

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

Public Use Data Files  
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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.<sup>1</sup> 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.<sup>2</sup>

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.

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<sup>1</sup> 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.

<sup>2</sup> 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.<sup>3</sup> The disability prevalence rate among children under 5 years of age is approximately 3 percent.<sup>4</sup> 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.<sup>5</sup> 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

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

<sup>4</sup> National Center for Health Statistics. *Health United States, 2002*. Hyattsville, MD: 2002.

<sup>5</sup> 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](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 banks<sup>6</sup> 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 Group<sup>7</sup> (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.<sup>8</sup>

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<sup>6</sup> 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.

<sup>7</sup> 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.

<sup>8</sup> [www.genesys-sampling.com](http://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.<sup>9</sup> 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

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<sup>9</sup> 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;<sup>10</sup> 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.

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<sup>10</sup> 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
<b>Subtotal</b>	<b>Completed screener</b>			<b>10,327</b>
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
<b>Subtotal</b>	<b>Residential</b>			<b>4,133</b>
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
<b>Subtotal</b>	<b>Nonresidential</b>			<b>21,525</b>
NA	No answer	UNK	N/A	3,207
NM	No answer—reached answering machine	UNK	N/A	808
<b>Subtotal</b>	<b>Undetermined or Unknown</b>			<b>4,015</b>
<b>Total</b>				<b>40,000</b>

\* 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
<b>TOTAL</b>		<b>40,000</b>

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

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

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
<b>Subtotal</b>	<b>Completed extended</b>		<b>5,019</b>
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
<b>Total</b>			<b>5,755</b>

\* 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 banks<sup>11</sup> 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

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<sup>11</sup> 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

$n_r$  = the number of residential numbers in the sample; and

$n_{nr}$  = the number of nonresidential numbers in the sample.

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

$$HHAIW_i = HHAI F_{c_1} \cdot BSW_i$$

where

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

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 household<sup>12</sup>, 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 disabilities<sup>13</sup>. These households were subsampled at a rate of

<sup>12</sup> 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.

<sup>13</sup> 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 numbers<sup>14</sup>. 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.

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<sup>14</sup> 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 interview<sup>15</sup>. 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 350,000<sup>16</sup>. 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

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<sup>15</sup> Prior to this adjustment disability was classified using information from the screener interview.

<sup>16</sup> 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 interruption<sup>17</sup> 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

<sup>17</sup> 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 status<sup>18</sup>, 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

<sup>18</sup> 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 GENDER<sup>19</sup> based on the Taylor Series

---

<sup>19</sup> 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 AGE<sup>20</sup> 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 ;
```

<sup>20</sup> 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 AGE<sup>22</sup> 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 ;
```

---

<sup>22</sup> 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

Quex No.	Variable Name	Column Number(s)	Counts	Variable Description and Codes
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(POTHOLE/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

Quex No.	Variable Name	Column Number(s)	Counts	Variable Description and Codes
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

Quex No.	Variable Name	Column Number(s)	Counts	Variable Description and Codes
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(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
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

Quex No.	Variable Name	Column Number(s)	Counts	Variable Description and Codes
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

Quex No.	Variable Name	Column Number(s)	Counts	Variable Description and Codes
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 [POTHOLE/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

<u>Quex No.</u>	<u>Variable Name</u>	<u>Column Number(s)</u>	<u>Counts</u>	<u>Variable Description and Codes</u>
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



Quex No.	Variable Name	Column Number(s)	Counts	Variable Description and Codes
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

Quex No.	Variable Name	Column Number(s)	Counts	Variable Description and Codes
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 TRANSPT 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

Quex No.	Variable Name	Column Number(s)	Counts	Variable Description and Codes
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	TRPBYAIR	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/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
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 No.</u>	<u>Variable Name</u>	<u>Column 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
				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

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)

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

(SFONEUSE)

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

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 <b>(DRIVING)</b>	1	2	3	4	5	-7	-8
b. The availability of public transportation in your community <b>(PUBTRAN)</b>	1	2	3	4	5	-7	-8
c. The availability of bikeways, pedestrian paths and sidewalks in your community <b>(RECPATHS)</b>	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 1<sup>st</sup> 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
- DON'T 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? <b>(SEEHEAR)</b>	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? <b>(BASICACT)</b>	1	2	-7	-8

**PROGRAMMER NOTE**

IF B1=1, USE 1<sup>st</sup> 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:

<b>[INTERVIEWER NOTE: EXCLUDES HEALTHY INFANTS AND CHILDREN]</b>	YES	NO	REF	DK
a. Learning, remembering or concentrating? <b>(MEMORY)</b>	1	2	-7	-8
b. Dressing, bathing, or getting around inside the home? <b>(MOBILE)</b>	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? <b>(GOOUT)</b>	1	2	-7	-8
d. {Working/Does anyone 16 or older have difficulty working} at a job or business? <b>(DIFFJOB)</b>	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 2<sup>ND</sup> 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 1<sup>ST</sup> 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 SC130V. ELSE CONTINUE WITH SC13.**

**SC130V. 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 1<sup>ST</sup> 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 2<sup>ND</sup> 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 3<sup>RD</sup> 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 4<sup>TH</sup> 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]**

<b>(FNAME)</b>	<b>(AGE)</b>	<b>(SEX)</b>	<b>(SCRNREP)</b>
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]**

<b>(FNAME)</b>	<b>(AGE)</b>	<b>(SEX)</b>	<b>(SCRNREP)</b>
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 1<sup>ST</sup> 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 1<sup>ST</sup> DISPLAY IN C1.**

**IF THE SCREENER RESPONDENT IS THE PROXY FOR A HHM GO TO THE 2<sup>ND</sup> DISPLAY IN C1.**

**IF THE RESPONDENT IS NOT THE SCREENER RESPONDENT AND IS A PROXY FOR A HHM, GO TO THE 3<sup>RD</sup> 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 4<sup>TH</sup> 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 1<sup>ST</sup> DISPLAY IF TALKING TO THE SUBJECT. ELSE, USE THE 2<sup>ND</sup> 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 2<sup>ND</sup> 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:

<b>[INTERVIEWER NOTE: EXCLUDES HEALTHY INFANTS AND CHILDREN</b>	YES	NO	REF	DK
a. Blindness, deafness, or a severe vision or hearing impairment? <b>(SEEHEAR)</b>	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?  <b>(BASICACT)</b>	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? <b>(MEMORY)</b>	1	2	-7	-8
b. Dressing, bathing, or getting around inside the home? <b>[INTERVIEWER NOTE: DOES NOT INCLUDE HEALTHY INFANTS AND CHILDREN</b> <b>(MOBILE)</b>	1	2	-7	-8
c. Going outside the home alone to shop or visit a doctor's office? <b>(GOOUT)</b>	1	2	-7	-8
d. Working at a job or business? <b>(DIFFJOB)</b>	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 1<sup>ST</sup> DISPLAY (1<sup>ST</sup> SENTENCE) IF C2 IS 0. ELSE, USE 2<sup>ND</sup> 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 1<sup>ST</sup> DISPLAY (1<sup>ST</sup> SENTENCE) IF C2 IS 0. ELSE, USE 2<sup>ND</sup> 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? <b>(DRIVLESS)</b>	1	2	-7	-8	
(b) Avoid driving at night? <b>(ATNIGHT)</b>	1	2	-7	-8	
(c) Drive less in bad weather? <b>(BADWEATH)</b>	1	2	-7	-8	
(d) Avoid high-speed roads and highways? <b>(FASTHWY)</b>	1	2	-7	-8	95
(e) Avoid busy roads and intersections? <b>(BSYROAD)</b>	1	2	-7	-8	95
(f) Drive slower than the posted speed limits? <b>(DRIVSLOW)</b>	1	2	-7	-8	95
(g) Avoid left-hand turns? <b>(NOLEFTS)</b>	1	2	-7	-8	
(h) Avoid driving during rush hour? <b>(NORUSHHR)</b>	1	2	-7	-8	95
(i) Avoid driving on unfamiliar roads or to unfamiliar places? <b>(NONEWPLC)</b>	1	2	-7	-8	
(j) Avoid driving distances of over 100 miles? <b>(NOLDTRP)</b>	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? <b>(EYESIGHT)</b>	1	2	3	-7	-8
(b) Attention span? <b>(ATNSPAN)</b>	1	2	3	-7	-8
(c) Hearing? <b>(HEARING)</b>	1	2	3	-7	-8
(d) Coordination? <b>(CORDNATE)</b>	1	2	3	-7	-8
(e) Reaction time to brake or swerve? <b>(REACTIM)</b>	1	2	3	-7	-8
(f) Depth perception? <b>(DPTHPERC)</b>	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 2<sup>ND</sup> 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 3<sup>RD</sup> 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 MEMBER ..... 1  
FRIEND ..... 2  
HUMAN SERVICES AGENCY ..... 3  
VA (VETERAN'S ADMINISTRATION) ..... 4  
WORKER'S COMPENSATIONS ..... 5  
OTHER AGENCY/  
ORGANIZATION ..... 6  
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 1<sup>st</sup> 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 1<sup>st</sup> 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 IMPROPERLY..... 2  
DRIVER/PASSENGER USED INCORRECT DEVICES/EQUIPMENT ..... 3  
DEVICES FAULTY/IN POOR REPAIR/INOPERABLE..... 4  
DRIVER/PASSENGER UNFAMILIAR WITH THE DEVICES/EQUIPMENT ..... 5  
VEHICLE DID NOT HAVE CORRECT DEVICES FOR MY DISABILITY ..... 6  
OTHER ..... 7  
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 1<sup>ST</sup> 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 IMPROPERLY ..... 2
- DRIVER/PASSENGER USED INCORRECT DEVICES/EQUIPMENT ..... 3
- DEVICES FAULTY/IN POOR REPAIR/INOPERABLE ..... 4
- DRIVER/PASSENGER UNFAMILIAR WITH THE DEVICES/EQUIPMENT ..... 5
- VEHICLE DID NOT HAVE CORRECT DEVICES FOR MY DISABILITY ..... 6
- OTHER ..... 7
- REFUSED ..... -7
- DON'T KNOW ..... -8

