

# Technical Memorandum: Second Public Survey



## 2040 Plan – NC Statewide Transportation Plan Update

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To: Tyler Bray, NCDOT; Terry Arellano, NCDOT; Nicole Meister, NCDOT

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From: Judy Meyer, PIA (Atkins Team)

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Date: Revised Final, November 2011

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Subject: 2040 Plan Second Public Survey Response Report

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A second public survey was released in September 2011 in both electronic and hard copy form for the 2040 Plan. While the first survey released in April 2011 sought ideas and thoughts about the future of transportation, the second public survey asked people to provide input on specific transportation investments, and funding options. The survey was completed by individuals on a random basis and therefore the survey should not be considered statistically valid as would the results from a poll or other formal survey instrument.

Notice of the availability of the survey was sent to 2040 Plan Statewide Stakeholder Group (SSG) and Agency Coordination Group (ACG) members. And email also was sent to more than 900 organizations, agencies and institutions with a request to complete the survey and to pass it on to others. Follow-up calls were made to an estimated 200 organizations to make sure they received the email and to reiterate the request to distribute it to others. A link to the survey was displayed prominently on the NCDOT web page dedicated to the 2040 Plan. Notice of the survey also was included in media releases, and messages posted to Facebook and Twitter.

The survey was made available beginning September 5, 2011 and it closed on September 30, 2011.

A total of 3,509 survey responses were submitted during this time period. This includes surveys submitted in both English and Spanish. An estimated 13 percent of respondents were students, the majority of which were college students.

Highlights of feedback from the survey include:

- In a climate of limited funds, NCDOT's top priorities should be:
  - Focusing on projects and programs that will boost the economy and create jobs
  - Focusing on other forms of transportation besides highways
- Better coordination of transportation and land development and investing more in public transportation are most important to address the transportation needs of a changing population
- Shorter commute times and improved air and water quality are the biggest contributors to respondents' quality of life
- More than 63 percent of respondents indicated expanding passenger service within cities or between downtowns and suburbs should be the focus of passenger rail efforts.
- Nearly half of respondents (48.2 percent) said highway enhancements would offer the biggest benefit to North Carolina's economic prosperity.
- Although several respondents indicated any new revenues for transportation should come from a combination of sources, the top new sources were toll roads and local option sales taxes. At least one-third of respondents indicated there should be no new revenues and NCDOT should make do with existing funding levels.
- The existing revenue sources respondents indicated would be most acceptable to increase were user fees and Highway Use Taxes (motor vehicle sales tax). Several respondents on this question also noted

a combination of increases of various revenue sources would likely be more acceptable. At least one-third of respondents indicated there should be no increases of existing revenues and NCDOT should make do with existing funding levels.

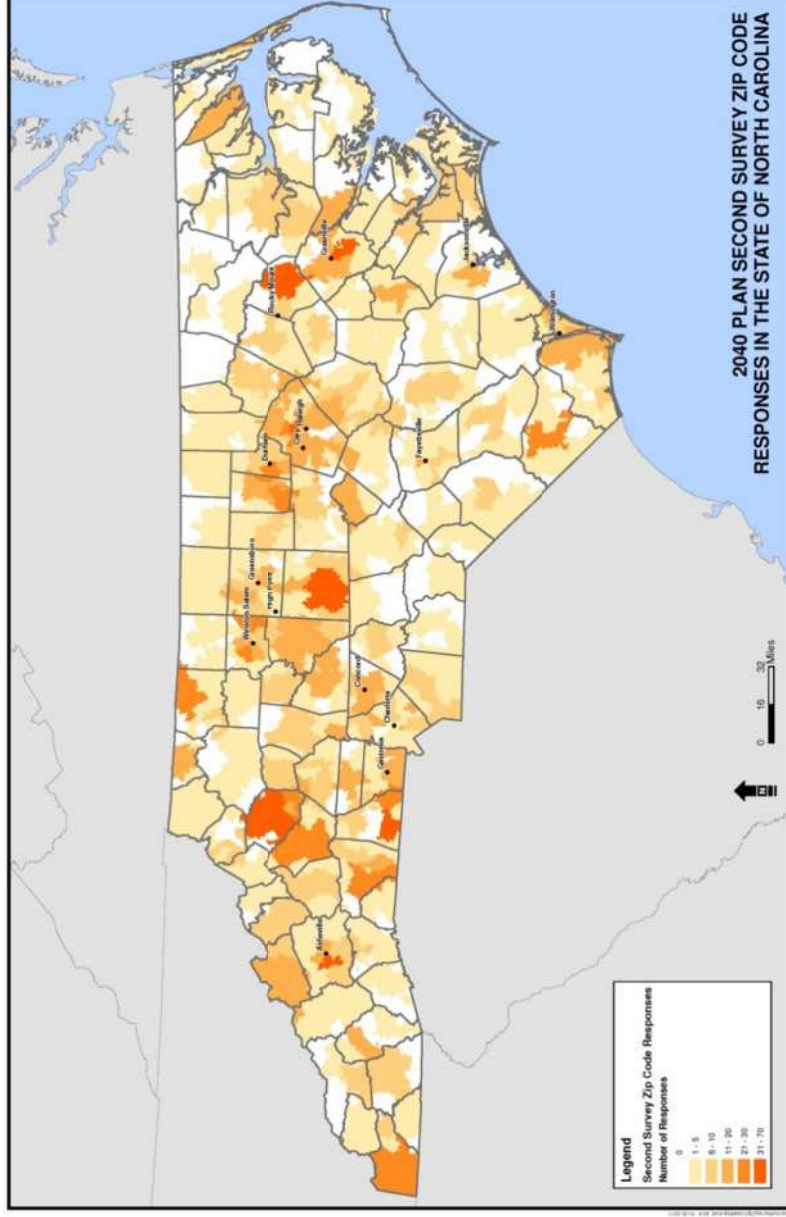
- More than half of the additional comments continued the discussion about funding options, with many respondents noting a combination of funding sources is preferred, or noting that NCDOT should not be seeking additional funds.

