | 12,623,861 | 100.00 | |
| Inapplicable | 4,213 | 247,002,368 | | |
| Refused | 2 | 49,643 | | |
| Dk | 30 | 1,510,340 | | |
| Not ascertained | 227 | 12,457,062 | | |
| Total | 5,019 | 273,643,273 | | |
| C7 - HLPTYP4 - Professional care(rehab or counseling) | | | | |
| Yes | 9 | 144,169 | 1.14 | 0.400 |
| No | 538 | 12,479,692 | 98.86 | 0.400 |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Subtotal valid responses | 547 | 12,623,861 | 100.00 | |
| Inapplicable | 4,213 | 247,002,368 | | |
| Refused | 2 | 49,643 | | |
| Dk | 30 | 1,510,340 | | |
| Not ascertained | 227 | 12,457,062 | | |
| Total | 5,019 | 273,643,273 | | |
| C7 - HLPTYP5 - Service animal | | | | |
| Yes | 1 | 22,967 | 0.18 | 0.182 |
| No | 546 | 12,600,894 | 99.82 | 0.182 |
| Subtotal valid responses | 547 | 12,623,861 | 100.00 | |
| Inapplicable | 4,213 | 247,002,368 | | |
| Refused | 2 | 49,643 | | |
| Dk | 30 | 1,510,340 | | |
| Not ascertained | 227 | 12,457,062 | | |
| Total | 5,019 | 273,643,273 | | |
| C7 - HLPTYP6 - Manual wheelchair | | | | |
| Yes | 130 | 2,475,200 | 19.61 | 2.154 |
| No | 417 | 10,148,660 | 80.39 | 2.154 |
| Subtotal valid responses | 547 | 12,623,861 | 100.00 | |
| Inapplicable | 4,213 | 247,002,368 | | |
| Refused | 2 | 49,643 | | |
| Dk | 30 | 1,510,340 | | |
| Not ascertained | 227 | 12,457,062 | | |
| Total | 5,019 | 273,643,273 | | |
| C7 - HLPTYP7 - Electric scooter or wheelchair | | | | |
| Yes | 60 | 1,185,273 | 9.39 | 1.371 |
| No | 487 | 11,438,587 | 90.61 | 1.371 |
| Subtotal valid responses | 547 | 12,623,861 | 100.00 | |
| Inapplicable | 4,213 | 247,002,368 | | |
| Refused | 2 | 49,643 | | |
| Dk | 30 | 1,510,340 | | |
| Not ascertained | 227 | 12,457,062 | | |
| Total | 5,019 | 273,643,273 | | |
| C7 - HLPTYP8 - Cane, crutches or walker | | | | |
| Yes | 284 | 5,623,278 | 44.54 | 3.169 |
| No | 263 | 7,000,583 | 55.46 | 3.169 |
| Subtotal valid responses | 547 | 12,623,861 | 100.00 | |
| Inapplicable | 4,213 | 247,002,368 | | |
| Refused | 2 | 49,643 | | |
| Dk | 30 | 1,510,340 | | |
| Not ascertained | 227 | 12,457,062 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| C7 - HLPTY9 - Leg,arm,backbrace | | | | |
| Yes | 24 | 497,815 | 3.94 | 0.937 |
| No | 523 | 12,126,045 | 96.06 | 0.937 |
| Subtotal valid responses | 547 | 12,623,861 | 100.00 | |
| Inapplicable | 4,213 | 247,002,368 | | |
| Refused | 2 | 49,643 | | |
| Dk | 30 | 1,510,340 | | |
| Not ascertained | 227 | 12,457,062 | | |
| Total | 5,019 | 273,643,273 | | |
| C7 - HLPTY10 - Prosthetic device | | | | |
| Yes | 12 | 211,209 | 1.67 | 0.548 |
| No | 535 | 12,412,652 | 98.33 | 0.548 |
| Subtotal valid responses | 547 | 12,623,861 | 100.00 | |
| Inapplicable | 4,213 | 247,002,368 | | |
| Refused | 2 | 49,643 | | |
| Dk | 30 | 1,510,340 | | |
| Not ascertained | 227 | 12,457,062 | | |
| Total | 5,019 | 273,643,273 | | |
| C7 - HLPTY11 - Automotive adaptive aid | | | | |
| Yes | 26 | 1,272,337 | 10.08 | 3.187 |
| No | 521 | 11,351,523 | 89.92 | 3.187 |
| Subtotal valid responses | 547 | 12,623,861 | 100.00 | |
| Inapplicable | 4,213 | 247,002,368 | | |
| Refused | 2 | 49,643 | | |
| Dk | 30 | 1,510,340 | | |
| Not ascertained | 227 | 12,457,062 | | |
| Total | 5,019 | 273,643,273 | | |
| C7 - HLPTY12 - Public transportation aid | | | | |
| Yes | 28 | 606,456 | 4.80 | 1.325 |
| No | 519 | 12,017,404 | 95.20 | 1.325 |
| Subtotal valid responses | 547 | 12,623,861 | 100.00 | |
| Inapplicable | 4,213 | 247,002,368 | | |
| Refused | 2 | 49,643 | | |
| Dk | 30 | 1,510,340 | | |
| Not ascertained | 227 | 12,457,062 | | |
| Total | 5,019 | 273,643,273 | | |
| C7 - HLPTY13 - Hearing aid | | | | |
| Yes | 15 | 367,838 | 2.91 | 0.924 |
| No | 532 | 12,256,023 | 97.09 | 0.924 |
| Subtotal valid responses | 547 | 12,623,861 | 100.00 | |
| Inapplicable | 4,213 | 247,002,368 | | |
| Refused | 2 | 49,643 | | |
| Dk | 30 | 1,510,340 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Not ascertained | 227 | 12,457,062 | | |
| Total | 5,019 | 273,643,273 | | |
| C7 - HLPTY14 - Magnifiers or high-powered glasses | | | | |
| Yes | 10 | 271,623 | 2.15 | 0.752 |
| No | 537 | 12,352,238 | 97.85 | 0.752 |
| Subtotal valid responses | 547 | 12,623,861 | 100.00 | |
| Inapplicable | 4,213 | 247,002,368 | | |
| Refused | 2 | 49,643 | | |
| Dk | 30 | 1,510,340 | | |
| Not ascertained | 227 | 12,457,062 | | |
| Total | 5,019 | 273,643,273 | | |
| C7 - HLPTY15 - Oxygen | | | | |
| Yes | 43 | 922,453 | 7.31 | 1.295 |
| No | 504 | 11,701,408 | 92.69 | 1.295 |
| Subtotal valid responses | 547 | 12,623,861 | 100.00 | |
| Inapplicable | 4,213 | 247,002,368 | | |
| Refused | 2 | 49,643 | | |
| Dk | 30 | 1,510,340 | | |
| Not ascertained | 227 | 12,457,062 | | |
| Total | 5,019 | 273,643,273 | | |
| C7 - HLPTY16 - Medication | | | | |
| Yes | 17 | 308,425 | 2.44 | 0.693 |
| No | 530 | 12,315,436 | 97.56 | 0.693 |
| Subtotal valid responses | 547 | 12,623,861 | 100.00 | |
| Inapplicable | 4,213 | 247,002,368 | | |
| Refused | 2 | 49,643 | | |
| Dk | 30 | 1,510,340 | | |
| Not ascertained | 227 | 12,457,062 | | |
| Total | 5,019 | 273,643,273 | | |
| C7 - HLPTY17 - Other (specify) | | | | |
| Yes | 21 | 350,545 | 2.78 | 0.660 |
| No | 526 | 12,273,316 | 97.22 | 0.660 |
| Subtotal valid responses | 547 | 12,623,861 | 100.00 | |
| Inapplicable | 4,213 | 247,002,368 | | |
| Refused | 2 | 49,643 | | |
| Dk | 30 | 1,510,340 | | |
| Not ascertained | 227 | 12,457,062 | | |
| Total | 5,019 | 273,643,273 | | |
| C7 - HLPTY18 - Home modifications | | | | |
| Yes | 6 | 113,258 | 0.90 | 0.375 |
| No | 541 | 12,510,602 | 99.10 | 0.375 |
| Subtotal valid responses | 547 | 12,623,861 | 100.00 | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Inapplicable | 4,213 | 247,002,368 | | |
| Refused | 2 | 49,643 | | |
| Dk | 30 | 1,510,340 | | |
| Not ascertained | 227 | 12,457,062 | | |
| Total | 5,019 | 273,643,273 | | |
| C7 - HLPTY19 - Other medical equipment | | | | |
| Yes | 26 | 1,039,579 | 8.24 | 2.884 |
| No | 521 | 11,584,282 | 91.76 | 2.884 |
| Subtotal valid responses | 547 | 12,623,861 | 100.00 | |
| Inapplicable | 4,213 | 247,002,368 | | |
| Refused | 2 | 49,643 | | |
| Dk | 30 | 1,510,340 | | |
| Not ascertained | 227 | 12,457,062 | | |
| Total | 5,019 | 273,643,273 | | |
| C8 - HAVEPROB - Difficult getting transportation need | | | | |
| Yes | 338 | 12,839,723 | 4.96 | 0.416 |
| No | 4,396 | 245,895,344 | 95.04 | 0.416 |
| Subtotal valid responses | 4,734 | 258,735,067 | 100.00 | |
| Refused | 2 | 35,799 | | |
| Dk | 9 | 633,331 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| C9 - TRNPRB1 - Don t have a car | | | | |
| Yes | 77 | 3,323,831 | 24.48 | 3.632 |
| No | 273 | 10,256,367 | 75.52 | 3.632 |
| Subtotal valid responses | 350 | 13,580,198 | 100.00 | |
| Inapplicable | 4,407 | 246,564,474 | | |
| Dk | 22 | 974,604 | | |
| Not ascertained | 240 | 12,523,996 | | |
| Total | 5,019 | 273,643,273 | | |
| C9 - TRNPRB2 - No/limited public transportation | | | | |
| Yes | 131 | 5,551,349 | 40.88 | 4.102 |
| No | 219 | 8,028,849 | 59.12 | 4.102 |
| Subtotal valid responses | 350 | 13,580,198 | 100.00 | |
| Inapplicable | 4,407 | 246,564,474 | | |
| Dk | 22 | 974,604 | | |
| Not ascertained | 240 | 12,523,996 | | |
| Total | 5,019 | 273,643,273 | | |
| C9 - TRNPRB3 - No/limited taxi service | | | | |
| Yes | 20 | 729,993 | 5.38 | 1.585 |
| No | 330 | 12,850,204 | 94.62 | 1.585 |
| Subtotal valid responses | 350 | 13,580,198 | 100.00 | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| Inapplicable | 4,407 | 246,564,474 | | |
| Dk | 22 | 974,604 | | |
| Not ascertained | 240 | 12,523,996 | | |
| Total | 5,019 | 273,643,273 | | |
| C9 - TRNPRB4 - Buses don t run on time | | | | |
| Yes | 38 | 1,759,477 | 12.96 | 2.636 |
| No | 312 | 11,820,720 | 87.04 | 2.636 |
| Subtotal valid responses | 350 | 13,580,198 | 100.00 | |
| Inapplicable | 4,407 | 246,564,474 | | |
| Dk | 22 | 974,604 | | |
| Not ascertained | 240 | 12,523,996 | | |
| Total | 5,019 | 273,643,273 | | |
| C9 - TRNPRB5 - Buses don t run when needed | | | | |
| Yes | 37 | 1,772,975 | 13.06 | 3.057 |
| No | 313 | 11,807,223 | 86.94 | 3.057 |
| Subtotal valid responses | 350 | 13,580,198 | 100.00 | |
| Inapplicable | 4,407 | 246,564,474 | | |
| Dk | 22 | 974,604 | | |
| Not ascertained | 240 | 12,523,996 | | |
| Total | 5,019 | 273,643,273 | | |
| C9 - TRNPRB6 - Bus stops are too far away | | | | |
| Yes | 37 | 1,245,232 | 9.17 | 2.111 |
| No | 313 | 12,334,966 | 90.83 | 2.111 |
| Subtotal valid responses | 350 | 13,580,198 | 100.00 | |
| Inapplicable | 4,407 | 246,564,474 | | |
| Dk | 22 | 974,604 | | |
| Not ascertained | 240 | 12,523,996 | | |
| Total | 5,019 | 273,643,273 | | |
| C9 - TRNPRB7 - Transportation doesn t accom spec equip | | | | |
| Yes | 15 | 234,164 | 1.72 | 0.505 |
| No | 335 | 13,346,034 | 98.28 | 0.505 |
| Subtotal valid responses | 350 | 13,580,198 | 100.00 | |
| Inapplicable | 4,407 | 246,564,474 | | |
| Dk | 22 | 974,604 | | |
| Not ascertained | 240 | 12,523,996 | | |
| Total | 5,019 | 273,643,273 | | |
| C9 - TRNPRB8 - Disability makes transprt hard to use | | | | |
| Yes | 50 | 1,030,694 | 7.59 | 1.266 |
| No | 300 | 12,549,504 | 92.41 | 1.266 |
| Subtotal valid responses | 350 | 13,580,198 | 100.00 | |
| Inapplicable | 4,407 | 246,564,474 | | |
| Dk | 22 | 974,604 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| Not ascertained | 240 | 12,523,996 | | |
| Total | 5,019 | 273,643,273 | | |
| C9 - TRNPRB9 - Costs too much | | | | |
| Yes | 26 | 703,019 | 5.18 | 1.264 |
| No | 324 | 12,877,179 | 94.82 | 1.264 |
| Subtotal valid responses | 350 | 13,580,198 | 100.00 | |
| Inapplicable | 4,407 | 246,564,474 | | |
| Dk | 22 | 974,604 | | |
| Not ascertained | 240 | 12,523,996 | | |
| Total | 5,019 | 273,643,273 | | |
| C9 - TRNPRB10 - Don t want ask help/inconvenience others | | | | |
| Yes | 29 | 1,117,111 | 8.23 | 2.373 |
| No | 321 | 12,463,087 | 91.77 | 2.373 |
| Subtotal valid responses | 350 | 13,580,198 | 100.00 | |
| Inapplicable | 4,407 | 246,564,474 | | |
| Dk | 22 | 974,604 | | |
| Not ascertained | 240 | 12,523,996 | | |
| Total | 5,019 | 273,643,273 | | |
| C9 - TRNPRB11 - There s no one i can depend on | | | | |
| Yes | 32 | 845,088 | 6.22 | 1.399 |
| No | 318 | 12,735,110 | 93.78 | 1.399 |
| Subtotal valid responses | 350 | 13,580,198 | 100.00 | |
| Inapplicable | 4,407 | 246,564,474 | | |
| Dk | 22 | 974,604 | | |
| Not ascertained | 240 | 12,523,996 | | |
| Total | 5,019 | 273,643,273 | | |
| C9 - TRNPRB12 - Fear of crime stops me from going places | | | | |
| Yes | 4 | 416,662 | 3.07 | 2.574 |
| No | 346 | 13,163,535 | 96.93 | 2.574 |
| Subtotal valid responses | 350 | 13,580,198 | 100.00 | |
| Inapplicable | 4,407 | 246,564,474 | | |
| Dk | 22 | 974,604 | | |
| Not ascertained | 240 | 12,523,996 | | |
| Total | 5,019 | 273,643,273 | | |
| C9 - TRNPRB13 - Other (specify) | | | | |
| Yes | 99 | 3,312,861 | 24.39 | 3.313 |
| No | 251 | 10,267,337 | 75.61 | 3.313 |
| Subtotal valid responses | 350 | 13,580,198 | 100.00 | |
| Inapplicable | 4,407 | 246,564,474 | | |
| Dk | 22 | 974,604 | | |
| Not ascertained | 240 | 12,523,996 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| D2 - DRIVER - Subject currently a driver | | | | |
| Yes | 3,415 | 176,842,151 | 83.15 | 0.821 |
| No | 904 | 35,827,079 | 16.85 | 0.821 |
| Subtotal valid responses | 4,319 | 212,669,230 | 100.00 | |
| Inapplicable | 695 | 60,567,826 | | |
| Dk | 2 | 80,429 | | |
| Not ascertained | 3 | 325,788 | | |
| Total | 5,019 | 273,643,273 | | |
| D3 - DRIVFREQ - Number of days/wk subject drives | | | | |
| 1 | 73 | 2,555,165 | 1.45 | 0.228 |
| 2 | 191 | 6,401,521 | 3.63 | 0.369 |
| 3 | 211 | 7,052,621 | 4.00 | 0.418 |
| 4 | 199 | 8,086,760 | 4.58 | 0.467 |
| 5 | 356 | 17,978,556 | 10.19 | 0.687 |
| 6 | 397 | 21,292,693 | 12.07 | 0.763 |
| 7 | 1,910 | 111,522,079 | 63.20 | 1.102 |
| Less than one day/week | 64 | 1,564,103 | 0.89 | 0.155 |
| Subtotal valid responses | 3,401 | 176,453,498 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 2 | 86,330 | | |
| Dk | 9 | 187,646 | | |
| Not ascertained | 3 | 114,678 | | |
| Total | 5,019 | 273,643,273 | | |
| D4 - DRIVLESS - Subject drive less than used to | | | | |
| Yes | 1,462 | 61,927,765 | 37.95 | 1.156 |
| No | 1,698 | 101,265,393 | 62.05 | 1.156 |
| Subtotal valid responses | 3,160 | 163,193,157 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 2 | 20,700 | | |
| Dk | 12 | 825,748 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |
| D4 - ATNIGHT - Subject avoid driving at night | | | | |
| Yes | 1,193 | 49,728,217 | 30.34 | 1.083 |
| No | 1,975 | 114,172,957 | 69.66 | 1.083 |
| Subtotal valid responses | 3,168 | 163,901,173 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 1 | 2,968 | | |
| Dk | 5 | 135,464 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |
| D4 - BADWEATH - Subject drive less in bad weather | | | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Yes | 1,782 | 86,199,186 | 52.70 | 1.217 |
| No | 1,383 | 77,370,523 | 47.30 | 1.217 |
| Subtotal valid responses | 3,165 | 163,569,709 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 3 | 104,307 | | |
| Dk | 6 | 365,589 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |
| D4 - FASTHWY - Subject avoid high-speed roads & hwys | | | | |
| Yes | 880 | 40,314,849 | 24.60 | 1.042 |
| No | 2,268 | 122,933,271 | 75.02 | 1.045 |
| Not applicable | 21 | 628,042 | 0.38 | 0.102 |
| Subtotal valid responses | 3,169 | 163,876,162 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 1 | 2,968 | | |
| Dk | 4 | 160,475 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |
| D4 - BSYROAD - Subject avoid busy roads & intersections | | | | |
| Yes | 1,354 | 68,247,070 | 41.75 | 1.197 |
| No | 1,785 | 94,127,950 | 57.59 | 1.199 |
| Not applicable | 26 | 1,075,396 | 0.66 | 0.176 |
| Subtotal valid responses | 3,165 | 163,450,416 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 1 | 2,968 | | |
| Dk | 8 | 586,221 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |
| D4 - DRIVSLOW - Subject drive slower than speed limits | | | | |
| Yes | 549 | 26,403,469 | 16.16 | 0.883 |
| No | 2,606 | 136,840,963 | 83.73 | 0.884 |
| Not applicable | 6 | 182,762 | 0.11 | 0.058 |
| Subtotal valid responses | 3,161 | 163,427,195 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 3 | 46,041 | | |
| Dk | 10 | 566,370 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |
| D4 - NOLEFTS - Subject avoid left-hand turns | | | | |
| Yes | 276 | 14,585,712 | 8.93 | 0.714 |
| No | 2,881 | 148,744,326 | 91.07 | 0.714 |
| Subtotal valid responses | 3,157 | 163,330,038 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| Refused | 2 | 37,936 | | |
| Dk | 15 | 671,631 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |
| D4 - NORUSHHR - Subject avoid driving during rush hour | | | | |
| Yes | 1,452 | 72,104,360 | 44.00 | 1.209 |
| No | 1,637 | 88,774,960 | 54.18 | 1.211 |
| Not applicable | 78 | 2,982,004 | 1.82 | 0.279 |
| Subtotal valid responses | 3,167 | 163,861,323 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 1 | 2,968 | | |
| Dk | 6 | 175,313 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |
| D4 - NONEWPLC - Avoid driving unfamiliar roads/places | | | | |
| Yes | 987 | 47,945,321 | 29.33 | 1.108 |
| No | 2,174 | 115,512,694 | 70.67 | 1.108 |
| Subtotal valid responses | 3,161 | 163,458,016 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 1 | 2,968 | | |
| Dk | 12 | 578,621 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |
| D4 - NOLDTRP - Avoid driving distances > 100 miles | | | | |
| Yes | 988 | 43,179,901 | 26.40 | 1.059 |
| No | 2,175 | 120,400,529 | 73.60 | 1.059 |
| Subtotal valid responses | 3,163 | 163,580,430 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 1 | 2,968 | | |
| Dk | 10 | 456,207 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |
| D5 - EYESIGHT - How eyesight/nght vision now vs 5yrs ago | | | | |
| Worse | 1,058 | 49,066,205 | 30.14 | 1.077 |
| Same | 1,936 | 104,911,391 | 64.44 | 1.142 |
| Better | 161 | 8,816,929 | 5.42 | 0.579 |
| Subtotal valid responses | 3,155 | 162,794,525 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 4 | 106,580 | | |
| Dk | 15 | 1,138,500 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| D5 - ATNSPAN - How is attention span now vs. 5yrs ago | | | | |
| Worse | 309 | 11,221,767 | 6.90 | 0.519 |
| Same | 2,498 | 128,728,710 | 79.10 | 1.006 |
| Better | 342 | 22,783,628 | 14.00 | 0.919 |
| Subtotal valid responses | 3,149 | 162,734,105 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 2 | 79,572 | | |
| Dk | 23 | 1,225,928 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |
| D5 - HEARING - How is hearing now vs. 5yrs ago | | | | |
| Worse | 474 | 15,365,507 | 9.42 | 0.568 |
| Same | 2,590 | 140,726,980 | 86.27 | 0.773 |
| Better | 98 | 7,038,424 | 4.31 | 0.564 |
| Subtotal valid responses | 3,162 | 163,130,911 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 1 | 54,364 | | |
| Dk | 11 | 854,330 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |
| D5 - CORDNATE - How is coordination now vs. 5yrs ago | | | | |
| Worse | 361 | 10,880,035 | 6.67 | 0.462 |
| Same | 2,583 | 136,191,662 | 83.53 | 0.912 |
| Better | 210 | 15,967,795 | 9.79 | 0.829 |
| Subtotal valid responses | 3,154 | 163,039,493 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 2 | 90,221 | | |
| Dk | 18 | 909,892 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |
| D5 - REACTIM - How is reaction time now vs. 5yrs ago | | | | |
| Worse | 247 | 8,102,068 | 4.99 | 0.422 |
| Same | 2,548 | 127,603,675 | 78.54 | 1.048 |
| Better | 350 | 26,757,835 | 16.47 | 1.005 |
| Subtotal valid responses | 3,145 | 162,463,578 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 5 | 380,036 | | |
| Dk | 24 | 1,195,992 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |
| D5 - DPTHPERC - How is depth perception now vs. 5yrs ago | | | | |
| Worse | 320 | 13,581,232 | 8.38 | 0.634 |
| Same | 2,635 | 134,114,959 | 82.74 | 0.967 |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Better | 180 | 14,401,160 | 8.88 | 0.802 |
| Subtotal valid responses | 3,135 | 162,097,351 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 2 | 83,339 | | |
| Dk | 37 | 1,858,915 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |
| D6 - NODRIV1 - Never plan to give up driving | | | | |
| Yes | 306 | 17,469,567 | 10.91 | 0.791 |
| No | 2,817 | 142,721,367 | 89.09 | 0.791 |
| Subtotal valid responses | 3,123 | 160,190,934 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 4 | 450,191 | | |
| Dk | 47 | 3,398,481 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |
| D6 - NODRIV2 - Other transportation was available | | | | |
| Yes | 77 | 5,119,463 | 3.20 | 0.443 |
| No | 3,046 | 155,071,471 | 96.80 | 0.443 |
| Subtotal valid responses | 3,123 | 160,190,934 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 4 | 450,191 | | |
| Dk | 47 | 3,398,481 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |
| D6 - NODRIV3 - Cannot pass the dl renewal process | | | | |
| Yes | 43 | 1,583,245 | 0.99 | 0.210 |
| No | 3,080 | 158,607,690 | 99.01 | 0.210 |
| Subtotal valid responses | 3,123 | 160,190,934 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 4 | 450,191 | | |
| Dk | 47 | 3,398,481 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |
| D6 - NODRIV4 - Cause crash,accident,injury,othr incidnt | | | | |
| Yes | 124 | 5,212,983 | 3.25 | 0.388 |
| No | 2,999 | 154,977,951 | 96.75 | 0.388 |
| Subtotal valid responses | 3,123 | 160,190,934 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 4 | 450,191 | | |
| Dk | 47 | 3,398,481 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| D6 - NODRIV5 - Involvd in crash,accident,othr incident | | | | |
| Yes | 76 | 4,838,734 | 3.02 | 0.459 |
| No | 3,047 | 155,352,200 | 96.98 | 0.459 |
| Subtotal valid responses | 3,123 | 160,190,934 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 4 | 450,191 | | |
| Dk | 47 | 3,398,481 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |
| D6 - NODRIV6 - Doctor says to stop driving | | | | |
| Yes | 122 | 6,042,152 | 3.77 | 0.431 |
| No | 3,001 | 154,148,782 | 96.23 | 0.431 |
| Subtotal valid responses | 3,123 | 160,190,934 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 4 | 450,191 | | |
| Dk | 47 | 3,398,481 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |
| D6 - NODRIV7 - Family/frnd/neighbr convince stop drivng | | | | |
| Yes | 87 | 3,768,498 | 2.35 | 0.354 |
| No | 3,036 | 156,422,437 | 97.65 | 0.354 |
| Subtotal valid responses | 3,123 | 160,190,934 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 4 | 450,191 | | |
| Dk | 47 | 3,398,481 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |
| D6 - NODRIV8 - Police/law enforcemnt advise stop drivng | | | | |
| Yes | 34 | 1,621,813 | 1.01 | 0.241 |
| No | 3,089 | 158,569,121 | 98.99 | 0.241 |
| Subtotal valid responses | 3,123 | 160,190,934 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 4 | 450,191 | | |
| Dk | 47 | 3,398,481 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |
| D6 - NODRIV9 - Feel cannot operate vehicle safely | | | | |
| Yes | 1,134 | 54,588,653 | 34.08 | 1.139 |
| No | 1,989 | 105,602,281 | 65.92 | 1.139 |
| Subtotal valid responses | 3,123 | 160,190,934 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 4 | 450,191 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| Dk | 47 | 3,398,481 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |
| D6 - NODRIV10 - When reach a certain age | | | | |
| Yes | 240 | 15,300,503 | 9.55 | 0.747 |
| No | 2,883 | 144,890,431 | 90.45 | 0.747 |
| Subtotal valid responses | 3,123 | 160,190,934 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 4 | 450,191 | | |
| Dk | 47 | 3,398,481 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |
| D6 - NODRIV11 - Eye sight declines | | | | |
| Yes | 1,136 | 58,226,301 | 36.35 | 1.165 |
| No | 1,987 | 101,964,633 | 63.65 | 1.165 |
| Subtotal valid responses | 3,123 | 160,190,934 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 4 | 450,191 | | |
| Dk | 47 | 3,398,481 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |
| D6 - NODRIV12 - Hearing declines | | | | |
| Yes | 178 | 9,493,859 | 5.93 | 0.584 |
| No | 2,945 | 150,697,075 | 94.07 | 0.584 |
| Subtotal valid responses | 3,123 | 160,190,934 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 4 | 450,191 | | |
| Dk | 47 | 3,398,481 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |
| D6 - NODRIV13 - Other physical limitations | | | | |
| Yes | 930 | 47,974,702 | 29.95 | 1.122 |
| No | 2,193 | 112,216,232 | 70.05 | 1.122 |
| Subtotal valid responses | 3,123 | 160,190,934 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 4 | 450,191 | | |
| Dk | 47 | 3,398,481 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |
| D6 - NODRIV14 - Other mental limitations | | | | |
| Yes | 246 | 11,583,069 | 7.23 | 0.583 |
| No | 2,877 | 148,607,865 | 92.77 | 0.583 |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| Subtotal valid responses | 3,123 | 160,190,934 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 4 | 450,191 | | |
| Dk | 47 | 3,398,481 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |
| D6 - NODRIV15 - Other limitations | | | | |
| Yes | 389 | 19,935,059 | 12.44 | 0.803 |
| No | 2,734 | 140,255,875 | 87.56 | 0.803 |
| Subtotal valid responses | 3,123 | 160,190,934 | 100.00 | |
| Inapplicable | 1,604 | 96,801,122 | | |
| Refused | 4 | 450,191 | | |
| Dk | 47 | 3,398,481 | | |
| Not ascertained | 241 | 12,802,546 | | |
| Total | 5,019 | 273,643,273 | | |
| D6 A - TOTVEHI - Number of vehicles owned/leased by hh | | | | |
| 0 | 388 | 16,043,559 | 5.88 | 0.466 |
| 1 | 1,447 | 63,946,430 | 23.43 | 0.842 |
| 2 | 1,778 | 106,757,324 | 39.11 | 0.996 |
| 3 | 809 | 48,729,947 | 17.85 | 0.775 |
| 4 | 314 | 19,191,174 | 7.03 | 0.531 |
| 5 | 150 | 10,569,816 | 3.87 | 0.418 |
| 6 | 76 | 4,714,136 | 1.73 | 0.256 |
| 7 | 22 | 1,561,015 | 0.57 | 0.167 |
| 8 | 5 | 467,897 | 0.17 | 0.106 |
| 9 | 5 | 267,329 | 0.10 | 0.054 |
| 10 | 7 | 310,844 | 0.11 | 0.050 |
| 15 | 1 | 25,487 | 0.01 | 0.009 |
| 16 | 1 | 291,202 | 0.11 | 0.107 |
| 17 | 1 | 68,359 | 0.03 | 0.025 |
| Subtotal valid responses | 5,004 | 272,944,521 | 100.00 | |
| Refused | 9 | 414,916 | | |
| Dk | 2 | 105,353 | | |
| Not ascertained | 4 | 178,484 | | |
| Total | 5,019 | 273,643,273 | | |
| D7 - MODVEHI - Any vehicles modified w/adapt dev/equip | | | | |
| Yes | 66 | 1,667,516 | 0.65 | 0.112 |
| No | 4,555 | 255,586,938 | 99.35 | 0.112 |
| Subtotal valid responses | 4,621 | 257,254,453 | 100.00 | |
| Inapplicable | 388 | 16,043,559 | | |
| Refused | 2 | 80,122 | | |
| Dk | 3 | 44,492 | | |
| Not ascertained | 5 | 220,646 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| D8 - NUMMOD - How many vehicles are modified | | | | |
| 1 | 57 | 1,396,435 | 83.74 | 6.021 |
