



# 2014 CHELAN-DOUGLAS PUBLIC OPINION SURVEY

**DATA REPORT 15-009**

**April 2015**

*Prepared for*

Jeff Wilkens  
Executive Director  
Chelan-Douglas Transportation Council  
300 South Columbia St.  
Wenatchee, WA 98801

*Submitted by*

Arina Gertseva, Ph.D.  
Principal Investigator

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## SESRC Project Profile

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<b>Title:</b>	<b>2014 Chelan-Douglas Public Opinion Survey</b>
<b>Abstract:</b>	This survey was conducted for the Wenatchee Valley Transportation Council (WVTC). The purpose of this study is to get a better understanding of the travel needs of the residents of Chelan and Douglas counties and to identify opportunities for improving the overall transport system in the area. The results of this survey will help guide various reforms with respect to the transport system in the East Wenatchee and Wenatchee area.
<b>Method:</b>	SESRC utilized the Total Design Method (TDM) principles to design and implement the survey. The survey was conducted via web and phone. For this study, SESRC purchased an address-based sample. Each participant was sent an invitation letter that informed them about the purpose of the study, assured them that their participation was voluntary and that all data collected would be maintained as confidential. Non-respondents were sent up to two postcards/reminders via mail. The portion of the sample with matched phone numbers was contacted and interviewed over the phone.
<b>Results:</b>	The SESRC obtained <b>492</b> completed and <b>23</b> partially completed responses. The response rate was <b>36.73%</b> .
<b>Timeframe:</b>	February 1, 2015 to March 25, 2015
<b>Agency Contact:</b>	Jeff Wilkens Executive Director Wenatchee Valley Transportation Council 300 South Columbia St. Wenatchee, WA 98801
<b>Funding Source:</b>	Wenatchee Valley Transportation Council
<b>Contract Amount:</b>	\$32,310
<b>PI:</b>	Arina Gertseva, Ph.D.
<b>SESRC Acronym:</b>	WVTS14
<b>Data Report Number:</b>	15-009
<b>OGRD Number:</b>	n/a

## Project Accountability

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SESRC is committed to high quality and timely delivery of project results. The SESRC team members responsible for these goals for this survey project are listed below.

- **Dr. Gertseva** served as the Principal Investigator for the project. Her primary role was to see that the goals of the project are met within the budgetary and timeline constraints.
- **Ms. Koontz** assisted the administrative staff with project and contract management as well as budget planning and supervisor of main office.
- **Mr. Palmer** was responsible for the administration of the data collection, management, and storage of all data files.

**Table 1: Project Accountability**

Staff Member	Areas of Accountability	Project Elements
Arina Gertseva	Principal Investigator	The final authority for the SESRC team members. Dr. Gertseva provided assurance of the design, execution, and management of this project.
Rita Koontz	Administrative Services Manager	Administration of contract for Washington State University
Nathan Palmer	Data Manager	Creation and management of web version of the survey, programming the CATI, data cleaning, data management and frequency listing.

## **SESRC Professional Staff**

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All of the work conducted at the Social & Economic Sciences Research Center is the result of a cooperative effort made by a team of dedicated research professionals. The research in this report could not have been conducted without the efforts of interviewers and part-time personnel not listed.

### **Principal Investigators and Study Directors**

Lena Le, Ph.D.	Director
Don A. Dillman, Ph.D.	Deputy Director for Research & Development
Danna L. Moore, Ph. D.	Senior Research Fellow
Rose L. Krebill-Prather, Ph.D.	Assistant Director
Arina Gertseva, Ph.D.	Research Associate
Candiya Mann, M.A.	Research Associate, Olympia
Kent Miller, M.A.	Study Director/Mail Survey Manager
Thom Allen, B.A.	Study Director II/Special Programs Manager
Nancy Holmes, M.S.	Study Director

### **Administrative Support**

Rita Koontz	Department Administrative Manager
Jaime Colyar, B.A.	Fiscal Specialist I
Lisa Brooks, B.A.	Research Associate, Olympia

### **Data Collection and Interviewer Supervision**

Rose Krebill-Prather, Ph.D.	Data Collection Manager
Maria Carrillo, B.A.	Research Survey Supervisor
Tony Hernandez	Research Survey Supervisor
Tim Lensing	Research Survey Supervisor
Alex Woods	Assistant Research Survey Supervisor
Pat Slinkard	Social Scientific Assistant