**PROGRAMMER NOTE:**

**IF SUBJECT IS AGE 15 OR YOUNGER, USE 1<sup>st</sup> 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? <b>(CARDR)</b>	1	2	-7	-8
(2) Ride in a personal motor vehicle as a passenger? <b>(CARRD)</b>	1	2	-7	-8
(3) Ride in a carpool or vanpool? <b>(CARPL)</b>	1	2	-7	-8
(4) Ride on a public bus such as a transit bus or city bus? <b>(BUSPB)</b>	1	2	-7	-8
(5) Use curb-to-curb transportation provided by a public transportation authority for persons with disabilities? <b>(PARAPA)</b> <b>[IF NEEDED: May also be referred to as "demand response service" or "paratransit service".]</b>	1	2	-7	-8
(6) Ride on specialized transportation services provided by human service agencies? <b>(PARAHS)</b>	1	2	-7	-8
(7) Ride on a private or chartered bus? <b>(BUSPV)</b>	1	2	-7	-8
(8) Ride on a school bus? <b>(BUSSC)</b>	1	2	-7	-8
(9) Ride on a subway, "light rail," or commuter train? <b>(TRAIN)</b>	1	2	-7	-8
(10).Take a taxicab? <b>(CAB)</b>	1	2	-7	-8
(11) Use an electric wheelchair, scooter, golf cart, or other motorized personal transportation? <b>(GOLF)</b> <b>[IF NEEDED: Does not include playing golf.]</b>	1	2	-7	-8
(12) Ride a bicycle or other pedal cycle? <b>(CYCLE)</b>	1	2	-7	-8
(13) Walk, including using a nonmotorized wheelchair or scooter, on sidewalks, at crosswalks, or in intersections? <b>(WALK)</b>	1	2	-7	-8
(14) Use any other type of transportation? <b>(OTHTRP)</b>	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 1<sup>ST</sup> 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} <b>(NERHM)</b>	1	2	3	4	5	-7	-8
(b)	Convenient to get to from the home <b>(COVHM)</b>	1	2	3	4	5	-7	-8
(c)	Easy to get into and get out of <b>(INOUT)</b>	1	2	3	4	5	-7	-8
(d)	In good mechanical repair <b>(WORK)</b>	1	2	3	4	5	-7	-8
(e)	Reliable <b>(TIMEHM)</b>	1	2	3	4	5	-7	-8
(f)	Comfortable <b>(CMFRT)</b>	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 <b>(NOSTP)</b>	1	2	3	4	5	-7	-8
(h)	Affordable <b>(CHEAP)</b>	1	2	3	4	5	-7	-8
(i)	Safe from accidents <b>(NOACC)</b>	1	2	3	4	5	-7	-8
(j)	Safe from crime <b>(NOCRM)</b>	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 1<sup>st</sup> 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, or ..... 3
- 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
- CARPPOOL 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  
NO ..... 2 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
- NO..... 2
- 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  
REFUSED .....-7  
DON'T KNOW .....-8

GO TO NOTE BEFORE E29

**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  
 DON'T 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  
 DON'T 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 .. CRTL/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.....	1GO 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 .....	-7GO TO NOTE BEFORE E35
DON'T KNOW .....	-8GO 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 .. CRTL/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 1<sup>st</sup> 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} <b>(NERHMLD)</b>	1	2	3	4	5	-7	-8
(b)	Convenient to get to from the home <b>(COVHMLD)</b>	1	2	3	4	5	-7	-8
(c)	Easy to get into and get out of <b>(INOUTLD)</b>	1	2	3	4	5	-7	-8
(d)	In good mechanical repair <b>(WORKLD)</b>	1	2	3	4	5	-7	-8
(e)	Reliable <b>(TIMELD)</b>	1	2	3	4	5	-7	-8
(f)	Comfortable <b>(CMFRTLD)</b>	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 <b>(NOSTPLD)</b>	1	2	3	4	5	-7	-8
(h)	Affordable <b>(CHEAPLD)</b>	1	2	3	4	5	-7	-8
(i)	Safe from accidents <b>(NOACCLD)</b>	1	2	3	4	5	-7	-8
(j)	Safe from crime <b>(NOCRMLD)</b>							
(k)	Adequately protected from hostile intentions because of the passenger screening process <b>(TERRORLD)</b>	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/CRAKES) ..... 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 CATEGORIESIN 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 LBSNP0)**

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

- NO PROBLEMS.....1GO 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 .....-7GO TO NOTE BEFORE E49
- DON'T KNOW .....-8GO 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 CTRL/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 CTRL/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? <b>(ALONE)</b>	1	2	-7	-8
(b)	Live with {your/his/her} spouse or significant other? <b>(SPOUSE)</b>	1	2	-7	-8
(c)	Live with {{any/any other} children under age 18? <b>(KIDS)</b>	1	2	-7	-8
(d)	Live with one or more parents or guardian(s)? <b>(PARENT)</b>	1	2	-7	-8
(e)	Live with other persons? <b>(OTHPER)</b>	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 1<sup>ST</sup> DISPLAY IN G12. ELSE, USE THE 2<sup>ND</sup> 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 1<sup>st</sup> 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? or .....2
- 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





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## Welcome to the 2002 National Transportation Availability and Use Survey

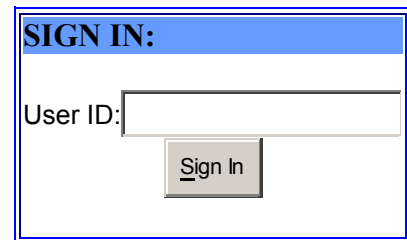
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This survey is a national survey of transportation use by the Bureau of Transportation Statistics, U.S. Department of Transportation (see [brochure](#)). Your household was chosen to answer some questions about its transportation use. The information 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.

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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.

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## 2002 National Transportation Availability and Use Survey

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### 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"/>

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NEXT

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## 2002 National Transportation Availability and Use Survey

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### 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.**

	<u>Yes</u>	<u>No</u>	<u>SKIP</u>
B2a. Does anyone in your household have a physical or mental impairment that causes him or her to be <u>unable</u> 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.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>Yes</u>	<u>No</u>	<u>SKIP</u>
B2b. Does anyone in your household have a physical or mental impairment that <u>significantly restricts</u> the conditions, manner, or duration under which he or she can perform a particular major life activity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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NEXT

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## 2002 National Transportation Availability and Use Survey

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### 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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NEXT

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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.**

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## 2002 National Transportation Availability and Use Survey

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### 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

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NEXT

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## 2002 National Transportation Availability and Use Survey

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### 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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NEXT

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## 2002 National Transportation Availability and Use Survey

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### SECTION C: DISABILITY INFORMATION & TRAVEL OUTSIDE THE HOME (Continued)

C5. Do you receive special education services? Yes   No   SKIP

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NEXT

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## 2002 National Transportation Availability and Use Survey

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### 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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NEXT



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## 2002 National Transportation Availability and Use Survey

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### 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?

Vision   Hearing   Both   SKIP  
        

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NEXT

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## 2002 National Transportation Availability and Use Survey

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### SECTION C: DISABILITY INFORMATION & TRAVEL OUTSIDE THE HOME

(Continued)

C6. Do you need any specialized assistance or equipment to travel outside  
the home?

Yes   No   SKIP  
     

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NEXT

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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

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NEXT

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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.**

NEXT



## 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

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## 2002 National Transportation Availability and Use Survey

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### 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

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NEXT

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## 2002 National Transportation Availability and Use Survey

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### 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"/>

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NEXT



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## 2002 National Transportation Availability and Use Survey

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### 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

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NEXT

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## 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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NEXT

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## 2002 National Transportation Availability and Use Survey

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### 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

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NEXT

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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"/>

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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

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### 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"/>

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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

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### 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"/> |
- 

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## 2002 National Transportation Availability and Use Survey

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### 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
- 

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## 2002 National Transportation Availability and Use Survey

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### 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"/>

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**Thank you for completing this section. Please continue on to the NEXT section on transportation services.**

NEXT

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## 2002 National Transportation Availability and Use Survey

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### 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

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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

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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"/>

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NEXT

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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"/>

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## 2002 National Transportation Availability and Use Survey

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### 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

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NEXT

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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"/>

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## 2002 National Transportation Availability and Use Survey

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### 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"/>

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## 2002 National Transportation Availability and Use Survey

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### 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"/> |
- 

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## 2002 National Transportation Availability and Use Survey

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### 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
- 

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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"/>

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## 2002 National Transportation Availability and Use Survey

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### 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
- 

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### SECTION E: Experiences with Transportation Used (Continued)

E35. Is public paratransit service available in your area? Yes   No   SKIP

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## 2002 National Transportation Availability and Use Survey

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### 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
- 

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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"/>

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## 2002 National Transportation Availability and Use Survey

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### 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"/>

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 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"/>

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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

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NEXT

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## 2002 National Transportation Availability and Use Survey

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### 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

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NEXT



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## 2002 National Transportation Availability and Use Survey

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### 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

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NEXT

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## 2002 National Transportation Availability and Use Survey

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### 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"/>

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NEXT

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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"/>

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NEXT

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### SECTION G: Demographics (Continued)

G5. Have you ever retired from a job or business? Yes   No   SKIP

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NEXT

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## 2002 National Transportation Availability and Use Survey

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### SECTION G: Demographics (Continued)

G6. Did you retire due to a disability? Yes No SKIP

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NEXT

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## 2002 National Transportation Availability and Use Survey

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### SECTION G: Demographics (Continued)

G7. What is your current marital status?