Detailed results of the second public survey follow. Comments submitted in the “additional comments” field are available as a separate document on request.

## NCDOT 2040 Plan Second Public Survey Response Summary (October 12, 2011)

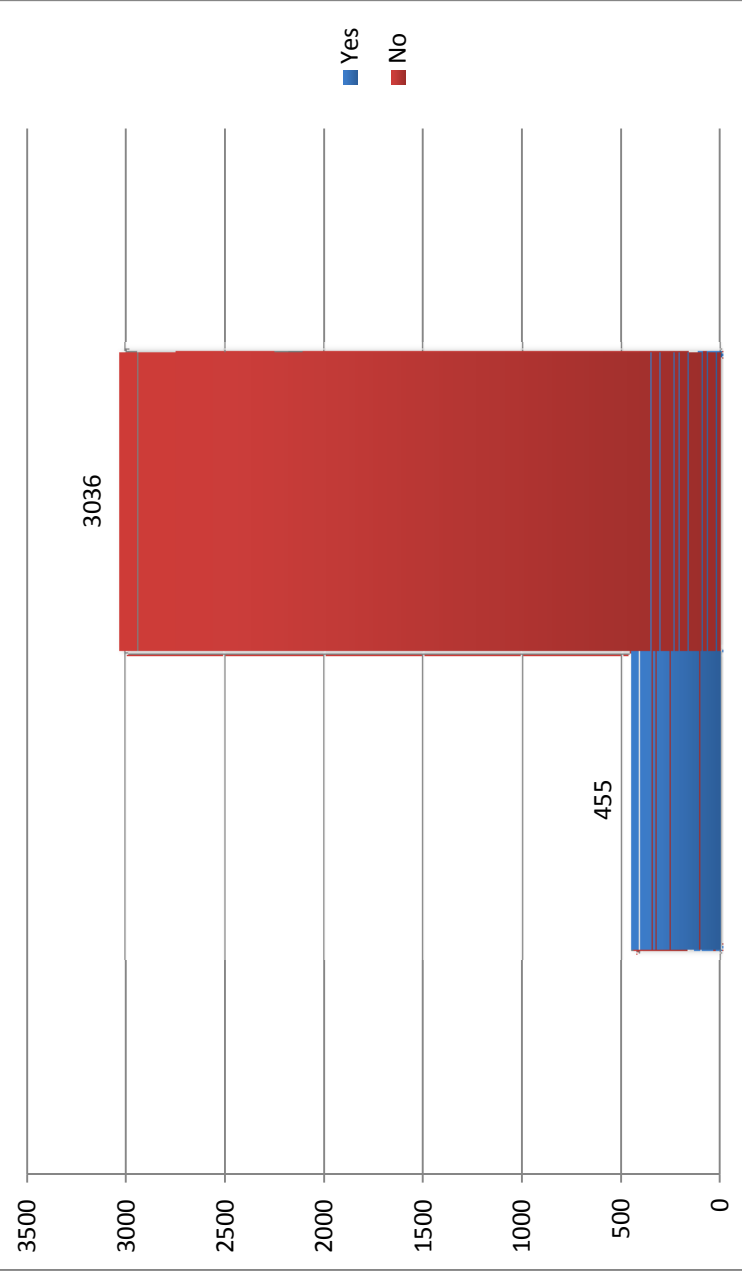
The following pages provide a summary of the responses received to the second 2040 Plan public survey. This report represents the results of 3,509 responses to the English and Spanish surveys. This report provides the results in two formats for each multiple choice question – written and graphic. The “other” responses and the additional comments allowed for in the last question have been categorized or grouped as much as possible. There were many responses that could not be grouped. A separate file that contains all additional comments received is available on request.

Respondents were asked to provide their ZIP Code.™ The following map illustrates those responses received from within North Carolina. There also were comments received from other states.