### **Data Management, Analysis, and Network Support**

Nikolay Ponomarev, Ph. D.	Sr. Research Programmer/Database Architect
Nathan Palmer, M.S.	Information Systems Coordinator/Data Analyst
Matt Strawn, M.S.	Information Systems Coordinator/Data Analyst
Dan Vakoch, M.S.	Information Systems Coordinator/Data Analyst
Darren Bystrom, B.S.	Systems Analyst/Programmer

## Survey Administration

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### Study Background

The Social and Economic Sciences Research Center (SESRC) at Washington State University collaborated with the Wenatchee Valley Transportation Council to design and conduct 2014 Chelan-Douglas Public Opinion Survey. The survey asked respondents about their opinions regarding the transportation system, and other transportation-related issues in order to identify opportunities for improving the overall transport system in the area. The survey was conducted between February 1 and March of 2015.

### Population and Sample

The population for this study is described as adult residents living within Chelan and Douglas Counties in the Wenatchee area, Washington. The unit of analysis for this study is a household and a randomly selected adult within each household. Selection of a random adult was accomplished by asking to speak with the person 18 years or older who has had the most recent birthday.

In order to reach these residents, the SESRC purchased a random sample of 4,000 addresses of the residents of Chelan and Douglas Counties from Survey Sampling, The sample was screened for duplicates, and 84 duplicate cases were identified and deleted from the sample, resulting in 3,916 cases. Each address in the sample was assigned a unique 6-character alphanumeric access code. Of the selected households, 46% were matched to telephone numbers for phone follow-ups and for interviewing.

There were two ways of participating in the survey. Participants could complete an online questionnaire or they could complete a telephone-based interview with a trained SESRC interviewer. The latter provided with a simple URL and a unique access code to enter the survey website. If participants chose to complete a telephone-based interview, they could do that at the time of the call.

### Instrument Design

The Social & Economic Sciences Research Center worked together with the Wenatchee Valley Transportation Council to develop the questionnaire. The final instrument contained 38 questions and 60 variables. A Spanish language version of the questionnaire was also produced. The survey was translated into Spanish by an experienced bi-lingual interviewer. The intent was to produce a Spanish version of the survey to provide the closest word-for-word translation possible, while retaining the intended meaning of the English version.

The **online survey questionnaire** and the resulting hosted web site was designed using Macromedia Dreamweaver MX software. The pages were coded using a combination of standard HTML 4.01, JavaScript for client-side controls and ASP.net (Active Server Pages) technology for server side controls. SESRC tested the survey hosting on multiple versions of

Netscape, Internet Explorer, Mozilla Firefox, Google Chrome, Safari and Opera browsers. Finally, we programmed the survey to work on a wide array of platforms and browser types to accommodate the vast majority of respondent computers and web browsers.

SESRC created a secure web-based data collection procedure that relies on passwords and/or PIN numbers to ensure survey responses are confidential, that only respondents provided a PIN number have access to the survey, and there is no duplication of survey respondents. The internet survey was programmed to allow multiple users to work and submit the survey simultaneously. Furthermore, the survey allowed respondents to change their answers and complete the survey in more than one session if needed. Paradata were also collected during the survey process to identify patterns in agency contacts, refusals, early and late completers, and problems with missed items, along with other aspects of the data collection. Prior to survey implementation the SESRC conducted several pretests of the questionnaire to identify problems with questions and survey procedures, wording of questions in the interview, errors in branching and movement around the interview, and errors in coding of respondent answers.

In addition to the online instrument, SESRC prepared a telephone interview script (CATI) in both English and Spanish. This required taking a word processing data file and adding branching and coding instructions to it, and then converting the entire file into a form compatible with our CATI software. CATI questionnaire was thoroughly tested prior to telephone interviewing to ensure accurate encoding of survey responses. SESRC prepared training materials for interviewers, including FAQs used for answering respondent questions about the survey.

### **Pretesting**

Prior to survey implementation the SESRC conducted several pretests of the questionnaire to identify problems with questions and survey procedures, wording of questions in the interview, errors in branching and movement around the interview, and errors in coding of respondent answers. These pretests were conducted in a number of ways. First, all project staff reviewed and commented on the questionnaires. Second, all interviewers assigned to the project pretested the interview among themselves. On the first day of the data collection period, we pretested the questionnaire with a small number of potential respondents before using it. Based on feedback from the respondents, we made final modifications to the format or clarifications to the wording of questions.