- Married
  - Never married
  - Widowed
  - Separated or divorced
  - SKIP
- 

NEXT

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## 2002 National Transportation Availability and Use Survey

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### 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"/>

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NEXT

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## 2002 National Transportation Availability and Use Survey

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### 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

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## 2002 National Transportation Availability and Use Survey

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### 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"/>

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NEXT



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## 2002 National Transportation Availability and Use Survey

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### 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.

<b>Section B</b> <b>Introduction</b>
---

*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) <b>The ease of driving or riding as a passenger in your community</b>	1	2	3	4	5
b) <b>The availability of public transportation in your community</b>	1	2	3	4	5
c) <b>The availability of bikeways, pedestrian paths and sidewalks in your community</b>	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  
No .....2

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  
No .....2

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) <b>Blindness, deafness, or a severe vision or hearing impairment?</b>	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	<b>Please do not write in this space</b>	
b) <b>A <u>condition</u> that substantially limits one or more basic physical activities such as walking, climbing stairs, reaching, lifting, or carrying?</b>	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) <b>Learning, remembering or concentrating?</b>	1	2
b) <b>Dressing, bathing, or getting around inside the home?</b>	1	2
c) <b>Does anyone <u>16 or older</u> have difficulty going outside the home alone to shop or visit a doctor's office?</b>	1	2
d) <b>Does anyone <u>16 or older</u> have difficulty working at a job or business?</b>	1	2



4e. (B2e) **Does your household have a child who is receiving special education services?**

*Please circle Yes or No*

Yes.....1  
No .....2

*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.*

<b>Section C</b> <b>Transportation Use Section</b>
---

*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.*

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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.*

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**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*  
No .....2 *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*  
No .....2 *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  
 No .....2 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
<b>Accelerator / braking system modifications?</b>	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>		
<b>Air bag modifications?</b>	1	2
b) <i>Such as removed or disconnected bags, driver-controlled or passenger-controlled on-off switch</i>		
<b>Controls relocated or modified?</b>	1	2
c) <i>Such as touch pad controls, crossover gear shift lever</i>		
<b>Ramps or lifts installed?</b>	1	2
d) <i>Either portable or permanent</i>		
<b>Roof or doorway modifications?</b>	1	2
e) <i>Such as a raised roof or doorway, power door opener</i>		
<b>Seating adapted?</b>	1	2
f) <i>Such as a transfer-assist seat, power seat base, swivel seat, modified headrest, tie-downs for wheelchairs</i>		
<b>Steering adapted?</b>	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>		
<b>Storage capability for unoccupied wheelchair / scooter?</b>	1	2
h) <i>Such as a car top carrier, hoist, tie-downs</i>		
<b>Structural modifications such as a lowered floor?</b>	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*
- No .....2 *Please skip now to question 22 on this page.*

21. (D18) **What kinds of problems?**

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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
- No .....2

<b>Section E</b> <b>Personal Travel Section</b>
--

*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
<b>a) Drive a personal motor vehicle?</b> <i>Such as a car, minivan, truck, or SUV</i>	1	2
<b>b) Ride in a personal motor vehicle as a passenger?</b>	1	2
<b>c) Ride in a carpool or vanpool?</b>	1	2
<b>d) Ride on a public bus?</b> <i>Such as a transit bus or city bus</i>	1	2
<b>e) Use curb-to-curb transportation provided by a public transportation authority for persons with disabilities?</b> <i>May also be referred to as "demand response service" or "paratransit service".</i>	1	2
<b>f) Ride on specialized transportation services provided by human service agencies?</b>	1	2
<b>g) Ride on a private or chartered bus?</b>	1	2
<b>h) Ride on a school bus?</b>	1	2
<b>i) Ride on a subway, "light rail," or commuter train?</b>	1	2
<b>j). Take a taxicab?</b>	1	2
<b>k) Use an electric wheelchair, scooter, golf cart or other motorized personal transportation?</b> <i>Does not include use of a golf cart while playing golf</i>	1	2
<b>l) Ride a bicycle or other pedal cycle?</b>	1	2
<b>m) Walk on sidewalks, at crosswalks, or in intersections?</b> <i>Include "walking" while using a nonmotorized wheelchair or scooter</i>	1	2
<b>n) Use any other type of transportation?</b>	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)	<b>Close to where you live?</b>	1	2	3	4	5
b)	<b>Convenient to get to from the home?</b>	1	2	3	4	5
c)	<b>Easy to get into and get out of?</b>	1	2	3	4	5
d)	<b>In good mechanical repair?</b>	1	2	3	4	5
e)	<b>Reliable?</b>	1	2	3	4	5
f)	<b>Comfortable?</b>	1	2	3	4	5
g)	<b>Able to get to your destination on a direct route and without too many stops?</b>	1	2	3	4	5
h)	<b>Affordable?</b>	1	2	3	4	5
i)	<b>Safe from accidents?</b>	1	2	3	4	5
j)	<b>Safe from crime?</b>	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*
- No .....2 *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.*  
No .....2 *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.*  
No .....2 *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.*

No .....2 *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)	<b>Close to where you live?</b>	1	2	3	4	5
b)	<b>Convenient to get to from the home?</b>	1	2	3	4	5
c)	<b>Easy to get into and get out of?</b>	1	2	3	4	5
d)	<b>In good mechanical repair?</b>	1	2	3	4	5
e)	<b>Reliable?</b>	1	2	3	4	5
f)	<b>Comfortable?</b>	1	2	3	4	5
g)	<b>Able to get to your destination on a direct route and without too many stops?</b>	1	2	3	4	5
h)	<b>Affordable?</b>	1	2	3	4	5
i)	<b>Safe from accidents?</b>	1	2	3	4	5
j)	<b>Safe from crime?</b>	1	2	3	4	5
k)	<b>Adequately protected from hostile intentions because of the passenger screening process?</b>	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  
 No .....2

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?**

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43. (E17) **Which was the greatest problem you experienced as a pedestrian, with or without wheeled assistance, on sidewalks, at crosswalks or in intersections?**

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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.*  
No .....2 *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  
No .....2

46. (E29) **Is there subway, light rail or commuter train station within 5 miles from your home?**

*Please circle Yes or No.*

Yes.....1  
No .....2

**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  
No .....2

**48. (E39) Is taxicab service available in your area?**

*Please circle Yes or No.*

Yes.....1  
No .....2

<b>Section F</b> <b>Association Membership</b>
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*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.*