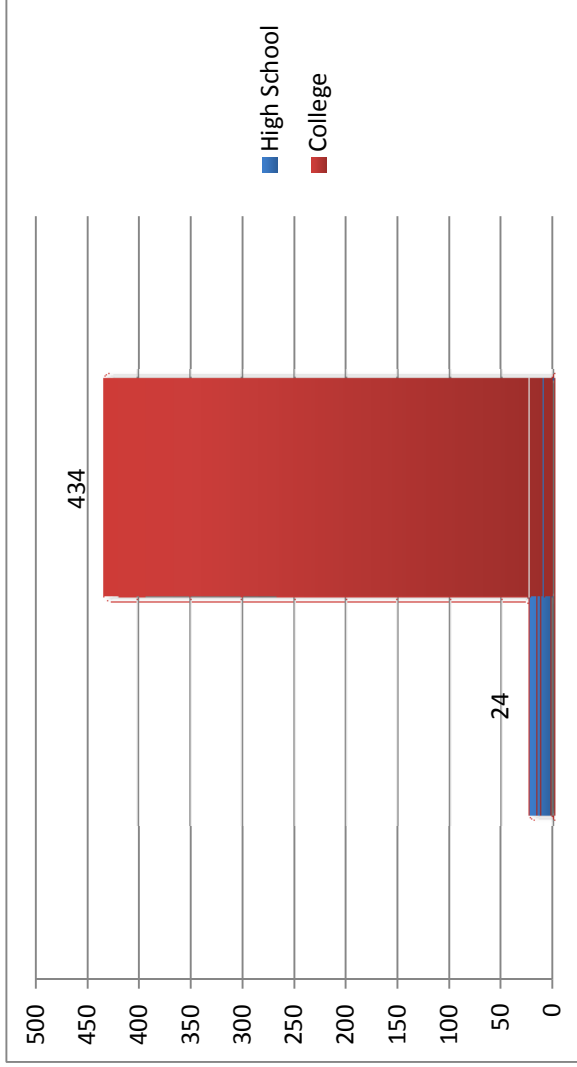
**2. Are you a student?**

| Answer Options | Response Percent | Response Count |
|----------------|------------------|----------------|
| Yes            | 13.0%            | 455            |
| No             | 87.0%            | 3036           |



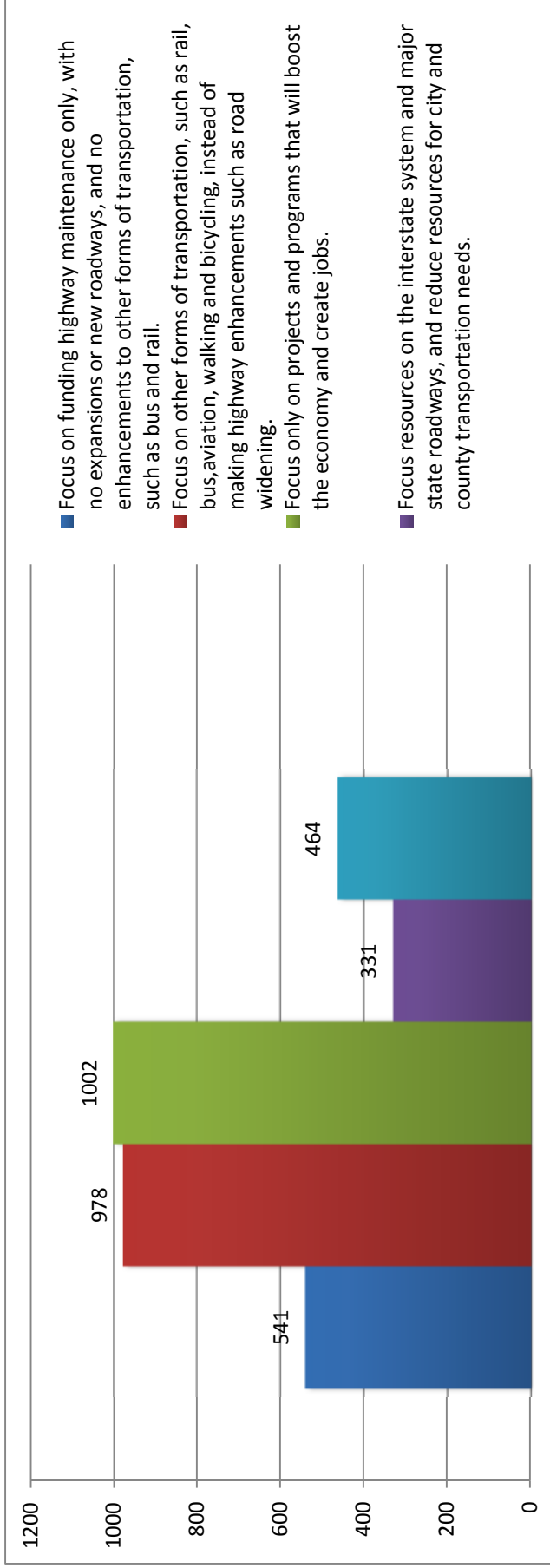
**3. Since you are a student, what level of school do you attend?**

| Answer Options | Response Percent | Response Count |
|----------------|------------------|----------------|
| High School    | 5.2%             | 24             |
| College        | 94.8%            | 434            |