## Survey Implementation

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On February 1, 2015, a pre-notice letter was mailed to all respondents. A link to the web survey was provided in the letter, and respondents were informed that participation is voluntary and that all data collected will be maintained as confidential. The letter included the URL and the unique access code for survey completion and tracking purposes. Two postcard reminders were sent to non-respondents. Phone interviewing began on February 8, 2015 and continued till March 25, 2015.

**Table 2: Timing of Contacts**

<b>Contact</b>	<b>Date</b>
<b>Invitation letter</b>	February 1, 2015
<b>First Postcard/reminder</b>	February 8, 2015
<b>Second Postcard/reminder</b>	February 16, 2015
<b>Phoning began</b>	February 8, 2015
<b>Phoning ended</b>	March 25, 2015

Among the 3,916 original addresses, 506 (12.9%) were returned as undeliverable. SESRC obtained a total of 492 completed interviews and 23 partially completed interviews. Of these, 202 (39.2%) were completed via the Internet and 313 (60.8%) were completed via telephone. The response rate was 36.73%.

### Measuring Progress and Outcomes

We believe that regular and quality communication with the Wenatchee Valley Transportation Council leaders was essential to the success of the overall project. In order to maintain effective communication, to keep track of whether work on the project is progressing as expected, and to identify tasks or problems for us to address, SESRC regularly submitted progress reports to the Wenatchee Valley Transportation Council leaders.

Specifically, the extent to which SESRC meets the project time lines and the data collection goals (e.g., response rates and data quality) were systematically monitored, documented and reported. Our custom programmed tracking system allowed direct access to the database, monitoring the ongoing status of each survey respondent, interactive report production, and an inventory of follow-up communication and procedures for each respondent.

## **Interviewer Training**

Project training for interviewers was held on February 5, 2015. All interviewers selected to work on this project received a minimum of eight hours of basic interview training and an additional half-hour of project specific training. The project training included background information, purpose of the study, definitions, and a review of the questions and content of this survey. In addition, interviewers practiced a minimum of fifteen minutes on the CATI questionnaire before calling on the actual study. At all times during the course of training and project calling, one or more supervisors were always available to provide quality control and to respond to interviewers' needs and questions. Interviewer supervision is done with a system that allows supervisors to listen in to both sides of an interview unknown to the interviewer or respondent. For this survey, the SESRC trained three supervisors and 24 telephone interviewers to conduct the telephone calls and interviews.

SESRC developed materials for interviewers including responses to frequently asked questions and refusal conversion scripts tailored for the study. Additionally, disposition reports and preliminary data sets were analyzed for quality control each week and the performance of each interviewer was evaluated.

## **Telephone Interviews**

The full study calling began on February 8, 2015 and continued through March 25, 2015. Within-household sampling was performed by asking the respondent to identify the person in the household who was at least 18 years old at the time of the interview and who had the most recent birthday. Each case received a maximum of 5 call attempts. Call attempts were made at different times of the day and on different days of the week in order to maximize the likelihood of reaching respondents. Early evening call attempts were made (5-7 pm) in addition to daytime call attempts after it was determined that this was a productive time to call. At least one call attempt was made on the weekend. If an interviewer called at an inconvenient time for the respondent, the interviewer attempted to schedule a specific time to re-contact the household for an interview. If an answering machine (AM) was encountered, interviewers were instructed to leave a scripted answering machine message. If an answering message was left, the phone number was held for three days and then called on again.

Approximately **6,800** calls were made during the calling period. The average length for a completed interview was 15 minutes. Interviewers made an average of **23.3** calls per hour during the calling period. Approximately 1.29 interviews were completed per hour. At the end of data collection, 313 interviews were completed while 380 households refused to participate in the survey.

## **Interviewer Monitoring**

To maintain data quality and continuity in the telephone data collection process, interviewer performance was regularly monitored and measured. SESRC's current standard is to monitor all interviewers at least once a week during a day or night shift. One of the main purposes of monitoring is to minimize interviewer effects. Interviewers are scored on specific factors that

measure proper interviewing techniques. The two principles that guide the training and monitoring of interviews are: (1) respondents should receive information that is delivered by the interviewer in an unbiased manner; and (2) every respondent should receive the same stimulus from each interviewer. These principles translate into six basic interviewing rules that are used as factors by the monitor for scoring an interview:

*Rule 1:* The reading of each question is exactly as it is written and in the order in which it appears in the questionnaire.