| 2 | 9 | 271,081 | 16.26 | 6.021 |
| Subtotal valid responses | 66 | 1,667,516 | 100.00 | |
| Inapplicable | 4,953 | 271,975,757 | | |
| Total | 5,019 | 273,643,273 | | |
| D9 - EVERUSE - Does subject drive/ride in vehicle | | | | |
| Yes | 65 | 1,627,473 | 97.60 | 2.401 |
| No | 1 | 40,043 | 2.40 | 2.401 |
| Subtotal valid responses | 66 | 1,667,516 | 100.00 | |
| Inapplicable | 4,953 | 271,975,757 | | |
| Total | 5,019 | 273,643,273 | | |
| D10 - VEHTYPE - What type modified vehicle used most | | | | |
| Car/station wagon | 18 | 540,155 | 34.04 | 9.202 |
| Suv | 6 | 144,360 | 9.10 | 5.077 |
| Full-sized van | 23 | 579,045 | 36.49 | 8.296 |
| Mini van | 7 | 192,934 | 12.16 | 5.250 |
| Pickup truck | 6 | 95,664 | 6.03 | 2.871 |
| Other | 2 | 34,647 | 2.18 | 2.192 |
| Subtotal valid responses | 62 | 1,586,804 | 100.00 | |
| Inapplicable | 4,954 | 272,015,800 | | |
| Dk | 1 | 13,703 | | |
| Not ascertained | 2 | 26,966 | | |
| Total | 5,019 | 273,643,273 | | |
| D11 - MODTYPE - How is vehicle modified | | | | |
| For the driver | 25 | 553,300 | 39.79 | 9.015 |
| For passengers | 18 | 375,909 | 27.03 | 8.169 |
| For both driver and passengers | 13 | 461,383 | 33.18 | 10.420 |
| Subtotal valid responses | 56 | 1,390,592 | 100.00 | |
| Inapplicable | 4,954 | 272,015,800 | | |
| Refused | 1 | 33,759 | | |
| Dk | 3 | 71,152 | | |
| Not ascertained | 5 | 131,969 | | |
| Total | 5,019 | 273,643,273 | | |
| D12 - ACCBRAKE - Have accelerator/brake modifications | | | | |
| Yes | 22 | 625,962 | 38.72 | 9.124 |
| No | 42 | 990,723 | 61.28 | 9.124 |
| Subtotal valid responses | 64 | 1,616,685 | 100.00 | |
| Inapplicable | 4,954 | 272,015,800 | | |
| Dk | 1 | 10,788 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| D12 - AIRBAG - Have air bag modifications | | | | |
| Yes | 11 | 389,948 | 25.23 | 9.659 |
| No | 51 | 1,155,440 | 74.77 | 9.659 |
| Subtotal valid responses | 62 | 1,545,388 | 100.00 | |
| Inapplicable | 4,954 | 272,015,800 | | |
| Dk | 3 | 82,085 | | |
| Total | 5,019 | 273,643,273 | | |
| D12 - RELCONT - Have controls relocated/modified | | | | |
| Yes | 11 | 420,949 | 26.04 | 9.247 |
| No | 53 | 1,195,735 | 73.96 | 9.247 |
| Subtotal valid responses | 64 | 1,616,685 | 100.00 | |
| Inapplicable | 4,954 | 272,015,800 | | |
| Dk | 1 | 10,788 | | |
| Total | 5,019 | 273,643,273 | | |
| D12 - RAMPLIFT - Have ramps or lifts installed | | | | |
| Yes | 34 | 1,005,140 | 61.76 | 8.071 |
| No | 31 | 622,333 | 38.24 | 8.071 |
| Subtotal valid responses | 65 | 1,627,473 | 100.00 | |
| Inapplicable | 4,954 | 272,015,800 | | |
| Total | 5,019 | 273,643,273 | | |
| D12 - ROOFDOOR - Have roof or doorway modifications | | | | |
| Yes | 15 | 513,738 | 32.64 | 9.548 |
| No | 49 | 1,060,111 | 67.36 | 9.548 |
| Subtotal valid responses | 64 | 1,573,850 | 100.00 | |
| Inapplicable | 4,954 | 272,015,800 | | |
| Dk | 1 | 53,623 | | |
| Total | 5,019 | 273,643,273 | | |
| D12 - NEWSEAT - Have seating adapted | | | | |
| Yes | 20 | 582,902 | 35.82 | 9.191 |
| No | 45 | 1,044,571 | 64.18 | 9.191 |
| Subtotal valid responses | 65 | 1,627,473 | 100.00 | |
| Inapplicable | 4,954 | 272,015,800 | | |
| Total | 5,019 | 273,643,273 | | |
| D12 - NEWSTEER - Have steering adapted | | | | |
| Yes | 15 | 459,515 | 28.23 | 9.173 |
| No | 50 | 1,167,958 | 71.77 | 9.173 |
| Subtotal valid responses | 65 | 1,627,473 | 100.00 | |
| Inapplicable | 4,954 | 272,015,800 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| D12 - STORAGE - Have storage for wheelchair/scooter | | | | |
| Yes | 29 | 855,763 | 52.58 | 8.703 |
| No | 36 | 771,710 | 47.42 | 8.703 |
| Subtotal valid responses | 65 | 1,627,473 | 100.00 | |
| Inapplicable | 4,954 | 272,015,800 | | |
| Total | 5,019 | 273,643,273 | | |
| D12 - STRUCMOD - Have structural modifications | | | | |
| Yes | 9 | 357,915 | 22.14 | 9.273 |
| No | 55 | 1,258,769 | 77.86 | 9.273 |
| Subtotal valid responses | 64 | 1,616,685 | 100.00 | |
| Inapplicable | 4,954 | 272,015,800 | | |
| Dk | 1 | 10,788 | | |
| Total | 5,019 | 273,643,273 | | |
| D13 - MODCOST - How much modifications cost | | | | |
| 4 | 2 | 49,148 | 4.93 | 4.844 |
| 8 | 1 | 12,586 | 1.26 | 1.288 |
| 10 | 1 | 21,384 | 2.14 | 2.169 |
| 20 | 2 | 47,862 | 4.80 | 4.724 |
| 30 | 1 | 7,879 | 0.79 | 0.810 |
| 100 | 1 | 14,841 | 1.49 | 1.515 |
| 200 | 4 | 116,121 | 11.64 | 7.704 |
| 20000 | 1 | 17,132 | 1.72 | 1.745 |
| 400 | 5 | 70,469 | 7.07 | 3.700 |
| 500 | 3 | 103,075 | 10.34 | 7.413 |
| 550 | 1 | 16,708 | 1.68 | 1.703 |
| 600 | 1 | 14,677 | 1.47 | 1.499 |
| 1000 | 1 | 33,759 | 3.38 | 3.382 |
| 1200 | 1 | 27,424 | 2.75 | 2.765 |
| 15000 | 4 | 114,475 | 11.48 | 7.400 |
| 17000 | 2 | 54,338 | 5.45 | 5.326 |
| 18000 | 2 | 31,835 | 3.19 | 2.455 |
| 24000 | 1 | 11,317 | 1.13 | 1.160 |
| 25000 | 1 | 37,836 | 3.79 | 3.774 |
| 3000 | 3 | 47,148 | 4.73 | 3.686 |
| 3500 | 1 | 17,975 | 1.80 | 1.830 |
| 4000 | 2 | 26,829 | 2.69 | 2.332 |
| 5000 | 2 | 56,746 | 5.69 | 4.096 |
| 6500 | 1 | 23,290 | 2.34 | 2.358 |
| 9000 | 2 | 22,489 | 2.25 | 1.665 |
| Subtotal valid responses | 46 | 997,342 | 100.00 | |
| Inapplicable | 4,954 | 272,015,800 | | |
| Dk | 14 | 498,161 | | |
| Not ascertained | 5 | 131,969 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| D14 - MODCOST1 - R / family member paid for modifications | | | | |
| Yes | 44 | 1,106,599 | 78.55 | 7.022 |
| No | 12 | 302,126 | 21.45 | 7.022 |
| Subtotal valid responses | 56 | 1,408,724 | 100.00 | |
| Inapplicable | 4,954 | 272,015,800 | | |
| Dk | 4 | 86,779 | | |
| Not ascertained | 5 | 131,969 | | |
| Total | 5,019 | 273,643,273 | | |
| D14 - MODCOST2 - Friend paid for modifications | | | | |
| Yes | 3 | 61,650 | 4.38 | 3.577 |
| No | 53 | 1,347,074 | 95.62 | 3.577 |
| Subtotal valid responses | 56 | 1,408,724 | 100.00 | |
| Inapplicable | 4,954 | 272,015,800 | | |
| Dk | 4 | 86,779 | | |
| Not ascertained | 5 | 131,969 | | |
| Total | 5,019 | 273,643,273 | | |
| D14 - MODCOST3 - Human serv agncy paid for modifications | | | | |
| Yes | 1 | 24,408 | 1.73 | 1.753 |
| No | 55 | 1,384,317 | 98.27 | 1.753 |
| Subtotal valid responses | 56 | 1,408,724 | 100.00 | |
| Inapplicable | 4,954 | 272,015,800 | | |
| Dk | 4 | 86,779 | | |
| Not ascertained | 5 | 131,969 | | |
| Total | 5,019 | 273,643,273 | | |
| D14 - MODCOST4 - Va paid for modifications | | | | |
| Yes | 2 | 58,025 | 4.12 | 2.982 |
| No | 54 | 1,350,700 | 95.88 | 2.982 |
| Subtotal valid responses | 56 | 1,408,724 | 100.00 | |
| Inapplicable | 4,954 | 272,015,800 | | |
| Dk | 4 | 86,779 | | |
| Not ascertained | 5 | 131,969 | | |
| Total | 5,019 | 273,643,273 | | |
| D14 - MODCOST5 - Workers comp paid for modifications | | | | |
| Yes | 1 | 17,975 | 1.28 | 1.297 |
| No | 55 | 1,390,750 | 98.72 | 1.297 |
| Subtotal valid responses | 56 | 1,408,724 | 100.00 | |
| Inapplicable | 4,954 | 272,015,800 | | |
| Dk | 4 | 86,779 | | |
| Not ascertained | 5 | 131,969 | | |
| Total | 5,019 | 273,643,273 | | |
| D14 - MODCOST6 - Other agency / organization | | | | |
| Yes | 8 | 250,531 | 17.42 | 6.395 |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| No | 49 | 1,187,869 | 82.58 | 6.395 |
| Subtotal valid responses | 57 | 1,438,400 | 100.00 | |
| Inapplicable | 4,954 | 272,015,800 | | |
| Dk | 4 | 86,779 | | |
| Not ascertained | 4 | 102,294 | | |
| Total | 5,019 | 273,643,273 | | |
| D14 - MODCOST7 - Modifications paid for in other way | | | | |
| Yes | 3 | 65,229 | 4.53 | 2.755 |
| No | 54 | 1,373,171 | 95.47 | 2.755 |
| Subtotal valid responses | 57 | 1,438,400 | 100.00 | |
| Inapplicable | 4,954 | 272,015,800 | | |
| Dk | 4 | 86,779 | | |
| Not ascertained | 4 | 102,294 | | |
| Total | 5,019 | 273,643,273 | | |
| D15 - MODUSE - How use modified vehicle | | | | |
| Driver | 19 | 481,297 | 29.57 | 6.472 |
| The passenger | 23 | 666,220 | 40.94 | 8.371 |
| Both driver and the passenger | 23 | 479,955 | 29.49 | 6.595 |
| Subtotal valid responses | 65 | 1,627,473 | 100.00 | |
| Inapplicable | 4,954 | 272,015,800 | | |
| Total | 5,019 | 273,643,273 | | |
| D16 - MODSAFE - Safe operation of vehicle has incr/decr | | | | |
| Increased | 15 | 391,379 | 24.24 | 6.918 |
| Remained the same | 49 | 1,222,900 | 75.76 | 6.918 |
| Subtotal valid responses | 64 | 1,614,279 | 100.00 | |
| Inapplicable | 4,954 | 272,015,800 | | |
| Dk | 1 | 13,194 | | |
| Total | 5,019 | 273,643,273 | | |
| D17 - EXPPROB - Experienced problems w/devices or equip | | | | |
| Yes | 6 | 82,528 | 5.07 | 2.227 |
| No | 59 | 1,544,945 | 94.93 | 2.227 |
| Subtotal valid responses | 65 | 1,627,473 | 100.00 | |
| Inapplicable | 4,954 | 272,015,800 | | |
| Total | 5,019 | 273,643,273 | | |
| D18 - MODPROB1 - Does not accommodate disability | | | | |
| No | 6 | 82,528 | 100.00 | 0.000 |
| Subtotal valid responses | 6 | 82,528 | 100.00 | |
| Inapplicable | 5,013 | 273,560,745 | | |
| Total | 5,019 | 273,643,273 | | |
| D18 - MODPROB2 - Wears out quicker than factory-installed equip | | | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| No | 6 | 82,528 | 100.00 | 0.000 |
| Subtotal valid responses | 6 | 82,528 | 100.00 | |
| Inapplicable | 5,013 | 273,560,745 | | |
| Total | 5,019 | 273,643,273 | | |
| D18 - MODPROB3 - Fails to operate properly | | | | |
| Yes | 3 | 33,620 | 40.74 | 22.049 |
| No | 3 | 48,909 | 59.26 | 22.049 |
| Subtotal valid responses | 6 | 82,528 | 100.00 | |
| Inapplicable | 5,013 | 273,560,745 | | |
| Total | 5,019 | 273,643,273 | | |
| D18 - MODPROB4 - Interferes w/operatr n of standard equip | | | | |
| No | 6 | 82,528 | 100.00 | 0.000 |
| Subtotal valid responses | 6 | 82,528 | 100.00 | |
| Inapplicable | 5,013 | 273,560,745 | | |
| Total | 5,019 | 273,643,273 | | |
| D18 - MODPROB5 - Poor/inadequate installation | | | | |
| Yes | 1 | 12,223 | 14.81 | 15.262 |
| No | 5 | 70,305 | 85.19 | 15.262 |
| Subtotal valid responses | 6 | 82,528 | 100.00 | |
| Inapplicable | 5,013 | 273,560,745 | | |
| Total | 5,019 | 273,643,273 | | |
| D18 - MODPROB6 - Replacement parts not available | | | | |
| No | 6 | 82,528 | 100.00 | 0.000 |
| Subtotal valid responses | 6 | 82,528 | 100.00 | |
| Inapplicable | 5,013 | 273,560,745 | | |
| Total | 5,019 | 273,643,273 | | |
| D18 - MODPROB7 - Other problems exper w/equip | | | | |
| Yes | 3 | 48,909 | 59.26 | 22.049 |
| No | 3 | 33,620 | 40.74 | 22.049 |
| Subtotal valid responses | 6 | 82,528 | 100.00 | |
| Inapplicable | 5,013 | 273,560,745 | | |
| Total | 5,019 | 273,643,273 | | |
| D19 - ACCINMOD - Ever had accidnt/incidnt-modified vehicl | | | | |
| Yes | 76 | 3,794,603 | 1.46 | 0.252 |
| No | 4,665 | 255,473,261 | 98.54 | 0.252 |
| Subtotal valid responses | 4,741 | 259,267,865 | 100.00 | |
| Dk | 4 | 136,333 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| D20 - NUMACC - How many accidents/incidents | | | | |
| 0 | 59 | 2,803,777 | 73.89 | 8.729 |
| 1 | 17 | 990,826 | 26.11 | 8.729 |
| Subtotal valid responses | 76 | 3,794,603 | 100.00 | |
| Inapplicable | 4,669 | 255,609,594 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| D21 - ACCYN - Experience more than 1 accident/incident | | | | |
| Subtotal valid responses | 0 | 0 | 0.00 | |
| Inapplicable | 4,745 | 259,404,197 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| D22 - ACCBYMOD - Spec devices contribute accident/incident | | | | |
| Yes | 2 | 35,282 | 3.56 | 3.099 |
| No | 15 | 955,544 | 96.44 | 3.099 |
| Subtotal valid responses | 17 | 990,826 | 100.00 | |
| Inapplicable | 4,728 | 258,413,371 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| D23 - ACCREAS1 - Drivr/passngr failed to use dev/equip | | | | |
| No | 2 | 35,282 | 100.00 | 0.000 |
| Subtotal valid responses | 2 | 35,282 | 100.00 | |
| Inapplicable | 4,743 | 259,368,915 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| D23 - ACCREAS2 - Drivr/passngr used dev/equip improperly | | | | |
| No | 2 | 35,282 | 100.00 | 0.000 |
| Subtotal valid responses | 2 | 35,282 | 100.00 | |
| Inapplicable | 4,743 | 259,368,915 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| D23 - ACCREAS3 - Drivr/passngr used incorrect dev/equip | | | | |
| No | 2 | 35,282 | 100.00 | 0.000 |
| Subtotal valid responses | 2 | 35,282 | 100.00 | |
| Inapplicable | 4,743 | 259,368,915 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| D23 - ACCREAS4 - Devices faulty/in poor repair/inoperable | | | | |
| Yes | 2 | 35,282 | 100.00 | 0.000 |
| Subtotal valid responses | 2 | 35,282 | 100.00 | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Inapplicable | 4,743 | 259,368,915 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| D23 - ACCREAS5 - Drivr/passngr unfamiliar wit dev/equip | | | | |
| No | 2 | 35,282 | 100.00 | 0.000 |
| Subtotal valid responses | 2 | 35,282 | 100.00 | |
| Inapplicable | 4,743 | 259,368,915 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| D23 - ACCREAS6 - Vehicle didnt have correct dev for disab | | | | |
| No | 2 | 35,282 | 100.00 | 0.000 |
| Subtotal valid responses | 2 | 35,282 | 100.00 | |
| Inapplicable | 4,743 | 259,368,915 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| D23 - ACCREAS7 - Other way spec dev contributed | | | | |
| No | 2 | 35,282 | 100.00 | 0.000 |
| Subtotal valid responses | 2 | 35,282 | 100.00 | |
| Inapplicable | 4,743 | 259,368,915 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| D24 - WEREHURT - Injured in any of accidents/incidents | | | | |
| Yes | 7 | 115,665 | 11.67 | 6.743 |
| No | 10 | 875,161 | 88.33 | 6.743 |
| Subtotal valid responses | 17 | 990,826 | 100.00 | |
| Inapplicable | 4,728 | 258,413,371 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| D25 - DECHURT - Did dev/equip prevent or reduce injuries | | | | |
| Yes | 4 | 54,779 | 47.36 | 23.465 |
| No | 3 | 60,887 | 52.64 | 23.465 |
| Subtotal valid responses | 7 | 115,665 | 100.00 | |
| Inapplicable | 4,738 | 259,288,532 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| D26 - INCHURT - Injuries caused/made worse by dev/equip | | | | |
| Yes | 2 | 39,283 | 33.96 | 22.852 |
| No | 5 | 76,382 | 66.04 | 22.852 |
| Subtotal valid responses | 7 | 115,665 | 100.00 | |
| Inapplicable | 4,738 | 259,288,532 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| D27 - REAHURT1 - Drivr/passngr failed to use dev/equip | | | | |
| No | 2 | 39,283 | 100.00 | 0.000 |
| Subtotal valid responses | 2 | 39,283 | 100.00 | |
| Inapplicable | 4,743 | 259,364,914 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| D27 - REAHURT2 - Drivr/passngr used dev/equip improperly | | | | |
| Yes | 1 | 10,273 | 26.15 | 38.625 |
| No | 1 | 29,010 | 73.85 | 38.625 |
| Subtotal valid responses | 2 | 39,283 | 100.00 | |
| Inapplicable | 4,743 | 259,364,914 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| D27 - REAHURT3 - Drivr/passngr used incorrect dev/equip | | | | |
| No | 2 | 39,283 | 100.00 | 0.000 |
| Subtotal valid responses | 2 | 39,283 | 100.00 | |
| Inapplicable | 4,743 | 259,364,914 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| D27 - REAHURT4 - Device faulty/in poor repair/inoperable | | | | |
| No | 2 | 39,283 | 100.00 | 0.000 |
| Subtotal valid responses | 2 | 39,283 | 100.00 | |
| Inapplicable | 4,743 | 259,364,914 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| D27 - REAHURT5 - Drivr/passngr unfamiliar w/ dev/equip | | | | |
| No | 2 | 39,283 | 100.00 | 0.000 |
| Subtotal valid responses | 2 | 39,283 | 100.00 | |
| Inapplicable | 4,743 | 259,364,914 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| D27 - REAHURT6 - Vehicle didnt have correct dev for disab | | | | |
| No | 2 | 39,283 | 100.00 | 0.000 |
| Subtotal valid responses | 2 | 39,283 | 100.00 | |
| Inapplicable | 4,743 | 259,364,914 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| D27 - REAHURT7 - Other way injuries made worse | | | | |
| Yes | 1 | 29,010 | 73.85 | 38.625 |
| No | 1 | 10,273 | 26.15 | 38.625 |
| Subtotal valid responses | 2 | 39,283 | 100.00 | |
| Inapplicable | 4,743 | 259,364,914 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| D28 - HOTLINE - Heard of ph#-report defects autos/equip | | | | |
| Yes | 757 | 39,850,258 | 14.66 | 0.717 |
| No | 4,210 | 231,887,793 | 85.34 | 0.717 |
| Subtotal valid responses | 4,967 | 271,738,052 | 100.00 | |
| Refused | 2 | 21,124 | | |
| Dk | 28 | 1,000,996 | | |
| Not ascertained | 22 | 883,102 | | |
| Total | 5,019 | 273,643,273 | | |
| E1 - CARDR - Drive a personal motor vehicle | | | | |
| Yes | 3,307 | 172,493,419 | 98.27 | 0.265 |
| No | 76 | 3,033,760 | 1.73 | 0.265 |
| Subtotal valid responses | 3,383 | 175,527,179 | 100.00 | |
| Inapplicable | 1,633 | 98,057,250 | | |
| Not ascertained | 3 | 58,845 | | |
| Total | 5,019 | 273,643,273 | | |
| E1 - CARRD - Ride in personal motor veh as passenger | | | | |
| Yes | 3,836 | 219,095,854 | 81.25 | 0.748 |
| No | 1,056 | 50,572,214 | 18.75 | 0.748 |
| Subtotal valid responses | 4,892 | 269,668,068 | 100.00 | |
| Inapplicable | 116 | 3,506,132 | | |
| Dk | 4 | 236,551 | | |
| Not ascertained | 7 | 232,522 | | |
| Total | 5,019 | 273,643,273 | | |
| E1 - CARPL - Ride in a carpool or vanpool | | | | |
| Yes | 489 | 35,905,042 | 13.33 | 0.732 |
| No | 4,398 | 233,544,154 | 86.67 | 0.732 |
| Subtotal valid responses | 4,887 | 269,449,196 | 100.00 | |
| Inapplicable | 116 | 3,506,132 | | |
| Dk | 4 | 332,864 | | |
| Not ascertained | 12 | 355,081 | | |
| Total | 5,019 | 273,643,273 | | |
| E1 - BUSPB - Ride on public/transit/city bus | | | | |
| Yes | 543 | 33,721,050 | 12.53 | 0.709 |
| No | 4,340 | 235,494,629 | 87.47 | 0.709 |
| Subtotal valid responses | 4,883 | 269,215,679 | 100.00 | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Inapplicable | 116 | 3,506,132 | | |
| Dk | 9 | 601,994 | | |
| Not ascertained | 11 | 319,468 | | |
| Total | 5,019 | 273,643,273 | | |
| E1 - PARAPA - Transport provided by public tran authrty | | | | |
| Yes | 137 | 2,843,203 | 4.47 | 0.464 |
| No | 2,239 | 60,732,055 | 95.53 | 0.464 |
| Subtotal valid responses | 2,376 | 63,575,258 | 100.00 | |
| Inapplicable | 2,634 | 209,893,399 | | |
| Dk | 5 | 107,519 | | |
| Not ascertained | 4 | 67,097 | | |
| Total | 5,019 | 273,643,273 | | |
| E1 - PARAHS - Spec transpt serv provided hum srv agncy | | | | |
| Yes | 76 | 1,962,646 | 3.10 | 0.532 |
| No | 2,294 | 61,409,609 | 96.90 | 0.532 |
| Subtotal valid responses | 2,370 | 63,372,255 | 100.00 | |
| Inapplicable | 2,634 | 209,893,399 | | |
| Dk | 11 | 310,522 | | |
| Not ascertained | 4 | 67,097 | | |
| Total | 5,019 | 273,643,273 | | |
| E1 - BUSPV - Ride on a private or chartered bus | | | | |
| Yes | 235 | 14,391,452 | 5.34 | 0.464 |
| No | 4,655 | 255,275,869 | 94.66 | 0.464 |
| Subtotal valid responses | 4,890 | 269,667,322 | 100.00 | |
| Inapplicable | 116 | 3,506,132 | | |
| Dk | 1 | 87,199 | | |
| Not ascertained | 12 | 382,620 | | |
| Total | 5,019 | 273,643,273 | | |
| E1 - BUSSC - Ride on a school bus | | | | |
| Yes | 345 | 25,711,692 | 9.53 | 0.663 |
| No | 4,545 | 243,966,884 | 90.47 | 0.663 |
| Subtotal valid responses | 4,890 | 269,678,576 | 100.00 | |
| Inapplicable | 116 | 3,506,132 | | |
| Dk | 1 | 75,945 | | |
| Not ascertained | 12 | 382,620 | | |
| Total | 5,019 | 273,643,273 | | |
| E1 - TRAIN - Ride on subway/light rail/commuter train | | | | |
| Yes | 383 | 23,964,032 | 8.89 | 0.573 |
| No | 4,505 | 245,701,711 | 91.11 | 0.573 |
| Subtotal valid responses | 4,888 | 269,665,743 | 100.00 | |
| Inapplicable | 116 | 3,506,132 | | |
| Dk | 4 | 140,446 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| Not ascertained | 11 | 330,951 | | |
| Total | 5,019 | 273,643,273 | | |
| E1 - CAB - Take a taxicab | | | | |
| Yes | 466 | 26,154,582 | 9.69 | 0.584 |
| No | 4,426 | 243,659,040 | 90.31 | 0.584 |
| Subtotal valid responses | 4,892 | 269,813,623 | 100.00 | |
| Inapplicable | 116 | 3,506,132 | | |
| Dk | 1 | 21,596 | | |
| Not ascertained | 10 | 301,922 | | |
| Total | 5,019 | 273,643,273 | | |
| E1 - GOLF - Use an electric wheelchair/golf cart... | | | | |
| Yes | 205 | 8,198,842 | 3.04 | 0.303 |
| No | 4,685 | 261,538,133 | 96.96 | 0.303 |
| Subtotal valid responses | 4,890 | 269,736,975 | 100.00 | |
| Inapplicable | 116 | 3,506,132 | | |
| Not ascertained | 13 | 400,166 | | |
| Total | 5,019 | 273,643,273 | | |
| E1 - CYCLE - Ride a bicycle or other pedal cycle | | | | |
| Yes | 1,199 | 82,736,134 | 30.67 | 0.951 |
| No | 3,692 | 187,018,365 | 69.33 | 0.951 |
| Subtotal valid responses | 4,891 | 269,754,499 | 100.00 | |
| Inapplicable | 116 | 3,506,132 | | |
| Dk | 1 | 15,383 | | |
| Not ascertained | 11 | 367,259 | | |
| Total | 5,019 | 273,643,273 | | |
| E1 - WALK - Walk, including using wheelchair/scooter | | | | |
| Yes | 2,656 | 150,777,913 | 55.90 | 1.010 |
| No | 2,233 | 118,940,179 | 44.10 | 1.010 |
| Subtotal valid responses | 4,889 | 269,718,091 | 100.00 | |
| Inapplicable | 116 | 3,506,132 | | |
| Dk | 2 | 24,468 | | |
| Not ascertained | 12 | 394,582 | | |
| Total | 5,019 | 273,643,273 | | |
| E1 - OTHTRP - Use any other type of transportation | | | | |
| Yes | 271 | 14,559,083 | 5.40 | 0.435 |
| No | 4,616 | 254,986,646 | 94.60 | 0.435 |
| Subtotal valid responses | 4,887 | 269,545,729 | 100.00 | |
| Inapplicable | 116 | 3,506,132 | | |
| Dk | 3 | 110,153 | | |
| Not ascertained | 13 | 481,259 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| E2 - TRPLCL - Type of transportation use most freq | | | | |
| Personal motor vehicle as a driver | 2,987 | 156,706,215 | 58.26 | 1.023 |
| Personal motor vehicle as a passenger | 1,384 | 83,571,285 | 31.07 | 0.990 |
| Motorized personal transportation | 9 | 262,070 | 0.10 | 0.038 |
| Carpool or vanpool/group car/van | 10 | 617,167 | 0.23 | 0.101 |
| Commercial airplane | 1 | 136,692 | 0.05 | 0.051 |
| Intercity bus | 4 | 96,562 | 0.04 | 0.020 |
| Private or chartered bus | 7 | 658,400 | 0.24 | 0.107 |
| Public bus | 141 | 9,130,034 | 3.39 | 0.400 |
| School bus | 30 | 1,327,432 | 0.49 | 0.135 |
| Paratransit van/bus by public trans auth | 30 | 653,128 | 0.24 | 0.054 |
| Spec transp serv by human services agncy | 10 | 209,353 | 0.08 | 0.028 |
| Amtrak/intercity | 1 | 26,400 | 0.01 | 0.010 |
| Subway/light rail/or commuter train | 32 | 2,506,398 | 0.93 | 0.203 |
| Bicycle/pedal cycles | 78 | 4,518,086 | 1.68 | 0.267 |
| Taxicab | 38 | 1,407,040 | 0.52 | 0.112 |
| Walking/non-motorized wheelchair... | 89 | 6,127,271 | 2.28 | 0.318 |
| Other transportation | 19 | 1,003,817 | 0.37 | 0.122 |
| Subtotal valid responses | 4,870 | 268,957,350 | 100.00 | |
| Inapplicable | 116 | 3,506,132 | | |
| Dk | 17 | 565,356 | | |
| Not ascertained | 16 | 614,434 | | |
| Total | 5,019 | 273,643,273 | | |
| E3 - NERHM - Transportation close to where live | | | | |
| Very dissatisfied | 12 | 936,381 | 6.77 | 2.499 |
| Somewhat dissatisfied | 16 | 1,131,113 | 8.18 | 2.555 |
| Neither satisfied nor dissatisfied | 3 | 275,809 | 1.99 | 1.342 |
| Somewhat satisfied | 46 | 2,994,111 | 21.65 | 3.996 |
| Very satisfied | 138 | 8,492,836 | 61.41 | 4.683 |
| Subtotal valid responses | 215 | 13,830,249 | 100.00 | |
| Inapplicable | 4,577 | 247,572,705 | | |
| Not ascertained | 227 | 12,240,318 | | |
| Total | 5,019 | 273,643,273 | | |
| E3 - COVHM - Transportation convenient from home | | | | |
| Very dissatisfied | 14 | 1,120,248 | 8.20 | 2.772 |
| Somewhat dissatisfied | 16 | 960,326 | 7.03 | 2.291 |
| Somewhat satisfied | 55 | 3,370,040 | 24.66 | 4.232 |
| Very satisfied | 129 | 8,214,416 | 60.11 | 4.729 |
| Subtotal valid responses | 214 | 13,665,030 | 100.00 | |
| Inapplicable | 4,577 | 247,572,705 | | |
| Dk | 1 | 165,220 | | |
| Not ascertained | 227 | 12,240,318 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| E3 - INOUT - Transportation easy to get into & out of | | | | |
| Very dissatisfied | 7 | 648,425 | 4.03 | 1.865 |
| Somewhat dissatisfied | 17 | 1,132,377 | 7.04 | 2.388 |
| Neither satisfied nor dissatisfied | 5 | 168,053 | 1.04 | 0.519 |
| Somewhat satisfied | 73 | 3,224,019 | 20.05 | 3.018 |
| Very satisfied | 190 | 10,909,361 | 67.83 | 3.846 |
| Subtotal valid responses | 292 | 16,082,236 | 100.00 | |
| Inapplicable | 4,501 | 245,454,884 | | |
| Not ascertained | 226 | 12,106,153 | | |
| Total | 5,019 | 273,643,273 | | |
| E3 - WORK - Transportation in good mechanical repair | | | | |
| Very dissatisfied | 8 | 812,216 | 5.29 | 2.187 |
| Somewhat dissatisfied | 21 | 987,738 | 6.43 | 1.884 |
| Neither satisfied nor dissatisfied | 10 | 845,099 | 5.50 | 2.240 |
| Somewhat satisfied | 80 | 4,554,503 | 29.66 | 3.972 |
| Very satisfied | 162 | 8,155,353 | 53.11 | 4.304 |
| Subtotal valid responses | 281 | 15,354,909 | 100.00 | |
| Inapplicable | 4,501 | 245,454,884 | | |
| Dk | 11 | 727,327 | | |
| Not ascertained | 226 | 12,106,153 | | |
| Total | 5,019 | 273,643,273 | | |
| E3 - TIMEHM - Transportation reliable | | | | |
| Very dissatisfied | 19 | 1,665,536 | 10.48 | 3.062 |
| Somewhat dissatisfied | 25 | 1,189,069 | 7.48 | 2.076 |
| Neither satisfied nor dissatisfied | 9 | 372,188 | 2.34 | 0.998 |
| Somewhat satisfied | 80 | 4,511,922 | 28.39 | 3.794 |