No .....2 *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?**

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<b>Section G</b> <b>General Information</b>
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*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)	<b>Live alone?</b>	1	2
(b)	<b>Live with your spouse or significant other?</b>	1	2
(c)	<b>Live with children?</b>	1	2
(d)	<b>Live with one or more parents or guardian(s)?</b>	1	2
(e)	<b>Live with other persons?</b>	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
<b>C2 - NUMDAYS - How many days per week leave home</b>				
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		
<b>C3 - SEEHEAR - Blindness,deafness,vision/hear impaired</b>				
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		
<b>C3 - BASICACT - Condition that limits basic phy activity</b>				
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		
<b>C4 - MEMORY - Difficulty learn,remember,concentrating</b>				
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		
<b>C4 - MOBILE - Difficulty dressing,bathing,get around</b>				
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
<b>C4 - GOOUT - Difficulty going outside home alone</b>				
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		
<b>C4 - DIFFJOB - Difficulty working at a job/business</b>				
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		
<b>C5 - SPECEDU - Receive special education services</b>				
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		
<b>C5 A - DIFFSEV - Consider these conditions mild,mod,sever</b>				
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		
<b>C5 B - WHICHIS - This is a vision,hearing impair, or both</b>				
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		
<b>C6 - NEEDHELP - Need special assistance/equip to travel</b>				
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		
<b>C7 - HLPTYP1 - Assistance frm person while inside home</b>				
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		
<b>C7 - HLPTYP2 - Assistance frm person while outside home</b>				
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		
<b>C7 - HLPTYP3 - Interpreter</b>				
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		
<b>C7 - HLPTYP4 - Professional care(rehab or counseling)</b>				
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		
<b>C7 - HLPTYP5 - Service animal</b>				
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		
<b>C7 - HLPTYP6 - Manual wheelchair</b>				
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		
<b>C7 - HLPTYP7 - Electric scooter or wheelchair</b>				
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		
<b>C7 - HLPTYP8 - Cane, crutches or walker</b>				
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
<b>C7 - HLPTY9 - Leg,arm,backbrace</b>				
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		
<b>C7 - HLPTY10 - Prosthetic device</b>				
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		
<b>C7 - HLPTY11 - Automotive adaptive aid</b>				
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		
<b>C7 - HLPTY12 - Public transportation aid</b>				
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		
<b>C7 - HLPTY13 - Hearing aid</b>				
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		
<b>C7 - HLPTY14 - Magnifiers or high-powered glasses</b>				
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		
<b>C7 - HLPTY15 - Oxygen</b>				
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		
<b>C7 - HLPTY16 - Medication</b>				
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		
<b>C7 - HLPTY17 - Other (specify)</b>				
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		
<b>C7 - HLPTY18 - Home modifications</b>				
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		
<b>C7 - HLPTYP19 - Other medical equipment</b>				
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		
<b>C8 - HAVEPROB - Difficult getting transportation need</b>				
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		
<b>C9 - TRNPRB1 - Don t have a car</b>				
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		
<b>C9 - TRNPRB2 - No/limited public transportation</b>				
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		
<b>C9 - TRNPRB3 - No/limited taxi service</b>				
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		
<b>C9 - TRNPRB4 - Buses don t run on time</b>				
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		
<b>C9 - TRNPRB5 - Buses don t run when needed</b>				
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		
<b>C9 - TRNPRB6 - Bus stops are too far away</b>				
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		
<b>C9 - TRNPRB7 - Transportation doesn t accom spec equip</b>				
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		
<b>C9 - TRNPRB8 - Disability makes transprt hard to use</b>				
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		
<b>C9 - TRNPRB9 - Costs too much</b>				
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		
<b>C9 - TRNPRB10 - Don't want ask help/inconvenience others</b>				
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		
<b>C9 - TRNPRB11 - There's no one I can depend on</b>				
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		
<b>C9 - TRNPRB12 - Fear of crime stops me from going places</b>				
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		
<b>C9 - TRNPRB13 - Other (specify)</b>				
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
<b>D2 - DRIVER - Subject currently a driver</b>				
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		
<b>D3 - DRIVFREQ - Number of days/wk subject drives</b>				
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		
<b>D4 - DRIVLESS - Subject drive less than used to</b>				
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		
<b>D4 - ATNIGHT - Subject avoid driving at night</b>				
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		
<b>D4 - BADWEATH - Subject drive less in bad weather</b>				



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		
<b>D4 - FASTHWY - Subject avoid high-speed roads &amp; hwys</b>				
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		
<b>D4 - BSYROAD - Subject avoid busy roads &amp; intersections</b>				
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		
<b>D4 - DRIVSLOW - Subject drive slower than speed limits</b>				
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		
<b>D4 - NOLEFTS - Subject avoid left-hand turns</b>				
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		
<b>D4 - NORUSHHR - Subject avoid driving during rush hour</b>				
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		
<b>D4 - NONEWPLC - Avoid driving unfamiliar roads/places</b>				
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		
<b>D4 - NOLDTRP - Avoid driving distances &gt; 100 miles</b>				
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		
<b>D5 - EYESIGHT - How eyesight/nght vision now vs 5yrs ago</b>				
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
<b>D5 - ATNSPAN - How is attention span now vs. 5yrs ago</b>				
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		
<b>D5 - HEARING - How is hearing now vs. 5yrs ago</b>				
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		
<b>D5 - CORDNATE - How is coordination now vs. 5yrs ago</b>				
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		
<b>D5 - REACTIM - How is reaction time now vs. 5yrs ago</b>				
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		
<b>D5 - DPTHperc - How is depth perception now vs. 5yrs ago</b>				
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		
<b>D6 - NODRIV1 - Never plan to give up driving</b>				
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		
<b>D6 - NODRIV2 - Other transportation was available</b>				
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		
<b>D6 - NODRIV3 - Cannot pass the dl renewal process</b>				
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		
<b>D6 - NODRIV4 - Cause crash,accident,injury,othr incidnt</b>				
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
<b>D6 - NODRIV5 - Involvd in crash,accident,othr incident</b>				
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		
<b>D6 - NODRIV6 - Doctor says to stop driving</b>				
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		
<b>D6 - NODRIV7 - Family/frnd/neighbr convince stop drivng</b>				
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		
<b>D6 - NODRIV8 - Police/law enforcemnt advise stop drivng</b>				
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		
<b>D6 - NODRIV9 - Feel cannot operate vehicle safely</b>				
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		
<b>D6 - NODRIV10 - When reach a certain age</b>				
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		
<b>D6 - NODRIV11 - Eye sight declines</b>				
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		
<b>D6 - NODRIV12 - Hearing declines</b>				
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		
<b>D6 - NODRIV13 - Other physical limitations</b>				
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		
<b>D6 - NODRIV14 - Other mental limitations</b>				
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		
<b>D6 - NODRIV15 - Other limitations</b>				
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		
<b>D6 A - TOTVEHI - Number of vehicles owned/leased by hh</b>				
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		
<b>D7 - MODVEHI - Any vehicles modified w/adapt dev/equip</b>				
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
<b>D8 - NUMMOD - How many vehicles are modified</b>				
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		
<b>D9 - EVERUSE - Does subject drive/ride in vehicle</b>				
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		
<b>D10 - VEHTYPE - What type modified vehicle used most</b>				
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		
<b>D11 - MODTYPE - How is vehicle modified</b>				
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		
<b>D12 - ACCBRAKE - Have accelerator/brake modifications</b>				
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
<b>D12 - AIRBAG - Have air bag modifications</b>				
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		
<b>D12 - RELCONT - Have controls relocated/modified</b>				
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		
<b>D12 - RAMPLIFT - Have ramps or lifts installed</b>				
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		
<b>D12 - ROOFDOOR - Have roof or doorway modifications</b>				
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		
<b>D12 - NEWSEAT - Have seating adapted</b>				
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		
<b>D12 - NEWSTEER - Have steering adapted</b>				
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
<b>D12 - STORAGE - Have storage for wheelchair/scooter</b>				
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		
<b>D12 - STRUCMOD - Have structural modifications</b>				
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		
<b>D13 - MODCOST - How much modifications cost</b>				
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
<b>D14 - MODCOST1 - R / family member paid for modifications</b>				
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		
<b>D14 - MODCOST2 - Friend paid for modifications</b>				
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		
<b>D14 - MODCOST3 - Human serv agncy paid for modifications</b>				
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		
<b>D14 - MODCOST4 - Va paid for modifications</b>				
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		
<b>D14 - MODCOST5 - Workers comp paid for modifications</b>				
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		
<b>D14 - MODCOST6 - Other agency / organization</b>				
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		
<b>D14 - MODCOST7 - Modifications paid for in other way</b>				
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		
<b>D15 - MODUSE - How use modified vehicle</b>				
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		
<b>D16 - MODSAFE - Safe operation of vehicle has incr/decr</b>				
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		
<b>D17 - EXPPROB - Experienced problems w/devices or equip</b>				
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		
<b>D18 - MODPROB1 - Does not accommodate disability</b>				
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		
<b>D18 - MODPROB2 - Wears out quickr thn fctry-instlld equip</b>				