*Rule 2:* Never skip a question.

*Rule 3:* Accurate recording of all responses.

*Rule 4:* Standard neutral feedback phrases such as “Thank you. That’s important information” or “I see” are given as acceptable responses.

*Rule 5:* Standard neutral cues or probes such as “Could you tell me more about that” or “Which would be closer to the way you feel?” are given to the respondent to help him/her give more complete answers to questions.

*Rule 6:* Accurately record the outcome of each call

For this survey, a total of 38 interviews were monitored, with a monitoring rate of 7.3% (38 monitored cases / 515 completed and partially completed interviews).

### **Non-Working Number Protocol**

SESRC tried several different methods for finding new phone numbers in cases where non-working numbers were encountered (either disconnected phone lines or incorrect phone numbers). The first method used was to have interviewers call directory assistance to request a new phone number immediately upon learning a sample number was not valid. Any new phone numbers obtained by directory assistance were immediately called to check if the new number was accurate. If accurate, that new phone number was used for future call attempts.

### **Data Collection and Management**

All interviews were conducted from the Public Opinion Laboratory (POL) of SESRC using a Computer-Assisted Telephone Interviewing (CATI) system from the Voxco Co. The CATI system displays survey questions on a computer monitor from which the interviewer reads questions to the respondent and enters responses directly into the CATI database.

Two separate data validation steps were conducted for the telephone survey.

The first data validation step occurred via the computer software used for conducting telephone interviews. Data validation during the interview was handled by the CATI system. The system prompted interviewers for a valid response to every question in the survey. For numeric questions, legitimate ranges of responses were entered into the computer so that the computer could detect out-of-range values. When these were detected during the interview, the computer warned the interviewer that the entered value was out of range and prompted the interviewer for a legitimate response.

The second validation step took place at the data management step. Data validation at the data management step consisted primarily of accounting for all cases in the survey, and ensuring

that a data record existed for every completed interview in the sample. Data records were passed through SPSS statistical programs to ensure that all data fields were readable, and that all fields were read in the format specified for that variable. A separate data-cleaning step was also undertaken for the open-ended verbatim responses. These responses were reviewed and spell-checked for readability. Also, any identifying information contained in these responses was removed to ensure the confidentiality of respondents. Data files were collected at the conclusion of the survey and archived to a CD and also saved in the project server for permanent storage at SESRC.

## Description of the Data

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The data collected for the survey have been copied from stored files maintained on SESRC's dedicated servers at Washington State University. Table 3 below provides a list and brief description of the deliverable files available for this project.

**Table 3: File Names and Descriptions**

	File Name	Description
<b>Data</b>	WVTS14_ALL_MODES_03272015.SAV	Final SPSS Dataset
	WVTS14_ALL_MODES_03272015 open ends.xlsx	Excel file of Open-Ends in Linear Format
<b>Data report</b>	WVTS14 Data Report.docx	Final data report for the project
	WVTS14 FINAL Frequency Listings 20150327.docx	Frequency listing

### Numeric Data File

One numeric data file is enclosed. The data file was saved as SPSS file and named:

**WVTS14\_ALL\_MODES\_03272015.SAV**

A frequency listing for each sample was generated using the SPSS system and was saved as a word file. Missing values throughout the data are indicated by '-1' (Don't know), and '-2' (Refused).

### Open-Ended Data Files

The written information data corresponding to the open-ended questions provided by the respondent in this study are sorted by question and then by identification number. The WSU identification number is the first number, followed by the question number, and then by the open-ended remarks. An example is shown in Table 4. The remarks files are in Excel file format and are easily sorted.

<b>Table 4. Generic Example of the Remarks Data (Long format)</b>			
id	Q #	Alias	Note
99999	0001	Q1	This is an example of the open-ended remark.
99999	0002	Q2	Text format that is in the remarks data file.