| Very satisfied | 156 | 8,152,514 | 51.30 | 4.281 |
| Subtotal valid responses | 289 | 15,891,229 | 100.00 | |
| Inapplicable | 4,501 | 245,454,884 | | |
| Dk | 3 | 191,008 | | |
| Not ascertained | 226 | 12,106,153 | | |
| Total | 5,019 | 273,643,273 | | |
| E3 - CMFRT - Transportation comfortable | | | | |
| Very dissatisfied | 7 | 747,441 | 4.67 | 2.172 |
| Somewhat dissatisfied | 21 | 1,033,817 | 6.46 | 1.959 |
| Neither satisfied nor dissatisfied | 16 | 823,788 | 5.15 | 1.886 |
| Somewhat satisfied | 95 | 5,428,899 | 33.94 | 3.955 |
| Very satisfied | 150 | 7,960,852 | 49.77 | 4.260 |
| Subtotal valid responses | 289 | 15,994,798 | 100.00 | |
| Inapplicable | 4,501 | 245,454,884 | | |
| Dk | 3 | 87,438 | | |
| Not ascertained | 226 | 12,106,153 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| E3 - NOSTP - Transportation on direct rt to destinatr | | | | |
| Very dissatisfied | 11 | 1,065,725 | 7.39 | 2.917 |
| Somewhat dissatisfied | 27 | 1,184,400 | 8.22 | 2.120 |
| Neither satisfied nor dissatisfied | 14 | 769,373 | 5.34 | 1.788 |
| Somewhat satisfied | 73 | 4,118,215 | 28.57 | 4.019 |
| Very satisfied | 125 | 7,274,599 | 50.47 | 4.568 |
| Subtotal valid responses | 250 | 14,412,312 | 100.00 | |
| Inapplicable | 4,538 | 246,726,115 | | |
| Dk | 4 | 262,884 | | |
| Not ascertained | 227 | 12,241,961 | | |
| Total | 5,019 | 273,643,273 | | |
| E3 - CHEAP - Transportation affordable | | | | |
| Very dissatisfied | 23 | 824,289 | 5.26 | 1.424 |
| Somewhat dissatisfied | 21 | 1,783,466 | 11.38 | 3.212 |
| Neither satisfied nor dissatisfied | 11 | 429,972 | 2.74 | 1.098 |
| Somewhat satisfied | 78 | 5,113,420 | 32.63 | 4.081 |
| Very satisfied | 152 | 7,519,326 | 47.98 | 4.266 |
| Subtotal valid responses | 285 | 15,670,472 | 100.00 | |
| Inapplicable | 4,501 | 245,454,884 | | |
| Refused | 1 | 4,654 | | |
| Dk | 5 | 237,110 | | |
| Not ascertained | 227 | 12,276,153 | | |
| Total | 5,019 | 273,643,273 | | |
| E3 - NOACC - Transportation safe from accidents | | | | |
| Very dissatisfied | 7 | 459,052 | 3.01 | 1.861 |
| Somewhat dissatisfied | 16 | 591,549 | 3.88 | 1.517 |
| Neither satisfied nor dissatisfied | 14 | 786,548 | 5.16 | 1.996 |
| Somewhat satisfied | 87 | 5,867,721 | 38.50 | 4.315 |
| Very satisfied | 159 | 7,536,351 | 49.45 | 4.302 |
| Subtotal valid responses | 283 | 15,241,220 | 100.00 | |
| Inapplicable | 4,501 | 245,454,884 | | |
| Refused | 1 | 4,654 | | |
| Dk | 8 | 836,363 | | |
| Not ascertained | 226 | 12,106,153 | | |
| Total | 5,019 | 273,643,273 | | |
| E3 - NOCRM - Transportation safe from crime | | | | |
| Very dissatisfied | 12 | 1,079,042 | 7.00 | 2.656 |
| Somewhat dissatisfied | 17 | 731,220 | 4.74 | 1.645 |
| Neither satisfied nor dissatisfied | 22 | 1,031,575 | 6.69 | 2.107 |
| Somewhat satisfied | 91 | 5,379,449 | 34.88 | 4.125 |
| Very satisfied | 142 | 7,201,865 | 46.70 | 4.273 |
| Subtotal valid responses | 284 | 15,423,151 | 100.00 | |
| Inapplicable | 4,501 | 245,454,884 | | |
| Dk | 8 | 659,085 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Not ascertained | 226 | 12,106,153 | | |
| Total | 5,019 | 273,643,273 | | |
| E4 - EMERGOUT - Could get out of transport in emergency | | | | |
| Not at all confident | 20 | 1,560,937 | 9.99 | 2.808 |
| Not very confident | 34 | 1,819,587 | 11.64 | 2.806 |
| Somewhat confident | 128 | 6,602,280 | 42.25 | 4.182 |
| Very confident | 99 | 5,643,320 | 36.11 | 4.191 |
| Subtotal valid responses | 281 | 15,626,124 | 100.00 | |
| Inapplicable | 4,501 | 245,454,884 | | |
| Refused | 1 | 4,654 | | |
| Dk | 10 | 451,459 | | |
| Not ascertained | 226 | 12,106,153 | | |
| Total | 5,019 | 273,643,273 | | |
| E5 - HAVJOB - Subject currently work for pay | | | | |
| Work fulltime for pay only | 1,391 | 89,366,310 | 43.07 | 1.080 |
| Work part time for pay only | 346 | 20,205,746 | 9.74 | 0.688 |
| Both work for pay and volunteer | 526 | 33,297,040 | 16.05 | 0.834 |
| Volunteer only | 388 | 14,747,907 | 7.11 | 0.521 |
| Neither work for pay nor volunteer | 1,573 | 49,862,731 | 24.03 | 0.828 |
| Subtotal valid responses | 4,224 | 207,479,734 | 100.00 | |
| Inapplicable | 753 | 64,725,829 | | |
| Refused | 11 | 467,882 | | |
| Dk | 10 | 353,578 | | |
| Not ascertained | 21 | 616,250 | | |
| Total | 5,019 | 273,643,273 | | |
| E6 - TRPTOWK - Transportation used to commute to work | | | | |
| Personal motor vehicle as a driver | 2,168 | 129,186,974 | 82.36 | 1.051 |
| Personal motor vehicle as a passenger | 180 | 11,273,023 | 7.19 | 0.723 |
| Carpool or vanpool/group car/van | 15 | 965,491 | 0.62 | 0.209 |
| Commercial airplane | 1 | 20,420 | 0.01 | 0.013 |
| Intercity bus | 2 | 72,370 | 0.05 | 0.033 |
| Private or chartered bus | 4 | 118,186 | 0.08 | 0.044 |
| Public bus | 71 | 4,896,115 | 3.12 | 0.531 |
| School bus | 1 | 38,022 | 0.02 | 0.024 |
| Paratransit van/bus by public trans auth | 11 | 339,020 | 0.22 | 0.093 |
| Spec transp serv by human services agncy | 4 | 115,609 | 0.07 | 0.039 |
| Subway/light rail/or commuter train | 37 | 2,406,138 | 1.53 | 0.323 |
| Bicycle/pedal cycles | 24 | 1,297,927 | 0.83 | 0.225 |
| Taxicab | 9 | 255,154 | 0.16 | 0.059 |
| Works at home/home-schooled | 26 | 1,466,412 | 0.93 | 0.304 |
| Walking/non-motorized wheelchair... | 62 | 3,619,573 | 2.31 | 0.424 |
| Other transportation | 20 | 778,240 | 0.50 | 0.131 |
| Subtotal valid responses | 2,635 | 156,848,672 | 100.00 | |
| Inapplicable | 2,368 | 116,026,270 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| Dk | 9 | 293,472 | | |
| Not ascertained | 7 | 474,859 | | |
| Total | 5,019 | 273,643,273 | | |
| E8 - TRPWKSME - Same transportation to work as from work | | | | |
| Yes | 2,573 | 153,166,099 | 98.45 | 0.325 |
| No | 41 | 2,416,897 | 1.55 | 0.325 |
| Subtotal valid responses | 2,614 | 155,582,997 | 100.00 | |
| Inapplicable | 2,396 | 117,563,252 | | |
| Dk | 3 | 114,891 | | |
| Not ascertained | 6 | 382,133 | | |
| Total | 5,019 | 273,643,273 | | |
| E9 - TRPFRMWK - Type of transport use most from work | | | | |
| Personal motor vehicle as a driver | 3 | 135,671 | 5.68 | 4.034 |
| Personal motor vehicle as a passenger | 18 | 1,040,166 | 43.51 | 10.875 |
| Carpool or vanpool/group car/van | 4 | 317,321 | 13.27 | 7.124 |
| Public bus | 8 | 507,723 | 21.24 | 8.188 |
| Paratransit van/bus by public trans auth | 1 | 5,133 | 0.21 | 0.222 |
| Subway/light rail/or commuter train | 1 | 83,061 | 3.47 | 3.477 |
| Bicycle/pedal cycles | 2 | 80,248 | 3.36 | 2.439 |
| Walking/non-motorized wheelchair... | 3 | 221,321 | 9.26 | 7.084 |
| Subtotal valid responses | 40 | 2,390,645 | 100.00 | |
| Inapplicable | 4,978 | 271,226,376 | | |
| Dk | 1 | 26,252 | | |
| Total | 5,019 | 273,643,273 | | |
| E10 - INNSCHOOL - Now enrolled in school | | | | |
| Yes | 1,003 | 76,628,582 | 28.09 | 0.962 |
| No | 3,994 | 196,192,815 | 71.91 | 0.962 |
| Subtotal valid responses | 4,997 | 272,821,397 | 100.00 | |
| Refused | 1 | 34,572 | | |
| Dk | 2 | 35,555 | | |
| Not ascertained | 19 | 751,749 | | |
| Total | 5,019 | 273,643,273 | | |
| E11 - TRPTOSCH - Type of transport use most to school | | | | |
| Personal motor vehicle as a driver | 229 | 17,540,510 | 22.99 | 1.738 |
| Personal motor vehicle as a passenger | 307 | 26,745,955 | 35.05 | 2.042 |
| Carpool or vanpool/group car/van | 9 | 1,045,558 | 1.37 | 0.558 |
| Private or chartered bus | 3 | 183,465 | 0.24 | 0.158 |
| Public bus | 28 | 1,737,303 | 2.28 | 0.551 |
| School bus | 275 | 18,285,194 | 23.96 | 1.779 |
| Paratransit van/bus by public trans auth | 6 | 116,734 | 0.15 | 0.066 |
| Spec transp serv by human services agncy | 6 | 65,075 | 0.09 | 0.040 |
| Subway/light rail/or commuter train | 12 | 797,805 | 1.05 | 0.356 |
| Bicycle/pedal cycles | 23 | 1,528,574 | 2.00 | 0.589 |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Works at home/home-schooled | 9 | 460,361 | 0.60 | 0.279 |
| Telecommutes | 3 | 112,410 | 0.15 | 0.095 |
| Walking/non-motorized wheelchair... | 68 | 6,796,422 | 8.91 | 1.260 |
| Other transportation | 18 | 892,489 | 1.17 | 0.388 |
| Subtotal valid responses | 996 | 76,307,854 | 100.00 | |
| Inapplicable | 4,016 | 197,014,691 | | |
| Refused | 1 | 13,942 | | |
| Dk | 5 | 277,354 | | |
| Not ascertained | 1 | 29,432 | | |
| Total | 5,019 | 273,643,273 | | |
| E13 - TRPSCHSM - Transportation used to/from school same | | | | |
| Yes | 893 | 69,483,533 | 92.55 | 1.084 |
| No | 83 | 5,589,297 | 7.45 | 1.084 |
| Subtotal valid responses | 976 | 75,072,830 | 100.00 | |
| Inapplicable | 4,039 | 198,234,064 | | |
| Dk | 4 | 336,379 | | |
| Total | 5,019 | 273,643,273 | | |
| E14 - TRPFRMSC - Type transportation use most from school | | | | |
| Personal motor vehicle as a driver | 1 | 47,633 | 0.85 | 0.860 |
| Personal motor vehicle as a passenger | 25 | 1,710,771 | 30.61 | 7.042 |
| Carpool or vanpool/group car/van | 3 | 122,308 | 2.19 | 1.820 |
| Private or chartered bus | 3 | 157,920 | 2.83 | 2.342 |
| Public bus | 4 | 239,044 | 4.28 | 2.399 |
| School bus | 33 | 2,217,647 | 39.68 | 7.389 |
| Paratransit van/bus by public trans auth | 1 | 29,413 | 0.53 | 0.533 |
| Amtrak/intercity | 1 | 77,054 | 1.38 | 1.384 |
| Subway/light rail/or commuter train | 1 | 35,309 | 0.63 | 0.639 |
| Bicycle/pedal cycles | 1 | 38,427 | 0.69 | 0.695 |
| Works at home/home-schooled | 1 | 154,579 | 2.77 | 2.737 |
| Walking/non-motorized wheelchair... | 5 | 505,187 | 9.04 | 5.509 |
| Other transportation | 4 | 254,005 | 4.54 | 2.928 |
| Subtotal valid responses | 83 | 5,589,297 | 100.00 | |
| Inapplicable | 4,936 | 268,053,976 | | |
| Total | 5,019 | 273,643,273 | | |
| E14 A - TRPFRDOC - Type transportation used to doctor | | | | |
| Personal motor vehicle as a driver | 3,036 | 159,746,577 | 59.67 | 1.024 |
| Personal motor vehicle as a passenger | 1,521 | 91,597,754 | 34.21 | 1.005 |
| Carpool or vanpool/group car/van | 7 | 361,889 | 0.14 | 0.085 |
| Intercity bus | 3 | 86,422 | 0.03 | 0.020 |
| Public bus | 127 | 7,592,507 | 2.84 | 0.365 |
| Paratransit van/bus by public trans auth | 25 | 588,253 | 0.22 | 0.052 |
| Spec transp serv by human services agncy | 24 | 607,301 | 0.23 | 0.054 |
| Amtrak/intercity | 1 | 25,317 | 0.01 | 0.009 |
| Subway/light rail/or commuter train | 23 | 1,738,740 | 0.65 | 0.167 |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Bicycle/pedal cycles | 6 | 348,090 | 0.13 | 0.070 |
| Taxicab | 36 | 1,175,395 | 0.44 | 0.096 |
| Walking/non-motorized wheelchair... | 44 | 3,441,715 | 1.29 | 0.276 |
| Other transportation | 8 | 407,742 | 0.15 | 0.080 |
| Subtotal valid responses | 4,861 | 267,717,702 | 100.00 | |
| Inapplicable | 116 | 3,506,132 | | |
| Refused | 3 | 421,102 | | |
| Dk | 19 | 1,044,110 | | |
| Not ascertained | 20 | 954,227 | | |
| Total | 5,019 | 273,643,273 | | |
| E14 B - TRPFRREC - Type transportation used to shop/recreat | | | | |
| Personal motor vehicle as a driver | 3,006 | 159,020,702 | 59.27 | 1.024 |
| Personal motor vehicle as a passenger | 1,502 | 89,979,366 | 33.54 | 1.004 |
| Motorized personal transportation | 3 | 62,470 | 0.02 | 0.014 |
| Carpool or vanpool/group car/van | 6 | 513,430 | 0.19 | 0.108 |
| Intercity bus | 2 | 49,503 | 0.02 | 0.014 |
| Public bus | 109 | 6,093,634 | 2.27 | 0.328 |
| Paratransit van/bus by public trans auth | 15 | 276,532 | 0.10 | 0.029 |
| Spec transp serv by human services agncy | 5 | 282,436 | 0.11 | 0.059 |
| Amtrak/intercity | 2 | 35,443 | 0.01 | 0.010 |
| Subway/light rail/or commuter train | 20 | 1,463,071 | 0.55 | 0.154 |
| Bicycle/pedal cycles | 55 | 3,555,526 | 1.33 | 0.233 |
| Taxicab | 26 | 1,317,076 | 0.49 | 0.146 |
| Walking/non-motorized wheelchair... | 81 | 4,849,801 | 1.81 | 0.295 |
| Other transportation | 18 | 790,479 | 0.29 | 0.101 |
| Subtotal valid responses | 4,850 | 268,289,468 | 100.00 | |
| Inapplicable | 116 | 3,506,132 | | |
| Dk | 32 | 847,414 | | |
| Not ascertained | 21 | 1,000,259 | | |
| Total | 5,019 | 273,643,273 | | |
| E15 - SIDEWALK - A sidewalk/path/bike lane close to home | | | | |
| Yes | 2,815 | 161,272,438 | 59.22 | 0.995 |
| No | 2,173 | 111,051,243 | 40.78 | 0.995 |
| Subtotal valid responses | 4,988 | 272,323,681 | 100.00 | |
| Dk | 20 | 667,103 | | |
| Not ascertained | 11 | 652,490 | | |
| Total | 5,019 | 273,643,273 | | |
| E16 - WLKPRB1 - No problems | | | | |
| Yes | 1,595 | 93,478,750 | 61.46 | 1.303 |
| No | 1,057 | 58,613,674 | 38.54 | 1.303 |
| Subtotal valid responses | 2,652 | 152,092,424 | 100.00 | |
| Inapplicable | 2,312 | 118,944,815 | | |
| Dk | 28 | 1,148,504 | | |
| Not ascertained | 27 | 1,457,530 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Total | 5,019 | 273,643,273 | | |
| E16 - WLKPRB2 - Audible/visual/tactile info limited | | | | |
| Yes | 27 | 1,595,521 | 1.05 | 0.283 |
| No | 2,625 | 150,496,903 | 98.95 | 0.283 |
| Subtotal valid responses | 2,652 | 152,092,424 | 100.00 | |
| Inapplicable | 2,312 | 118,944,815 | | |
| Dk | 28 | 1,148,504 | | |
| Not ascertained | 27 | 1,457,530 | | |
| Total | 5,019 | 273,643,273 | | |
| E16 - WLKPRB3 - Crosswalk time too short | | | | |
| Yes | 81 | 4,285,941 | 2.82 | 0.435 |
| No | 2,571 | 147,806,483 | 97.18 | 0.435 |
| Subtotal valid responses | 2,652 | 152,092,424 | 100.00 | |
| Inapplicable | 2,312 | 118,944,815 | | |
| Dk | 28 | 1,148,504 | | |
| Not ascertained | 27 | 1,457,530 | | |
| Total | 5,019 | 273,643,273 | | |
| E16 - WLKPRB4 - Crosswalks not marked/missing | | | | |
| Yes | 109 | 6,890,988 | 4.53 | 0.574 |
| No | 2,543 | 145,201,436 | 95.47 | 0.574 |
| Subtotal valid responses | 2,652 | 152,092,424 | 100.00 | |
| Inapplicable | 2,312 | 118,944,815 | | |
| Dk | 28 | 1,148,504 | | |
| Not ascertained | 27 | 1,457,530 | | |
| Total | 5,019 | 273,643,273 | | |
| E16 - WLKPRB5 - Curb cut/ramp/stair/grade problems | | | | |
| Yes | 79 | 3,469,447 | 2.28 | 0.406 |
| No | 2,573 | 148,622,977 | 97.72 | 0.406 |
| Subtotal valid responses | 2,652 | 152,092,424 | 100.00 | |
| Inapplicable | 2,312 | 118,944,815 | | |
| Dk | 28 | 1,148,504 | | |
| Not ascertained | 27 | 1,457,530 | | |
| Total | 5,019 | 273,643,273 | | |
| E16 - WLKPRB6 - Difficult to see/be seen | | | | |
| Yes | 26 | 1,040,445 | 0.68 | 0.182 |
| No | 2,626 | 151,051,979 | 99.32 | 0.182 |
| Subtotal valid responses | 2,652 | 152,092,424 | 100.00 | |
| Inapplicable | 2,312 | 118,944,815 | | |
| Dk | 28 | 1,148,504 | | |
| Not ascertained | 27 | 1,457,530 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| E16 - WLKPRB7 - Don t know when it s safe to cross | | | | |
| Yes | 73 | 4,610,666 | 3.03 | 0.497 |
| No | 2,579 | 147,481,759 | 96.97 | 0.497 |
| Subtotal valid responses | 2,652 | 152,092,424 | 100.00 | |
| Inapplicable | 2,312 | 118,944,815 | | |
| Dk | 28 | 1,148,504 | | |
| Not ascertained | 27 | 1,457,530 | | |
| Total | 5,019 | 273,643,273 | | |
| E16 - WLKPRB8 - Drainage poor | | | | |
| Yes | 6 | 414,763 | 0.27 | 0.174 |
| No | 2,646 | 151,677,661 | 99.73 | 0.174 |
| Subtotal valid responses | 2,652 | 152,092,424 | 100.00 | |
| Inapplicable | 2,312 | 118,944,815 | | |
| Dk | 28 | 1,148,504 | | |
| Not ascertained | 27 | 1,457,530 | | |
| Total | 5,019 | 273,643,273 | | |
| E16 - WLKPRB9 - Drivers don t stop for me | | | | |
| Yes | 184 | 10,638,167 | 6.99 | 0.665 |
| No | 2,468 | 141,454,257 | 93.01 | 0.665 |
| Subtotal valid responses | 2,652 | 152,092,424 | 100.00 | |
| Inapplicable | 2,312 | 118,944,815 | | |
| Dk | 28 | 1,148,504 | | |
| Not ascertained | 27 | 1,457,530 | | |
| Total | 5,019 | 273,643,273 | | |
| E16 - WLKPRB10 - Grates and gaps | | | | |
| Yes | 16 | 973,140 | 0.64 | 0.213 |
| No | 2,636 | 151,119,284 | 99.36 | 0.213 |
| Subtotal valid responses | 2,652 | 152,092,424 | 100.00 | |
| Inapplicable | 2,312 | 118,944,815 | | |
| Dk | 28 | 1,148,504 | | |
| Not ascertained | 27 | 1,457,530 | | |
| Total | 5,019 | 273,643,273 | | |
| E16 - WLKPRB11 - Insensitive/unaware drivers | | | | |
| Yes | 253 | 14,623,399 | 9.61 | 0.761 |
| No | 2,399 | 137,469,025 | 90.39 | 0.761 |
| Subtotal valid responses | 2,652 | 152,092,424 | 100.00 | |
| Inapplicable | 2,312 | 118,944,815 | | |
| Dk | 28 | 1,148,504 | | |
| Not ascertained | 27 | 1,457,530 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| E16 - WLKPRB12 - Inensitive/unaware pedestrians | | | | |
| Yes | 35 | 2,164,058 | 1.42 | 0.302 |
| No | 2,617 | 149,928,366 | 98.58 | 0.302 |
| Subtotal valid responses | 2,652 | 152,092,424 | 100.00 | |
| Inapplicable | 2,312 | 118,944,815 | | |
| Dk | 28 | 1,148,504 | | |
| Not ascertained | 27 | 1,457,530 | | |
| Total | 5,019 | 273,643,273 | | |
| E16 - WLKPRB13 - Lighting inadequate | | | | |
| Yes | 17 | 1,245,728 | 0.82 | 0.277 |
| No | 2,635 | 150,846,696 | 99.18 | 0.277 |
| Subtotal valid responses | 2,652 | 152,092,424 | 100.00 | |
| Inapplicable | 2,312 | 118,944,815 | | |
| Dk | 28 | 1,148,504 | | |
| Not ascertained | 27 | 1,457,530 | | |
| Total | 5,019 | 273,643,273 | | |
| E16 - WLKPRB14 - Median/island problems | | | | |
| Yes | 9 | 392,289 | 0.26 | 0.102 |
| No | 2,643 | 151,700,135 | 99.74 | 0.102 |
| Subtotal valid responses | 2,652 | 152,092,424 | 100.00 | |
| Inapplicable | 2,312 | 118,944,815 | | |
| Dk | 28 | 1,148,504 | | |
| Not ascertained | 27 | 1,457,530 | | |
| Total | 5,019 | 273,643,273 | | |
| E16 - WLKPRB15 - Moving traffic too close to me | | | | |
| Yes | 54 | 2,978,902 | 1.96 | 0.345 |
| No | 2,598 | 149,113,522 | 98.04 | 0.345 |
| Subtotal valid responses | 2,652 | 152,092,424 | 100.00 | |
| Inapplicable | 2,312 | 118,944,815 | | |
| Dk | 28 | 1,148,504 | | |
| Not ascertained | 27 | 1,457,530 | | |
| Total | 5,019 | 273,643,273 | | |
| E16 - WLKPRB16 - Obstacles/protrusions | | | | |
| Yes | 70 | 3,295,058 | 2.17 | 0.362 |
| No | 2,582 | 148,797,366 | 97.83 | 0.362 |
| Subtotal valid responses | 2,652 | 152,092,424 | 100.00 | |
| Inapplicable | 2,312 | 118,944,815 | | |
| Dk | 28 | 1,148,504 | | |
| Not ascertained | 27 | 1,457,530 | | |
| Total | 5,019 | 273,643,273 | | |
| E16 - WLKPRB17 - Passing space/width limited | | | | |
| Yes | 31 | 1,206,663 | 0.79 | 0.196 |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| No | 2,621 | 150,885,761 | 99.21 | 0.196 |
| Subtotal valid responses | 2,652 | 152,092,424 | 100.00 | |
| Inapplicable | 2,312 | 118,944,815 | | |
| Dk | 28 | 1,148,504 | | |
| Not ascertained | 27 | 1,457,530 | | |
| Total | 5,019 | 273,643,273 | | |
| E16 - WLKPRB18 - Surface problems (potholes/cracks) | | | | |
| Yes | 238 | 12,854,329 | 8.45 | 0.764 |
| No | 2,414 | 139,238,095 | 91.55 | 0.764 |
| Subtotal valid responses | 2,652 | 152,092,424 | 100.00 | |
| Inapplicable | 2,312 | 118,944,815 | | |
| Dk | 28 | 1,148,504 | | |
| Not ascertained | 27 | 1,457,530 | | |
| Total | 5,019 | 273,643,273 | | |
| E16 - WLKPRB19 - Too few/missing sidewalks/paths | | | | |
| Yes | 277 | 16,313,769 | 10.73 | 0.837 |
| No | 2,375 | 135,778,655 | 89.27 | 0.837 |
| Subtotal valid responses | 2,652 | 152,092,424 | 100.00 | |
| Inapplicable | 2,312 | 118,944,815 | | |
| Dk | 28 | 1,148,504 | | |
| Not ascertained | 27 | 1,457,530 | | |
| Total | 5,019 | 273,643,273 | | |
| E16 - WLKPRB20 - Other problems | | | | |
| Yes | 28 | 1,306,392 | 0.86 | 0.248 |
| No | 2,624 | 150,786,032 | 99.14 | 0.248 |
| Subtotal valid responses | 2,652 | 152,092,424 | 100.00 | |
| Inapplicable | 2,312 | 118,944,815 | | |
| Dk | 28 | 1,148,504 | | |
| Not ascertained | 27 | 1,457,530 | | |
| Total | 5,019 | 273,643,273 | | |
| E16 - WLKPRB21 - Subject's physical/mental limitations | | | | |
| Yes | 34 | 956,649 | 0.63 | 0.173 |
| No | 2,618 | 151,135,776 | 99.37 | 0.173 |
| Subtotal valid responses | 2,652 | 152,092,424 | 100.00 | |
| Inapplicable | 2,312 | 118,944,815 | | |
| Dk | 28 | 1,148,504 | | |
| Not ascertained | 27 | 1,457,530 | | |
| Total | 5,019 | 273,643,273 | | |
| E16 - WLKPRB22 - Personal safety concerns | | | | |
| Yes | 20 | 631,697 | 0.42 | 0.113 |
| No | 2,632 | 151,460,727 | 99.58 | 0.113 |
| Subtotal valid responses | 2,652 | 152,092,424 | 100.00 | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Inapplicable | 2,312 | 118,944,815 | | |
| Dk | 28 | 1,148,504 | | |
| Not ascertained | 27 | 1,457,530 | | |
| Total | 5,019 | 273,643,273 | | |
| E17 - WLKPROB - Which was the greatest problem | | | | |
| No problems | 1 | 48,727 | 0.08 | 0.084 |
| Audible/visual/tactile info limited | 10 | 480,597 | 0.83 | 0.434 |
| Crosswalk time too short | 47 | 2,092,539 | 3.62 | 0.704 |
| Crosswalks not marked/missing | 46 | 3,217,949 | 5.56 | 1.086 |
| Curb cut/ramp/stair/grade problems | 42 | 1,711,067 | 2.96 | 0.725 |
| Difficult to see/be seen | 12 | 552,968 | 0.96 | 0.377 |
| Don't know when it's safe to cross | 43 | 2,842,602 | 4.91 | 1.023 |
| Drainage poor | 2 | 275,167 | 0.48 | 0.434 |
| Drivers don't stop for me | 118 | 7,319,762 | 12.65 | 1.431 |
| Grates and gaps | 6 | 566,350 | 0.98 | 0.488 |
| Insensitive/unaware drivers | 170 | 10,738,771 | 18.56 | 1.675 |
| Insensitive/unaware pedestrians | 17 | 1,145,801 | 1.98 | 0.615 |
| Lighting inadequate | 7 | 655,742 | 1.13 | 0.526 |
| Median/island problems | 1 | 15,656 | 0.03 | 0.027 |
| Moving traffic too close to me | 24 | 1,383,074 | 2.39 | 0.597 |
| Obstacles/protrusions | 36 | 1,672,823 | 2.89 | 0.666 |
| Passing space/width limited | 10 | 309,047 | 0.53 | 0.190 |
| Surface problems (potholes/cracks) | 169 | 9,243,672 | 15.98 | 1.641 |
| Too few/missing sidewalks/paths | 199 | 11,134,282 | 19.24 | 1.684 |
| Other problems [specify] | 21 | 1,104,183 | 1.91 | 0.615 |
| Subject's physical/mental limitations | 31 | 818,050 | 1.41 | 0.420 |
| Personal safety concerns | 17 | 532,060 | 0.92 | 0.280 |
| Subtotal valid responses | 1,029 | 57,860,889 | 100.00 | |
| Inapplicable | 3,984 | 215,586,459 | | |
| Dk | 4 | 56,647 | | |
| Not ascertained | 2 | 139,277 | | |
| Total | 5,019 | 273,643,273 | | |
| E18 - CYCPRB1 - No problems | | | | |
| Yes | 714 | 51,852,607 | 64.27 | 1.802 |
| No | 443 | 28,824,360 | 35.73 | 1.802 |
| Subtotal valid responses | 1,157 | 80,676,967 | 100.00 | |
| Inapplicable | 3,591 | 178,773,679 | | |
| Dk | 1 | 19,201 | | |
| Not ascertained | 270 | 14,173,426 | | |
| Total | 5,019 | 273,643,273 | | |
| E18 - CYCPRB2 - Audible/visual/tactile info limited | | | | |
| Yes | 7 | 302,954 | 0.38 | 0.198 |
| No | 1,150 | 80,374,012 | 99.62 | 0.198 |
| Subtotal valid responses | 1,157 | 80,676,967 | 100.00 | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| Inapplicable | 3,591 | 178,773,679 | | |
| Dk | 1 | 19,201 | | |
| Not ascertained | 270 | 14,173,426 | | |
| Total | 5,019 | 273,643,273 | | |
| E18 - CYCPRB3 - Crosswalk time too short | | | | |
| Yes | 6 | 318,300 | 0.39 | 0.203 |
| No | 1,151 | 80,358,667 | 99.61 | 0.203 |
| Subtotal valid responses | 1,157 | 80,676,967 | 100.00 | |
| Inapplicable | 3,591 | 178,773,679 | | |
| Dk | 1 | 19,201 | | |
| Not ascertained | 270 | 14,173,426 | | |
| Total | 5,019 | 273,643,273 | | |
| E18 - CYCPRB4 - Crosswalks not marked/missing | | | | |
| Yes | 24 | 1,652,659 | 2.05 | 0.536 |
| No | 1,133 | 79,024,308 | 97.95 | 0.536 |
| Subtotal valid responses | 1,157 | 80,676,967 | 100.00 | |
| Inapplicable | 3,591 | 178,773,679 | | |
| Dk | 1 | 19,201 | | |
| Not ascertained | 270 | 14,173,426 | | |
| Total | 5,019 | 273,643,273 | | |
| E18 - CYCPRB5 - Curb cut/ramp/stair/grade problems | | | | |
| Yes | 7 | 1,010,637 | 1.25 | 0.537 |
| No | 1,150 | 79,666,329 | 98.75 | 0.537 |
| Subtotal valid responses | 1,157 | 80,676,967 | 100.00 | |
| Inapplicable | 3,591 | 178,773,679 | | |
| Dk | 1 | 19,201 | | |
| Not ascertained | 270 | 14,173,426 | | |
| Total | 5,019 | 273,643,273 | | |
| E18 - CYCPRB6 - Difficult to see/be seen | | | | |
| Yes | 16 | 1,130,084 | 1.40 | 0.442 |
| No | 1,141 | 79,546,883 | 98.60 | 0.442 |
| Subtotal valid responses | 1,157 | 80,676,967 | 100.00 | |
| Inapplicable | 3,591 | 178,773,679 | | |
| Dk | 1 | 19,201 | | |
| Not ascertained | 270 | 14,173,426 | | |
| Total | 5,019 | 273,643,273 | | |
| E18 - CYCPRB7 - Don't know when it's safe to cross | | | | |
| Yes | 9 | 840,181 | 1.04 | 0.465 |
| No | 1,148 | 79,836,785 | 98.96 | 0.465 |
| Subtotal valid responses | 1,157 | 80,676,967 | 100.00 | |
| Inapplicable | 3,591 | 178,773,679 | | |
| Dk | 1 | 19,201 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| Not ascertained | 270 | 14,173,426 | | |
| Total | 5,019 | 273,643,273 | | |
| E18 - CYCPRB8 - Drainage poor | | | | |
| Yes | 2 | 227,462 | 0.28 | 0.203 |
| No | 1,155 | 80,449,504 | 99.72 | 0.203 |
| Subtotal valid responses | 1,157 | 80,676,967 | 100.00 | |
| Inapplicable | 3,591 | 178,773,679 | | |
| Dk | 1 | 19,201 | | |
| Not ascertained | 270 | 14,173,426 | | |
| Total | 5,019 | 273,643,273 | | |
| E18 - CYCPRB9 - Drivers don't stop for me | | | | |
| Yes | 54 | 3,497,615 | 4.34 | 0.725 |
| No | 1,103 | 77,179,352 | 95.66 | 0.725 |
| Subtotal valid responses | 1,157 | 80,676,967 | 100.00 | |
| Inapplicable | 3,591 | 178,773,679 | | |
| Dk | 1 | 19,201 | | |