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		
<b>D18 - MODPROB3 - Fails to operate properly</b>				
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		
<b>D18 - MODPROB4 - Interferes w/operatr n of standard equip</b>				
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		
<b>D18 - MODPROB5 - Poor/inadequate installation</b>				
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		
<b>D18 - MODPROB6 - Replacement parts not available</b>				
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		
<b>D18 - MODPROB7 - Other problems exper w/equip</b>				
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		
<b>D19 - ACCINMOD - Ever had accidnt/incidnt-modified vehicl</b>				
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
<b>D20 - NUMACC - How many accidents/incidents</b>				
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		
<b>D21 - ACCYN - Experience more than 1 accident/incident</b>				
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		
<b>D22 - ACCBYMOD - Spec devices contribute accident/incident</b>				
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		
<b>D23 - ACCREAS1 - Drivr/passngr failed to use dev/equip</b>				
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		
<b>D23 - ACCREAS2 - Drivr/passngr used dev/equip improperly</b>				
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		
<b>D23 - ACCREAS3 - Drivr/passngr used incorrect dev/equip</b>				
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		
<b>D23 - ACCREAS4 - Devices faulty/in poor repair/inoperable</b>				
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		
<b>D23 - ACCREAS5 - Drivr/passngr unfamiliar wit dev/equip</b>				
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		
<b>D23 - ACCREAS6 - Vehicle didnt have correct dev for disab</b>				
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		
<b>D23 - ACCREAS7 - Other way spec dev contributed</b>				
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		
<b>D24 - WEREHURT - Injured in any of accidents/incidents</b>				
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		
<b>D25 - DECHURT - Did dev/equip prevent or reduce injuries</b>				
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		
<b>D26 - INCHURT - Injuries caused/made worse by dev/equip</b>				
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		
<b>D27 - REAHURT1 - Drivr/passngr failed to use dev/equip</b>				
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		
<b>D27 - REAHURT2 - Drivr/passngr used dev/equip improperly</b>				
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		
<b>D27 - REAHURT3 - Drivr/passngr used incorrect dev/equip</b>				
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		
<b>D27 - REAHURT4 - Device faulty/in poor repair/inoperable</b>				
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		
<b>D27 - REAHURT5 - Drivr/passngr unfamiliar w/ dev/equip</b>				
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		
<b>D27 - REAHURT6 - Vehicle didnt have correct dev for disab</b>				
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
<b>D27 - REAHURT7 - Other way injuries made worse</b>				
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		
<b>D28 - HOTLINE - Heard of ph#-report defects autos/equip</b>				
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		
<b>E1 - CARDR - Drive a personal motor vehicle</b>				
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		
<b>E1 - CARRD - Ride in personal motor veh as passenger</b>				
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		
<b>E1 - CARPL - Ride in a carpool or vanpool</b>				
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		
<b>E1 - BUSPB - Ride on public/transit/city bus</b>				
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		
<b>E1 - PARAPA - Transport provided by public tran authrty</b>				
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		
<b>E1 - PARAHS - Spec transpt serv provided hum srv agncy</b>				
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		
<b>E1 - BUSPV - Ride on a private or chartered bus</b>				
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		
<b>E1 - BUSSC - Ride on a school bus</b>				
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		
<b>E1 - TRAIN - Ride on subway/light rail/commuter train</b>				
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		
<b>E1 - CAB - Take a taxicab</b>				
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		
<b>E1 - GOLF - Use an electric wheelchair/golf cart...</b>				
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		
<b>E1 - CYCLE - Ride a bicycle or other pedal cycle</b>				
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		
<b>E1 - WALK - Walk, including using wheelchair/scooter</b>				
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		
<b>E1 - OTHTRP - Use any other type of transportation</b>				
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
<b>E2 - TRPLCL - Type of transportation use most freq</b>				
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		
<b>E3 - NERHM - Transportation close to where live</b>				
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		
<b>E3 - COVHM - Transportation convenient from home</b>				
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
<b>E3 - INOUT - Transportation easy to get into &amp; out of</b>				
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		
<b>E3 - WORK - Transportation in good mechanical repair</b>				
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		
<b>E3 - TIMEHM - Transportation reliable</b>				
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		
<b>E3 - CMFRT - Transportation comfortable</b>				
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
<b>E3 - NOSTP - Transportation on direct rt to destinatr</b>				
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		
<b>E3 - CHEAP - Transportation affordable</b>				
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		
<b>E3 - NOACC - Transportation safe from accidents</b>				
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		
<b>E3 - NOCRM - Transportation safe from crime</b>				
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		
<b>E4 - EMERGOUT - Could get out of transport in emergency</b>				
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		
<b>E5 - HAVJOB - Subject currently work for pay</b>				
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		
<b>E6 - TRPTOWK - Transportation used to commute to work</b>				
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		
<b>E8 - TRPWKSME - Same transportation to work as from work</b>				
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		
<b>E9 - TRPFRMWK - Type of transport use most from work</b>				
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		
<b>E10 - IN SCHOOL - Now enrolled in school</b>				
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		
<b>E11 - TRPTOSCH - Type of transport use most to school</b>				
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		
<b>E13 - TRPSCHSM - Transportation used to/from school same</b>				
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		
<b>E14 - TRPFRMSC - Type transportation use most from school</b>				
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		
<b>E14 A - TRPFRDOC - Type transportation used to doctor</b>				
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 agency	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		
<b>E14 B - TRPFRREC - Type transportation used to shop/recreat</b>				
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 agency	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		
<b>E15 - SIDEWALK - A sidewalk/path/bike lane close to home</b>				
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		
<b>E16 - WLKPRB1 - No problems</b>				
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		
<b>E16 - WLKPRB2 - Audible/visual/tactile info limited</b>				
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		
<b>E16 - WLKPRB3 - Crosswalk time too short</b>				
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		
<b>E16 - WLKPRB4 - Crosswalks not marked/missing</b>				
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		
<b>E16 - WLKPRB5 - Curb cut/ramp/stair/grade problems</b>				
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		
<b>E16 - WLKPRB6 - Difficult to see/be seen</b>				
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
<b>E16 - WLKPRB7 - Don't know when it's safe to cross</b>				
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		
<b>E16 - WLKPRB8 - Drainage poor</b>				
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		
<b>E16 - WLKPRB9 - Drivers don't stop for me</b>				
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		
<b>E16 - WLKPRB10 - Grates and gaps</b>				
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		
<b>E16 - WLKPRB11 - Insensitive/unaware drivers</b>				
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
<b>E16 - WLKPRB12 - Inensitive/unaware pedestrians</b>				
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		
<b>E16 - WLKPRB13 - Lighting inadequate</b>				
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		
<b>E16 - WLKPRB14 - Median/island problems</b>				
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		
<b>E16 - WLKPRB15 - Moving traffic too close to me</b>				
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		
<b>E16 - WLKPRB16 - Obstacles/protrusions</b>				
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		
<b>E16 - WLKPRB17 - Passing space/width limited</b>				
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		
<b>E16 - WLKPRB18 - Surface problems (potholes/cracks)</b>				
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		
<b>E16 - WLKPRB19 - Too few/missing sidewalks/paths</b>				
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		
<b>E16 - WLKPRB20 - Other problems</b>				
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		
<b>E16 - WLKPRB21 - Subject's physical/mental limitations</b>				
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		
<b>E16 - WLKPRB22 - Personal safety concerns</b>				
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		
<b>E17 - WLKPROB - Which was the greatest problem</b>				
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		
<b>E18 - CYCPRB1 - No problems</b>				
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		
<b>E18 - CYCPRB2 - Audible/visual/tactile info limited</b>				
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		
<b>E18 - CYCPRB3 - Crosswalk time too short</b>				
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		
<b>E18 - CYCPRB4 - Crosswalks not marked/missing</b>				
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		
<b>E18 - CYCPRB5 - Curb cut/ramp/stair/grade problems</b>				
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		
<b>E18 - CYCPRB6 - Difficult to see/be seen</b>				
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		
<b>E18 - CYCPRB7 - Don't know when it's safe to cross</b>				
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		
<b>E18 - CYCPRB8 - Drainage poor</b>				
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		
<b>E18 - CYCPRB9 - Drivers don't stop for me</b>				
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		
<b>E18 - CYCPRB10 - Grates and gaps</b>				
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		
<b>E18 - CYCPRB11 - Insensitive/unaware drivers</b>				
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		
<b>E18 - CYCPRB12 - Insensitive/unaware pedestrians</b>				
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
<b>E18 - CYCPRB13 - Lighting inadequate</b>				
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		
<b>E18 - CYCPRB14 - Median/island problems</b>				
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		
<b>E18 - CYCPRB15 - Moving traffic too close to me</b>				
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		
<b>E18 - CYCPRB16 - Obstacles/protrusions/low clearance</b>				
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		
<b>E18 - CYCPRB17 - Passing space/width limited</b>				
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
<b>E18 - CYCPRB18 - Surface problems(potheoles/cracks)</b>				
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		
<b>E18 - CYCPRB19 - Too few/missing sidewalks/paths</b>				
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		
<b>E18 - CYCPRB20 - Other problems</b>				
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		
<b>E18 - CYCPRB21 - Subject s own physical limitations</b>				
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		
<b>E18 - CYCPRB22 - Problems with bicycle</b>				
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		
<b>E19 - CYCPROB - Which was the greatest problem</b>				
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		
<b>E20 - CARHIT - Subj been hit by vehicle when walk/bikng</b>				
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		
<b>E21 - CARSTRN - Was motorist going straight or turning</b>				
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		
<b>E22 - LCLBUSMM - Local/transit/city bus in 3/4mi of home</b>				
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		
<b>E23 - LCLBUSM - Within 1/4 mile of home</b>				
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		
<b>E24 - DYBUSUSD - How many days/wk use public bus</b>				
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		
<b>E24 A - DYBUSTRP - How many one-way trips/day by bus?</b>				
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		
<b>E25 - BUSTPB1 - No problems</b>				
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		
<b>E25 - BUSTPB2 - Audible/visual/tactile info limited</b>				
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		
<b>E25 - BUSTPB3 - Crowding/seating inadequate</b>				
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		
<b>E25 - BUSTPB4 - Curb cut/ramp/stair/grade problems</b>				
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		
<b>E25 - BUSTPB5 - Difficult to see/be seen</b>				
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		
<b>E25 - BUSTPB6 - Drainage poor</b>				
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		
<b>E25 - BUSTPB7 - Elevators/escalators broken/missing</b>				
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		
<b>E25 - BUSTPB8 - Fare purchase difficult</b>				
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		
<b>E25 - BUSTPB9 - Insensitive/unaware passengers</b>				
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		
<b>E25 - BUSTPB10 - Lighting inadequate</b>				
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		
<b>E25 - BUSTPB11 - Obstacles/protrusions/trash/debris</b>				
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		
<b>E25 - BUSTPB12 - Passenger travel info inadequate</b>				
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		
<b>E25 - BUSTPB13 - Passing space/aisle width limited</b>				
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		
<b>E25 - BUSTPB14 - Personal safety concerns</b>				
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		
<b>E25 - BUSTPB15 - Restroom facilities inadequate</b>				
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		
<b>E25 - BUSTPB16 - Schedule not kept</b>				
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		
<b>E25 - BUSTPB17 - Shelter inadequate</b>				
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		
<b>E25 - BUSTPB18 - Sidewalks/paths missing/inadequate</b>				
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		
<b>E25 - BUSTPB19 - Staff assistance/sensitivity poor</b>				
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
<b>E25 - BUSTPB20 - Surface problems(potheses/cracks)</b>				
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		
<b>E25 - BUSTPB21 - Vehicle does not always stop for me</b>				
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		
<b>E25 - BUSTPB22 - Parking inadequate</b>				
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		
<b>E25 - BUSTPB23 - Other bus problem</b>				
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		
<b>E25 - BUSTPB24 - Service not available</b>				
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		
<b>E26 - BUSTPRB - Which was the greatest problem</b>				
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		
<b>E27 - BUSONPI - No problems</b>				
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		
<b>E27 - BUSONP2 - Audible/visual/tactile info limited</b>				
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
<b>E27 - BUSONP3 - Board/exit time inadequate</b>				
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		
<b>E27 - BUSONP4 - Boarding/exiting equipment limited</b>				
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		
<b>E27 - BUSONP5 - Crowding/seating inadequate</b>				
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		
<b>E27 - BUSONP6 - Difficult to board/exit</b>				
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		
<b>E27 - BUSONP7 - Equipment storage inadequate</b>				
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		
<b>E27 - BUSONP8 - Fare purchase difficult</b>				
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		
<b>E27 - BUSONP9 - Insensitive/unaware driver</b>				
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		
<b>E27 - BUSONP10 - Insensitive/unaware passengers</b>				
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		
<b>E27 - BUSONP11 - Lighting inadequate</b>				
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		
<b>E27 - BUSONP12 - Obstacles/protrusions</b>				
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		
<b>E27 - BUSONP13 - Passenger travel info inadequate</b>				
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		
<b>E27 - BUSONP14 - Passing space/aisle width limited</b>				
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		
<b>E27 - BUSONP15 - Personal safety concerns</b>				
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		
<b>E27 - BUSONP16 - Restroom facilities inadequate</b>				
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		
<b>E27 - BUSONP17 - Service animals not permitted</b>				
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		
<b>E27 - BUSONP18 - Staff assistance/sensitivity poor</b>				
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
<b>E27 - BUSONP19 - Wheelchair space inadequate</b>				
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		
<b>E27 - BUSONP20 - Other bus problem</b>				
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		
<b>E27 - BUSONP21 - Personal comfort</b>				
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		
<b>E28 - BUSONPRB - Which was the greatest problem</b>				
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		
<b>E29 - TRAINMM - Subwy/light rail/commtr trn w/in 5mi home</b>				
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		
<b>E30 - DYTRNUSD - Days/week use in past month</b>				
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		
<b>E30 A - DYTRTRIP - How many one-way trips/day by subway?</b>				
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		
<b>E31 - TNSTPB1 - No problems</b>				
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		
<b>E31 - TNSTPB2 - Audible/visual/tactile info limited</b>				
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		
<b>E31 - TNSTPB3 - Crowding/seating inadequate</b>				
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		
<b>E31 - TNSTPB4 - Curb cut/ramp/stair/grade problems</b>				
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		
<b>E31 - TNSTPB5 - Difficult to see/be seen</b>				
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		
<b>E31 - TNSTPB6 - Drainage poor</b>				
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		
<b>E31 - TNSTPB7 - Elevators/escalators broken/missing</b>				
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		
<b>E31 - TNSTPB8 - Fare purchase difficult</b>				
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		
<b>E31 - TNSTPB9 - Insensitive/unaware passengers</b>				
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		
<b>E31 - TNSTPB10 - Lighting inadequate</b>				
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		
<b>E31 - TNSTPB11 - Obstacles/protrusions/debris</b>				
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		
<b>E31 - TNSTPB12 - Passenger travel info inadequate</b>				
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		
<b>E31 - TNSTPB13 - Passing space/aisle width limited</b>				
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		
<b>E31 - TNSTPB14 - Personal safety concerns</b>				
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		
<b>E31 - TNSTPB15 - Restroom facilities inadequate</b>				
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		
<b>E31 - TNSTPB16 - Schedule not kept</b>				
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		
<b>E31 - TNSTPB17 - Shelter inadequate</b>				
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		
<b>E31 - TNSTPB18 - Staff assistance/sensitivity poor</b>				
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		
<b>E31 - TNSTPB19 - Surface problems(potholes/cracks)</b>				
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		
<b>E31 - TNSTPB20 - Too few/missing sidewalks/paths</b>				
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		
<b>E31 - TNSTPB21 - Wide gaps between platforms &amp; cars</b>				
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		
<b>E31 - TNSTPB22 - Parking inadequate</b>				
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		
<b>E31 - TNSTPB23 - Other train problem</b>				
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		
<b>E31 - TNSTPB24 - Personal comfort</b>				
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		
<b>E32 - TRNSTPRB - Which was the greatest problem</b>				
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		
<b>E33 - TNONPB1 - No problems</b>				
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		
<b>E33 - TNONPB2 - Audible/visual/tactile info limited</b>				
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		
<b>E33 - TNONPB3 - Board/exit time inadequate</b>				
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		
<b>E33 - TNONPB4 - Boarding/exiting equipment limited</b>				
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		
<b>E33 - TNONPB5 - Crowding/seating inadequate</b>				
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		
<b>E33 - TNONPB6 - Difficult to board/exit</b>				
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		
<b>E33 - TNONPB7 - Equipment storage inadequate</b>				
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		
<b>E33 - TNONPB8 - Fare purchase difficult</b>				
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		
<b>E33 - TNONPB9 - Insensitive/unaware driver</b>				
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		
<b>E33 - TNONPB10 - Insensitive/unaware passengers</b>				
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		
<b>E33 - TNONPB11 - Lighting inadequate</b>				
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		
<b>E33 - TNONPB12 - Obstacles/protrusions</b>				
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		
<b>E33 - TNONPB13 - Passenger travel info inadequate</b>				
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		
<b>E33 - TNONPB14 - Passing space/aisle width limited</b>				
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		
<b>E33 - TNONPB15 - Personal safety concerns</b>				
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		
<b>E33 - TNONPB16 - Restroom facilities inadequate</b>				
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		
<b>E33 - TNONPB17 - Service animals not permitted</b>				
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		
<b>E33 - TNONPB18 - Staff assistance/sensitivity poor</b>				
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		
<b>E33 - TNONPB19 - Wheelchair space inadequate</b>				
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		
<b>E33 - TNONPB20 - Other train problem</b>				
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		
<b>E33 - TNONPB21 - Personal comfort</b>				
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		
<b>E34 - TRNONPRB - Which was the greatest problem</b>				
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		
<b>E35 - PARANEAR - Public paratransit avail in area</b>				
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		
<b>E36 - DYPARAUD - How many days/week used it</b>				
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		
<b>E36 A - DYPARTRP - How many one-way trips/day by paratrans?</b>				
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		
<b>E37 - PARAPB1 - No problems</b>				
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		
<b>E37 - PARAPB2 - Attendant/escort service limited</b>				
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		
<b>E37 - PARAPB3 - Cannot schedule repeating trips</b>				
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		
<b>E37 - PARAPB4 - Cost is too high</b>				
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		
<b>E37 - PARAPB5 - Difficult to board/exit</b>				
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		
<b>E37 - PARAPB6 - Inadequate seating</b>				
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		
<b>E37 - PARAPB7 - Insensitive/unaware driver</b>				
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		
<b>E37 - PARAPB8 - Personal safety concerns</b>				
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		
<b>E37 - PARAPB9 - Responsiveness problems</b>				
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		
<b>E37 - PARAPB10 - Schedule for pickup not kept/long waits</b>				
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
<b>E37 - PARAPB11 - Schedule for drop-off not kept/long wait</b>				
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		
<b>E37 - PARAPB12 - Service often not available when need it</b>				
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		
<b>E37 - PARAPB13 - Staff assistance/sensitivity inadequate</b>				
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		
<b>E37 - PARAPB14 - Vehicle is in poor mechanical condition</b>				
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		
<b>E37 - PARAPB15 - Vehicle not accessible</b>				
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		
<b>E37 - PARAPB16 - Trip time is too variable/unpredictable</b>				