*PLEASE NOTE: The remarks and notes data have been only minimally edited. The files were run through a spell check, and any obvious references to individuals were deleted in order to maintain confidentiality. The remarks and notes data should be treated as confidential information and printed for release only after careful review and necessary editing.*

## Response Rates

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Two kinds of response rates for the survey sample were calculated from the number of completed interviews obtained and are presented in Table 5. The **cooperation rate (CR)** is the ratio of the number of completed and partially completed interviews plus ineligibles to the number of completed, partially completed, ineligibles, refusal cases, and other. The formula for calculating the cooperation rate is:

$$\frac{(I+P)}{[(I+P)+R+O]}$$

where I =number of completed interviews  
P= number of partially completed interviews  
R =number of refusals  
O=Other

The **cooperation rate** was **57.47%**.

The AAPOR **response rate (RR)** is the ratio of the number of completed to the number of completed, partially completed, refusals, non-contacts, others, and the product of the unknown household times the eligibility estimate. The eligibility estimate is the proportion of cases determined to be eligible by the total number of cases for which eligibility has been determine (eligible plus ineligible). The formula for calculating the response rate is provided below, and is derived from the American Association for Public Opinion Research (AAPOR):

$$\frac{(I+P)}{(I + P)+(R+NC+O)}$$

where I = number of completed interviews  
P= number of partially completed interviews  
R = number of refusals  
NC =non-contact  
O=other

The **response rate** was **36.73%**

**Table 5. Sample Disposition Summary**

	<i>Disposition Category</i>	<i>Total</i>
I	Completed Interviews	492
P	Partial Complete	23
R	Refusals	380
NC	Non-Contact	506
O	Other	1
<b>CR</b>	<b>= (I+P)/(I+P+R+O)</b>	<b>57.47%</b>
<b>RR</b>	<b>= (I+P)/(I+P)+(R+NC+O)</b>	<b>36.73%</b>

## Sample Error

Sample error is a measure of the degree to which a randomly selected sample of respondents represents the population from which it is drawn. Sampling error also is the basis upon which tests of statistical significance are calculated. One formula for calculating an estimate of the sampling error for a proportion at the 95 percent confidence level is presented below, and this can be used to calculate the sampling error for survey results in this report.

$$SE = 2\sqrt{\frac{pq}{(n-1)}\left(\frac{N-n}{N}\right)}$$

Where: SE= sample error

p = Expected proportion of “yes” responses for a specific question = 0.50

q = Expected proportion of “no” responses for a specific question = 0.50

n = Sample size = number of completed interviews for a specific question = 526

N = Population size for the survey = 64,315

There are about 38,463 households in Douglas and Chelan counties. The maximum sample error for the entire survey of 515 respondents is no larger than plus or minus **4.3%**. This means that we can have 95% confidence that sample results for all 515 respondents do not deviate from the population of all households in these two counties of Wenatchee by more than 4.3%. The sample error estimate is for questions with two response categories and the indicated sample sizes. Sample errors vary for each question, with the result dependent on the number of response categories, the population size, and the number of respondents answering the question. The sample error of 4.3% is the most conservative estimate.

## Survey Results

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### Note on the Results

The survey results are presented in the following pages for all respondents who participated in the survey. Missing values are reported in the frequencies.

A note about the difference between "percent" and "valid percent" in the frequency tables contained in this report:

The survey result tables show two different percent values that differ in whether or not the missing values and skips are included in the calculation of the percentages.

The "**percent**" column includes the missing and skips in the calculation.

The "**valid percent**" does not include the missing and skips in the calculation.

In most instances, the "valid percent" is the appropriate measure to use, since this shows the percent of only those respondents that answered the question.

There are two kinds of "**missing**" values reported for survey questions:

- Don't Know – when a respondent answers with "don't know"
- Refused – when a respondent says they don't want to answer

For single-item questions, bar charts are displayed immediately after the frequency table.