| Not ascertained | 270 | 14,173,426 | | |
| Total | 5,019 | 273,643,273 | | |
| E18 - CYCPRB10 - Grates and gaps | | | | |
| Yes | 5 | 341,893 | 0.42 | 0.229 |
| No | 1,152 | 80,335,073 | 99.58 | 0.229 |
| Subtotal valid responses | 1,157 | 80,676,967 | 100.00 | |
| Inapplicable | 3,591 | 178,773,679 | | |
| Dk | 1 | 19,201 | | |
| Not ascertained | 270 | 14,173,426 | | |
| Total | 5,019 | 273,643,273 | | |
| E18 - CYCPRB11 - Insensitive/unaware drivers | | | | |
| Yes | 116 | 7,104,047 | 8.81 | 1.013 |
| No | 1,041 | 73,572,919 | 91.19 | 1.013 |
| Subtotal valid responses | 1,157 | 80,676,967 | 100.00 | |
| Inapplicable | 3,591 | 178,773,679 | | |
| Dk | 1 | 19,201 | | |
| Not ascertained | 270 | 14,173,426 | | |
| Total | 5,019 | 273,643,273 | | |
| E18 - CYCPRB12 - Insensitive/unaware pedestrians | | | | |
| Yes | 12 | 968,273 | 1.20 | 0.467 |
| No | 1,145 | 79,708,693 | 98.80 | 0.467 |
| Subtotal valid responses | 1,157 | 80,676,967 | 100.00 | |
| Inapplicable | 3,591 | 178,773,679 | | |
| Dk | 1 | 19,201 | | |
| Not ascertained | 270 | 14,173,426 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| E18 - CYCPRB13 - Lighting inadequate | | | | |
| Yes | 5 | 218,288 | 0.27 | 0.167 |
| No | 1,152 | 80,458,679 | 99.73 | 0.167 |
| Subtotal valid responses | 1,157 | 80,676,967 | 100.00 | |
| Inapplicable | 3,591 | 178,773,679 | | |
| Dk | 1 | 19,201 | | |
| Not ascertained | 270 | 14,173,426 | | |
| Total | 5,019 | 273,643,273 | | |
| E18 - CYCPRB14 - Median/island problems | | | | |
| Yes | 2 | 37,558 | 0.05 | 0.033 |
| No | 1,155 | 80,639,409 | 99.95 | 0.033 |
| Subtotal valid responses | 1,157 | 80,676,967 | 100.00 | |
| Inapplicable | 3,591 | 178,773,679 | | |
| Dk | 1 | 19,201 | | |
| Not ascertained | 270 | 14,173,426 | | |
| Total | 5,019 | 273,643,273 | | |
| E18 - CYCPRB15 - Moving traffic too close to me | | | | |
| Yes | 70 | 4,397,884 | 5.45 | 0.814 |
| No | 1,087 | 76,279,083 | 94.55 | 0.814 |
| Subtotal valid responses | 1,157 | 80,676,967 | 100.00 | |
| Inapplicable | 3,591 | 178,773,679 | | |
| Dk | 1 | 19,201 | | |
| Not ascertained | 270 | 14,173,426 | | |
| Total | 5,019 | 273,643,273 | | |
| E18 - CYCPRB16 - Obstacles/protrusions/low clearance | | | | |
| Yes | 26 | 1,565,093 | 1.94 | 0.449 |
| No | 1,131 | 79,111,874 | 98.06 | 0.449 |
| Subtotal valid responses | 1,157 | 80,676,967 | 100.00 | |
| Inapplicable | 3,591 | 178,773,679 | | |
| Dk | 1 | 19,201 | | |
| Not ascertained | 270 | 14,173,426 | | |
| Total | 5,019 | 273,643,273 | | |
| E18 - CYCPRB17 - Passing space/width limited | | | | |
| Yes | 45 | 3,004,558 | 3.72 | 0.706 |
| No | 1,112 | 77,672,408 | 96.28 | 0.706 |
| Subtotal valid responses | 1,157 | 80,676,967 | 100.00 | |
| Inapplicable | 3,591 | 178,773,679 | | |
| Dk | 1 | 19,201 | | |
| Not ascertained | 270 | 14,173,426 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| E18 - CYCPRB18 - Surface problems(potheses/cracks) | | | | |
| Yes | 61 | 3,734,729 | 4.63 | 0.690 |
| No | 1,096 | 76,942,237 | 95.37 | 0.690 |
| Subtotal valid responses | 1,157 | 80,676,967 | 100.00 | |
| Inapplicable | 3,591 | 178,773,679 | | |
| Dk | 1 | 19,201 | | |
| Not ascertained | 270 | 14,173,426 | | |
| Total | 5,019 | 273,643,273 | | |
| E18 - CYCPRB19 - Too few/missing sidewalks/paths | | | | |
| Yes | 172 | 11,300,950 | 14.01 | 1.274 |
| No | 985 | 69,376,017 | 85.99 | 1.274 |
| Subtotal valid responses | 1,157 | 80,676,967 | 100.00 | |
| Inapplicable | 3,591 | 178,773,679 | | |
| Dk | 1 | 19,201 | | |
| Not ascertained | 270 | 14,173,426 | | |
| Total | 5,019 | 273,643,273 | | |
| E18 - CYCPRB20 - Other problems | | | | |
| Yes | 16 | 947,935 | 1.17 | 0.364 |
| No | 1,141 | 79,729,032 | 98.83 | 0.364 |
| Subtotal valid responses | 1,157 | 80,676,967 | 100.00 | |
| Inapplicable | 3,591 | 178,773,679 | | |
| Dk | 1 | 19,201 | | |
| Not ascertained | 270 | 14,173,426 | | |
| Total | 5,019 | 273,643,273 | | |
| E18 - CYCPRB21 - Subject s own physical limitations | | | | |
| Yes | 18 | 735,762 | 0.91 | 0.347 |
| No | 1,139 | 79,941,205 | 99.09 | 0.347 |
| Subtotal valid responses | 1,157 | 80,676,967 | 100.00 | |
| Inapplicable | 3,591 | 178,773,679 | | |
| Dk | 1 | 19,201 | | |
| Not ascertained | 270 | 14,173,426 | | |
| Total | 5,019 | 273,643,273 | | |
| E18 - CYCPRB22 - Problems with bicycle | | | | |
| Yes | 7 | 514,396 | 0.64 | 0.287 |
| No | 1,150 | 80,162,571 | 99.36 | 0.287 |
| Subtotal valid responses | 1,157 | 80,676,967 | 100.00 | |
| Inapplicable | 3,591 | 178,773,679 | | |
| Dk | 1 | 19,201 | | |
| Not ascertained | 270 | 14,173,426 | | |
| Total | 5,019 | 273,643,273 | | |
| E19 - CYCPROB - Which was the greatest problem | | | | |
| Audible/visual/tactile info limited | 4 | 52,223 | 0.19 | 0.095 |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| Crosswalk time too short | 2 | 57,287 | 0.20 | 0.158 |
| Crosswalks not marked/missing | 10 | 593,363 | 2.11 | 0.867 |
| Curb cut/ramp/stair/grade problems | 4 | 627,801 | 2.23 | 1.196 |
| Difficult to see/be seen | 5 | 485,380 | 1.73 | 0.912 |
| Don't know when it's safe to cross | 4 | 420,734 | 1.50 | 0.978 |
| Drainage poor | 1 | 135,587 | 0.48 | 0.482 |
| Drivers don't stop for me | 21 | 1,193,817 | 4.25 | 1.167 |
| Grates and gaps | 4 | 244,909 | 0.87 | 0.559 |
| Insensitive/unaware drivers | 85 | 5,548,690 | 19.74 | 2.461 |
| Insensitive/unaware pedestrians | 6 | 427,528 | 1.52 | 0.884 |
| Lighting inadequate | 1 | 15,630 | 0.06 | 0.056 |
| Median/island problems | 2 | 37,558 | 0.13 | 0.095 |
| Moving traffic too close to me | 48 | 3,318,561 | 11.81 | 1.942 |
| Obstacles/protrusions/low clearance | 16 | 898,189 | 3.20 | 0.951 |
| Passing space/width limited | 18 | 1,621,556 | 5.77 | 1.630 |
| Surface problems [potholes/cracks] | 38 | 2,278,225 | 8.11 | 1.534 |
| Too few/missing sidewalks/paths | 127 | 8,286,740 | 29.49 | 2.807 |
| Other problems [specify] | 13 | 622,641 | 2.22 | 0.795 |
| Subject's own physical limitations | 17 | 721,933 | 2.57 | 0.987 |
| Problems with bicycle | 7 | 514,396 | 1.83 | 0.820 |
| Subtotal valid responses | 433 | 28,102,749 | 100.00 | |
| Inapplicable | 4,315 | 231,334,461 | | |
| Dk | 1 | 32,637 | | |
| Not ascertained | 270 | 14,173,426 | | |
| Total | 5,019 | 273,643,273 | | |
| E20 - CARHIT - Subj been hit by vehicle when walk/bikng | | | | |
| Yes | 232 | 12,208,894 | 7.28 | 0.627 |
| No | 2,605 | 155,585,896 | 92.72 | 0.627 |
| Subtotal valid responses | 2,837 | 167,794,790 | 100.00 | |
| Inapplicable | 1,911 | 91,645,495 | | |
| Dk | 1 | 29,562 | | |
| Not ascertained | 270 | 14,173,426 | | |
| Total | 5,019 | 273,643,273 | | |
| E21 - CARSTRN - Was motorist going straight or turning | | | | |
| Going straight | 149 | 7,719,799 | 63.88 | 4.449 |
| Turning | 76 | 4,364,407 | 36.12 | 4.449 |
| Subtotal valid responses | 225 | 12,084,206 | 100.00 | |
| Inapplicable | 4,517 | 247,260,953 | | |
| Dk | 7 | 124,687 | | |
| Not ascertained | 270 | 14,173,426 | | |
| Total | 5,019 | 273,643,273 | | |
| E22 - LCLBUSMM - Local/transit/city bus in 3/4mi of home | | | | |
| Yes | 2,585 | 147,624,284 | 56.46 | 1.024 |
| No | 2,211 | 113,832,025 | 43.54 | 1.024 |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Subtotal valid responses | 4,796 | 261,456,309 | 100.00 | |
| Refused | 4 | 147,609 | | |
| Dk | 206 | 11,607,538 | | |
| Not ascertained | 13 | 431,816 | | |
| Total | 5,019 | 273,643,273 | | |
| E23 - LCLBUSM - Within 1/4 mile of home | | | | |
| Yes | 1,947 | 110,492,287 | 77.76 | 1.172 |
| No | 540 | 31,608,860 | 22.24 | 1.172 |
| Subtotal valid responses | 2,487 | 142,101,147 | 100.00 | |
| Inapplicable | 2,434 | 126,018,989 | | |
| Refused | 4 | 442,232 | | |
| Dk | 86 | 4,656,071 | | |
| Not ascertained | 8 | 424,834 | | |
| Total | 5,019 | 273,643,273 | | |
| E24 - DYBUSUSD - How many days/wk use public bus | | | | |
| 1 | 114 | 8,016,940 | 24.19 | 2.740 |
| 2 | 71 | 4,787,538 | 14.44 | 2.132 |
| 3 | 61 | 2,982,928 | 9.00 | 1.482 |
| 4 | 30 | 1,959,225 | 5.91 | 1.580 |
| 5 | 52 | 3,359,738 | 10.14 | 1.828 |
| 6 | 13 | 861,845 | 2.60 | 1.087 |
| 7 | 11 | 417,529 | 1.26 | 0.443 |
| Less than one day/week | 150 | 9,013,864 | 27.20 | 2.753 |
| Did not use public bus | 28 | 1,745,607 | 5.27 | 1.485 |
| Subtotal valid responses | 530 | 33,145,214 | 100.00 | |
| Inapplicable | 4,456 | 238,750,620 | | |
| Refused | 1 | 28,864 | | |
| Dk | 5 | 205,266 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E24 A - DYBUSTRP - How many one-way trips/day by bus? | | | | |
| 1 | 174 | 10,586,325 | 34.18 | 3.002 |
| 2 | 278 | 17,913,125 | 57.83 | 3.146 |
| 3 | 18 | 918,231 | 2.96 | 0.889 |
| 4 | 16 | 1,118,513 | 3.61 | 1.346 |
| 5 | 3 | 199,951 | 0.65 | 0.553 |
| 6 | 4 | 81,997 | 0.26 | 0.147 |
| 8 | 1 | 23,983 | 0.08 | 0.078 |
| 10 | 1 | 134,389 | 0.43 | 0.433 |
| Subtotal valid responses | 495 | 30,976,513 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Dk | 12 | 628,359 | | |
| Not ascertained | 27 | 1,513,310 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Total | 5,019 | 273,643,273 | | |
| E25 - BUSTPB1 - No problems | | | | |
| Yes | 315 | 20,414,432 | 64.63 | 2.966 |
| No | 191 | 11,170,613 | 35.37 | 2.966 |
| Subtotal valid responses | 506 | 31,585,045 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Dk | 1 | 19,827 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E25 - BUSTPB2 - Audible/visual/tactile info limited | | | | |
| Yes | 7 | 266,700 | 0.84 | 0.404 |
| No | 499 | 31,318,345 | 99.16 | 0.404 |
| Subtotal valid responses | 506 | 31,585,045 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Dk | 1 | 19,827 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E25 - BUSTPB3 - Crowding/seating inadequate | | | | |
| Yes | 27 | 1,186,083 | 3.76 | 0.865 |
| No | 479 | 30,398,962 | 96.24 | 0.865 |
| Subtotal valid responses | 506 | 31,585,045 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Dk | 1 | 19,827 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E25 - BUSTPB4 - Curb cut/ramp/stair/grade problems | | | | |
| Yes | 4 | 59,472 | 0.19 | 0.109 |
| No | 502 | 31,525,573 | 99.81 | 0.109 |
| Subtotal valid responses | 506 | 31,585,045 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Dk | 1 | 19,827 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E25 - BUSTPB5 - Difficult to see/be seen | | | | |
| No | 506 | 31,585,045 | 100.00 | 0.000 |
| Subtotal valid responses | 506 | 31,585,045 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Dk | 1 | 19,827 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E25 - BUSTPB6 - Drainage poor | | | | |
| No | 506 | 31,585,045 | 100.00 | 0.000 |
| Subtotal valid responses | 506 | 31,585,045 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Dk | 1 | 19,827 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E25 - BUSTPB7 - Elevators/escalators broken/missing | | | | |
| No | 506 | 31,585,045 | 100.00 | 0.000 |
| Subtotal valid responses | 506 | 31,585,045 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Dk | 1 | 19,827 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E25 - BUSTPB8 - Fare purchase difficult | | | | |
| Yes | 1 | 145,920 | 0.46 | 0.461 |
| No | 505 | 31,439,125 | 99.54 | 0.461 |
| Subtotal valid responses | 506 | 31,585,045 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Dk | 1 | 19,827 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E25 - BUSTPB9 - Insensitive/unaware passengers | | | | |
| Yes | 13 | 482,131 | 1.53 | 0.529 |
| No | 493 | 31,102,915 | 98.47 | 0.529 |
| Subtotal valid responses | 506 | 31,585,045 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Dk | 1 | 19,827 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E25 - BUSTPB10 - Lighting inadequate | | | | |
| Yes | 6 | 424,186 | 1.34 | 0.705 |
| No | 500 | 31,160,859 | 98.66 | 0.705 |
| Subtotal valid responses | 506 | 31,585,045 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Refused | 1 | 28,864 | | |
| Dk | 1 | 19,827 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E25 - BUSTPB11 - Obstacles/protrusions/trash/debris | | | | |
| Yes | 12 | 872,195 | 2.76 | 1.066 |
| No | 494 | 30,712,850 | 97.24 | 1.066 |
| Subtotal valid responses | 506 | 31,585,045 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Dk | 1 | 19,827 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E25 - BUSTPB12 - Passenger travel info inadequate | | | | |
| Yes | 8 | 599,077 | 1.90 | 0.893 |
| No | 498 | 30,985,968 | 98.10 | 0.893 |
| Subtotal valid responses | 506 | 31,585,045 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Dk | 1 | 19,827 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E25 - BUSTPB13 - Passing space/aisle width limited | | | | |
| Yes | 1 | 11,780 | 0.04 | 0.037 |
| No | 505 | 31,573,265 | 99.96 | 0.037 |
| Subtotal valid responses | 506 | 31,585,045 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Dk | 1 | 19,827 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E25 - BUSTPB14 - Personal safety concerns | | | | |
| Yes | 24 | 618,821 | 1.96 | 0.551 |
| No | 482 | 30,966,224 | 98.04 | 0.551 |
| Subtotal valid responses | 506 | 31,585,045 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Dk | 1 | 19,827 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E25 - BUSTPB15 - Restroom facilities inadequate | | | | |
| Yes | 2 | 314,013 | 0.99 | 0.703 |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| No | 504 | 31,271,033 | 99.01 | 0.703 |
| Subtotal valid responses | 506 | 31,585,045 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Dk | 1 | 19,827 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E25 - BUSTPB16 - Schedule not kept | | | | |
| Yes | 82 | 5,327,477 | 16.87 | 2.306 |
| No | 424 | 26,257,569 | 83.13 | 2.306 |
| Subtotal valid responses | 506 | 31,585,045 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Dk | 1 | 19,827 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E25 - BUSTPB17 - Shelter inadequate | | | | |
| Yes | 47 | 3,115,519 | 9.86 | 1.922 |
| No | 459 | 28,469,526 | 90.14 | 1.922 |
| Subtotal valid responses | 506 | 31,585,045 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Dk | 1 | 19,827 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E25 - BUSTPB18 - Sidewalks/paths missing/inadequate | | | | |
| Yes | 5 | 391,767 | 1.24 | 1.015 |
| No | 501 | 31,193,278 | 98.76 | 1.015 |
| Subtotal valid responses | 506 | 31,585,045 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Dk | 1 | 19,827 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E25 - BUSTPB19 - Staff assistance/sensitivity poor | | | | |
| Yes | 12 | 667,822 | 2.11 | 0.924 |
| No | 494 | 30,917,223 | 97.89 | 0.924 |
| Subtotal valid responses | 506 | 31,585,045 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Dk | 1 | 19,827 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| E25 - BUSTPB20 - Surface problems(potholes/cracks) | | | | |
| Yes | 2 | 196,629 | 0.62 | 0.558 |
| No | 504 | 31,388,416 | 99.38 | 0.558 |
| Subtotal valid responses | 506 | 31,585,045 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Dk | 1 | 19,827 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E25 - BUSTPB21 - Vehicle does not always stop for me | | | | |
| Yes | 12 | 1,168,435 | 3.70 | 1.388 |
| No | 494 | 30,416,611 | 96.30 | 1.388 |
| Subtotal valid responses | 506 | 31,585,045 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Dk | 1 | 19,827 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E25 - BUSTPB22 - Parking inadequate | | | | |
| Yes | 2 | 89,856 | 0.28 | 0.202 |
| No | 504 | 31,495,190 | 99.72 | 0.202 |
| Subtotal valid responses | 506 | 31,585,045 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Dk | 1 | 19,827 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E25 - BUSTPB23 - Other bus problem | | | | |
| Yes | 13 | 653,779 | 2.07 | 1.024 |
| No | 493 | 30,931,266 | 97.93 | 1.024 |
| Subtotal valid responses | 506 | 31,585,045 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Dk | 1 | 19,827 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E25 - BUSTPB24 - Service not available | | | | |
| Yes | 18 | 1,109,694 | 3.51 | 1.235 |
| No | 488 | 30,475,352 | 96.49 | 1.235 |
| Subtotal valid responses | 506 | 31,585,045 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Dk | 1 | 19,827 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E26 - BUSTPRB - Which was the greatest problem | | | | |
| Audible/visual/tactile info limited | 5 | 141,398 | 1.27 | 0.808 |
| Crowding/seating inadequate | 15 | 583,507 | 5.25 | 1.647 |
| Curb cut/ramp/stair/grade problems | 3 | 38,426 | 0.35 | 0.245 |
| Fare purchase difficult | 1 | 145,920 | 1.31 | 1.305 |
| Insensitive/unaware passengers | 6 | 245,934 | 2.21 | 1.153 |
| Lighting inadequate | 1 | 175,026 | 1.57 | 1.562 |
| Obstacles/protrusions/trash/debris | 6 | 367,875 | 3.31 | 1.660 |
| Passenger travel info inadequate | 4 | 264,287 | 2.38 | 1.234 |
| Personal safety concerns | 16 | 401,079 | 3.61 | 1.252 |
| Restroom facilities inadequate | 1 | 138,987 | 1.25 | 1.244 |
| Schedule not kept | 64 | 4,220,201 | 37.95 | 4.983 |
| Shelter inadequate | 30 | 2,016,763 | 18.14 | 4.160 |
| Sidewalks/paths missing/inadequate | 3 | 366,159 | 3.29 | 2.834 |
| Staff assistance/sensitivity poor | 6 | 408,363 | 3.67 | 2.266 |
| Vehicle does not always stop for me | 6 | 342,983 | 3.08 | 1.467 |
| Parking inadequate | 1 | 45,997 | 0.41 | 0.415 |
| Other [specify] | 9 | 586,651 | 5.28 | 2.824 |
| Service not available | 12 | 630,240 | 5.67 | 1.975 |
| Subtotal valid responses | 189 | 11,119,795 | 100.00 | |
| Inapplicable | 4,801 | 260,959,350 | | |
| Dk | 2 | 50,818 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E27 - BUSONP1 - No problems | | | | |
| Yes | 367 | 23,794,449 | 75.29 | 2.573 |
| No | 140 | 7,810,422 | 24.71 | 2.573 |
| Subtotal valid responses | 507 | 31,604,872 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E27 - BUSONP2 - Audible/visual/tactile info limited | | | | |
| Yes | 4 | 129,712 | 0.41 | 0.254 |
| No | 503 | 31,475,160 | 99.59 | 0.254 |
| Subtotal valid responses | 507 | 31,604,872 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| E27 - BUSONP3 - Board/exit time inadequate | | | | |
| Yes | 6 | 396,421 | 1.25 | 0.830 |
| No | 501 | 31,208,451 | 98.75 | 0.830 |
| Subtotal valid responses | 507 | 31,604,872 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E27 - BUSONP4 - Boarding/exiting equipment limited | | | | |
| Yes | 4 | 173,341 | 0.55 | 0.355 |
| No | 503 | 31,431,531 | 99.45 | 0.355 |
| Subtotal valid responses | 507 | 31,604,872 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E27 - BUSONP5 - Crowding/seating inadequate | | | | |
| Yes | 44 | 2,499,111 | 7.91 | 1.454 |
| No | 463 | 29,105,760 | 92.09 | 1.454 |
| Subtotal valid responses | 507 | 31,604,872 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E27 - BUSONP6 - Difficult to board/exit | | | | |
| Yes | 6 | 149,569 | 0.47 | 0.218 |
| No | 501 | 31,455,303 | 99.53 | 0.218 |
| Subtotal valid responses | 507 | 31,604,872 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E27 - BUSONP7 - Equipment storage inadequate | | | | |
| Yes | 2 | 20,061 | 0.06 | 0.046 |
| No | 505 | 31,584,811 | 99.94 | 0.046 |
| Subtotal valid responses | 507 | 31,604,872 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E27 - BUSONP8 - Fare purchase difficult | | | | |
| Yes | 2 | 64,428 | 0.20 | 0.166 |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| No | 505 | 31,540,443 | 99.80 | 0.166 |
| Subtotal valid responses | 507 | 31,604,872 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E27 - BUSONP9 - Insensitive/unaware driver | | | | |
| Yes | 21 | 1,047,295 | 3.31 | 1.154 |
| No | 486 | 30,557,577 | 96.69 | 1.154 |
| Subtotal valid responses | 507 | 31,604,872 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E27 - BUSONP10 - Insensitive/unaware passengers | | | | |
| Yes | 49 | 2,496,441 | 7.90 | 1.488 |
| No | 458 | 29,108,431 | 92.10 | 1.488 |
| Subtotal valid responses | 507 | 31,604,872 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E27 - BUSONP11 - Lighting inadequate | | | | |
| No | 507 | 31,604,872 | 100.00 | 0.000 |
| Subtotal valid responses | 507 | 31,604,872 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E27 - BUSONP12 - Obstacles/protrusions | | | | |
| Yes | 7 | 247,293 | 0.78 | 0.400 |
| No | 500 | 31,357,579 | 99.22 | 0.400 |
| Subtotal valid responses | 507 | 31,604,872 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E27 - BUSONP13 - Passenger travel info inadequate | | | | |
| Yes | 1 | 152,134 | 0.48 | 0.480 |
| No | 506 | 31,452,738 | 99.52 | 0.480 |
| Subtotal valid responses | 507 | 31,604,872 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| Refused | 1 | 28,864 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E27 - BUSONP14 - Passing space/aisle width limited | | | | |
| Yes | 4 | 83,546 | 0.26 | 0.147 |
| No | 503 | 31,521,326 | 99.74 | 0.147 |
| Subtotal valid responses | 507 | 31,604,872 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E27 - BUSONP15 - Personal safety concerns | | | | |
| Yes | 16 | 887,360 | 2.81 | 1.203 |
| No | 491 | 30,717,512 | 97.19 | 1.203 |
| Subtotal valid responses | 507 | 31,604,872 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E27 - BUSONP16 - Restroom facilities inadequate | | | | |
| Yes | 1 | 48,967 | 0.15 | 0.155 |
| No | 506 | 31,555,905 | 99.85 | 0.155 |
| Subtotal valid responses | 507 | 31,604,872 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E27 - BUSONP17 - Service animals not permitted | | | | |
| No | 507 | 31,604,872 | 100.00 | 0.000 |
| Subtotal valid responses | 507 | 31,604,872 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E27 - BUSONP18 - Staff assistance/sensitivity poor | | | | |
| Yes | 8 | 815,080 | 2.58 | 1.148 |
| No | 499 | 30,789,792 | 97.42 | 1.148 |
| Subtotal valid responses | 507 | 31,604,872 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| E27 - BUSONP19 - Wheelchair space inadequate | | | | |
| No | 507 | 31,604,872 | 100.00 | 0.000 |
| Subtotal valid responses | 507 | 31,604,872 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E27 - BUSONP20 - Other bus problem | | | | |
| Yes | 12 | 625,343 | 1.98 | 0.721 |
| No | 495 | 30,979,528 | 98.02 | 0.721 |
| Subtotal valid responses | 507 | 31,604,872 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E27 - BUSONP21 - Personal comfort | | | | |
| Yes | 13 | 871,871 | 2.76 | 0.942 |
| No | 494 | 30,733,001 | 97.24 | 0.942 |
| Subtotal valid responses | 507 | 31,604,872 | 100.00 | |
| Inapplicable | 4,484 | 240,496,227 | | |
| Refused | 1 | 28,864 | | |
| Not ascertained | 27 | 1,513,310 | | |
| Total | 5,019 | 273,643,273 | | |
| E28 - BUSONPRB - Which was the greatest problem | | | | |
| Audible/visual/tactile info limited | 4 | 129,712 | 1.66 | 1.029 |
| Board/exit time inadequate | 2 | 22,209 | 0.28 | 0.215 |
| Boarding/exiting equipment limited | 2 | 146,708 | 1.88 | 1.409 |
| Crowding/seating inadequate | 34 | 1,983,244 | 25.39 | 4.763 |
| Difficult to board/exit | 1 | 8,512 | 0.11 | 0.110 |
| Fare purchase difficult | 2 | 64,428 | 0.82 | 0.676 |
| Insensitive/unaware driver | 14 | 612,822 | 7.85 | 3.214 |
| Insensitive/unaware passengers | 38 | 1,984,872 | 25.41 | 5.002 |
| Obstacles/protrusions | 5 | 135,623 | 1.74 | 0.913 |
| Passenger travel info inadequate | 1 | 152,134 | 1.95 | 1.930 |
| Passing space/aisle width limited | 1 | 11,780 | 0.15 | 0.152 |
| Personal safety concerns | 12 | 573,021 | 7.34 | 3.605 |
| Restroom facilities inadequate | 1 | 48,967 | 0.63 | 0.630 |
| Staff assistance/sensitivity poor | 5 | 727,867 | 9.32 | 4.357 |
| Other [specify] | 9 | 502,853 | 6.44 | 2.712 |
| Personal comfort | 9 | 705,669 | 9.03 | 3.475 |
| Subtotal valid responses | 140 | 7,810,422 | 100.00 | |
| Inapplicable | 4,852 | 264,319,540 | | |
| Not ascertained | 27 | 1,513,310 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| Total | 5,019 | 273,643,273 | | |
| E29 - TRAINMM - Subwy/lght rail/commtr trn w/in 5mi home | | | | |
| Yes | 1,085 | 64,352,104 | 23.96 | 0.884 |
| No | 3,829 | 204,181,005 | 76.04 | 0.884 |
| Subtotal valid responses | 4,914 | 268,533,110 | 100.00 | |
| Refused | 2 | 72,676 | | |
| Dk | 94 | 4,714,278 | | |
| Not ascertained | 9 | 323,210 | | |
| Total | 5,019 | 273,643,273 | | |
| E30 - DYTRNUSD - Days/week use in past month | | | | |
| 1 | 85 | 5,685,819 | 24.72 | 3.023 |
| 2 | 44 | 2,972,340 | 12.92 | 2.457 |
| 3 | 22 | 1,190,540 | 5.18 | 1.411 |
| 4 | 8 | 524,253 | 2.28 | 0.955 |
| 5 | 42 | 3,020,103 | 13.13 | 2.405 |
| 6 | 1 | 12,442 | 0.05 | 0.054 |
| 7 | 8 | 558,514 | 2.43 | 1.127 |
| Less than one day/week | 144 | 8,161,688 | 35.49 | 3.200 |
| Did not ride the train | 10 | 872,705 | 3.79 | 1.464 |
| Subtotal valid responses | 364 | 22,998,403 | 100.00 | |
| Inapplicable | 4,381 | 236,405,794 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E30 A - DYTRTRIP - How many one-way trips/day by subway? | | | | |
| 1 | 105 | 6,364,948 | 28.96 | 3.165 |