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		
<b>E37 - PARAPB17 - Other paratransit problem</b>				
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		
<b>E38 - PARAPROB - Which was the greatest problem</b>				
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		
<b>E39 - TAXICAB - Is taxicab service availbl in your area</b>				
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		
<b>E40 - TRAVFAR - Past yr-any long-distance trips &gt; 100mi</b>				
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		
<b>E41 - TRPFAR1 - Personal motor vehicle as a driver</b>				
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		
<b>E41 - TRPFAR2 - Personal motor vehicle as a passenger</b>				
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		
<b>E41 - TRPFAR3 - Motorized personal transportation</b>				
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		
<b>E41 - TRPFAR4 - Carpool or vanpool/group car/van</b>				
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		
<b>E41 - TRPFAR5 - Commercial airplane</b>				
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		
<b>E41 - TRPFAR6 - Private or charter airplane</b>				
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		
<b>E41 - TRPFAR7 - Intercity bus</b>				
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		
<b>E41 - TRPFAR8 - Private or chartered bus</b>				
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		
<b>E41 - TRPFAR9 - Public bus</b>				
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		
<b>E41 - TRPFAR10 - School bus</b>				
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		
<b>E41 - TRPFAR11 - Paratransit van/bus by pub transit auth</b>				
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		
<b>E41 - TRPFAR12 - Spec transpt serv by human serv agency</b>				
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		
<b>E41 - TRPFAR13 - Amtrak/intercity</b>				
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		
<b>E41 - TRPFAR14 - Subway/light rail/commuter train</b>				
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		
<b>E41 - TRPFAR15 - Bicycle/pedal cycles</b>				
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
<b>E41 - TRPFAR16 - Taxicab</b>				
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		
<b>E41 - TRPFAR17 - Works at home/home-schooled</b>				
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		
<b>E41 - TRPFAR18 - Telecommutes</b>				
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		
<b>E41 - TRPFAR19 - Walking</b>				
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		
<b>E41 - TRPFAR20 - Other transportation</b>				
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
<b>E42 - TRPFAR - Transportation use most-long dist trips</b>				
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		
<b>E43 - NERHMLD - Transportation close to where live</b>				
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		
<b>E43 - COVHMLD - Transportation convenient from home</b>				
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		
<b>E43 - INOUTLD - Transportation easy to get in and out of</b>				