## Demographics of Survey Respondents

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- 47.3% of survey respondents are females;
- 52.7% of survey respondents are males;
  
- 4.6% are 21 and younger;
- 6.7% are between 22 and 35 years of age;
- 9.9% are between 36 and 45 years of age;
- 17.8% are between 46 and 55 years of age;
- 26.7% are between 56 and 65 years of age;
- and 34.3% are 66 or older;
  
- 12.8% have some high school or less;
- 30% have high school diploma or equivalent;
- 19.3% have two-year college degree;
- 22.6% have four-year college degree;
- 15.2% received postgraduate training;
  
- 70.7% are married;
- 15.3% are single and live alone;
- 5.2% are not married but live and share household expenses with someone else;
  
- 83.3% speak English at home;
- 15.4% speak Spanish at home;
  
- 39.3% are employed out of the home;
- 41.5% are retired;
- 6.2% are employed, work from home;
- 3.7% are unemployed;
  
- 61.8% have above \$40,000 per year;
- 38.2% have below \$40,000 per year;
  
- 47.2% have two persons in the household;
- 18.8% have one person in the household;
- 12.6% have five or more persons in the household;
- 11% have four persons in the household,
- 10.4% have three persons in the household;

## Key Findings from the Survey

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- Majority (88%) of respondents believe that state highways in the Chelan and Douglas counties are in “*Very good*” or “*Somewhat good*” condition.
- Two-thirds (65.8%) believe that city streets in Wenatchee and East Wenatchee are in “*Very good*” or “*Somewhat good*” condition.
- About two-thirds believe that roads in Chelan County rural areas and small cities are in “*Very good*” or “*Somewhat good*” condition.
- Two-thirds also believe that roads in Douglas County rural areas and small cities are in “*Very good*” or “*Somewhat good*” condition.
- More than a half (57.3%) were of the opinion that traffic congestion is a moderate problem, and approximately one-fifth (22%) thinks that traffic congestion in the Wenatchee area is a significant problem.
- When asked to estimate how much extra time they spend in the car on a typical day because of traffic congestions, almost 40% spend less than 5 minutes, almost 30% spend between 5 and 10 minutes, and less than 20% spend more than 15 minutes.
- When asked to briefly describe the place and time of day where they most often experience significant traffic congestion, 467 responses were received. The places and times mentioned by a larger number of respondents included: 1) Wenatchee river bridge between 4:30 and 6:00 p.m. 2) Wenatchee Avenue mid to late afternoon time; 3) Sunset Hwy; and 4) Miller St. morning and afternoon
- A half (49.1%) of respondents is familiar with the bus routes and services offered by Link Transit and a half (50.9%) is not familiar.
- Of those familiar with Link Transit, majority (77.9%) thinks that Link Transit offers “*Very good bus service*” or “*Somewhat good bus service.*” Less than ten percent (8.9%) think that bus service provided by Link Transit is “*poor.*”
- When asked whether or not Link Transit offers bus routes that they can use for traveling to work, school or running errands, 40.1% provided affirmative response, 29.6% provided a negative response, and 30.4% were not sure.
- When asked whether Link Transit should be changed, more than 40% said that existing bus routes, frequency of service and hours of operation are adequate, close to a third (32.4%) think that buses should operate into later evening hours and weekends.
- In this survey, majority (74.1%) never ride the bus for travelling to work, school or for running errands, and 15.8% rarely ride the bus. Close to ten percent (8.1%) sometimes ride the bus, and only 2% always rely on bus for travelling to work, school or for running errands.

- Forty respondents (or 8.1%) were of the opinion that if a new bus route became available they would “always” choose to take the bus. An additional 27.8% said that they sometimes” would choose to take the bus, if a new bus route became available.
- When asked about bus services, majority (63.6%) believe that buses should primarily serve long-distance trips between communities, while 36.4% think that buses should primarily serve local trips within communities.
- When asked about safety of their community, majority (75%) indicated that their community is safe for walking and more than a half (51%) believe that their community is safe bicycling.
- Our results show that more than a half (56.8%) “Always” or “Sometimes” walk to work, school, to run errands or for recreation, and this number might go up to 66% if the streets are improved.
- Almost one fourth (24.3%) “Always” or “Sometimes” bicycle to work, school, to run errands or for recreation, and this number might go up to 43% if the streets are improved.
- Majority (68.1%) believe that their neighborhood has safe routes to school. Our results show that 40.9% “Always” or “Sometimes” allow their child to walk or bike to school, and this number would go up to 75% if the safer routes to school are provided.
- When asked to divide \$100 among five options, road maintenance, on average, received the highest amount of allocated dollars (\$38.98), followed by more sidewalks (\$20.58), new and wider roads (16.45%), more bicycle routes (\$12.92), and more bus services (\$11.07).
- When asked where most new housing units should be built, more than a half (53.2%) believed that it should be built on the expanding edge of cities and towns, 28.4% voted for within excising cities and towns, and 18.4% voted for rural areas sway from cities and towns.