| 2 | 218 | 13,720,613 | 62.43 | 3.414 |
| 3 | 12 | 845,299 | 3.85 | 1.481 |
| 4 | 9 | 593,879 | 2.70 | 1.161 |
| 5 | 2 | 277,522 | 1.26 | 1.044 |
| 6 | 3 | 120,699 | 0.55 | 0.377 |
| 10 | 1 | 53,034 | 0.24 | 0.242 |
| Subtotal valid responses | 350 | 21,975,993 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Refused | 1 | 49,719 | | |
| Dk | 3 | 99,985 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E31 - TNSTPB1 - No problems | | | | |
| Yes | 222 | 13,757,852 | 62.18 | 3.319 |
| No | 132 | 8,367,845 | 37.82 | 3.319 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Total | 5,019 | 273,643,273 | | |
| E31 - TNSTPB2 - Audible/visual/tactile info limited | | | | |
| Yes | 16 | 911,473 | 4.12 | 1.315 |
| No | 338 | 21,214,225 | 95.88 | 1.315 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E31 - TNSTPB3 - Crowding/seating inadequate | | | | |
| Yes | 28 | 1,558,638 | 7.04 | 1.630 |
| No | 326 | 20,567,060 | 92.96 | 1.630 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E31 - TNSTPB4 - Curb cut/ramp/stair/grade problems | | | | |
| Yes | 4 | 124,708 | 0.56 | 0.318 |
| No | 350 | 22,000,990 | 99.44 | 0.318 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E31 - TNSTPB5 - Difficult to see/be seen | | | | |
| No | 354 | 22,125,698 | 100.00 | 0.000 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E31 - TNSTPB6 - Drainage poor | | | | |
| No | 354 | 22,125,698 | 100.00 | 0.000 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E31 - TNSTPB7 - Elevators/escalators broken/missing | | | | |
| Yes | 15 | 540,375 | 2.44 | 0.844 |
| No | 339 | 21,585,323 | 97.56 | 0.844 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| Total | 5,019 | 273,643,273 | | |
| E31 - TNSTPB8 - Fare purchase difficult | | | | |
| Yes | 12 | 668,389 | 3.02 | 1.046 |
| No | 342 | 21,457,309 | 96.98 | 1.046 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E31 - TNSTPB9 - Insensitive/unaware passengers | | | | |
| Yes | 4 | 147,615 | 0.67 | 0.448 |
| No | 350 | 21,978,083 | 99.33 | 0.448 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E31 - TNSTPB10 - Lighting inadequate | | | | |
| Yes | 2 | 29,924 | 0.14 | 0.098 |
| No | 352 | 22,095,774 | 99.86 | 0.098 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E31 - TNSTPB11 - Obstacles/protrusions/debris | | | | |
| Yes | 4 | 312,060 | 1.41 | 0.805 |
| No | 350 | 21,813,638 | 98.59 | 0.805 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E31 - TNSTPB12 - Passenger travel info inadequate | | | | |
| Yes | 6 | 286,453 | 1.29 | 0.675 |
| No | 348 | 21,839,245 | 98.71 | 0.675 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E31 - TNSTPB13 - Passing space/aisle width limited | | | | |
| Yes | 1 | 11,780 | 0.05 | 0.053 |
| No | 353 | 22,113,918 | 99.95 | 0.053 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E31 - TNSTPB14 - Personal safety concerns | | | | |
| Yes | 18 | 801,401 | 3.62 | 1.014 |
| No | 336 | 21,324,296 | 96.38 | 1.014 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E31 - TNSTPB15 - Restroom facilities inadequate | | | | |
| Yes | 3 | 218,142 | 0.99 | 0.679 |
| No | 351 | 21,907,555 | 99.01 | 0.679 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E31 - TNSTPB16 - Schedule not kept | | | | |
| Yes | 26 | 2,127,185 | 9.61 | 2.169 |
| No | 328 | 19,998,513 | 90.39 | 2.169 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E31 - TNSTPB17 - Shelter inadequate | | | | |
| Yes | 6 | 389,825 | 1.76 | 0.831 |
| No | 348 | 21,735,873 | 98.24 | 0.831 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E31 - TNSTPB18 - Staff assistance/sensitivity poor | | | | |
| Yes | 4 | 237,657 | 1.07 | 0.717 |
| No | 350 | 21,888,040 | 98.93 | 0.717 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E31 - TNSTPB19 - Surface problems(potholes/cracks) | | | | |
| No | 354 | 22,125,698 | 100.00 | 0.000 |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E31 - TNSTPB20 - Too few/missing sidewalks/paths | | | | |
| No | 354 | 22,125,698 | 100.00 | 0.000 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E31 - TNSTPB21 - Wide gaps between platforms & cars | | | | |
| No | 354 | 22,125,698 | 100.00 | 0.000 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E31 - TNSTPB22 - Parking inadequate | | | | |
| Yes | 8 | 485,585 | 2.19 | 0.871 |
| No | 346 | 21,640,113 | 97.81 | 0.871 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E31 - TNSTPB23 - Other train problem | | | | |
| Yes | 18 | 932,161 | 4.21 | 1.206 |
| No | 336 | 21,193,537 | 95.79 | 1.206 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E31 - TNSTPB24 - Personal comfort | | | | |
| Yes | 11 | 1,042,306 | 4.71 | 1.527 |
| No | 343 | 21,083,392 | 95.29 | 1.527 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E32 - TRNSTPRB - Which was the greatest problem | | | | |
| Audible/visual/tactile info limited | 12 | 693,960 | 8.29 | 3.051 |
| Crowding/seating inadequate | 19 | 1,253,714 | 14.98 | 3.795 |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Curb cut/ramp/stair/grade problems | 1 | 46,193 | 0.55 | 0.554 |
| Elevators/escalators broken/missing | 12 | 483,819 | 5.78 | 2.160 |
| Fare purchase difficult | 10 | 590,069 | 7.05 | 2.595 |
| Insensitive/unaware passengers | 2 | 33,263 | 0.40 | 0.286 |
| Obstacles/protrusions/debris | 2 | 85,122 | 1.02 | 0.890 |
| Passenger travel info inadequate | 3 | 167,803 | 2.01 | 1.369 |
| Personal safety concerns | 14 | 720,841 | 8.61 | 2.572 |
| Restroom facilities inadequate | 2 | 189,361 | 2.26 | 1.753 |
| Schedule not kept | 21 | 1,892,159 | 22.61 | 4.971 |
| Shelter inadequate | 2 | 111,227 | 1.33 | 0.959 |
| Staff assistance/sensitivity poor | 3 | 90,540 | 1.08 | 0.735 |
| Parking inadequate | 7 | 464,176 | 5.55 | 2.259 |
| Other [specify] | 12 | 583,208 | 6.97 | 2.544 |
| Personal comfort | 10 | 962,390 | 11.50 | 3.755 |
| Subtotal valid responses | 132 | 8,367,845 | 100.00 | |
| Inapplicable | 4,613 | 251,036,352 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E33 - TNONPB1 - No problems | | | | |
| Yes | 253 | 16,152,466 | 73.00 | 2.972 |
| No | 101 | 5,973,232 | 27.00 | 2.972 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E33 - TNONPB2 - Audible/visual/tactile info limited | | | | |
| Yes | 11 | 655,427 | 2.96 | 1.105 |
| No | 343 | 21,470,270 | 97.04 | 1.105 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E33 - TNONPB3 - Board/exit time inadequate | | | | |
| Yes | 6 | 238,692 | 1.08 | 0.584 |
| No | 348 | 21,887,006 | 98.92 | 0.584 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E33 - TNONPB4 - Boarding/exiting equipment limited | | | | |
| Yes | 4 | 305,622 | 1.38 | 0.930 |
| No | 350 | 21,820,075 | 98.62 | 0.930 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E33 - TNONPB5 - Crowding/seating inadequate | | | | |
| Yes | 36 | 2,207,785 | 9.98 | 2.031 |
| No | 318 | 19,917,913 | 90.02 | 2.031 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E33 - TNONPB6 - Difficult to board/exit | | | | |
| Yes | 6 | 171,342 | 0.77 | 0.408 |
| No | 348 | 21,954,355 | 99.23 | 0.408 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E33 - TNONPB7 - Equipment storage inadequate | | | | |
| No | 354 | 22,125,698 | 100.00 | 0.000 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E33 - TNONPB8 - Fare purchase difficult | | | | |
| No | 354 | 22,125,698 | 100.00 | 0.000 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E33 - TNONPB9 - Insensitive/unaware driver | | | | |
| Yes | 2 | 87,730 | 0.40 | 0.290 |
| No | 352 | 22,037,968 | 99.60 | 0.290 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E33 - TNONPB10 - Insensitive/unaware passengers | | | | |
| Yes | 21 | 1,219,315 | 5.51 | 1.476 |
| No | 333 | 20,906,383 | 94.49 | 1.476 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E33 - TNONPB11 - Lighting inadequate | | | | |
| Yes | 2 | 106,248 | 0.48 | 0.430 |
| No | 352 | 22,019,450 | 99.52 | 0.430 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E33 - TNONPB12 - Obstacles/protrusions | | | | |
| Yes | 7 | 274,655 | 1.24 | 0.562 |
| No | 347 | 21,851,042 | 98.76 | 0.562 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E33 - TNONPB13 - Passenger travel info inadequate | | | | |
| Yes | 2 | 118,305 | 0.53 | 0.391 |
| No | 352 | 22,007,393 | 99.47 | 0.391 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E33 - TNONPB14 - Passing space/aisle width limited | | | | |
| Yes | 1 | 53,418 | 0.24 | 0.242 |
| No | 353 | 22,072,280 | 99.76 | 0.242 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E33 - TNONPB15 - Personal safety concerns | | | | |
| Yes | 19 | 962,332 | 4.35 | 1.119 |
| No | 335 | 21,163,366 | 95.65 | 1.119 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E33 - TNONPB16 - Restroom facilities inadequate | | | | |
| Yes | 2 | 91,846 | 0.42 | 0.298 |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| No | 352 | 22,033,852 | 99.58 | 0.298 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E33 - TNONPB17 - Service animals not permitted | | | | |
| No | 354 | 22,125,698 | 100.00 | 0.000 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E33 - TNONPB18 - Staff assistance/sensitivity poor | | | | |
| Yes | 1 | 32,548 | 0.15 | 0.147 |
| No | 353 | 22,093,150 | 99.85 | 0.147 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E33 - TNONPB19 - Wheelchair space inadequate | | | | |
| No | 354 | 22,125,698 | 100.00 | 0.000 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E33 - TNONPB20 - Other train problem | | | | |
| Yes | 11 | 628,238 | 2.84 | 0.982 |
| No | 343 | 21,497,460 | 97.16 | 0.982 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E33 - TNONPB21 - Personal comfort | | | | |
| Yes | 11 | 807,586 | 3.65 | 1.322 |
| No | 343 | 21,318,112 | 96.35 | 1.322 |
| Subtotal valid responses | 354 | 22,125,698 | 100.00 | |
| Inapplicable | 4,391 | 237,278,500 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E34 - TRNONPRB - Which was the greatest problem | | | | |
| Audible/visual/tactile info limited | 8 | 516,932 | 8.78 | 3.683 |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Board/exit time inadequate | 3 | 194,611 | 3.30 | 2.123 |
| Boarding/exiting equipment limited | 3 | 252,205 | 4.28 | 3.312 |
| Crowding/seating inadequate | 30 | 1,880,969 | 31.93 | 6.123 |
| Difficult to board/exit | 2 | 30,076 | 0.51 | 0.367 |
| Insensitive/unaware driver | 1 | 55,182 | 0.94 | 0.940 |
| Insensitive/unaware passengers | 14 | 706,788 | 12.00 | 3.915 |
| Lighting inadequate | 1 | 94,468 | 1.60 | 1.599 |
| Obstacles/protrusions | 3 | 97,273 | 1.65 | 1.256 |
| Passenger travel info inadequate | 2 | 118,305 | 2.01 | 1.467 |
| Personal safety concerns | 17 | 845,500 | 14.35 | 3.809 |
| Other [specify] | 7 | 370,832 | 6.30 | 2.753 |
| Personal comfort | 9 | 726,913 | 12.34 | 4.600 |
| Subtotal valid responses | 100 | 5,890,052 | 100.00 | |
| Inapplicable | 4,644 | 253,430,966 | | |
| Dk | 1 | 83,179 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E35 - PARANEAR - Public paratransit avail in area | | | | |
| Yes | 2,467 | 131,204,592 | 58.99 | 1.101 |
| No | 1,695 | 91,218,339 | 41.01 | 1.101 |
| Subtotal valid responses | 4,162 | 222,422,931 | 100.00 | |
| Inapplicable | 129 | 2,741,247 | | |
| Refused | 17 | 1,485,507 | | |
| Dk | 698 | 46,264,549 | | |
| Not ascertained | 13 | 729,040 | | |
| Total | 5,019 | 273,643,273 | | |
| E36 - DYPARAUD - How many days/week used it | | | | |
| 1 | 22 | 557,248 | 17.80 | 4.589 |
| 2 | 16 | 338,079 | 10.80 | 3.250 |
| 3 | 16 | 377,209 | 12.05 | 3.091 |
| 4 | 4 | 132,938 | 4.25 | 2.326 |
| 5 | 15 | 219,854 | 7.02 | 2.010 |
| Less than one day a week | 45 | 1,023,767 | 32.70 | 4.887 |
| Did not use paratransit | 26 | 481,350 | 15.38 | 3.516 |
| Subtotal valid responses | 144 | 3,130,445 | 100.00 | |
| Inapplicable | 4,872 | 270,448,399 | | |
| Dk | 1 | 25,347 | | |
| Not ascertained | 2 | 39,082 | | |
| Total | 5,019 | 273,643,273 | | |
| E36 A - DYPARTRP - How many one-way trips/day by paratrans? | | | | |
| 1 | 44 | 1,067,075 | 41.43 | 5.850 |
| 2 | 65 | 1,404,046 | 54.51 | 5.851 |
| 3 | 1 | 21,384 | 0.83 | 0.833 |
| 4 | 3 | 56,993 | 2.21 | 1.384 |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| 10 | 1 | 26,312 | 1.02 | 1.023 |
| Subtotal valid responses | 114 | 2,575,810 | 100.00 | |
| Inapplicable | 4,898 | 270,929,749 | | |
| Dk | 5 | 98,632 | | |
| Not ascertained | 2 | 39,082 | | |
| Total | 5,019 | 273,643,273 | | |
| E37 - PARAPBI - No problems | | | | |
| Yes | 83 | 1,872,040 | 70.34 | 5.263 |
| No | 35 | 789,337 | 29.66 | 5.263 |
| Subtotal valid responses | 118 | 2,661,377 | 100.00 | |
| Inapplicable | 4,898 | 270,929,749 | | |
| Dk | 1 | 13,065 | | |
| Not ascertained | 2 | 39,082 | | |
| Total | 5,019 | 273,643,273 | | |
| E37 - PARAPB2 - Attendant/escort service limited | | | | |
| Yes | 1 | 14,126 | 0.53 | 0.534 |
| No | 117 | 2,647,251 | 99.47 | 0.534 |
| Subtotal valid responses | 118 | 2,661,377 | 100.00 | |
| Inapplicable | 4,898 | 270,929,749 | | |
| Dk | 1 | 13,065 | | |
| Not ascertained | 2 | 39,082 | | |
| Total | 5,019 | 273,643,273 | | |
| E37 - PARAPB3 - Cannot schedule repeating trips | | | | |
| Yes | 1 | 25,009 | 0.94 | 0.941 |
| No | 117 | 2,636,368 | 99.06 | 0.941 |
| Subtotal valid responses | 118 | 2,661,377 | 100.00 | |
| Inapplicable | 4,898 | 270,929,749 | | |
| Dk | 1 | 13,065 | | |
| Not ascertained | 2 | 39,082 | | |
| Total | 5,019 | 273,643,273 | | |
| E37 - PARAPB4 - Cost is too high | | | | |
| No | 118 | 2,661,377 | 100.00 | 0.000 |
| Subtotal valid responses | 118 | 2,661,377 | 100.00 | |
| Inapplicable | 4,898 | 270,929,749 | | |
| Dk | 1 | 13,065 | | |
| Not ascertained | 2 | 39,082 | | |
| Total | 5,019 | 273,643,273 | | |
| E37 - PARAPB5 - Difficult to board/exit | | | | |
| Yes | 2 | 30,795 | 1.16 | 0.830 |
| No | 116 | 2,630,582 | 98.84 | 0.830 |
| Subtotal valid responses | 118 | 2,661,377 | 100.00 | |
| Inapplicable | 4,898 | 270,929,749 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| Dk | 1 | 13,065 | | |
| Not ascertained | 2 | 39,082 | | |
| Total | 5,019 | 273,643,273 | | |
| E37 - PARAPB6 - Inadequate seating | | | | |
| No | 118 | 2,661,377 | 100.00 | 0.000 |
| Subtotal valid responses | 118 | 2,661,377 | 100.00 | |
| Inapplicable | 4,898 | 270,929,749 | | |
| Dk | 1 | 13,065 | | |
| Not ascertained | 2 | 39,082 | | |
| Total | 5,019 | 273,643,273 | | |
| E37 - PARAPB7 - Insensitive/unaware driver | | | | |
| Yes | 3 | 98,019 | 3.68 | 2.832 |
| No | 115 | 2,563,358 | 96.32 | 2.832 |
| Subtotal valid responses | 118 | 2,661,377 | 100.00 | |
| Inapplicable | 4,898 | 270,929,749 | | |
| Dk | 1 | 13,065 | | |
| Not ascertained | 2 | 39,082 | | |
| Total | 5,019 | 273,643,273 | | |
| E37 - PARAPB8 - Personal safety concerns | | | | |
| Yes | 2 | 95,932 | 3.60 | 2.869 |
| No | 116 | 2,565,445 | 96.40 | 2.869 |
| Subtotal valid responses | 118 | 2,661,377 | 100.00 | |
| Inapplicable | 4,898 | 270,929,749 | | |
| Dk | 1 | 13,065 | | |
| Not ascertained | 2 | 39,082 | | |
| Total | 5,019 | 273,643,273 | | |
| E37 - PARAPB9 - Responsiveness problems | | | | |
| Yes | 4 | 48,372 | 1.82 | 1.087 |
| No | 114 | 2,613,005 | 98.18 | 1.087 |
| Subtotal valid responses | 118 | 2,661,377 | 100.00 | |
| Inapplicable | 4,898 | 270,929,749 | | |
| Dk | 1 | 13,065 | | |
| Not ascertained | 2 | 39,082 | | |
| Total | 5,019 | 273,643,273 | | |
| E37 - PARAPB10 - Schedule for pickup not kept/long waits | | | | |
| Yes | 17 | 431,721 | 16.22 | 4.522 |
| No | 101 | 2,229,656 | 83.78 | 4.522 |
| Subtotal valid responses | 118 | 2,661,377 | 100.00 | |
| Inapplicable | 4,898 | 270,929,749 | | |
| Dk | 1 | 13,065 | | |
| Not ascertained | 2 | 39,082 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| E37 - PARAPB11 - Schedule for drop-off not kept/long wait | | | | |
| Yes | 15 | 303,476 | 11.40 | 3.026 |
| No | 103 | 2,357,901 | 88.60 | 3.026 |
| Subtotal valid responses | 118 | 2,661,377 | 100.00 | |
| Inapplicable | 4,898 | 270,929,749 | | |
| Dk | 1 | 13,065 | | |
| Not ascertained | 2 | 39,082 | | |
| Total | 5,019 | 273,643,273 | | |
| E37 - PARAPB12 - Service often not available when need it | | | | |
| Yes | 3 | 41,214 | 1.55 | 0.962 |
| No | 115 | 2,620,163 | 98.45 | 0.962 |
| Subtotal valid responses | 118 | 2,661,377 | 100.00 | |
| Inapplicable | 4,898 | 270,929,749 | | |
| Dk | 1 | 13,065 | | |
| Not ascertained | 2 | 39,082 | | |
| Total | 5,019 | 273,643,273 | | |
| E37 - PARAPB13 - Staff assistance/sensitivity inadequate | | | | |
| No | 118 | 2,661,377 | 100.00 | 0.000 |
| Subtotal valid responses | 118 | 2,661,377 | 100.00 | |
| Inapplicable | 4,898 | 270,929,749 | | |
| Dk | 1 | 13,065 | | |
| Not ascertained | 2 | 39,082 | | |
| Total | 5,019 | 273,643,273 | | |
| E37 - PARAPB14 - Vehicle is in poor mechanical condition | | | | |
| Yes | 1 | 75,291 | 2.83 | 2.779 |
| No | 117 | 2,586,086 | 97.17 | 2.779 |
| Subtotal valid responses | 118 | 2,661,377 | 100.00 | |
| Inapplicable | 4,898 | 270,929,749 | | |
| Dk | 1 | 13,065 | | |
| Not ascertained | 2 | 39,082 | | |
| Total | 5,019 | 273,643,273 | | |
| E37 - PARAPB15 - Vehicle not accessible | | | | |
| Yes | 2 | 29,340 | 1.10 | 0.785 |
| No | 116 | 2,632,037 | 98.90 | 0.785 |
| Subtotal valid responses | 118 | 2,661,377 | 100.00 | |
| Inapplicable | 4,898 | 270,929,749 | | |
| Dk | 1 | 13,065 | | |
| Not ascertained | 2 | 39,082 | | |
| Total | 5,019 | 273,643,273 | | |
| E37 - PARAPB16 - Trip time is too variable/unpredictable | | | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| Yes | 6 | 132,249 | 4.97 | 2.120 |
| No | 112 | 2,529,128 | 95.03 | 2.120 |
| Subtotal valid responses | 118 | 2,661,377 | 100.00 | |
| Inapplicable | 4,898 | 270,929,749 | | |
| Dk | 1 | 13,065 | | |
| Not ascertained | 2 | 39,082 | | |
| Total | 5,019 | 273,643,273 | | |
| E37 - PARAPB17 - Other paratransit problem | | | | |
| Yes | 6 | 171,444 | 6.44 | 3.102 |
| No | 112 | 2,489,933 | 93.56 | 3.102 |
| Subtotal valid responses | 118 | 2,661,377 | 100.00 | |
| Inapplicable | 4,898 | 270,929,749 | | |
| Dk | 1 | 13,065 | | |
| Not ascertained | 2 | 39,082 | | |
| Total | 5,019 | 273,643,273 | | |
| E38 - PARAPROB - Which was the greatest problem | | | | |
| Difficult to board/exit | 2 | 30,795 | 3.99 | 2.905 |
| Insensitive/unaware driver | 2 | 22,728 | 2.95 | 2.197 |
| Personal safety concerns | 2 | 95,932 | 12.44 | 9.304 |
| Responsiveness problems | 2 | 16,516 | 2.14 | 1.673 |
| Schedule for pickup not kept/long waits | 12 | 286,905 | 37.19 | 10.550 |
| Schedule for drop-off not kept/long wait | 6 | 126,512 | 16.40 | 6.870 |
| Serv is often not available when need it | 2 | 32,933 | 4.27 | 3.165 |
| Vehicle not accessible | 2 | 29,340 | 3.80 | 2.752 |
| Trip time is too variable/unpredictable | 2 | 46,465 | 6.02 | 4.294 |
| Other [specify] | 2 | 83,287 | 10.80 | 7.976 |
| Subtotal valid responses | 34 | 771,412 | 100.00 | |
| Inapplicable | 4,982 | 272,814,854 | | |
| Refused | 1 | 17,925 | | |
| Not ascertained | 2 | 39,082 | | |
| Total | 5,019 | 273,643,273 | | |
| E39 - TAXICAB - Is taxicab service availbl in your area | | | | |
| Yes | 3,458 | 189,977,598 | 80.26 | 0.871 |
| No | 920 | 46,717,695 | 19.74 | 0.871 |
| Subtotal valid responses | 4,378 | 236,695,293 | 100.00 | |
| Inapplicable | 433 | 24,854,113 | | |
| Refused | 15 | 1,370,903 | | |
| Dk | 187 | 10,347,319 | | |
| Not ascertained | 6 | 375,645 | | |
| Total | 5,019 | 273,643,273 | | |
| E40 - TRAVFAR - Past yr-any long-distance trips > 100mi | | | | |
| Yes | 3,541 | 200,133,940 | 73.36 | 0.910 |
| No | 1,461 | 72,672,412 | 26.64 | 0.910 |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Subtotal valid responses | 5,002 | 272,806,352 | 100.00 | |
| Refused | 1 | 14,616 | | |
| Dk | 8 | 583,118 | | |
| Not ascertained | 8 | 239,187 | | |
| Total | 5,019 | 273,643,273 | | |
| E41 - TRPFAR1 - Personal motor vehicle as a driver | | | | |
| Yes | 1,952 | 106,965,200 | 53.53 | 1.162 |
| No | 1,584 | 92,874,648 | 46.47 | 1.162 |
| Subtotal valid responses | 3,536 | 199,839,848 | 100.00 | |
| Inapplicable | 1,478 | 73,509,333 | | |
| Dk | 1 | 47,070 | | |
| Not ascertained | 4 | 247,022 | | |
| Total | 5,019 | 273,643,273 | | |
| E41 - TRPFAR2 - Personal motor vehicle as a passenger | | | | |
| Yes | 1,898 | 110,564,536 | 55.33 | 1.143 |
| No | 1,638 | 89,275,312 | 44.67 | 1.143 |
| Subtotal valid responses | 3,536 | 199,839,848 | 100.00 | |
| Inapplicable | 1,478 | 73,509,333 | | |
| Dk | 1 | 47,070 | | |
| Not ascertained | 4 | 247,022 | | |
| Total | 5,019 | 273,643,273 | | |
| E41 - TRPFAR3 - Motorized personal transportation | | | | |
| Yes | 5 | 241,618 | 0.12 | 0.080 |
| No | 3,531 | 199,598,230 | 99.88 | 0.080 |
| Subtotal valid responses | 3,536 | 199,839,848 | 100.00 | |
| Inapplicable | 1,478 | 73,509,333 | | |
| Dk | 1 | 47,070 | | |
| Not ascertained | 4 | 247,022 | | |
| Total | 5,019 | 273,643,273 | | |
| E41 - TRPFAR4 - Carpool or vanpool/group car/van | | | | |
| Yes | 38 | 2,486,587 | 1.24 | 0.256 |
| No | 3,498 | 197,353,261 | 98.76 | 0.256 |
| Subtotal valid responses | 3,536 | 199,839,848 | 100.00 | |
| Inapplicable | 1,478 | 73,509,333 | | |
| Dk | 1 | 47,070 | | |
| Not ascertained | 4 | 247,022 | | |
| Total | 5,019 | 273,643,273 | | |
| E41 - TRPFAR5 - Commercial airplane | | | | |
| Yes | 1,371 | 77,601,291 | 38.83 | 1.119 |
| No | 2,165 | 122,238,557 | 61.17 | 1.119 |
| Subtotal valid responses | 3,536 | 199,839,848 | 100.00 | |
| Inapplicable | 1,478 | 73,509,333 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Dk | 1 | 47,070 | | |
| Not ascertained | 4 | 247,022 | | |
| Total | 5,019 | 273,643,273 | | |
| E41 - TRPFAR6 - Private or charter airplane | | | | |
| Yes | 47 | 2,651,393 | 1.33 | 0.262 |
| No | 3,489 | 197,188,455 | 98.67 | 0.262 |
| Subtotal valid responses | 3,536 | 199,839,848 | 100.00 | |
| Inapplicable | 1,478 | 73,509,333 | | |
| Dk | 1 | 47,070 | | |
| Not ascertained | 4 | 247,022 | | |
| Total | 5,019 | 273,643,273 | | |
| E41 - TRPFAR7 - Intercity bus | | | | |
| Yes | 93 | 6,490,961 | 3.25 | 0.470 |
| No | 3,443 | 193,348,887 | 96.75 | 0.470 |
| Subtotal valid responses | 3,536 | 199,839,848 | 100.00 | |
| Inapplicable | 1,478 | 73,509,333 | | |
| Dk | 1 | 47,070 | | |
| Not ascertained | 4 | 247,022 | | |
| Total | 5,019 | 273,643,273 | | |
| E41 - TRPFAR8 - Private or chartered bus | | | | |
| Yes | 163 | 9,452,409 | 4.73 | 0.498 |
| No | 3,373 | 190,387,439 | 95.27 | 0.498 |
| Subtotal valid responses | 3,536 | 199,839,848 | 100.00 | |
| Inapplicable | 1,478 | 73,509,333 | | |
| Dk | 1 | 47,070 | | |
| Not ascertained | 4 | 247,022 | | |
| Total | 5,019 | 273,643,273 | | |
| E41 - TRPFAR9 - Public bus | | | | |
| Yes | 35 | 2,359,215 | 1.18 | 0.291 |
| No | 3,501 | 197,480,633 | 98.82 | 0.291 |
| Subtotal valid responses | 3,536 | 199,839,848 | 100.00 | |
| Inapplicable | 1,478 | 73,509,333 | | |
| Dk | 1 | 47,070 | | |
| Not ascertained | 4 | 247,022 | | |
| Total | 5,019 | 273,643,273 | | |
| E41 - TRPFAR10 - School bus | | | | |
| Yes | 33 | 2,183,378 | 1.09 | 0.249 |
| No | 3,503 | 197,656,470 | 98.91 | 0.249 |
| Subtotal valid responses | 3,536 | 199,839,848 | 100.00 | |
| Inapplicable | 1,478 | 73,509,333 | | |
| Dk | 1 | 47,070 | | |
| Not ascertained | 4 | 247,022 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| Total | 5,019 | 273,643,273 | | |
| E41 - TRPFAR11 - Paratransit van/bus by pub transit auth | | | | |
| Yes | 4 | 229,930 | 0.12 | 0.073 |
| No | 3,532 | 199,609,918 | 99.88 | 0.073 |
| Subtotal valid responses | 3,536 | 199,839,848 | 100.00 | |
| Inapplicable | 1,478 | 73,509,333 | | |
| Dk | 1 | 47,070 | | |
| Not ascertained | 4 | 247,022 | | |
| Total | 5,019 | 273,643,273 | | |
| E41 - TRPFAR12 - Spec transpt serv by human serv agency | | | | |
| Yes | 5 | 76,118 | 0.04 | 0.018 |
| No | 3,531 | 199,763,730 | 99.96 | 0.018 |
| Subtotal valid responses | 3,536 | 199,839,848 | 100.00 | |
| Inapplicable | 1,478 | 73,509,333 | | |
| Dk | 1 | 47,070 | | |
| Not ascertained | 4 | 247,022 | | |
| Total | 5,019 | 273,643,273 | | |
| E41 - TRPFAR13 - Amtrak/intercity | | | | |
| Yes | 138 | 7,637,201 | 3.82 | 0.449 |
| No | 3,398 | 192,202,647 | 96.18 | 0.449 |
| Subtotal valid responses | 3,536 | 199,839,848 | 100.00 | |
| Inapplicable | 1,478 | 73,509,333 | | |
| Dk | 1 | 47,070 | | |
| Not ascertained | 4 | 247,022 | | |
| Total | 5,019 | 273,643,273 | | |
| E41 - TRPFAR14 - Subway/light rail/commuter train | | | | |
| Yes | 68 | 4,500,189 | 2.25 | 0.371 |
| No | 3,468 | 195,339,659 | 97.75 | 0.371 |
| Subtotal valid responses | 3,536 | 199,839,848 | 100.00 | |
| Inapplicable | 1,478 | 73,509,333 | | |
| Dk | 1 | 47,070 | | |
| Not ascertained | 4 | 247,022 | | |
| Total | 5,019 | 273,643,273 | | |
| E41 - TRPFAR15 - Bicycle/pedal cycles | | | | |
| Yes | 19 | 1,025,753 | 0.51 | 0.135 |
| No | 3,517 | 198,814,095 | 99.49 | 0.135 |
| Subtotal valid responses | 3,536 | 199,839,848 | 100.00 | |
| Inapplicable | 1,478 | 73,509,333 | | |