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		
<b>E43 - WORKLD - Transportation in good mechanical repair</b>				
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		
<b>E43 - TIMELD - Transportation reliable</b>				
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		
<b>E43 - CMFRTL - Transportation comfortable</b>				
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
<b>E43 - NOSTPLD - Transportation use direct rt to destintn</b>				
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		
<b>E43 - CHEAPLD - Transportation affordable</b>				
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		
<b>E43 - NOACCLD - Transportation safe from accidents</b>				
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		
<b>E43 - NOCRMLD - Transportation safe from crime</b>				
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		
<b>E43 - TERRORLD - Protected frm hostile intent-screen proc</b>				
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		
<b>E44 - TRPBYBUS - How many trips past year by bus</b>				
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		
<b>E45 - LBUSTP1 - No problems</b>				
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		
<b>E45 - LBUSTP2 - Audible/visual/tactile info limited</b>				
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		
<b>E45 - LBUSTP3 - Curb cut/ramp/stair/grade problems</b>				
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		
<b>E45 - LBUSTP4 - Difficult to see/be seen</b>				
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		
<b>E45 - LBUSTP5 - Drainage poor</b>				
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		
<b>E45 - LBUSTP6 - Elevators/escalators broken/missing</b>				
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		
<b>E45 - LBUSTP7 - Fare purchase difficult</b>				
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		
<b>E45 - LBUSTP8 - Insensitive/unaware passengers</b>				
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
<b>E45 - LBUSTP9 - Lighting inadequate</b>				
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		
<b>E45 - LBUSTP10 - Obstacles/protrusions/debris</b>				
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		
<b>E45 - LBUSTP11 - Passenger travel info inadequate</b>				
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		
<b>E45 - LBUSTP12 - Passing space/aisle width limited</b>				
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		
<b>E45 - LBUSTP13 - Personal safety concerns</b>				
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		
<b>E45 - LBUSTP14 - Restroom facilities inadequate</b>				
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
<b>E45 - LBUSTP15 - Schedule not kept</b>				
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		
<b>E45 - LBUSTP16 - Seating inadequate</b>				
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		
<b>E45 - LBUSTP17 - Shelter inadequate</b>				
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		
<b>E45 - LBUSTP18 - Staff assistance/sensitivity poor</b>				
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		
<b>E45 - LBUSTP19 - Surface problems (potholes/cracks)</b>				
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		
<b>E45 - LBUSTP20 - Ticket counters too high</b>				
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		
<b>E45 - LBUSTP21 - Too few/missing sidewalks/paths</b>				
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		
<b>E45 - LBUSTP22 - Unable to communicate with staff</b>				
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		
<b>E45 - LBUSTP23 - Parking inadequate</b>				
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		
<b>E45 - LBUSTP24 - Other bus trip problems</b>				
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		
<b>E46 - LDBUSTPB - Which was the greatest problem</b>				
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
<b>E47 - LBSONP1 - No problems</b>				
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		
<b>E47 - LBSONP2 - Audible/visual/tactile info limited</b>				
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		
<b>E47 - LBSONP3 - Board/exit time inadequate</b>				
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		
<b>E47 - LBSONP4 - Boarding/exiting equipment limited</b>				
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		
<b>E47 - LBSONP5 - Difficult to board/exit</b>				
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		
<b>E47 - LBSONP6 - Equipment storage inadequate</b>				
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		
<b>E47 - LBSONP7 - Fare purchase difficult</b>				
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		
<b>E47 - LBSONP8 - Insensitive/unaware driver</b>				
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		
<b>E47 - LBSONP9 - Insensitive/unaware passengers</b>				
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		
<b>E47 - LBSONP10 - Lighting inadequate</b>				
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		
<b>E47 - LBSONP11 - Obstacles/protrusions</b>				
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		
<b>E47 - LBSONP12 - Passenger travel info inadequate</b>				
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		
<b>E47 - LBSONP13 - Passing space/aisle width limited</b>				
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		
<b>E47 - LBSONP14 - Personal safety concerns</b>				
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		
<b>E47 - LBSONP15 - Restroom facilities inadequate</b>				
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		
<b>E47 - LBSONP16 - Seating inadequate</b>				
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
<b>E47 - LBSONP17 - Service animals not permitted</b>				
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		
<b>E47 - LBSONP18 - Staff assistance/sensitivity poor</b>				
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		
<b>E47 - LBSONP19 - Wheelchair space inadequate</b>				
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		
<b>E47 - LBSONP20 - Other bus trip problems</b>				
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		
<b>E48 - LBUSONPB - Which was the greatest problem</b>				
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		
<b>E49 - TRPBYAIR - Past yr-#round trips on commercial airline</b>				
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		
<b>E50 - APTPRB1 - No problems</b>				
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		
<b>E50 - APTPRB2 - Audible/visual/tactile info limited</b>				
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		
<b>E50 - APTPRB3 - Curb cut/ramp/stair/grade problems</b>				
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		
<b>E50 - APTPRB4 - Difficult to see/be seen</b>				
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		
<b>E50 - APTPRB5 - Drainage poor</b>				
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		
<b>E50 - APTPRB6 - Elevators/escalators broken/missing</b>				
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		
<b>E50 - APTPRB7 - Fare purchase difficult</b>				
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		
<b>E50 - APTPRB8 - Insensitive/unaware passengers</b>				
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		
<b>E50 - APTPRB9 - Lighting inadequate</b>				
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		
<b>E50 - APTPRB10 - Obstacles/protrusions/debris</b>				
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		
<b>E50 - APTPRB11 - Passenger travel info inadequate</b>				
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		
<b>E50 - APTPRB12 - Passing space/aisle width limited</b>				
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
<b>E50 - APTPRB13 - Personal assistant not allowed</b>				
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		
<b>E50 - APTPRB14 - Personal safety concerns</b>				
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		
<b>E50 - APTPRB15 - Restroom facilities inadequate</b>				
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		
<b>E50 - APTPRB16 - Schedule not kept</b>				
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		
<b>E50 - APTPRB17 - Seating inadequate</b>				
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
<b>E50 - APTPRB18 - Security procedures too restrictive</b>				
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		
<b>E50 - APTPRB19 - Shelter inadequate</b>				
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		
<b>E50 - APTPRB20 - Staff assistance/sensitivity poor</b>				
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		
<b>E50 - APTPRB21 - Surface problems (potholes/cracks)</b>				
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		
<b>E50 - APTPRB22 - Ticket counters too high</b>				
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		
<b>E50 - APTPRB23 - Too few/missing sidewalks/paths</b>				
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		
<b>E50 - APTPRB24 - Tram/moving sidewalk problem</b>				
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		
<b>E50 - APTPRB25 - Unable to communicate with staff</b>				
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		
<b>E50 - APTPRB26 - Wheelchair unavailable</b>				
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		
<b>E50 - APTPRB27 - Parking inadequate</b>				
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		
<b>E50 - APTPRB28 - Other airline problem</b>				
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		
<b>E50 - APTPRB29 - Too much walking required</b>				
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		
<b>E50 - APTPRB30 - Lost/mistreated luggage</b>				
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		
<b>E50 - APTPRB31 - Security-inadequate/insufficient</b>				
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		
<b>E51 - ARPTPRB - Which was the greatest problem</b>				
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		
<b>E52 - ARONPB1 - No problems</b>				
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		
<b>E52 - ARONPB2 - Audible/visual/tactile info limited</b>				
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		
<b>E52 - ARONPB3 - Board/exit time inadequate</b>				
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		
<b>E52 - ARONPB4 - Boarding/exiting equipment inadequate</b>				
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
<b>E52 - ARONPB5 - Difficult to board/exit</b>				
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		
<b>E52 - ARONPB6 - Equipment storage inadequate</b>				
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		
<b>E52 - ARONPB7 - Insensitive/unaware crew</b>				
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		
<b>E52 - ARONPB8 - Insensitive/unaware passengers</b>				
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		
<b>E52 - ARONPB9 - Left on board without help</b>				
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		
<b>E52 - ARONPB10 - Lighting inadequate</b>				
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
<b>E52 - ARONPB11 - Obstacles/protrusions</b>				
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		
<b>E52 - ARONPB12 - Passenger travel info inadequate</b>				
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		
<b>E52 - ARONPB13 - Passing space/aisle width limited</b>				
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		
<b>E52 - ARONPB14 - Personal safety concerns</b>				
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		
<b>E52 - ARONPB15 - Restroom facilities inadequate</b>				
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		
<b>E52 - ARONPB16 - Seating inadequate</b>				
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		
<b>E52 - ARONPB17 - Service animals not permitted</b>				
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		
<b>E52 - ARONPB18 - Staff assistance/sensitivity poor</b>				
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		
<b>E52 - ARONPB19 - Wheelchair damaged</b>				
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		
<b>E52 - ARONPB20 - Wheelchair space inadequate</b>				
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		
<b>E52 - ARONPB21 - Other airline problem</b>				
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		
<b>E52 - ARONPB22 - Bad quality of food/no food</b>				
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		
<b>E52 - ARONPB23 - Long waits/delays before takeoff</b>				
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		
<b>E53 - AIRONPRB - Which was the greatest problem</b>				
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		
<b>E54 - LDTRPTRN - Past yr-#trips taken by train/long-dist</b>				
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		
<b>E55 - LTNSTP1 - No problems</b>				
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		
<b>E55 - LTNSTP2 - Audible/visual/tactile info limited</b>				
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		
<b>E55 - LTNSTP3 - Curb cut/ramp/stair/grade problems</b>				
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		
<b>E55 - LTNSTP4 - Difficult to see/be seen</b>				
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		
<b>E55 - LTNSTP5 - Drainage poor</b>				
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		
<b>E55 - LTNSTP6 - Elevators/escalators broken/missing</b>				
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		
<b>E55 - LTNSTP7 - Fare purchase difficult</b>				
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		
<b>E55 - LTNSTP8 - Insensitive/unaware passengers</b>				
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		
<b>E55 - LTNSTP9 - Lighting inadequate</b>				
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		
<b>E55 - LTNSTP10 - Obstacles/protrusions/debris</b>				
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		
<b>E55 - LTNSTP11 - Passenger travel info inadequate</b>				
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		
<b>E55 - LTNSTP12 - Passing space/aisle width limited</b>				
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		
<b>E55 - LTNSTP13 - Personal safety concerns</b>				
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		
<b>E55 - LTNSTP14 - Restroom facilities inadequate</b>				
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		
<b>E55 - LTNSTP15 - Schedule not kept</b>				
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		
<b>E55 - LTNSTP16 - Seating inadequate</b>				
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		
<b>E55 - LTNSTP17 - Shelter inadequate</b>				
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		
<b>E55 - LTNSTP18 - Staff assistance/sensitivity poor</b>				