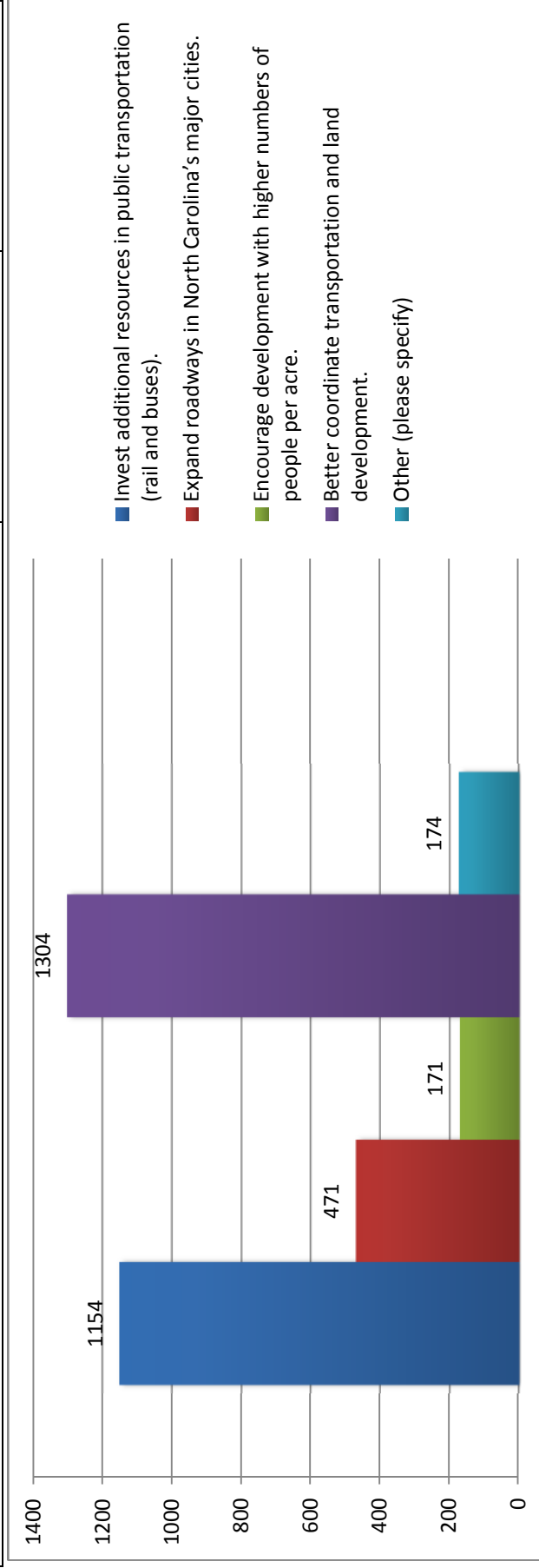


4. Although several billion dollars are expected to be available over the next 30 years for improvements for highways, bicycle and pedestrian facilities, passenger and freight rail, aviation and ferries, this amount is insufficient to address all needs. Given this limited funding, which of the following should NCDOT make its highest priority? Please select only one.

| Answer Options   | Response Percent | Response Count |
|--|------------------|----------------|
| Focus on funding highway maintenance only, with no expansions or new roadways, and no enhancements to other forms of transportation, such as bus and rail. | 16.3%            | 541            |
| Focus on other forms of transportation, such as rail, bus, aviation, walking and bicycling, instead of making highway enhancements such as road widening.  | 29.5%            | 978            |
| Focus only on projects and programs that will boost the economy and create jobs.   | 30.2%            | 1002           |
| Focus resources on the interstate system and major state roadways, and reduce resources for city and county transportation needs.                          | 9.9%             | 331            |
| Other (please specify)<br>Combination 13, Highways/Roads 181, Other 58, Public Trans/Bike 37, Safety 16  | 14.0%            | 464            |