| Dk | 1 | 47,070 | | |
| Not ascertained | 4 | 247,022 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| E41 - TRPFAR16 - Taxicab | | | | |
| Yes | 54 | 2,387,144 | 1.19 | 0.197 |
| No | 3,482 | 197,452,704 | 98.81 | 0.197 |
| Subtotal valid responses | 3,536 | 199,839,848 | 100.00 | |
| Inapplicable | 1,478 | 73,509,333 | | |
| Dk | 1 | 47,070 | | |
| Not ascertained | 4 | 247,022 | | |
| Total | 5,019 | 273,643,273 | | |
| E41 - TRPFAR17 - Works at home/home-schooled | | | | |
| Yes | 1 | 91,513 | 0.05 | 0.046 |
| No | 3,535 | 199,748,335 | 99.95 | 0.046 |
| Subtotal valid responses | 3,536 | 199,839,848 | 100.00 | |
| Inapplicable | 1,478 | 73,509,333 | | |
| Dk | 1 | 47,070 | | |
| Not ascertained | 4 | 247,022 | | |
| Total | 5,019 | 273,643,273 | | |
| E41 - TRPFAR18 - Telecommutes | | | | |
| Yes | 4 | 158,278 | 0.08 | 0.047 |
| No | 3,532 | 199,681,570 | 99.92 | 0.047 |
| Subtotal valid responses | 3,536 | 199,839,848 | 100.00 | |
| Inapplicable | 1,478 | 73,509,333 | | |
| Dk | 1 | 47,070 | | |
| Not ascertained | 4 | 247,022 | | |
| Total | 5,019 | 273,643,273 | | |
| E41 - TRPFAR19 - Walking | | | | |
| Yes | 28 | 1,281,284 | 0.64 | 0.168 |
| No | 3,508 | 198,558,564 | 99.36 | 0.168 |
| Subtotal valid responses | 3,536 | 199,839,848 | 100.00 | |
| Inapplicable | 1,478 | 73,509,333 | | |
| Dk | 1 | 47,070 | | |
| Not ascertained | 4 | 247,022 | | |
| Total | 5,019 | 273,643,273 | | |
| E41 - TRPFAR20 - Other transportation | | | | |
| Yes | 161 | 8,524,395 | 4.27 | 0.464 |
| No | 3,375 | 191,315,453 | 95.73 | 0.464 |
| Subtotal valid responses | 3,536 | 199,839,848 | 100.00 | |
| Inapplicable | 1,478 | 73,509,333 | | |
| Dk | 1 | 47,070 | | |
| Not ascertained | 4 | 247,022 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| E42 - TRPFAR - Transportation use most-long dist trips | | | | |
| Personal motor vehicle as a driver | 1,450 | 80,080,103 | 40.42 | 1.117 |
| Personal motor vehicle as a passenger | 1,199 | 71,514,829 | 36.10 | 1.149 |
| Carpool or vanpool/group car/van | 9 | 672,269 | 0.34 | 0.152 |
| Commercial airplane | 672 | 36,415,807 | 18.38 | 0.878 |
| Private or charter airplane | 14 | 1,142,061 | 0.58 | 0.200 |
| Intercity bus | 35 | 2,228,893 | 1.13 | 0.253 |
| Private or chartered bus | 38 | 1,525,939 | 0.77 | 0.181 |
| Public bus | 4 | 493,133 | 0.25 | 0.169 |
| School bus | 5 | 421,930 | 0.21 | 0.114 |
| Paratransit van/bus by public trans auth | 1 | 33,401 | 0.02 | 0.017 |
| Spec transp serv by human services agncy | 2 | 29,496 | 0.01 | 0.011 |
| Amtrak/intercity | 28 | 1,204,767 | 0.61 | 0.168 |
| Subway/light rail/or commuter train | 7 | 333,273 | 0.17 | 0.084 |
| Taxicab | 3 | 105,157 | 0.05 | 0.031 |
| Other transportation | 38 | 1,914,762 | 0.97 | 0.232 |
| Subtotal valid responses | 3,505 | 198,115,819 | 100.00 | |
| Inapplicable | 1,479 | 73,556,403 | | |
| Dk | 23 | 1,335,729 | | |
| Not ascertained | 12 | 635,322 | | |
| Total | 5,019 | 273,643,273 | | |
| E43 - NERHMLD - Transportation close to where live | | | | |
| Very dissatisfied | 5 | 437,443 | 28.86 | 13.119 |
| Somewhat dissatisfied | 5 | 163,718 | 10.80 | 5.272 |
| Neither satisfied nor dissatisfied | 2 | 103,546 | 6.83 | 5.451 |
| Somewhat satisfied | 9 | 391,500 | 25.83 | 10.195 |
| Very satisfied | 13 | 419,510 | 27.68 | 10.440 |
| Subtotal valid responses | 34 | 1,515,716 | 100.00 | |
| Inapplicable | 4,802 | 261,837,998 | | |
| Dk | 1 | 22,324 | | |
| Not ascertained | 182 | 10,267,235 | | |
| Total | 5,019 | 273,643,273 | | |
| E43 - COVHMLD - Transportation convenient from home | | | | |
| Very dissatisfied | 34 | 1,660,169 | 3.82 | 0.901 |
| Somewhat dissatisfied | 81 | 3,445,200 | 7.93 | 1.187 |
| Neither satisfied nor dissatisfied | 66 | 4,274,990 | 9.83 | 1.426 |
| Somewhat satisfied | 288 | 16,785,821 | 38.61 | 2.411 |
| Very satisfied | 327 | 17,305,024 | 39.81 | 2.364 |
| Subtotal valid responses | 796 | 43,471,205 | 100.00 | |
| Inapplicable | 4,074 | 222,025,561 | | |
| Dk | 5 | 177,384 | | |
| Not ascertained | 144 | 7,969,122 | | |
| Total | 5,019 | 273,643,273 | | |
| E43 - INOUTLD - Transportation easy to get in and out of | | | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Very dissatisfied | 25 | 1,284,415 | 2.96 | 0.810 |
| Somewhat dissatisfied | 41 | 1,624,974 | 3.74 | 0.765 |
| Neither satisfied nor dissatisfied | 42 | 2,490,649 | 5.73 | 1.072 |
| Somewhat satisfied | 277 | 15,396,203 | 35.44 | 2.334 |
| Very satisfied | 416 | 22,649,282 | 52.13 | 2.422 |
| Subtotal valid responses | 801 | 43,445,523 | 100.00 | |
| Inapplicable | 4,068 | 221,857,508 | | |
| Dk | 4 | 250,111 | | |
| Not ascertained | 146 | 8,090,130 | | |
| Total | 5,019 | 273,643,273 | | |
| E43 - WORKLD - Transportation in good mechanical repair | | | | |
| Very dissatisfied | 10 | 397,689 | 0.94 | 0.378 |
| Somewhat dissatisfied | 20 | 773,922 | 1.83 | 0.635 |
| Neither satisfied nor dissatisfied | 50 | 2,502,165 | 5.91 | 1.030 |
| Somewhat satisfied | 292 | 17,333,686 | 40.94 | 2.469 |
| Very satisfied | 397 | 21,327,499 | 50.38 | 2.481 |
| Subtotal valid responses | 769 | 42,334,961 | 100.00 | |
| Inapplicable | 4,068 | 221,857,508 | | |
| Refused | 1 | 24,435 | | |
| Dk | 35 | 1,339,296 | | |
| Not ascertained | 146 | 8,087,073 | | |
| Total | 5,019 | 273,643,273 | | |
| E43 - TIMELD - Transportation reliable | | | | |
| Very dissatisfied | 13 | 461,904 | 1.07 | 0.317 |
| Somewhat dissatisfied | 42 | 1,687,978 | 3.91 | 0.844 |
| Neither satisfied nor dissatisfied | 35 | 1,904,519 | 4.41 | 0.938 |
| Somewhat satisfied | 299 | 17,242,808 | 39.97 | 2.396 |
| Very satisfied | 404 | 21,845,293 | 50.64 | 2.435 |
| Subtotal valid responses | 793 | 43,142,502 | 100.00 | |
| Inapplicable | 4,068 | 221,857,508 | | |
| Dk | 12 | 556,190 | | |
| Not ascertained | 146 | 8,087,073 | | |
| Total | 5,019 | 273,643,273 | | |
| E43 - CMFRTL D - Transportation comfortable | | | | |
| Very dissatisfied | 59 | 2,741,195 | 6.30 | 1.139 |
| Somewhat dissatisfied | 133 | 6,828,918 | 15.69 | 1.647 |
| Neither satisfied nor dissatisfied | 49 | 2,999,705 | 6.89 | 1.190 |
| Somewhat satisfied | 329 | 19,069,736 | 43.81 | 2.413 |
| Very satisfied | 232 | 11,885,988 | 27.31 | 2.192 |
| Subtotal valid responses | 802 | 43,525,541 | 100.00 | |
| Inapplicable | 4,068 | 221,857,508 | | |
| Dk | 4 | 200,474 | | |
| Not ascertained | 145 | 8,059,749 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| E43 - NOSTPLD - Transportation use direct rt to destintn | | | | |
| Very dissatisfied | 47 | 2,869,620 | 6.59 | 1.289 |
| Somewhat dissatisfied | 71 | 3,290,478 | 7.55 | 1.144 |
| Neither satisfied nor dissatisfied | 34 | 2,199,956 | 5.05 | 1.072 |
| Somewhat satisfied | 275 | 16,222,143 | 37.25 | 2.392 |
| Very satisfied | 373 | 18,972,507 | 43.56 | 2.390 |
| Subtotal valid responses | 800 | 43,554,704 | 100.00 | |
| Inapplicable | 4,071 | 221,962,665 | | |
| Refused | 1 | 27,939 | | |
| Dk | 2 | 38,215 | | |
| Not ascertained | 145 | 8,059,749 | | |
| Total | 5,019 | 273,643,273 | | |
| E43 - CHEAPLD - Transportation affordable | | | | |
| Very dissatisfied | 62 | 3,343,177 | 7.73 | 1.360 |
| Somewhat dissatisfied | 102 | 5,241,434 | 12.11 | 1.504 |
| Neither satisfied nor dissatisfied | 54 | 2,977,936 | 6.88 | 1.104 |
| Somewhat satisfied | 335 | 18,774,540 | 43.38 | 2.417 |
| Very satisfied | 242 | 12,938,967 | 29.90 | 2.265 |
| Subtotal valid responses | 795 | 43,276,054 | 100.00 | |
| Inapplicable | 4,068 | 221,857,508 | | |
| Refused | 1 | 27,939 | | |
| Dk | 9 | 394,699 | | |
| Not ascertained | 146 | 8,087,073 | | |
| Total | 5,019 | 273,643,273 | | |
| E43 - NOACCLD - Transportation safe from accidents | | | | |
| Very dissatisfied | 9 | 328,085 | 0.77 | 0.359 |
| Somewhat dissatisfied | 33 | 1,904,504 | 4.48 | 1.115 |
| Neither satisfied nor dissatisfied | 56 | 2,988,974 | 7.03 | 1.181 |
| Somewhat satisfied | 308 | 18,008,384 | 42.33 | 2.438 |
| Very satisfied | 372 | 19,312,225 | 45.40 | 2.459 |
| Subtotal valid responses | 778 | 42,542,172 | 100.00 | |
| Inapplicable | 4,068 | 221,857,508 | | |
| Refused | 1 | 24,435 | | |
| Dk | 26 | 1,132,086 | | |
| Not ascertained | 146 | 8,087,073 | | |
| Total | 5,019 | 273,643,273 | | |
| E43 - NOCRMLD - Transportation safe from crime | | | | |
| Very dissatisfied | 24 | 1,343,363 | 3.14 | 0.853 |
| Somewhat dissatisfied | 46 | 2,648,546 | 6.19 | 1.261 |
| Neither satisfied nor dissatisfied | 49 | 2,301,439 | 5.38 | 0.927 |
| Somewhat satisfied | 295 | 17,303,014 | 40.45 | 2.422 |
| Very satisfied | 366 | 19,181,752 | 44.84 | 2.447 |
| Subtotal valid responses | 780 | 42,778,113 | 100.00 | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Inapplicable | 4,068 | 221,857,508 | | |
| Dk | 25 | 920,579 | | |
| Not ascertained | 146 | 8,087,073 | | |
| Total | 5,019 | 273,643,273 | | |
| E43 - TERRORLD - Protected frm hostile intent-screen proc | | | | |
| Very dissatisfied | 62 | 3,389,721 | 7.95 | 1.322 |
| Somewhat dissatisfied | 90 | 4,396,816 | 10.31 | 1.433 |
| Neither satisfied nor dissatisfied | 79 | 4,880,444 | 11.44 | 1.537 |
| Somewhat satisfied | 287 | 15,913,564 | 37.32 | 2.374 |
| Very satisfied | 259 | 14,062,507 | 32.98 | 2.336 |
| Subtotal valid responses | 777 | 42,643,053 | 100.00 | |
| Inapplicable | 4,068 | 221,857,508 | | |
| Refused | 1 | 9,703 | | |
| Dk | 28 | 1,143,597 | | |
| Not ascertained | 145 | 7,989,412 | | |
| Total | 5,019 | 273,643,273 | | |
| E44 - TRPBYBUS - How many trips past year by bus | | | | |
| 0 | 9 | 843,601 | 14.11 | 5.895 |
| 1 | 33 | 2,256,852 | 37.75 | 7.747 |
| 2 | 18 | 1,658,565 | 27.75 | 6.972 |
| 3 | 8 | 387,021 | 6.47 | 2.666 |
| 4 | 8 | 396,293 | 6.63 | 2.996 |
| 5 | 2 | 63,182 | 1.06 | 0.772 |
| 6 | 3 | 233,972 | 3.91 | 3.310 |
| 10 | 1 | 18,968 | 0.32 | 0.322 |
| 20 | 1 | 6,094 | 0.10 | 0.104 |
| Did not take the bus | 3 | 113,302 | 1.90 | 1.365 |
| Subtotal valid responses | 86 | 5,977,851 | 100.00 | |
| Inapplicable | 4,724 | 256,541,613 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E45 - LBUSTP1 - No problems | | | | |
| Yes | 55 | 4,423,295 | 75.42 | 6.758 |
| No | 28 | 1,441,254 | 24.58 | 6.758 |
| Subtotal valid responses | 83 | 5,864,549 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E45 - LBUSTP2 - Audible/visual/tactile info limited | | | | |
| Yes | 2 | 72,772 | 1.24 | 0.897 |
| No | 81 | 5,791,777 | 98.76 | 0.897 |
| Subtotal valid responses | 83 | 5,864,549 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E45 - LBUSTP3 - Curb cut/ramp/stair/grade problems | | | | |
| No | 83 | 5,864,549 | 100.00 | 0.000 |
| Subtotal valid responses | 83 | 5,864,549 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E45 - LBUSTP4 - Difficult to see/be seen | | | | |
| No | 83 | 5,864,549 | 100.00 | 0.000 |
| Subtotal valid responses | 83 | 5,864,549 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E45 - LBUSTP5 - Drainage poor | | | | |
| No | 83 | 5,864,549 | 100.00 | 0.000 |
| Subtotal valid responses | 83 | 5,864,549 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E45 - LBUSTP6 - Elevators/escalators broken/missing | | | | |
| No | 83 | 5,864,549 | 100.00 | 0.000 |
| Subtotal valid responses | 83 | 5,864,549 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E45 - LBUSTP7 - Fare purchase difficult | | | | |
| No | 83 | 5,864,549 | 100.00 | 0.000 |
| Subtotal valid responses | 83 | 5,864,549 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E45 - LBUSTP8 - Insensitive/unaware passengers | | | | |
| Yes | 5 | 95,085 | 1.62 | 0.929 |
| No | 78 | 5,769,464 | 98.38 | 0.929 |
| Subtotal valid responses | 83 | 5,864,549 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| E45 - LBUSTP9 - Lighting inadequate | | | | |
| Yes | 1 | 8,281 | 0.14 | 0.144 |
| No | 82 | 5,856,267 | 99.86 | 0.144 |
| Subtotal valid responses | 83 | 5,864,549 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E45 - LBUSTP10 - Obstacles/protrusions/debris | | | | |
| Yes | 2 | 269,512 | 4.60 | 4.251 |
| No | 81 | 5,595,037 | 95.40 | 4.251 |
| Subtotal valid responses | 83 | 5,864,549 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E45 - LBUSTP11 - Passenger travel info inadequate | | | | |
| Yes | 2 | 30,748 | 0.52 | 0.390 |
| No | 81 | 5,833,801 | 99.48 | 0.390 |
| Subtotal valid responses | 83 | 5,864,549 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E45 - LBUSTP12 - Passing space/aisle width limited | | | | |
| No | 83 | 5,864,549 | 100.00 | 0.000 |
| Subtotal valid responses | 83 | 5,864,549 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E45 - LBUSTP13 - Personal safety concerns | | | | |
| Yes | 11 | 641,558 | 10.94 | 4.991 |
| No | 72 | 5,222,991 | 89.06 | 4.991 |
| Subtotal valid responses | 83 | 5,864,549 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E45 - LBUSTP14 - Restroom facilities inadequate | | | | |
| Yes | 4 | 131,114 | 2.24 | 1.240 |
| No | 79 | 5,733,434 | 97.76 | 1.240 |
| Subtotal valid responses | 83 | 5,864,549 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| E45 - LBUSTP15 - Schedule not kept | | | | |
| Yes | 5 | 459,924 | 7.84 | 5.013 |
| No | 78 | 5,404,625 | 92.16 | 5.013 |
| Subtotal valid responses | 83 | 5,864,549 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E45 - LBUSTP16 - Seating inadequate | | | | |
| Yes | 3 | 55,878 | 0.95 | 0.582 |
| No | 80 | 5,808,671 | 99.05 | 0.582 |
| Subtotal valid responses | 83 | 5,864,549 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E45 - LBUSTP17 - Shelter inadequate | | | | |
| Yes | 3 | 137,259 | 2.34 | 1.552 |
| No | 80 | 5,727,290 | 97.66 | 1.552 |
| Subtotal valid responses | 83 | 5,864,549 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E45 - LBUSTP18 - Staff assistance/sensitivity poor | | | | |
| Yes | 7 | 182,961 | 3.12 | 1.414 |
| No | 76 | 5,681,588 | 96.88 | 1.414 |
| Subtotal valid responses | 83 | 5,864,549 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E45 - LBUSTP19 - Surface problems (potholes/cracks) | | | | |
| No | 83 | 5,864,549 | 100.00 | 0.000 |
| Subtotal valid responses | 83 | 5,864,549 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E45 - LBUSTP20 - Ticket counters too high | | | | |
| Yes | 1 | 11,780 | 0.20 | 0.204 |
| No | 82 | 5,852,769 | 99.80 | 0.204 |
| Subtotal valid responses | 83 | 5,864,549 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Not ascertained | 209 | 11,123,809 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Total | 5,019 | 273,643,273 | | |
| E45 - LBUSTP21 - Too few/missing sidewalks/paths | | | | |
| No | 83 | 5,864,549 | 100.00 | 0.000 |
| Subtotal valid responses | 83 | 5,864,549 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E45 - LBUSTP22 - Unable to communicate with staff | | | | |
| Yes | 2 | 58,169 | 0.99 | 0.825 |
| No | 81 | 5,806,380 | 99.01 | 0.825 |
| Subtotal valid responses | 83 | 5,864,549 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E45 - LBUSTP23 - Parking inadequate | | | | |
| No | 83 | 5,864,549 | 100.00 | 0.000 |
| Subtotal valid responses | 83 | 5,864,549 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E45 - LBUSTP24 - Other bus trip problems | | | | |
| Yes | 4 | 236,191 | 4.03 | 2.294 |
| No | 79 | 5,628,357 | 95.97 | 2.294 |
| Subtotal valid responses | 83 | 5,864,549 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E46 - LDBUSTPB - Which was the greatest problem | | | | |
| Audible/visual/tactile info limited | 1 | 33,459 | 2.32 | 2.426 |
| Insensitive/unaware passengers | 2 | 28,918 | 2.01 | 1.623 |
| Obstacles/protrusions/debris | 1 | 13,798 | 0.96 | 1.013 |
| Personal safety concerns | 9 | 584,964 | 40.59 | 16.080 |
| Restroom facilities inadequate | 2 | 73,229 | 5.08 | 3.873 |
| Schedule not kept | 3 | 402,038 | 27.90 | 16.874 |
| Seating inadequate | 3 | 55,878 | 3.88 | 2.564 |
| Shelter inadequate | 2 | 103,800 | 7.20 | 5.927 |
| Staff assistance/sensitivity poor | 3 | 74,238 | 5.15 | 3.551 |
| Other [specify] | 2 | 70,931 | 4.92 | 4.646 |
| Subtotal valid responses | 28 | 1,441,254 | 100.00 | |
| Inapplicable | 4,782 | 261,078,210 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| E47 - LBSNP1 - No problems | | | | |
| Yes | 56 | 4,209,543 | 72.16 | 6.916 |
| No | 26 | 1,623,997 | 27.84 | 6.916 |
| Subtotal valid responses | 82 | 5,833,540 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Dk | 1 | 31,009 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E47 - LBSNP2 - Audible/visual/tactile info limited | | | | |
| No | 82 | 5,833,540 | 100.00 | 0.000 |
| Subtotal valid responses | 82 | 5,833,540 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Dk | 1 | 31,009 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E47 - LBSNP3 - Board/exit time inadequate | | | | |
| No | 82 | 5,833,540 | 100.00 | 0.000 |
| Subtotal valid responses | 82 | 5,833,540 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Dk | 1 | 31,009 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E47 - LBSNP4 - Boarding/exiting equipment limited | | | | |
| Yes | 2 | 36,493 | 0.63 | 0.480 |
| No | 80 | 5,797,047 | 99.37 | 0.480 |
| Subtotal valid responses | 82 | 5,833,540 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Dk | 1 | 31,009 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E47 - LBSNP5 - Difficult to board/exit | | | | |
| No | 82 | 5,833,540 | 100.00 | 0.000 |
| Subtotal valid responses | 82 | 5,833,540 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Dk | 1 | 31,009 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E47 - LBSNP6 - Equipment storage inadequate | | | | |
| Yes | 1 | 11,780 | 0.20 | 0.205 |
| No | 81 | 5,821,760 | 99.80 | 0.205 |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| Subtotal valid responses | 82 | 5,833,540 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Dk | 1 | 31,009 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E47 - LBSONP7 - Fare purchase difficult | | | | |
| No | 82 | 5,833,540 | 100.00 | 0.000 |
| Subtotal valid responses | 82 | 5,833,540 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Dk | 1 | 31,009 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E47 - LBSONP8 - Insensitive/unaware driver | | | | |
| Yes | 1 | 36,408 | 0.62 | 0.632 |
| No | 81 | 5,797,132 | 99.38 | 0.632 |
| Subtotal valid responses | 82 | 5,833,540 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Dk | 1 | 31,009 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E47 - LBSONP9 - Insensitive/unaware passengers | | | | |
| Yes | 8 | 199,335 | 3.42 | 1.367 |
| No | 74 | 5,634,205 | 96.58 | 1.367 |
| Subtotal valid responses | 82 | 5,833,540 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Dk | 1 | 31,009 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E47 - LBSONP10 - Lighting inadequate | | | | |
| Yes | 1 | 18,968 | 0.33 | 0.330 |
| No | 81 | 5,814,571 | 99.67 | 0.330 |
| Subtotal valid responses | 82 | 5,833,540 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Dk | 1 | 31,009 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E47 - LBSONP11 - Obstacles/protrusions | | | | |
| No | 82 | 5,833,540 | 100.00 | 0.000 |
| Subtotal valid responses | 82 | 5,833,540 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Dk | 1 | 31,009 | | |
| Not ascertained | 209 | 11,123,809 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Total | 5,019 | 273,643,273 | | |
| E47 - LBSNP12 - Passenger travel info inadequate | | | | |
| No | 82 | 5,833,540 | 100.00 | 0.000 |
| Subtotal valid responses | 82 | 5,833,540 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Dk | 1 | 31,009 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E47 - LBSNP13 - Passing space/aisle width limited | | | | |
| Yes | 1 | 11,780 | 0.20 | 0.205 |
| No | 81 | 5,821,760 | 99.80 | 0.205 |
| Subtotal valid responses | 82 | 5,833,540 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Dk | 1 | 31,009 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E47 - LBSNP14 - Personal safety concerns | | | | |
| Yes | 6 | 362,941 | 6.22 | 3.372 |
| No | 76 | 5,470,598 | 93.78 | 3.372 |
| Subtotal valid responses | 82 | 5,833,540 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Dk | 1 | 31,009 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E47 - LBSNP15 - Restroom facilities inadequate | | | | |
| Yes | 6 | 395,063 | 6.77 | 4.377 |
| No | 76 | 5,438,477 | 93.23 | 4.377 |
| Subtotal valid responses | 82 | 5,833,540 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Dk | 1 | 31,009 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E47 - LBSNP16 - Seating inadequate | | | | |
| Yes | 8 | 633,185 | 10.85 | 5.048 |
| No | 74 | 5,200,354 | 89.15 | 5.048 |
| Subtotal valid responses | 82 | 5,833,540 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Dk | 1 | 31,009 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| E47 - LBSONP17 - Service animals not permitted | | | | |
| No | 82 | 5,833,540 | 100.00 | 0.000 |
| Subtotal valid responses | 82 | 5,833,540 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Dk | 1 | 31,009 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E47 - LBSONP18 - Staff assistance/sensitivity poor | | | | |
| Yes | 2 | 160,479 | 2.75 | 2.581 |
| No | 80 | 5,673,061 | 97.25 | 2.581 |
| Subtotal valid responses | 82 | 5,833,540 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Dk | 1 | 31,009 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E47 - LBSONP19 - Wheelchair space inadequate | | | | |
| Yes | 1 | 11,780 | 0.20 | 0.205 |
| No | 81 | 5,821,760 | 99.80 | 0.205 |
| Subtotal valid responses | 82 | 5,833,540 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Dk | 1 | 31,009 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E47 - LBSONP20 - Other bus trip problems | | | | |
| Yes | 3 | 116,184 | 1.99 | 1.331 |
| No | 79 | 5,717,356 | 98.01 | 1.331 |
| Subtotal valid responses | 82 | 5,833,540 | 100.00 | |
| Inapplicable | 4,727 | 256,654,915 | | |
| Dk | 1 | 31,009 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E48 - LBUSONPB - Which was the greatest problem | | | | |
| Boarding/exiting equipment limited | 2 | 36,493 | 2.25 | 1.804 |
| Insensitive/unaware driver | 1 | 36,408 | 2.24 | 2.329 |
| Insensitive/unaware passengers | 6 | 166,340 | 10.24 | 4.956 |
| Personal safety concerns | 3 | 306,473 | 18.87 | 11.220 |
| Restroom facilities inadequate | 4 | 351,381 | 21.64 | 13.936 |
| Seating inadequate | 6 | 602,437 | 37.10 | 14.668 |
| Staff assistance/sensitivity poor | 1 | 8,281 | 0.51 | 0.538 |
| Other [specify] | 3 | 116,184 | 7.15 | 4.912 |
| Subtotal valid responses | 26 | 1,623,997 | 100.00 | |
| Inapplicable | 4,784 | 260,895,467 | | |
| Not ascertained | 209 | 11,123,809 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Total | 5,019 | 273,643,273 | | |
| E49 - TRPBYAIR - Past yr-#round trips on commercl airline | | | | |
| 0 | 90 | 4,886,940 | 6.85 | 1.004 |
| 1 | 458 | 27,140,902 | 38.06 | 1.847 |
| 2 | 270 | 15,189,264 | 21.30 | 1.559 |
| 3 | 156 | 7,136,890 | 10.01 | 1.012 |
| 4 | 98 | 5,570,053 | 7.81 | 1.038 |
| 5 | 40 | 1,919,526 | 2.69 | 0.541 |
| 6 | 49 | 2,664,194 | 3.74 | 0.685 |
| 7 | 13 | 736,461 | 1.03 | 0.321 |
| 8 | 14 | 1,315,230 | 1.84 | 0.586 |
| 9 | 3 | 249,532 | 0.35 | 0.237 |
| 10 | 27 | 1,653,268 | 2.32 | 0.526 |
| 12 | 10 | 402,992 | 0.57 | 0.186 |
| 15 | 8 | 439,893 | 0.62 | 0.248 |
| 18 | 1 | 10,273 | 0.01 | 0.014 |
| 20 | 10 | 778,380 | 1.09 | 0.461 |
| 24 | 2 | 76,093 | 0.11 | 0.078 |
| 25 | 3 | 329,212 | 0.46 | 0.269 |
| 30 | 5 | 172,712 | 0.24 | 0.118 |
| 35 | 2 | 60,643 | 0.09 | 0.064 |
| 40 | 2 | 298,159 | 0.42 | 0.316 |
| 52 | 1 | 62,441 | 0.09 | 0.088 |
| 72 | 1 | 73,489 | 0.10 | 0.103 |
| 100 | 1 | 38,902 | 0.05 | 0.055 |
| 150 | 1 | 84,625 | 0.12 | 0.119 |
| Did not use an airplane | 1 | 16,064 | 0.02 | 0.023 |
| Subtotal valid responses | 1,266 | 71,306,135 | 100.00 | |
| Inapplicable | 3,542 | 191,127,463 | | |
| Refused | 1 | 45,154 | | |
| Dk | 1 | 40,712 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E50 - APTPRB1 - No problems | | | | |
| Yes | 625 | 38,347,525 | 53.85 | 1.872 |
| No | 639 | 32,861,085 | 46.15 | 1.872 |
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |
| Not ascertained | 211 | 11,264,702 | | |
| Total | 5,019 | 273,643,273 | | |
| E50 - APTPRB2 - Audible/visual/tactile info limited | | | | |
| Yes | 13 | 333,677 | 0.47 | 0.175 |
| No | 1,251 | 70,874,933 | 99.53 | 0.175 |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |
| Not ascertained | 211 | 11,264,702 | | |
| Total | 5,019 | 273,643,273 | | |
| E50 - APTPRB3 - Curb cut/ramp/stair/grade problems | | | | |
| Yes | 4 | 100,647 | 0.14 | 0.076 |
| No | 1,260 | 71,107,963 | 99.86 | 0.076 |
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |
| Not ascertained | 211 | 11,264,702 | | |
| Total | 5,019 | 273,643,273 | | |
| E50 - APTPRB4 - Difficult to see/be seen | | | | |
| No | 1,264 | 71,208,610 | 100.00 | 0.000 |
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |
| Not ascertained | 211 | 11,264,702 | | |