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		
<b>E55 - LTNSTP19 - Surface problems (potholes/cracks)</b>				
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		
<b>E55 - LTNSTP20 - Too few/missing sidewalks/paths</b>				
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		
<b>E55 - LTNSTP21 - Ticket counters too high</b>				
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		
<b>E55 - LTNSTP22 - Unable to communicate with staff</b>				
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		
<b>E55 - LTNSTP23 - Parking inadequate</b>				
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		
<b>E55 - LTNSTP24 - Other train problem</b>				
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		
<b>E56 - LTRNSTPB - Which was the greatest problem</b>				
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		
<b>E57 - LTRNNP1 - No problems</b>				
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		
<b>E57 - LTRNNP2 - Audible/visual/tactile info limited</b>				
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		
<b>E57 - LTRNNP3 - Board/exit time inadequate</b>				
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		
<b>E57 - LTRNNP4 - Boarding/exiting equipment inadequate</b>				
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		
<b>E57 - LTRNNP5 - Difficult to board/exit</b>				
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		
<b>E57 - LTRNNP6 - Equipment storage inadequate</b>				
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		
<b>E57 - LTRNNP7 - Fare purchase difficult</b>				
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		
<b>E57 - LTRNNP8 - Insensitive/unaware crew</b>				
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		
<b>E57 - LTRNNP9 - Insensitive/unaware passengers</b>				
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
<b>E57 - LTRNNP10 - Lighting inadequate</b>				
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		
<b>E57 - LTRNNP11 - Obstacles/protrusions</b>				
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		
<b>E57 - LTRNNP12 - Passenger travel info inadequate</b>				
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		
<b>E57 - LTRNNP13 - Passing space/aisle width limited</b>				
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		
<b>E57 - LTRNNP14 - Personal safety concerns</b>				
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		
<b>E57 - LTRNNP15 - Restroom facilities inadequate</b>				
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
<b>E57 - LTRNNP16 - Seating inadequate</b>				
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		
<b>E57 - LTRNNP17 - Service animals not permitted</b>				
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		
<b>E57 - LTRNNP18 - Staff assistance/sensitivity poor</b>				
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		
<b>E57 - LTRNNP19 - Wheelchair space inadequate</b>				
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		
<b>E57 - LTRNNP20 - Other train problem</b>				
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		
<b>E57 - LTRNNP21 - Food-related problems</b>				
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		
<b>E58 - LTRNONPB - Which was the greatest problem</b>				

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		
<b>F1 - ASSOCMEM - Member of org concerned w/pers w/disabil</b>				
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		
<b>F2 - ASSNME1 - Amer assc of people w/disabilities(aapd)</b>				
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		
<b>F2 - ASSNME2 - American council of the blind</b>				
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		
<b>F2 - ASSNME3 - The arc</b>				
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		
<b>F2 - ASSNME4 - The arthritis foundation</b>				
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		
<b>F2 - ASSNME5 - Association of blind citizens(abc)</b>				
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		
<b>F2 - ASSNME6 - Brain injury association</b>				
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		
<b>F2 - ASSNME7 - Community transpntn assoc of amer (ctaa)</b>				
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		
<b>F2 - ASSNME8 - Disabled peoples international(dpi)</b>				
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		
<b>F2 - ASSNME9 - Easter seals project action</b>				
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		
<b>F2 - ASSNME10 - Independent livng cntr,board of director</b>				
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		
<b>F2 - ASSNME11 - Mobility international usa (miusa)</b>				
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		
<b>F2 - ASSNME12 - National association of the deaf (nad)</b>				
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		
<b>F2 - ASSNME13 - Na of developmental disab council(nadde)</b>				

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		
<b>F2 - ASSNME14 - Na gov comm on emply of people w/disab</b>				
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		
<b>F2 - ASSNME15 - National alliance for mentally ill(nami)</b>				
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		
<b>F2 - ASSNME16 - National federation of the blind (nfb)</b>				
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		
<b>F2 - ASSNME17 - National multiple sclerosis (ms) society</b>				
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
<b>F2 - ASSNME18 - National organization on disability(nod)</b>				
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		
<b>F2 - ASSNME19 - National spinal cord injury association</b>				
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		
<b>F2 - ASSNME20 - Paralyzed veterans of america</b>				
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		
<b>F2 - ASSNME21 - Assoc for pers w/severe handicaps(tash)</b>				
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		
<b>F2 - ASSNME22 - United cerebral palsy association</b>				
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
<b>F2 - ASSNME23 - Other association</b>				
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		
<b>F2 - ASSNME24 - Dav-disabled american veterans</b>				
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		
<b>G2 - GENDER - What is your/subject s gender</b>				
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		
<b>G7 - MARRIED - Current marital status</b>				
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		
<b>G3 A - ALONE - Live alone</b>				
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
<b>G3 B - SPOUSE - Live with spouse or significant other</b>				
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		
<b>G3 C - KIDS - Live with children</b>				
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		
<b>G3 D - PARENT - Live with 1 or more parents or guardians</b>				
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		
<b>G3 E - OTHPER - Live with other persons</b>				
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		
<b>G4 - ECUCAT - Highest level of education</b>				
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		
<b>G5 - RETIRED - Ever retired from a job or business</b>				
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		
<b>G6 - RETDISB - Retire due to a disability</b>				
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		
<b>G8 - NOPHONE - Hh been w/out phone serv a week or more</b>				
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		
<b>G9 - NOTELTIM - How long w/out phone service</b>				
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		
<b>G10 - INTERNET - Hh have access to the internet</b>				
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		
<b>G11 - HISPANIC - Of hispanic,latino,or spanish origin</b>				
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		
<b>G12 - RACE1 - White</b>				
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		
<b>G12 - RACE2 - African american, black</b>				
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		
<b>G12 - RACE3 - Asian</b>				
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		
<b>G12 - RACE4 - American indian, alaskan native</b>				
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
<b>G12 - RACE5 - Native hawaiian, other pacific islander</b>				
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		
<b>G12 - RACE6 - Multiracial</b>				
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		
<b>G12 - RACE7 - Hispanic/mexican</b>				
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		
<b>G12 - RACE8 - Other race</b>				
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		
<b>G13 - HOMEOWN - Living quarters owned/rented/other</b>				
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
<b>G14 - INCOME - Total combined income of hh.past 12mths</b>				
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		
<b>G2 B - AGE - Age at screener</b>				
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		
<b>Mode: 1=telephone, 2=mail, 3=internet</b>				
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		
<b>CDISABLD: Disability flag for census only</b>				
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		
<b>TDISABLD: Disability flag for ada/census/spec ed</b>				
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		
<b>TSVSTR: Taylor series variance strata</b>				
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		
<b>METSTAT: Exchange-level metro status</b>				

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		
<b>CENDIV: Exchange-level census division</b>				
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	780	44,209,168	16.16	0.764
Subtotal valid responses	5,019	273,643,273	100.00	
Total	5,019	273,643,273		
<b>AGEC: Age category</b>				
< 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		