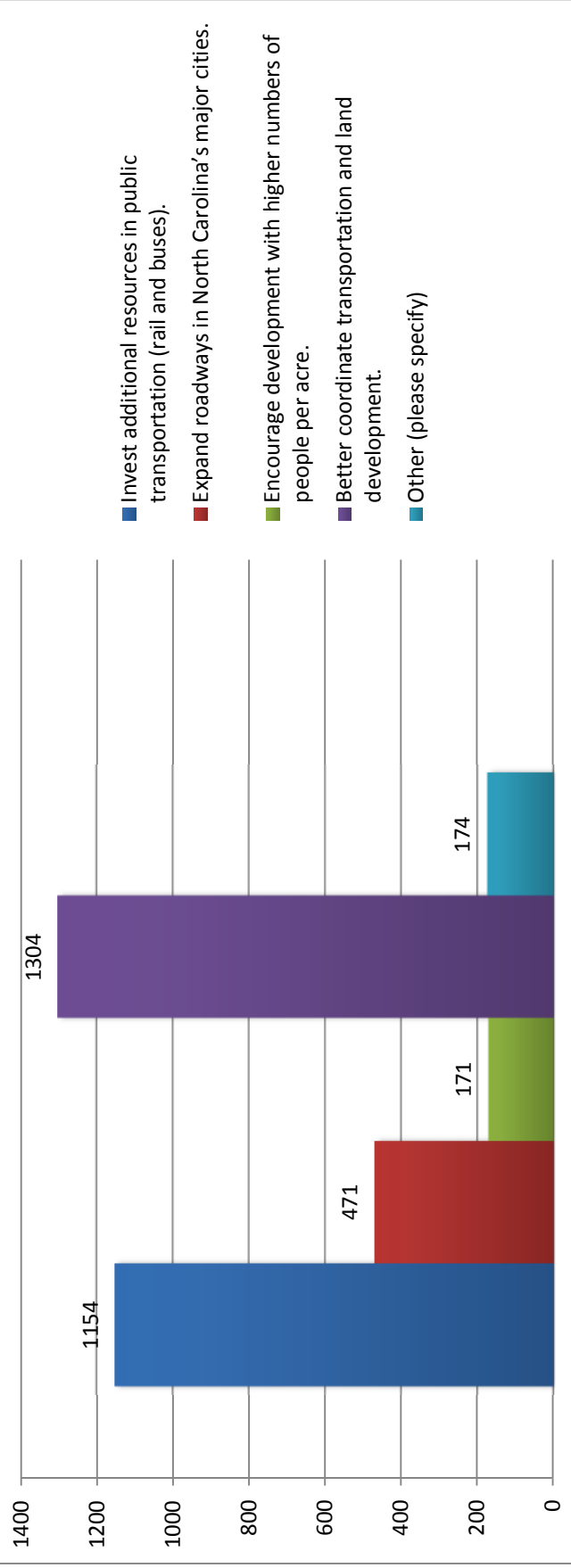


| Answer Options   | Response Percent | Response Count |
|--|------------------|----------------|
| Invest additional resources in public transportation (rail and buses).   | 35.2%            | 1154           |
| Expand roadways in North Carolina's major cities.  | 14.4%            | 471            |
| Encourage development with higher numbers of people per acre.  | 5.2%             | 171            |
| Better coordinate transportation and land development.   | 39.8%            | 1304           |
| Other (please specify)<br>Equity/Rural 15, Land Use/Density 20, Other/Survey Comment 60, Specific Mode Comment 68, Status Quo/Maintenance 11 | 5.3%             | 174            |



6. Which of the following contributes most to your quality of life and should be a priority for future transportation investments? Please select only one.

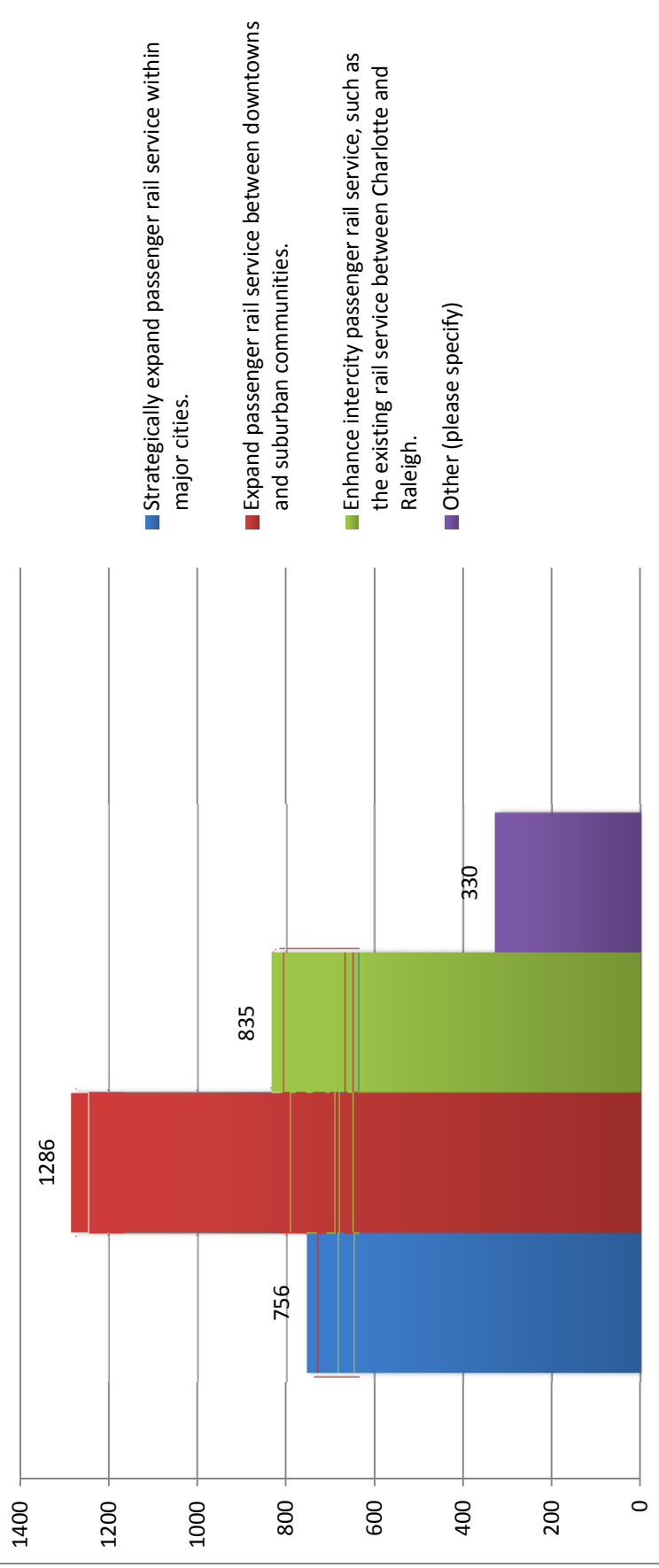
| Answer Options   | Response Percent | Response Count |
|--|------------------|----------------|
| Improved air and water quality   | 24.0%            | 777            |
| Shorter commute times  | 26.3%            | 851            |
| Communities that accommodate walking and bicycling   | 20.8%            | 672            |
| Easily accessible public transportation (bus and rail) options   | 23.0%            | 747            |
| Enhanced aviation or ferry facilities  | 1.1%             | 37             |
| Other (please specify)<br>Combination 32, Non Road Modes 9, Other/Survey Comment 61, Roadway Specific 57 | 4.8%             | 156            |