| Total | 5,019 | 273,643,273 | | |
| E50 - APTPRB5 - Drainage poor | | | | |
| No | 1,264 | 71,208,610 | 100.00 | 0.000 |
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |
| Not ascertained | 211 | 11,264,702 | | |
| Total | 5,019 | 273,643,273 | | |
| E50 - APTPRB6 - Elevators/escalators broken/missing | | | | |
| Yes | 3 | 53,682 | 0.08 | 0.044 |
| No | 1,261 | 71,154,928 | 99.92 | 0.044 |
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |
| Not ascertained | 211 | 11,264,702 | | |
| Total | 5,019 | 273,643,273 | | |
| E50 - APTPRB7 - Fare purchase difficult | | | | |
| Yes | 7 | 368,160 | 0.52 | 0.266 |
| No | 1,257 | 70,840,450 | 99.48 | 0.266 |
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |
| Not ascertained | 211 | 11,264,702 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| Total | 5,019 | 273,643,273 | | |
| E50 - APTPRB8 - Insensitive/unaware passengers | | | | |
| Yes | 11 | 628,026 | 0.88 | 0.349 |
| No | 1,253 | 70,580,584 | 99.12 | 0.349 |
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |
| Not ascertained | 211 | 11,264,702 | | |
| Total | 5,019 | 273,643,273 | | |
| E50 - APTPRB9 - Lighting inadequate | | | | |
| Yes | 3 | 150,852 | 0.21 | 0.158 |
| No | 1,261 | 71,057,758 | 99.79 | 0.158 |
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |
| Not ascertained | 211 | 11,264,702 | | |
| Total | 5,019 | 273,643,273 | | |
| E50 - APTPRB10 - Obstacles/protrusions/debris | | | | |
| Yes | 8 | 448,368 | 0.63 | 0.288 |
| No | 1,256 | 70,760,242 | 99.37 | 0.288 |
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |
| Not ascertained | 211 | 11,264,702 | | |
| Total | 5,019 | 273,643,273 | | |
| E50 - APTPRB11 - Passenger travel info inadequate | | | | |
| Yes | 21 | 1,009,811 | 1.42 | 0.421 |
| No | 1,243 | 70,198,799 | 98.58 | 0.421 |
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |
| Not ascertained | 211 | 11,264,702 | | |
| Total | 5,019 | 273,643,273 | | |
| E50 - APTPRB12 - Passing space/aisle width limited | | | | |
| Yes | 10 | 459,466 | 0.65 | 0.243 |
| No | 1,254 | 70,749,144 | 99.35 | 0.243 |
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |
| Not ascertained | 211 | 11,264,702 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| E50 - APTPRB13 - Personal assistant not allowed | | | | |
| Yes | 6 | 103,647 | 0.15 | 0.078 |
| No | 1,258 | 71,104,963 | 99.85 | 0.078 |
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |
| Not ascertained | 211 | 11,264,702 | | |
| Total | 5,019 | 273,643,273 | | |
| E50 - APTPRB14 - Personal safety concerns | | | | |
| Yes | 24 | 1,070,948 | 1.50 | 0.435 |
| No | 1,240 | 70,137,662 | 98.50 | 0.435 |
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |
| Not ascertained | 211 | 11,264,702 | | |
| Total | 5,019 | 273,643,273 | | |
| E50 - APTPRB15 - Restroom facilities inadequate | | | | |
| Yes | 7 | 408,503 | 0.57 | 0.253 |
| No | 1,257 | 70,800,107 | 99.43 | 0.253 |
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |
| Not ascertained | 211 | 11,264,702 | | |
| Total | 5,019 | 273,643,273 | | |
| E50 - APTPRB16 - Schedule not kept | | | | |
| Yes | 215 | 11,773,470 | 16.53 | 1.369 |
| No | 1,049 | 59,435,140 | 83.47 | 1.369 |
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |
| Not ascertained | 211 | 11,264,702 | | |
| Total | 5,019 | 273,643,273 | | |
| E50 - APTPRB17 - Seating inadequate | | | | |
| Yes | 35 | 2,138,757 | 3.00 | 0.771 |
| No | 1,229 | 69,069,854 | 97.00 | 0.771 |
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |
| Not ascertained | 211 | 11,264,702 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| E50 - APTPRB18 - Security procedures too restrictive | | | | |
| Yes | 290 | 15,424,216 | 21.66 | 1.450 |
| No | 974 | 55,784,394 | 78.34 | 1.450 |
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |
| Not ascertained | 211 | 11,264,702 | | |
| Total | 5,019 | 273,643,273 | | |
| E50 - APTPRB19 - Shelter inadequate | | | | |
| Yes | 1 | 63,734 | 0.09 | 0.090 |
| No | 1,263 | 71,144,876 | 99.91 | 0.090 |
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |
| Not ascertained | 211 | 11,264,702 | | |
| Total | 5,019 | 273,643,273 | | |
| E50 - APTPRB20 - Staff assistance/sensitivity poor | | | | |
| Yes | 60 | 2,416,958 | 3.39 | 0.590 |
| No | 1,204 | 68,791,652 | 96.61 | 0.590 |
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |
| Not ascertained | 211 | 11,264,702 | | |
| Total | 5,019 | 273,643,273 | | |
| E50 - APTPRB21 - Surface problems (potholes/cracks) | | | | |
| No | 1,264 | 71,208,610 | 100.00 | 0.000 |
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |
| Not ascertained | 211 | 11,264,702 | | |
| Total | 5,019 | 273,643,273 | | |
| E50 - APTPRB22 - Ticket counters too high | | | | |
| Yes | 1 | 133,021 | 0.19 | 0.187 |
| No | 1,263 | 71,075,589 | 99.81 | 0.187 |
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |
| Not ascertained | 211 | 11,264,702 | | |
| Total | 5,019 | 273,643,273 | | |
| E50 - APTPRB23 - Too few/missing sidewalks/paths | | | | |
| No | 1,264 | 71,208,610 | 100.00 | 0.000 |
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |
| Not ascertained | 211 | 11,264,702 | | |
| Total | 5,019 | 273,643,273 | | |
| E50 - APTPRB24 - Tram/moving sidewalk problem | | | | |
| Yes | 10 | 292,082 | 0.41 | 0.161 |
| No | 1,254 | 70,916,528 | 99.59 | 0.161 |
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |
| Not ascertained | 211 | 11,264,702 | | |
| Total | 5,019 | 273,643,273 | | |
| E50 - APTPRB25 - Unable to communicate with staff | | | | |
| Yes | 7 | 288,355 | 0.40 | 0.254 |
| No | 1,257 | 70,920,255 | 99.60 | 0.254 |
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |
| Not ascertained | 211 | 11,264,702 | | |
| Total | 5,019 | 273,643,273 | | |
| E50 - APTPRB26 - Wheelchair unavailable | | | | |
| Yes | 8 | 242,414 | 0.34 | 0.167 |
| No | 1,256 | 70,966,196 | 99.66 | 0.167 |
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |
| Not ascertained | 211 | 11,264,702 | | |
| Total | 5,019 | 273,643,273 | | |
| E50 - APTPRB27 - Parking inadequate | | | | |
| Yes | 26 | 986,765 | 1.39 | 0.370 |
| No | 1,238 | 70,221,845 | 98.61 | 0.370 |
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |
| Not ascertained | 211 | 11,264,702 | | |
| Total | 5,019 | 273,643,273 | | |
| E50 - APTPRB28 - Other airline problem | | | | |
| Yes | 75 | 3,673,635 | 5.16 | 0.846 |
| No | 1,189 | 67,534,975 | 94.84 | 0.846 |
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Not ascertained | 211 | 11,264,702 | | |
| Total | 5,019 | 273,643,273 | | |
| E50 - APTPRB29 - Too much walking required | | | | |
| Yes | 28 | 682,799 | 0.96 | 0.277 |
| No | 1,236 | 70,525,811 | 99.04 | 0.277 |
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |
| Not ascertained | 211 | 11,264,702 | | |
| Total | 5,019 | 273,643,273 | | |
| E50 - APTPRB30 - Lost/mistreated luggage | | | | |
| Yes | 22 | 727,764 | 1.02 | 0.271 |
| No | 1,242 | 70,480,846 | 98.98 | 0.271 |
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |
| Not ascertained | 211 | 11,264,702 | | |
| Total | 5,019 | 273,643,273 | | |
| E50 - APTPRB31 - Security-inadequate/insufficient | | | | |
| Yes | 22 | 943,778 | 1.33 | 0.374 |
| No | 1,242 | 70,264,832 | 98.67 | 0.374 |
| Subtotal valid responses | 1,264 | 71,208,610 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Dk | 1 | 26,434 | | |
| Not ascertained | 211 | 11,264,702 | | |
| Total | 5,019 | 273,643,273 | | |
| E51 - ARPTPRB - Which was the greatest problem | | | | |
| Audible/visual/tactile info limited | 5 | 94,447 | 0.29 | 0.146 |
| Curb cut/ramp/stair/grade problems | 1 | 18,199 | 0.06 | 0.056 |
| Fare purchase difficult | 2 | 45,184 | 0.14 | 0.098 |
| Insensitive/unaware passengers | 6 | 518,967 | 1.58 | 0.727 |
| Lighting inadequate | 1 | 20,153 | 0.06 | 0.062 |
| Obstacles/protrusions/debris | 3 | 225,099 | 0.69 | 0.471 |
| Passenger travel info inadequate | 6 | 232,061 | 0.71 | 0.356 |
| Passing space/aisle width limited | 3 | 191,429 | 0.58 | 0.385 |
| Personal assistant not allowed | 1 | 3,151 | 0.01 | 0.010 |
| Personal safety concerns | 7 | 256,443 | 0.78 | 0.395 |
| Restroom facilities inadequate | 2 | 159,366 | 0.49 | 0.346 |
| Schedule not kept | 181 | 9,971,881 | 30.43 | 2.472 |
| Seating inadequate | 19 | 1,306,356 | 3.99 | 1.430 |
| Security procedures too restrictive | 229 | 12,415,436 | 37.88 | 2.528 |
| Shelter inadequate | 1 | 63,734 | 0.19 | 0.195 |
| Staff assistance/sensitivity poor | 34 | 1,513,143 | 4.62 | 1.052 |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Ticket counters too high | 1 | 133,021 | 0.41 | 0.405 |
| Tram/moving sidewalk problem | 5 | 147,718 | 0.45 | 0.255 |
| Unable to communicate with staff | 3 | 198,143 | 0.60 | 0.516 |
| Wheelchair unavailable | 6 | 161,563 | 0.49 | 0.297 |
| Parking inadequate | 8 | 435,118 | 1.33 | 0.613 |
| Other [specify] | 54 | 2,706,771 | 8.26 | 1.572 |
| Too much walking required | 24 | 596,352 | 1.82 | 0.580 |
| Lost/mistreated luggage | 14 | 447,574 | 1.37 | 0.438 |
| Security-inadequate/insufficient | 20 | 910,969 | 2.78 | 0.804 |
| Subtotal valid responses | 636 | 32,772,278 | 100.00 | |
| Inapplicable | 4,171 | 229,658,379 | | |
| Refused | 1 | 35,618 | | |
| Dk | 1 | 20,641 | | |
| Not ascertained | 210 | 11,156,357 | | |
| Total | 5,019 | 273,643,273 | | |
| E52 - ARONPB1 - No problems | | | | |
| Yes | 928 | 53,636,649 | 75.21 | 1.581 |
| No | 338 | 17,676,736 | 24.79 | 1.581 |
| Subtotal valid responses | 1,266 | 71,313,386 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Not ascertained | 210 | 11,186,361 | | |
| Total | 5,019 | 273,643,273 | | |
| E52 - ARONPB2 - Audible/visual/tactile info limited | | | | |
| Yes | 2 | 27,882 | 0.04 | 0.029 |
| No | 1,264 | 71,285,504 | 99.96 | 0.029 |
| Subtotal valid responses | 1,266 | 71,313,386 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Not ascertained | 210 | 11,186,361 | | |
| Total | 5,019 | 273,643,273 | | |
| E52 - ARONPB3 - Board/exit time inadequate | | | | |
| Yes | 5 | 324,516 | 0.46 | 0.223 |
| No | 1,261 | 70,988,870 | 99.54 | 0.223 |
| Subtotal valid responses | 1,266 | 71,313,386 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Not ascertained | 210 | 11,186,361 | | |
| Total | 5,019 | 273,643,273 | | |
| E52 - ARONPB4 - Boarding/exiting equipment inadequate | | | | |
| Yes | 3 | 277,841 | 0.39 | 0.306 |
| No | 1,263 | 71,035,545 | 99.61 | 0.306 |
| Subtotal valid responses | 1,266 | 71,313,386 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Not ascertained | 210 | 11,186,361 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| E52 - ARONPB5 - Difficult to board/exit | | | | |
| Yes | 9 | 171,390 | 0.24 | 0.094 |
| No | 1,257 | 71,141,995 | 99.76 | 0.094 |
| Subtotal valid responses | 1,266 | 71,313,386 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Not ascertained | 210 | 11,186,361 | | |
| Total | 5,019 | 273,643,273 | | |
| E52 - ARONPB6 - Equipment storage inadequate | | | | |
| Yes | 7 | 193,393 | 0.27 | 0.133 |
| No | 1,259 | 71,119,993 | 99.73 | 0.133 |
| Subtotal valid responses | 1,266 | 71,313,386 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Not ascertained | 210 | 11,186,361 | | |
| Total | 5,019 | 273,643,273 | | |
| E52 - ARONPB7 - Insensitive/unaware crew | | | | |
| Yes | 13 | 552,558 | 0.77 | 0.325 |
| No | 1,253 | 70,760,827 | 99.23 | 0.325 |
| Subtotal valid responses | 1,266 | 71,313,386 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Not ascertained | 210 | 11,186,361 | | |
| Total | 5,019 | 273,643,273 | | |
| E52 - ARONPB8 - Insensitive/unaware passengers | | | | |
| Yes | 25 | 1,150,741 | 1.61 | 0.464 |
| No | 1,241 | 70,162,644 | 98.39 | 0.464 |
| Subtotal valid responses | 1,266 | 71,313,386 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Not ascertained | 210 | 11,186,361 | | |
| Total | 5,019 | 273,643,273 | | |
| E52 - ARONPB9 - Left on board without help | | | | |
| No | 1,266 | 71,313,386 | 100.00 | 0.000 |
| Subtotal valid responses | 1,266 | 71,313,386 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Not ascertained | 210 | 11,186,361 | | |
| Total | 5,019 | 273,643,273 | | |
| E52 - ARONPB10 - Lighting inadequate | | | | |
| No | 1,266 | 71,313,386 | 100.00 | 0.000 |
| Subtotal valid responses | 1,266 | 71,313,386 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Not ascertained | 210 | 11,186,361 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| E52 - ARONPB11 - Obstacles/protrusions | | | | |
| Yes | 1 | 22,075 | 0.03 | 0.031 |
| No | 1,265 | 71,291,310 | 99.97 | 0.031 |
| Subtotal valid responses | 1,266 | 71,313,386 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Not ascertained | 210 | 11,186,361 | | |
| Total | 5,019 | 273,643,273 | | |
| E52 - ARONPB12 - Passenger travel info inadequate | | | | |
| Yes | 4 | 163,164 | 0.23 | 0.129 |
| No | 1,262 | 71,150,221 | 99.77 | 0.129 |
| Subtotal valid responses | 1,266 | 71,313,386 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Not ascertained | 210 | 11,186,361 | | |
| Total | 5,019 | 273,643,273 | | |
| E52 - ARONPB13 - Passing space/aisle width limited | | | | |
| Yes | 37 | 1,625,617 | 2.28 | 0.473 |
| No | 1,229 | 69,687,768 | 97.72 | 0.473 |
| Subtotal valid responses | 1,266 | 71,313,386 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Not ascertained | 210 | 11,186,361 | | |
| Total | 5,019 | 273,643,273 | | |
| E52 - ARONPB14 - Personal safety concerns | | | | |
| Yes | 32 | 2,070,325 | 2.90 | 0.629 |
| No | 1,234 | 69,243,060 | 97.10 | 0.629 |
| Subtotal valid responses | 1,266 | 71,313,386 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Not ascertained | 210 | 11,186,361 | | |
| Total | 5,019 | 273,643,273 | | |
| E52 - ARONPB15 - Restroom facilities inadequate | | | | |
| Yes | 19 | 1,138,484 | 1.60 | 0.487 |
| No | 1,247 | 70,174,902 | 98.40 | 0.487 |
| Subtotal valid responses | 1,266 | 71,313,386 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Not ascertained | 210 | 11,186,361 | | |
| Total | 5,019 | 273,643,273 | | |
| E52 - ARONPB16 - Seating inadequate | | | | |
| Yes | 187 | 9,748,837 | 13.67 | 1.266 |
| No | 1,079 | 61,564,548 | 86.33 | 1.266 |
| Subtotal valid responses | 1,266 | 71,313,386 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| Not ascertained | 210 | 11,186,361 | | |
| Total | 5,019 | 273,643,273 | | |
| E52 - ARONPB17 - Service animals not permitted | | | | |
| Yes | 1 | 78,341 | 0.11 | 0.110 |
| No | 1,265 | 71,235,044 | 99.89 | 0.110 |
| Subtotal valid responses | 1,266 | 71,313,386 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Not ascertained | 210 | 11,186,361 | | |
| Total | 5,019 | 273,643,273 | | |
| E52 - ARONPB18 - Staff assistance/sensitivity poor | | | | |
| Yes | 17 | 629,603 | 0.88 | 0.263 |
| No | 1,249 | 70,683,783 | 99.12 | 0.263 |
| Subtotal valid responses | 1,266 | 71,313,386 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Not ascertained | 210 | 11,186,361 | | |
| Total | 5,019 | 273,643,273 | | |
| E52 - ARONPB19 - Wheelchair damaged | | | | |
| No | 1,266 | 71,313,386 | 100.00 | 0.000 |
| Subtotal valid responses | 1,266 | 71,313,386 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Not ascertained | 210 | 11,186,361 | | |
| Total | 5,019 | 273,643,273 | | |
| E52 - ARONPB20 - Wheelchair space inadequate | | | | |
| Yes | 1 | 15,563 | 0.02 | 0.022 |
| No | 1,265 | 71,297,823 | 99.98 | 0.022 |
| Subtotal valid responses | 1,266 | 71,313,386 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Not ascertained | 210 | 11,186,361 | | |
| Total | 5,019 | 273,643,273 | | |
| E52 - ARONPB21 - Other airline problem | | | | |
| Yes | 43 | 2,001,008 | 2.81 | 0.518 |
| No | 1,223 | 69,312,377 | 97.19 | 0.518 |
| Subtotal valid responses | 1,266 | 71,313,386 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Not ascertained | 210 | 11,186,361 | | |
| Total | 5,019 | 273,643,273 | | |
| E52 - ARONPB22 - Bad quality of food/no food | | | | |
| Yes | 47 | 2,649,765 | 3.72 | 0.670 |
| No | 1,219 | 68,663,621 | 96.28 | 0.670 |
| Subtotal valid responses | 1,266 | 71,313,386 | 100.00 | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| Inapplicable | 3,543 | 191,143,527 | | |
| Not ascertained | 210 | 11,186,361 | | |
| Total | 5,019 | 273,643,273 | | |
| E52 - ARONPB23 - Long waits/delays before takeoff | | | | |
| Yes | 22 | 1,211,411 | 1.70 | 0.431 |
| No | 1,244 | 70,101,974 | 98.30 | 0.431 |
| Subtotal valid responses | 1,266 | 71,313,386 | 100.00 | |
| Inapplicable | 3,543 | 191,143,527 | | |
| Not ascertained | 210 | 11,186,361 | | |
| Total | 5,019 | 273,643,273 | | |
| E53 - AIRONPRB - Which was the greatest problem | | | | |
| Audible/visual/tactile info limited | 1 | 10,103 | 0.06 | 0.057 |
| Board/exit time inadequate | 3 | 193,816 | 1.10 | 0.642 |
| Boarding/exiting equipment inadequate | 1 | 213,690 | 1.21 | 1.199 |
| Difficult to board/exit | 3 | 55,932 | 0.32 | 0.189 |
| Equipment storage inadequate | 2 | 103,790 | 0.59 | 0.472 |
| Insensitive/unaware crew | 7 | 360,272 | 2.04 | 1.155 |
| Insensitive/unaware passengers | 17 | 866,626 | 4.90 | 1.717 |
| Passenger travel info inadequate | 1 | 72,218 | 0.41 | 0.409 |
| Passing space/aisle width limited | 16 | 711,586 | 4.03 | 1.263 |
| Personal safety concerns | 27 | 1,906,267 | 10.78 | 2.379 |
| Restroom facilities inadequate | 5 | 145,616 | 0.82 | 0.470 |
| Seating inadequate | 166 | 8,340,528 | 47.18 | 3.640 |
| Service animals not permitted | 1 | 78,341 | 0.44 | 0.443 |
| Staff assistance/sensitivity poor | 6 | 247,175 | 1.40 | 0.712 |
| Other [specify] | 38 | 1,821,134 | 10.30 | 1.978 |
| Bad quality of food/no food | 23 | 1,385,881 | 7.84 | 1.857 |
| Long waits/delays before takeoff | 21 | 1,163,760 | 6.58 | 1.684 |
| Subtotal valid responses | 338 | 17,676,736 | 100.00 | |
| Inapplicable | 4,407 | 241,727,461 | | |
| Not ascertained | 274 | 14,239,076 | | |
| Total | 5,019 | 273,643,273 | | |
| E54 - LDTRPTRN - Past yr-#trips taken by train/long-dist | | | | |
| 0 | 23 | 1,490,703 | 20.71 | 5.456 |
| 1 | 50 | 2,673,334 | 37.13 | 5.798 |
| 2 | 30 | 1,698,011 | 23.58 | 5.310 |
| 3 | 7 | 258,574 | 3.59 | 1.614 |
| 4 | 3 | 54,097 | 0.75 | 0.460 |
| 5 | 3 | 337,801 | 4.69 | 3.017 |
| 6 | 3 | 405,295 | 5.63 | 4.299 |
| 7 | 1 | 21,476 | 0.30 | 0.301 |
| 8 | 1 | 81,593 | 1.13 | 1.134 |
| 10 | 2 | 26,867 | 0.37 | 0.269 |
| 12 | 2 | 48,054 | 0.67 | 0.480 |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Did not use the train | 2 | 103,881 | 1.44 | 1.101 |
| Subtotal valid responses | 127 | 7,199,687 | 100.00 | |
| Inapplicable | 4,683 | 255,319,777 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E55 - LTNSTP1 - No problems | | | | |
| Yes | 82 | 4,909,621 | 69.19 | 5.547 |
| No | 43 | 2,186,184 | 30.81 | 5.547 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E55 - LTNSTP2 - Audible/visual/tactile info limited | | | | |
| Yes | 2 | 173,746 | 2.45 | 1.789 |
| No | 123 | 6,922,060 | 97.55 | 1.789 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E55 - LTNSTP3 - Curb cut/ramp/stair/grade problems | | | | |
| No | 125 | 7,095,805 | 100.00 | 0.000 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E55 - LTNSTP4 - Difficult to see/be seen | | | | |
| No | 125 | 7,095,805 | 100.00 | 0.000 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E55 - LTNSTP5 - Drainage poor | | | | |
| No | 125 | 7,095,805 | 100.00 | 0.000 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E55 - LTNSTP6 - Elevators/escalators broken/missing | | | | |
| Yes | 2 | 39,443 | 0.56 | 0.401 |
| No | 123 | 7,056,363 | 99.44 | 0.401 |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E55 - LTNSTP7 - Fare purchase difficult | | | | |
| Yes | 2 | 187,034 | 2.64 | 1.891 |
| No | 123 | 6,908,771 | 97.36 | 1.891 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E55 - LTNSTP8 - Insensitive/unaware passengers | | | | |
| No | 125 | 7,095,805 | 100.00 | 0.000 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E55 - LTNSTP9 - Lighting inadequate | | | | |
| Yes | 2 | 46,426 | 0.65 | 0.470 |
| No | 123 | 7,049,380 | 99.35 | 0.470 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E55 - LTNSTP10 - Obstacles/protrusions/debris | | | | |
| Yes | 3 | 80,921 | 1.14 | 0.676 |
| No | 122 | 7,014,885 | 98.86 | 0.676 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E55 - LTNSTP11 - Passenger travel info inadequate | | | | |
| Yes | 4 | 186,599 | 2.63 | 1.651 |
| No | 121 | 6,909,206 | 97.37 | 1.651 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E55 - LTNSTP12 - Passing space/aisle width limited | | | | |
| Yes | 3 | 135,487 | 1.91 | 1.483 |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| No | 122 | 6,960,319 | 98.09 | 1.483 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E55 - LTNSTP13 - Personal safety concerns | | | | |
| Yes | 6 | 119,428 | 1.68 | 0.741 |
| No | 119 | 6,976,377 | 98.32 | 0.741 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E55 - LTNSTP14 - Restroom facilities inadequate | | | | |
| Yes | 1 | 225,405 | 3.18 | 3.113 |
| No | 124 | 6,870,400 | 96.82 | 3.113 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E55 - LTNSTP15 - Schedule not kept | | | | |
| Yes | 11 | 712,910 | 10.05 | 3.858 |
| No | 114 | 6,382,896 | 89.95 | 3.858 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E55 - LTNSTP16 - Seating inadequate | | | | |
| Yes | 8 | 258,574 | 3.64 | 1.618 |
| No | 117 | 6,837,231 | 96.36 | 1.618 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E55 - LTNSTP17 - Shelter inadequate | | | | |
| No | 125 | 7,095,805 | 100.00 | 0.000 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E55 - LTNSTP18 - Staff assistance/sensitivity poor | | | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Yes | 3 | 266,983 | 3.76 | 2.583 |
| No | 122 | 6,828,822 | 96.24 | 2.583 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E55 - LTNSTP19 - Surface problems (potholes/cracks) | | | | |
| No | 125 | 7,095,805 | 100.00 | 0.000 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E55 - LTNSTP20 - Too few/missing sidewalks/paths | | | | |
| No | 125 | 7,095,805 | 100.00 | 0.000 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E55 - LTNSTP21 - Ticket counters too high | | | | |
| No | 125 | 7,095,805 | 100.00 | 0.000 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E55 - LTNSTP22 - Unable to communicate with staff | | | | |
| Yes | 3 | 64,029 | 0.90 | 0.645 |
| No | 122 | 7,031,777 | 99.10 | 0.645 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E55 - LTNSTP23 - Parking inadequate | | | | |
| Yes | 3 | 60,083 | 0.85 | 0.500 |
| No | 122 | 7,035,722 | 99.15 | 0.500 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E55 - LTNSTP24 - Other train problem | | | | |
| Yes | 11 | 560,721 | 7.90 | 3.112 |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| No | 114 | 6,535,084 | 92.10 | 3.112 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E56 - LTRNSTPB - Which was the greatest problem | | | | |
| Audible/visual/tactile info limited | 2 | 173,746 | 8.17 | 5.829 |
| Fare purchase difficult | 2 | 187,034 | 8.80 | 6.148 |
| Lighting inadequate | 1 | 24,684 | 1.16 | 1.189 |
| Obstacles/protrusions/debris | 1 | 28,152 | 1.32 | 1.353 |
| Passenger travel info inadequate | 3 | 172,174 | 8.10 | 5.368 |
| Passing space/aisle width limited | 2 | 117,483 | 5.53 | 4.814 |
| Personal safety concerns | 2 | 29,984 | 1.41 | 1.085 |
| Schedule not kept | 10 | 666,717 | 31.36 | 10.637 |
| Seating inadequate | 5 | 207,641 | 9.77 | 5.122 |
| Staff assistance/sensitivity poor | 1 | 26,575 | 1.25 | 1.279 |
| Unable to communicate with staff | 2 | 33,002 | 1.55 | 1.583 |
| Other [specify] | 9 | 458,909 | 21.58 | 8.949 |
| Subtotal valid responses | 40 | 2,126,101 | 100.00 | |
| Inapplicable | 4,767 | 260,333,280 | | |
| Refused | 1 | 21,742 | | |
| Dk | 2 | 38,341 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E57 - LTRNNP1 - No problems | | | | |
| Yes | 88 | 5,173,253 | 72.91 | 5.285 |
| No | 37 | 1,922,553 | 27.09 | 5.285 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E57 - LTRNNP2 - Audible/visual/tactile info limited | | | | |
| No | 125 | 7,095,805 | 100.00 | 0.000 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E57 - LTRNNP3 - Board/exit time inadequate | | | | |
| Yes | 1 | 69,877 | 0.98 | 0.987 |
| No | 124 | 7,025,929 | 99.02 | 0.987 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Total | 5,019 | 273,643,273 | | |
| E57 - LTRNNP4 - Boarding/exiting equipment inadequate | | | | |
| Yes | 1 | 14,677 | 0.21 | 0.209 |
| No | 124 | 7,081,129 | 99.79 | 0.209 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E57 - LTRNNP5 - Difficult to board/exit | | | | |
| Yes | 1 | 20,771 | 0.29 | 0.295 |
| No | 124 | 7,075,035 | 99.71 | 0.295 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E57 - LTRNNP6 - Equipment storage inadequate | | | | |
| No | 125 | 7,095,805 | 100.00 | 0.000 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E57 - LTRNNP7 - Fare purchase difficult | | | | |