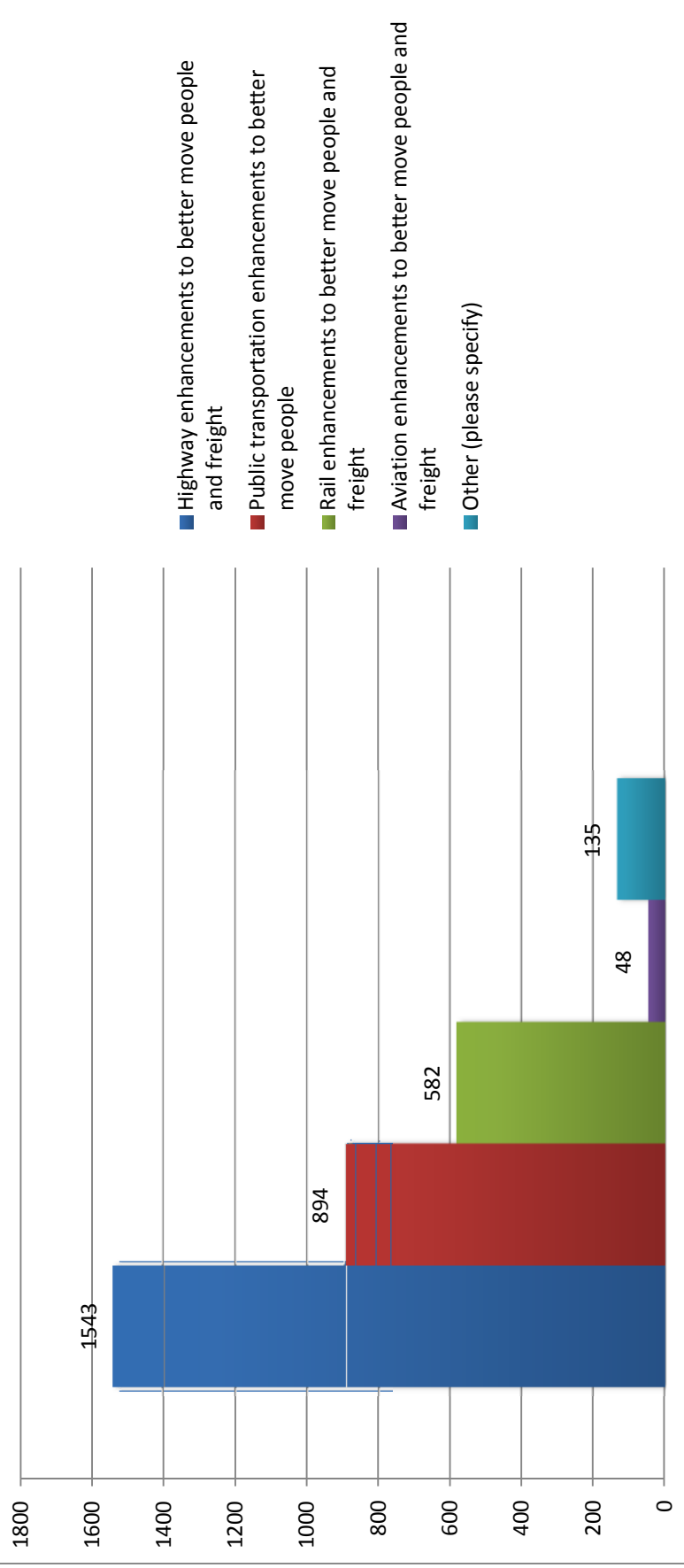
**7. Passenger rail is expensive, and North Carolina has limited funds to dedicate to rail. If additional funding can be found, which of the following should be the focus for future rail service? Please select only one.**

| Answer Options   | Response Percent | Response Count |
|--|------------------|----------------|
| Strategically expand passenger rail service within major cities.   | 23.6%            | 756            |
| Expand passenger rail service between downtowns and suburban communities.  | 40.1%            | 1286           |
| Enhance intercity passenger rail service, such as the existing rail service between Charlotte and Raleigh.                   | 26.0%            | 835            |
| Other (please specify)<br>Forget Rail 138, Freight Focus 13, Intercity Rail 58, Intra-city Rail 22, Other/Survey Comment 108 | 10.3%            | 330            |