| No | 125 | 7,095,805 | 100.00 | 0.000 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E57 - LTRNNP8 - Insensitive/unaware crew | | | | |
| No | 125 | 7,095,805 | 100.00 | 0.000 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E57 - LTRNNP9 - Insensitive/unaware passengers | | | | |
| Yes | 4 | 104,542 | 1.47 | 0.784 |
| No | 121 | 6,991,264 | 98.53 | 0.784 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| E57 - LTRNNP10 - Lighting inadequate | | | | |
| No | 125 | 7,095,805 | 100.00 | 0.000 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E57 - LTRNNP11 - Obstacles/protrusions | | | | |
| Yes | 2 | 214,112 | 3.02 | 2.114 |
| No | 123 | 6,881,694 | 96.98 | 2.114 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E57 - LTRNNP12 - Passenger travel info inadequate | | | | |
| No | 125 | 7,095,805 | 100.00 | 0.000 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E57 - LTRNNP13 - Passing space/aisle width limited | | | | |
| No | 125 | 7,095,805 | 100.00 | 0.000 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E57 - LTRNNP14 - Personal safety concerns | | | | |
| Yes | 4 | 69,254 | 0.98 | 0.516 |
| No | 121 | 7,026,551 | 99.02 | 0.516 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E57 - LTRNNP15 - Restroom facilities inadequate | | | | |
| Yes | 3 | 67,703 | 0.95 | 0.580 |
| No | 122 | 7,028,103 | 99.05 | 0.580 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| E57 - LTRNNP16 - Seating inadequate | | | | |
| Yes | 10 | 603,641 | 8.51 | 3.618 |
| No | 115 | 6,492,164 | 91.49 | 3.618 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E57 - LTRNNP17 - Service animals not permitted | | | | |
| No | 125 | 7,095,805 | 100.00 | 0.000 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E57 - LTRNNP18 - Staff assistance/sensitivity poor | | | | |
| No | 125 | 7,095,805 | 100.00 | 0.000 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E57 - LTRNNP19 - Wheelchair space inadequate | | | | |
| No | 125 | 7,095,805 | 100.00 | 0.000 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E57 - LTRNNP20 - Other train problem | | | | |
| Yes | 11 | 607,548 | 8.56 | 3.114 |
| No | 114 | 6,488,257 | 91.44 | 3.114 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E57 - LTRNNP21 - Food-related problems | | | | |
| Yes | 6 | 267,320 | 3.77 | 1.983 |
| No | 119 | 6,828,485 | 96.23 | 1.983 |
| Subtotal valid responses | 125 | 7,095,805 | 100.00 | |
| Inapplicable | 4,685 | 255,423,659 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| E58 - LTRNONPB - Which was the greatest problem | | | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| Board/exit time inadequate | 1 | 69,877 | 3.63 | 3.639 |
| Boarding/exiting equipment inadequate | 1 | 14,677 | 0.76 | 0.787 |
| Insensitive/unaware passengers | 4 | 104,542 | 5.44 | 2.973 |
| Obstacles/protrusions | 2 | 214,112 | 11.14 | 7.463 |
| Personal safety concerns | 3 | 52,865 | 2.75 | 1.740 |
| Restroom facilities inadequate | 1 | 20,641 | 1.07 | 1.103 |
| Seating inadequate | 8 | 570,972 | 29.70 | 11.107 |
| Other [specify] | 11 | 607,548 | 31.60 | 10.057 |
| Food-related problems | 6 | 267,320 | 13.90 | 7.040 |
| Subtotal valid responses | 37 | 1,922,553 | 100.00 | |
| Inapplicable | 4,773 | 260,596,911 | | |
| Not ascertained | 209 | 11,123,809 | | |
| Total | 5,019 | 273,643,273 | | |
| F1 - ASSOCMEM - Member of org concerned w/pers w/disabil | | | | |
| Yes | 322 | 13,258,249 | 4.93 | 0.421 |
| No | 4,624 | 255,844,825 | 95.07 | 0.421 |
| Subtotal valid responses | 4,946 | 269,103,074 | 100.00 | |
| Refused | 2 | 210,610 | | |
| Dk | 53 | 3,532,911 | | |
| Not ascertained | 18 | 796,679 | | |
| Total | 5,019 | 273,643,273 | | |
| F2 - ASSNME1 - Amer assc of people w/disabilities(aapd) | | | | |
| Yes | 5 | 541,651 | 4.62 | 2.377 |
| No | 292 | 11,190,163 | 95.38 | 2.377 |
| Subtotal valid responses | 297 | 11,731,814 | 100.00 | |
| Inapplicable | 4,697 | 260,385,024 | | |
| Refused | 2 | 45,992 | | |
| Dk | 22 | 1,459,901 | | |
| Not ascertained | 1 | 20,543 | | |
| Total | 5,019 | 273,643,273 | | |
| F2 - ASSNME2 - American council of the blind | | | | |
| Yes | 5 | 262,719 | 2.24 | 1.313 |
| No | 292 | 11,469,095 | 97.76 | 1.313 |
| Subtotal valid responses | 297 | 11,731,814 | 100.00 | |
| Inapplicable | 4,697 | 260,385,024 | | |
| Refused | 2 | 45,992 | | |
| Dk | 22 | 1,459,901 | | |
| Not ascertained | 1 | 20,543 | | |
| Total | 5,019 | 273,643,273 | | |
| F2 - ASSNME3 - The arc | | | | |
| Yes | 8 | 150,647 | 1.28 | 0.587 |
| No | 289 | 11,581,167 | 98.72 | 0.587 |
| Subtotal valid responses | 297 | 11,731,814 | 100.00 | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Inapplicable | 4,697 | 260,385,024 | | |
| Refused | 2 | 45,992 | | |
| Dk | 22 | 1,459,901 | | |
| Not ascertained | 1 | 20,543 | | |
| Total | 5,019 | 273,643,273 | | |
| F2 - ASSNME4 - The arthritis foundation | | | | |
| Yes | 10 | 553,262 | 4.72 | 2.547 |
| No | 287 | 11,178,552 | 95.28 | 2.547 |
| Subtotal valid responses | 297 | 11,731,814 | 100.00 | |
| Inapplicable | 4,697 | 260,385,024 | | |
| Refused | 2 | 45,992 | | |
| Dk | 22 | 1,459,901 | | |
| Not ascertained | 1 | 20,543 | | |
| Total | 5,019 | 273,643,273 | | |
| F2 - ASSNME5 - Association of blind citizens(abc) | | | | |
| Yes | 2 | 33,153 | 0.28 | 0.224 |
| No | 295 | 11,698,660 | 99.72 | 0.224 |
| Subtotal valid responses | 297 | 11,731,814 | 100.00 | |
| Inapplicable | 4,697 | 260,385,024 | | |
| Refused | 2 | 45,992 | | |
| Dk | 22 | 1,459,901 | | |
| Not ascertained | 1 | 20,543 | | |
| Total | 5,019 | 273,643,273 | | |
| F2 - ASSNME6 - Brain injury association | | | | |
| Yes | 2 | 159,227 | 1.36 | 0.991 |
| No | 295 | 11,572,587 | 98.64 | 0.991 |
| Subtotal valid responses | 297 | 11,731,814 | 100.00 | |
| Inapplicable | 4,697 | 260,385,024 | | |
| Refused | 2 | 45,992 | | |
| Dk | 22 | 1,459,901 | | |
| Not ascertained | 1 | 20,543 | | |
| Total | 5,019 | 273,643,273 | | |
| F2 - ASSNME7 - Community transpntn assoc of amer (ctaa) | | | | |
| No | 297 | 11,731,814 | 100.00 | 0.000 |
| Subtotal valid responses | 297 | 11,731,814 | 100.00 | |
| Inapplicable | 4,697 | 260,385,024 | | |
| Refused | 2 | 45,992 | | |
| Dk | 22 | 1,459,901 | | |
| Not ascertained | 1 | 20,543 | | |
| Total | 5,019 | 273,643,273 | | |
| F2 - ASSNME8 - Disabled peoples international(dpi) | | | | |
| No | 297 | 11,731,814 | 100.00 | 0.000 |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| Subtotal valid responses | 297 | 11,731,814 | 100.00 | |
| Inapplicable | 4,697 | 260,385,024 | | |
| Refused | 2 | 45,992 | | |
| Dk | 22 | 1,459,901 | | |
| Not ascertained | 1 | 20,543 | | |
| Total | 5,019 | 273,643,273 | | |
| F2 - ASSNME9 - Easter seals project action | | | | |
| Yes | 1 | 13,780 | 0.12 | 0.118 |
| No | 296 | 11,718,033 | 99.88 | 0.118 |
| Subtotal valid responses | 297 | 11,731,814 | 100.00 | |
| Inapplicable | 4,697 | 260,385,024 | | |
| Refused | 2 | 45,992 | | |
| Dk | 22 | 1,459,901 | | |
| Not ascertained | 1 | 20,543 | | |
| Total | 5,019 | 273,643,273 | | |
| F2 - ASSNME10 - Independent livng cntr,board of director | | | | |
| Yes | 1 | 12,223 | 0.10 | 0.105 |
| No | 296 | 11,719,591 | 99.90 | 0.105 |
| Subtotal valid responses | 297 | 11,731,814 | 100.00 | |
| Inapplicable | 4,697 | 260,385,024 | | |
| Refused | 2 | 45,992 | | |
| Dk | 22 | 1,459,901 | | |
| Not ascertained | 1 | 20,543 | | |
| Total | 5,019 | 273,643,273 | | |
| F2 - ASSNME11 - Mobility international usa (miusa) | | | | |
| No | 297 | 11,731,814 | 100.00 | 0.000 |
| Subtotal valid responses | 297 | 11,731,814 | 100.00 | |
| Inapplicable | 4,697 | 260,385,024 | | |
| Refused | 2 | 45,992 | | |
| Dk | 22 | 1,459,901 | | |
| Not ascertained | 1 | 20,543 | | |
| Total | 5,019 | 273,643,273 | | |
| F2 - ASSNME12 - National association of the deaf (nad) | | | | |
| Yes | 1 | 133,652 | 1.14 | 1.133 |
| No | 296 | 11,598,161 | 98.86 | 1.133 |
| Subtotal valid responses | 297 | 11,731,814 | 100.00 | |
| Inapplicable | 4,697 | 260,385,024 | | |
| Refused | 2 | 45,992 | | |
| Dk | 22 | 1,459,901 | | |
| Not ascertained | 1 | 20,543 | | |
| Total | 5,019 | 273,643,273 | | |
| F2 - ASSNME13 - Na of developmental disab council(nadde) | | | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| Yes | 1 | 20,809 | 0.18 | 0.178 |
| No | 296 | 11,711,004 | 99.82 | 0.178 |
| Subtotal valid responses | 297 | 11,731,814 | 100.00 | |
| Inapplicable | 4,697 | 260,385,024 | | |
| Refused | 2 | 45,992 | | |
| Dk | 22 | 1,459,901 | | |
| Not ascertained | 1 | 20,543 | | |
| Total | 5,019 | 273,643,273 | | |
| F2 - ASSNME14 - Na gov comm on emply of people w/disab | | | | |
| No | 297 | 11,731,814 | 100.00 | 0.000 |
| Subtotal valid responses | 297 | 11,731,814 | 100.00 | |
| Inapplicable | 4,697 | 260,385,024 | | |
| Refused | 2 | 45,992 | | |
| Dk | 22 | 1,459,901 | | |
| Not ascertained | 1 | 20,543 | | |
| Total | 5,019 | 273,643,273 | | |
| F2 - ASSNME15 - National alliance for mentally ill(nami) | | | | |
| Yes | 2 | 47,807 | 0.41 | 0.291 |
| No | 295 | 11,684,006 | 99.59 | 0.291 |
| Subtotal valid responses | 297 | 11,731,814 | 100.00 | |
| Inapplicable | 4,697 | 260,385,024 | | |
| Refused | 2 | 45,992 | | |
| Dk | 22 | 1,459,901 | | |
| Not ascertained | 1 | 20,543 | | |
| Total | 5,019 | 273,643,273 | | |
| F2 - ASSNME16 - National federation of the blind (nfb) | | | | |
| Yes | 1 | 84,467 | 0.72 | 0.719 |
| No | 296 | 11,647,346 | 99.28 | 0.719 |
| Subtotal valid responses | 297 | 11,731,814 | 100.00 | |
| Inapplicable | 4,697 | 260,385,024 | | |
| Refused | 2 | 45,992 | | |
| Dk | 22 | 1,459,901 | | |
| Not ascertained | 1 | 20,543 | | |
| Total | 5,019 | 273,643,273 | | |
| F2 - ASSNME17 - National multiple sclerosis (ms) society | | | | |
| Yes | 10 | 220,952 | 1.88 | 0.769 |
| No | 287 | 11,510,861 | 98.12 | 0.769 |
| Subtotal valid responses | 297 | 11,731,814 | 100.00 | |
| Inapplicable | 4,697 | 260,385,024 | | |
| Refused | 2 | 45,992 | | |
| Dk | 22 | 1,459,901 | | |
| Not ascertained | 1 | 20,543 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| F2 - ASSNME18 - National organization on disability(nod) | | | | |
| No | 297 | 11,731,814 | 100.00 | 0.000 |
| Subtotal valid responses | 297 | 11,731,814 | 100.00 | |
| Inapplicable | 4,697 | 260,385,024 | | |
| Refused | 2 | 45,992 | | |
| Dk | 22 | 1,459,901 | | |
| Not ascertained | 1 | 20,543 | | |
| Total | 5,019 | 273,643,273 | | |
| F2 - ASSNME19 - National spinal cord injury association | | | | |
| No | 297 | 11,731,814 | 100.00 | 0.000 |
| Subtotal valid responses | 297 | 11,731,814 | 100.00 | |
| Inapplicable | 4,697 | 260,385,024 | | |
| Refused | 2 | 45,992 | | |
| Dk | 22 | 1,459,901 | | |
| Not ascertained | 1 | 20,543 | | |
| Total | 5,019 | 273,643,273 | | |
| F2 - ASSNME20 - Paralyzed veterans of america | | | | |
| Yes | 6 | 455,689 | 3.88 | 2.150 |
| No | 291 | 11,276,124 | 96.12 | 2.150 |
| Subtotal valid responses | 297 | 11,731,814 | 100.00 | |
| Inapplicable | 4,697 | 260,385,024 | | |
| Refused | 2 | 45,992 | | |
| Dk | 22 | 1,459,901 | | |
| Not ascertained | 1 | 20,543 | | |
| Total | 5,019 | 273,643,273 | | |
| F2 - ASSNME21 - Assoc for pers w/severe handicaps(tash) | | | | |
| No | 297 | 11,731,814 | 100.00 | 0.000 |
| Subtotal valid responses | 297 | 11,731,814 | 100.00 | |
| Inapplicable | 4,697 | 260,385,024 | | |
| Refused | 2 | 45,992 | | |
| Dk | 22 | 1,459,901 | | |
| Not ascertained | 1 | 20,543 | | |
| Total | 5,019 | 273,643,273 | | |
| F2 - ASSNME22 - United cerebral palsy association | | | | |
| No | 297 | 11,731,814 | 100.00 | 0.000 |
| Subtotal valid responses | 297 | 11,731,814 | 100.00 | |
| Inapplicable | 4,697 | 260,385,024 | | |
| Refused | 2 | 45,992 | | |
| Dk | 22 | 1,459,901 | | |
| Not ascertained | 1 | 20,543 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| F2 - ASSNME23 - Other association | | | | |
| Yes | 229 | 8,404,918 | 71.64 | 4.439 |
| No | 68 | 3,326,895 | 28.36 | 4.439 |
| Subtotal valid responses | 297 | 11,731,814 | 100.00 | |
| Inapplicable | 4,697 | 260,385,024 | | |
| Refused | 2 | 45,992 | | |
| Dk | 22 | 1,459,901 | | |
| Not ascertained | 1 | 20,543 | | |
| Total | 5,019 | 273,643,273 | | |
| F2 - ASSNME24 - Dav-disabled american veterans | | | | |
| Yes | 27 | 976,015 | 8.32 | 2.636 |
| No | 270 | 10,755,798 | 91.68 | 2.636 |
| Subtotal valid responses | 297 | 11,731,814 | 100.00 | |
| Inapplicable | 4,697 | 260,385,024 | | |
| Refused | 2 | 45,992 | | |
| Dk | 22 | 1,459,901 | | |
| Not ascertained | 1 | 20,543 | | |
| Total | 5,019 | 273,643,273 | | |
| G2 - GENDER - What is your/subject s gender | | | | |
| Male | 2,322 | 133,394,838 | 48.80 | 0.995 |
| Female | 2,689 | 139,940,187 | 51.20 | 0.995 |
| Subtotal valid responses | 5,011 | 273,335,025 | 100.00 | |
| Not ascertained | 8 | 308,248 | | |
| Total | 5,019 | 273,643,273 | | |
| G7 - MARRIED - Current marital status | | | | |
| Married | 2,136 | 116,087,446 | 55.91 | 1.073 |
| Never married | 842 | 52,496,123 | 25.28 | 1.011 |
| Widowed | 626 | 14,622,053 | 7.04 | 0.374 |
| Separated or divorced | 625 | 24,431,443 | 11.77 | 0.618 |
| Subtotal valid responses | 4,229 | 207,637,065 | 100.00 | |
| Inapplicable | 755 | 64,747,438 | | |
| Refused | 26 | 955,214 | | |
| Dk | 3 | 87,832 | | |
| Not ascertained | 6 | 215,724 | | |
| Total | 5,019 | 273,643,273 | | |
| G3 A - ALONE - Live alone | | | | |
| Yes | 1,034 | 25,944,488 | 9.49 | 0.353 |
| No | 3,979 | 247,548,838 | 90.51 | 0.353 |
| Subtotal valid responses | 5,013 | 273,493,326 | 100.00 | |
| Refused | 6 | 149,947 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| G3 B - SPOUSE - Live with spouse or significant other | | | | |
| Yes | 2,313 | 128,810,774 | 62.01 | 1.033 |
| No | 1,928 | 78,903,751 | 37.99 | 1.033 |
| Subtotal valid responses | 4,241 | 207,714,525 | 100.00 | |
| Inapplicable | 755 | 64,747,438 | | |
| Refused | 15 | 739,799 | | |
| Dk | 2 | 72,832 | | |
| Not ascertained | 6 | 368,679 | | |
| Total | 5,019 | 273,643,273 | | |
| G3 C - KIDS - Live with children | | | | |
| Yes | 1,877 | 146,945,722 | 53.82 | 0.981 |
| No | 3,128 | 126,082,653 | 46.18 | 0.981 |
| Subtotal valid responses | 5,005 | 273,028,375 | 100.00 | |
| Refused | 8 | 246,219 | | |
| Not ascertained | 6 | 368,679 | | |
| Total | 5,019 | 273,643,273 | | |
| G3 D - PARENT - Live with 1 or more parents or guardians | | | | |
| Yes | 1,177 | 96,209,260 | 35.23 | 1.026 |
| No | 3,830 | 176,857,833 | 64.77 | 1.026 |
| Subtotal valid responses | 5,007 | 273,067,093 | 100.00 | |
| Refused | 6 | 207,501 | | |
| Not ascertained | 6 | 368,679 | | |
| Total | 5,019 | 273,643,273 | | |
| G3 E - OTHER - Live with other persons | | | | |
| Yes | 586 | 42,947,206 | 15.73 | 0.820 |
| No | 4,419 | 230,055,840 | 84.27 | 0.820 |
| Subtotal valid responses | 5,005 | 273,003,046 | 100.00 | |
| Refused | 7 | 243,447 | | |
| Dk | 2 | 55,424 | | |
| Not ascertained | 5 | 341,356 | | |
| Total | 5,019 | 273,643,273 | | |
| G4 - ECUCAT - Highest level of education | | | | |
| Less than high school graduate | 656 | 29,759,984 | 11.01 | 0.637 |
| High school graduate or ged | 1,388 | 71,673,893 | 26.51 | 0.881 |
| Some college(technical/vocatnl/prof bus) | 1,061 | 55,708,330 | 20.61 | 0.814 |
| 2yr college degree(aa) | 421 | 24,967,539 | 9.24 | 0.606 |
| 4yr college degree(ba or bs) | 871 | 53,436,734 | 19.77 | 0.800 |
| Graduate degree(masters.phd,lawyer,md) | 572 | 34,782,340 | 12.87 | 0.677 |
| Subtotal valid responses | 4,969 | 270,328,820 | 100.00 | |
| Refused | 14 | 511,484 | | |
| Dk | 29 | 2,290,322 | | |
| Not ascertained | 7 | 512,647 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| Total | 5,019 | 273,643,273 | | |
| G5 - RETIRED - Ever retired from a job or business | | | | |
| Yes | 1,259 | 36,111,419 | 23.64 | 0.850 |
| No | 2,315 | 116,613,042 | 76.36 | 0.850 |
| Subtotal valid responses | 3,574 | 152,724,462 | 100.00 | |
| Inapplicable | 1,404 | 118,173,639 | | |
| Refused | 3 | 77,527 | | |
| Dk | 8 | 540,440 | | |
| Not ascertained | 30 | 2,127,205 | | |
| Total | 5,019 | 273,643,273 | | |
| G6 - RETDISB - Retire due to a disability | | | | |
| Yes | 305 | 6,564,174 | 18.19 | 1.217 |
| No | 953 | 29,531,415 | 81.81 | 1.217 |
| Subtotal valid responses | 1,258 | 36,095,589 | 100.00 | |
| Inapplicable | 3,760 | 237,531,854 | | |
| Dk | 1 | 15,830 | | |
| Total | 5,019 | 273,643,273 | | |
| G8 - NOPHONE - Hh been w/out phone serv a week or more | | | | |
| Yes | 213 | 18,767,426 | 6.89 | 0.649 |
| No | 4,787 | 253,469,434 | 93.11 | 0.649 |
| Subtotal valid responses | 5,000 | 272,236,860 | 100.00 | |
| Refused | 5 | 291,597 | | |
| Dk | 11 | 954,709 | | |
| Not ascertained | 3 | 160,106 | | |
| Total | 5,019 | 273,643,273 | | |
| G9 - NOTELTIM - How long w/out phone service | | | | |
| One week | 63 | 4,527,148 | 24.95 | 4.212 |
| Two weeks | 51 | 4,751,278 | 26.19 | 4.504 |
| Three weeks | 23 | 2,606,322 | 14.37 | 3.645 |
| Four weeks | 17 | 1,559,520 | 8.60 | 2.610 |
| Five weeks or more | 56 | 4,698,286 | 25.90 | 4.392 |
| Subtotal valid responses | 210 | 18,142,554 | 100.00 | |
| Inapplicable | 4,806 | 254,875,847 | | |
| Dk | 3 | 624,872 | | |
| Total | 5,019 | 273,643,273 | | |
| G10 - INTERNET - Hh have access to the internet | | | | |
| Yes | 3,116 | 185,182,636 | 68.04 | 0.945 |
| No | 1,873 | 86,997,247 | 31.96 | 0.945 |
| Subtotal valid responses | 4,989 | 272,179,883 | 100.00 | |
| Refused | 6 | 213,350 | | |
| Dk | 21 | 1,055,850 | | |
| Not ascertained | 3 | 194,190 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| Total | 5,019 | 273,643,273 | | |
| G11 - HISPANIC - Of hispanic,latino,or spanish origin | | | | |
| Yes | 419 | 34,105,819 | 12.54 | 0.764 |
| No | 4,568 | 237,850,192 | 87.46 | 0.764 |
| Subtotal valid responses | 4,987 | 271,956,011 | 100.00 | |
| Refused | 16 | 615,603 | | |
| Dk | 6 | 416,931 | | |
| Not ascertained | 10 | 654,728 | | |
| Total | 5,019 | 273,643,273 | | |
| G12 - RACE1 - White | | | | |
| Yes | 4,009 | 209,265,899 | 77.57 | 0.908 |
| No | 950 | 60,519,734 | 22.43 | 0.908 |
| Subtotal valid responses | 4,959 | 269,785,633 | 100.00 | |
| Refused | 41 | 2,211,253 | | |
| Dk | 13 | 1,026,599 | | |
| Not ascertained | 6 | 619,788 | | |
| Total | 5,019 | 273,643,273 | | |
| G12 - RACE2 - African american, black | | | | |
| Yes | 506 | 34,003,036 | 12.60 | 0.750 |
| No | 4,453 | 235,782,597 | 87.40 | 0.750 |
| Subtotal valid responses | 4,959 | 269,785,633 | 100.00 | |
| Refused | 41 | 2,211,253 | | |
| Dk | 13 | 1,026,599 | | |
| Not ascertained | 6 | 619,788 | | |
| Total | 5,019 | 273,643,273 | | |
| G12 - RACE3 - Asian | | | | |
| Yes | 115 | 6,832,101 | 2.53 | 0.308 |
| No | 4,844 | 262,953,532 | 97.47 | 0.308 |
| Subtotal valid responses | 4,959 | 269,785,633 | 100.00 | |
| Refused | 41 | 2,211,253 | | |
| Dk | 13 | 1,026,599 | | |
| Not ascertained | 6 | 619,788 | | |
| Total | 5,019 | 273,643,273 | | |
| G12 - RACE4 - American indian, alaskan native | | | | |
| Yes | 203 | 5,583,885 | 2.07 | 0.242 |
| No | 4,756 | 264,201,748 | 97.93 | 0.242 |
| Subtotal valid responses | 4,959 | 269,785,633 | 100.00 | |
| Refused | 41 | 2,211,253 | | |
| Dk | 13 | 1,026,599 | | |
| Not ascertained | 6 | 619,788 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|--|------------------------|----------------------|---------------------|----------------|
| G12 - RACE5 - Native hawaiian, other pacific islander | | | | |
| Yes | 32 | 1,410,141 | 0.52 | 0.138 |
| No | 4,927 | 268,375,492 | 99.48 | 0.138 |
| Subtotal valid responses | 4,959 | 269,785,633 | 100.00 | |
| Refused | 41 | 2,211,253 | | |
| Dk | 13 | 1,026,599 | | |
| Not ascertained | 6 | 619,788 | | |
| Total | 5,019 | 273,643,273 | | |
| G12 - RACE6 - Multiracial | | | | |
| Yes | 26 | 1,006,532 | 0.37 | 0.118 |
| No | 4,933 | 268,779,101 | 99.63 | 0.118 |
| Subtotal valid responses | 4,959 | 269,785,633 | 100.00 | |
| Refused | 41 | 2,211,253 | | |
| Dk | 13 | 1,026,599 | | |
| Not ascertained | 6 | 619,788 | | |
| Total | 5,019 | 273,643,273 | | |
| G12 - RACE7 - Hispanic/mexican | | | | |
| Yes | 193 | 14,002,008 | 5.19 | 0.502 |
| No | 4,766 | 255,783,625 | 94.81 | 0.502 |
| Subtotal valid responses | 4,959 | 269,785,633 | 100.00 | |
| Refused | 41 | 2,211,253 | | |
| Dk | 13 | 1,026,599 | | |
| Not ascertained | 6 | 619,788 | | |
| Total | 5,019 | 273,643,273 | | |
| G12 - RACE8 - Other race | | | | |
| Yes | 128 | 5,543,745 | 2.05 | 0.276 |
| No | 4,831 | 264,241,888 | 97.95 | 0.276 |
| Subtotal valid responses | 4,959 | 269,785,633 | 100.00 | |
| Refused | 41 | 2,211,253 | | |
| Dk | 13 | 1,026,599 | | |
| Not ascertained | 6 | 619,788 | | |
| Total | 5,019 | 273,643,273 | | |
| G13 - HOMEOWN - Living quarters owned/rented/other | | | | |
| Owned or being bought by you/someone in | 3,693 | 186,668,091 | 68.68 | 0.999 |
| Rented for cash | 1,188 | 80,183,372 | 29.50 | 0.990 |
| Occupied without payment of cash rent | 91 | 4,952,274 | 1.82 | 0.269 |
| Subtotal valid responses | 4,972 | 271,803,737 | 100.00 | |
| Refused | 28 | 1,332,065 | | |
| Dk | 11 | 264,503 | | |
| Not ascertained | 8 | 242,968 | | |
| Total | 5,019 | 273,643,273 | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| G14 - INCOME - Total combined income of hh.past 12mths | | | | |
| Less than \$15,000 | 791 | 36,876,337 | 15.27 | 0.811 |
| Between \$15,001 to \$50,000 | 1,879 | 95,040,675 | 39.35 | 1.051 |
| Over \$50,000 | 1,687 | 109,603,342 | 45.38 | 1.080 |
| Subtotal valid responses | 4,357 | 241,520,354 | 100.00 | |
| Refused | 338 | 15,666,297 | | |
| Dk | 310 | 15,723,635 | | |
| Not ascertained | 14 | 732,987 | | |
| Total | 5,019 | 273,643,273 | | |
| G2 B - AGE - Age at screener | | | | |
| Count | 5,019,000 | 273643272.95 | | |
| Mean | 45.162 | 36.609 | | |
| Standard deviation | 24.312 | 5,497.654 | | |
| Minimum | 0.000 | 0.000 | | |
| 25th percentile | 26.000 | 17.000 | | |
| Median | 46.000 | 35.000 | | |
| 75th percentile | 65.000 | 53.000 | | |
| Maximum | 98.000 | 98.000 | | |
| Mode: 1=telephone, 2=mail, 3=internet | | | | |
| Telephone | 4,742 | 259,252,568 | 94.74 | 0.396 |
| Mail | 274 | 14,239,076 | 5.20 | 0.394 |
| Internet | 3 | 151,630 | 0.06 | 0.037 |
| Subtotal valid responses | 5,019 | 273,643,273 | 100.00 | |
| Total | 5,019 | 273,643,273 | | |
| CDISABLD: Disability flag for census only | | | | |
| No | 2,961 | 224,182,913 | 81.93 | 0.598 |
| Yes | 2,058 | 49,460,359 | 18.07 | 0.598 |
| Subtotal valid responses | 5,019 | 273,643,273 | 100.00 | |
| Total | 5,019 | 273,643,273 | | |
| TDISABLD: Disability flag for ada/census/spec ed | | | | |
| No | 2,774 | 221,895,707 | 81.09 | 0.606 |
| Yes | 2,245 | 51,747,566 | 18.91 | 0.606 |
| Subtotal valid responses | 5,019 | 273,643,273 | 100.00 | |
| Total | 5,019 | 273,643,273 | | |
| TSVSTR: Taylor series variance strata | | | | |
| 1 | 5,019 | 273,643,273 | 100.00 | 0.000 |
| Subtotal valid responses | 5,019 | 273,643,273 | 100.00 | |
| Total | 5,019 | 273,643,273 | | |
| METSTAT: Exchange-level metro status | | | | |

| Code and Questionnaire Item | Unweighted Count/Value | Weighted Count/Value | Weighted Percentage | Standard Error |
|---|------------------------|----------------------|---------------------|----------------|
| Inside msa central city | 1,546 | 88,739,118 | 32.43 | 0.962 |
| Inside county of msa central city | 994 | 55,705,788 | 20.36 | 0.815 |
| Inside suburban msa county | 1,129 | 61,543,185 | 22.49 | 0.854 |
| In msa with no central city | 229 | 14,425,211 | 5.27 | 0.457 |
| Not in an msa | 1,121 | 53,229,971 | 19.45 | 0.770 |
| Subtotal valid responses | 5,019 | 273,643,273 | 100.00 | |
| Total | 5,019 | 273,643,273 | | |
| CENDIV: Exchange-level census division | | | | |
| Alaska/hawaii | 23 | 744,069 | 0.27 | 0.071 |
| New england | 273 | 15,308,965 | 5.59 | 0.463 |
| Middle atlantic | 707 | 47,291,981 | 17.28 | 0.803 |
| East north central | 849 | 35,811,285 | 13.09 | 0.626 |
| West north central | 367 | 16,115,328 | 5.89 | 0.433 |
| South atlantic | 895 | 50,795,162 | 18.56 | 0.793 |
| East south central | 332 | 18,110,482 | 6.62 | 0.505 |
| West south central | 514 | 28,494,505 | 10.41 | 0.627 |
| Mountain | 302 | 17,506,398 | 6.40 | 0.505 |
| Pacific | 757 | 43,465,099 | 15.88 | 0.762 |
| Subtotal valid responses | 5,019 | 273,643,273 | 100.00 | |
| Total | 5,019 | 273,643,273 | | |
| AGEC: Age category | | | | |
| < 5 years | 159 | 19,175,798 | 7.10 | 0.643 |
| 5-17 years | 687 | 52,762,098 | 19.55 | 0.880 |
| 18-44 years | 1,421 | 103,415,443 | 38.31 | 0.995 |
| 45-64 years | 1,449 | 62,683,810 | 23.22 | 0.760 |
| 65-74 years | 623 | 16,799,895 | 6.22 | 0.333 |
| 75+ years | 613 | 15,099,598 | 5.59 | 0.300 |
| Subtotal valid responses | 4,952 | 269,936,641 | 100.00 | |
| Refused | 40 | 2,128,601 | | |
| Dk | 20 | 1,406,857 | | |
| Not ascertained | 7 | 171,175 | | |
| Total | 5,019 | 273,643,273 | | |