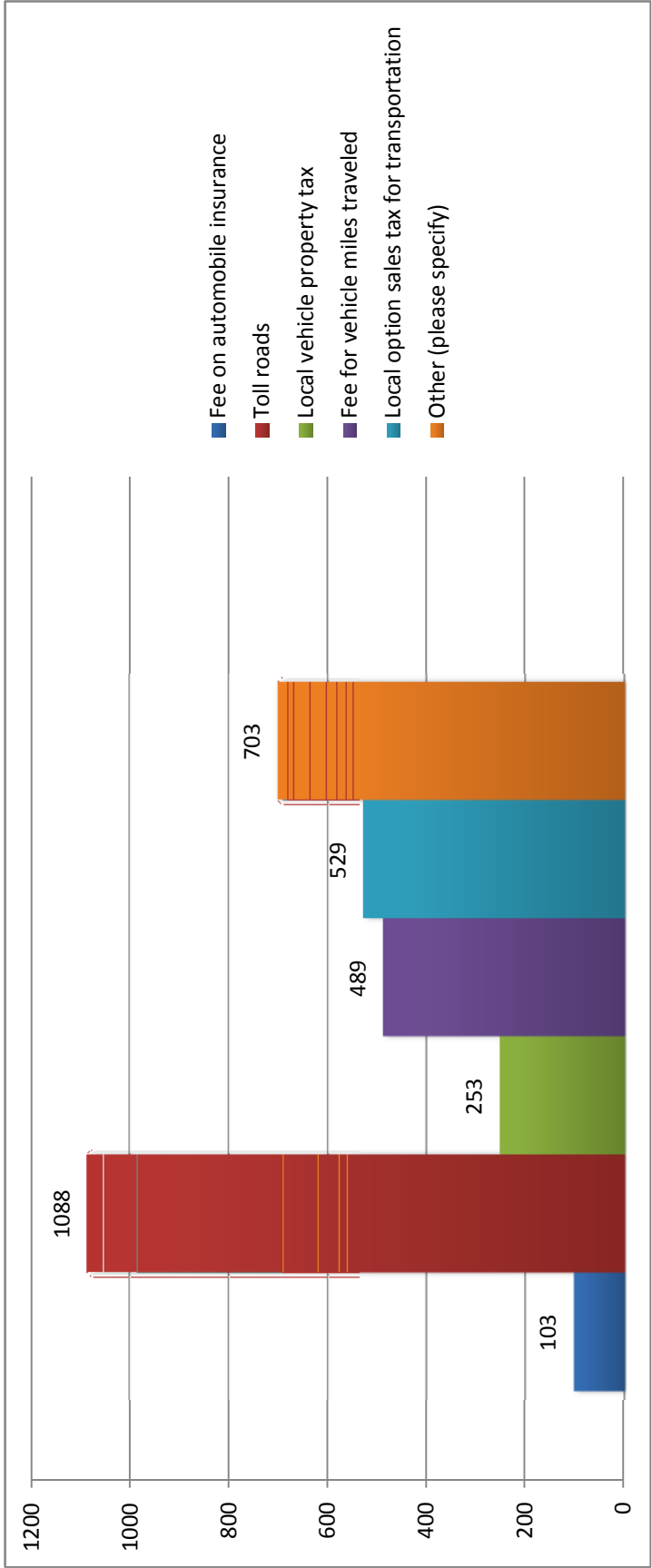
**8. Investments in \_\_\_\_\_ will be the greatest benefit to economic prosperity. Please select only one of the following to fill in the blank.**

| Answer Options  | Response Percent | Response Count |
|---|------------------|----------------|
| Highway enhancements to better move people and freight  | 48.2%            | 1543           |
| Public transportation enhancements to better move people  | 27.9%            | 894            |
| Rail enhancements to better move people and freight   | 18.2%            | 582            |
| Aviation enhancements to better move people and freight   | 1.5%             | 48             |
| Other (please specify)<br>Existing Infrastructure 11, Jobs 5, Mode Specific 61, Other/Survey Comment 57, Technology 2 | 4.2%             | 135            |



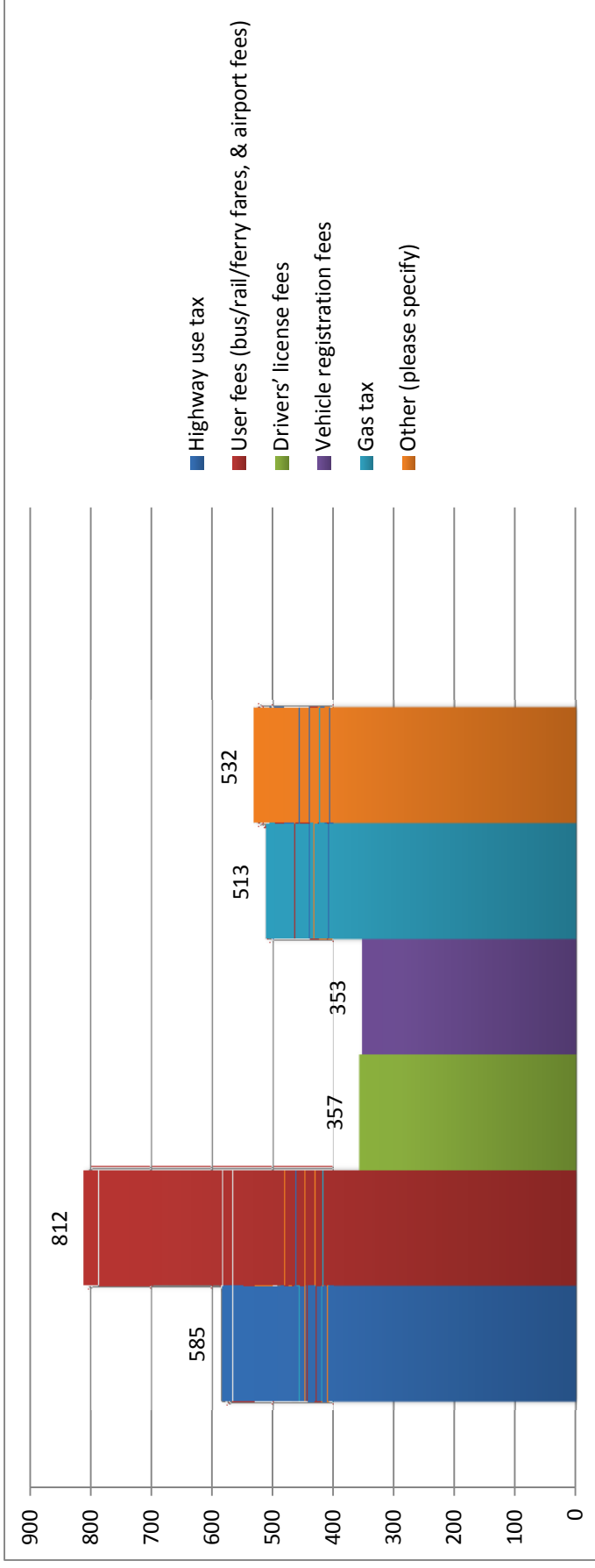
9. The state's gasoline tax is a primary source of funding for roads and highways in North Carolina. More fuel-efficient vehicles and electric vehicles are reducing the amount of fuel consumed, which is reducing the funding for transportation. Of the following, which do you believe the state should consider as a new source to help make up for the loss of revenues? Please select the one you feel is most acceptable.

| Answer Options  | Response Percent | Response Count |
|---|------------------|----------------|
| Fee on automobile insurance   | 3.3%             | 103            |
| Toll roads  | 34.4%            | 1088           |
| Local vehicle property tax  | 8.0%             | 253            |
| Fee for vehicle miles traveled  | 15.4%            | 489            |
| Local option sales tax for transportation   | 16.7%            | 529            |
| Other (please specify)<br>Combination 27, Gas Tax 48, No new/streamline/efficient 208, Other fees/taxes/sources 205, Other/Survey Comment 225 | 22.2%            | 703            |



10. Which of the following existing revenue sources should the state consider increasing to fund transportation? Please select the one you feel is most acceptable.

| Answer Options   | Response Percent | Response Count |
|--|------------------|----------------|
| Highway use tax  | 18.6%            | 585            |
| User fees (bus/rail/ferry fares, & airport fees)   | 25.8%            | 812            |
| Drivers' license fees  | 11.3%            | 357            |
| Vehicle registration fees  | 11.2%            | 353            |
| Gas tax  | 16.2%            | 513            |
| Other (please specify)<br>Combination 23, No Raise/None/Efficiency 314, Other 90, Other fees/taxes 87, Toll Roads 24 | 16.9%            | 532            |



**11. Please provide additional comments about how North Carolina should prioritize transportation needs or raise additional transportation funding.**

| Answer Options               | Response Count |
|------------------------------|----------------|
| Bike/Pedestrian/Air/Water    | 130            |
| Environmental/Safety/Elderly | 46             |
| Funding                      | 580            |
| Mass Transit/Rail            | 259            |
| No Comment                   | 54             |
| Other                        | 239            |
| Politics/Survey Comment      | 51             |
| Roads/Traffic                | 247            |
| Rural/Local Decisions        | 52             |