## Survey Results

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The remaining pages of this report display distribution of responses for each survey question.

For all survey questions we conducted an analysis of responses by respondent County (Douglas or Chelan), age (35 and younger; 36-65, and 66 and older), gender, race (White, Hispanic, other); income (less than \$40,000 and over \$40,000); and household size (1 person, 2 people, 3 people, 4 people, 5 or more people) to explore relationships of demographic variables with respondent attitudes and behaviors. For some survey questions we found no significant differences by these variables. Where we found a difference, it is noted on the pages for that survey question.

Each page displays a frequency table showing the number and percent of respondents giving responses to each question. When possible, a graphic chart showing the results is presented as well. For open-ended questions we present an overall summary of responses, and samples of the kinds of comments made by respondents.

Please note that for some questions the total number of respondents is less than 515 due to missing values and questions that may have been skipped.

*Note 1: The frequency tables show the percent of people giving each possible response to questions. This percent includes any “missing” responses that are due to people not answering a question. The tables also show a “valid” percent, which excludes these “missing” values in the calculation of the percent.*

***Note 2: The results were weighted by age. Overall, results from the weighted analyses confirm the findings presented in the survey report. It should be emphasized that the overall patterns of relationships found in the original analyses are sustained in the weighted analyses.***

## Survey Results by Question<sup>1</sup>

### Status of completes

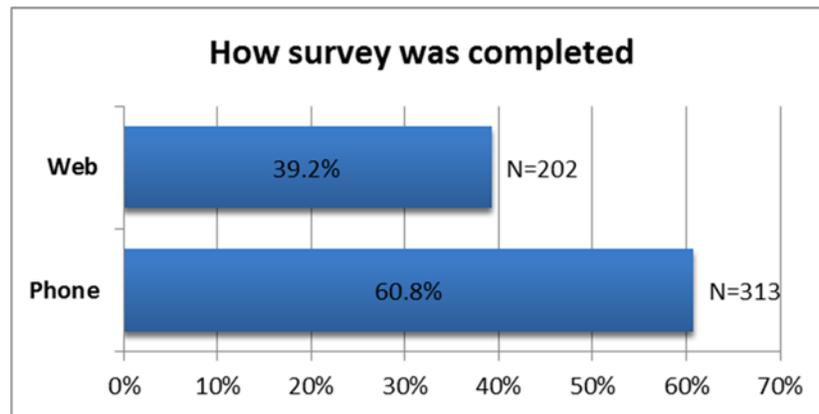
The SESRC obtained 492 completed and 23 partially completed responses. Of these, 313 (60.8%) were completed via phone, and 202 (39.2%) were completed via Internet. Four hundred and thirty three (84.1%) were completed in English and eighty two (15.9%) were completed in Spanish.

**Status Complete vs partial complete**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Complete	492	95.5	95.5	95.5
	2 Partial complete	23	4.5	4.5	100.0
	Total	515	100.0	100.0	

**Mode How survey was completed**

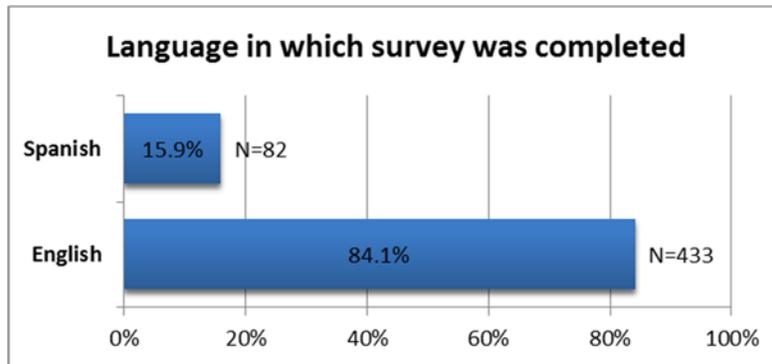
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Phone	313	60.8	60.8	60.8
	2 Web	202	39.2	39.2	100.0
	Total	515	100.0	100.0	



<sup>1</sup> The results were weighted by age. Overall, results from the weighted analyses confirm the findings presented in the survey report. It should be emphasized that the overall patterns of relationships found in the original analyses are sustained in the weighted analyses.

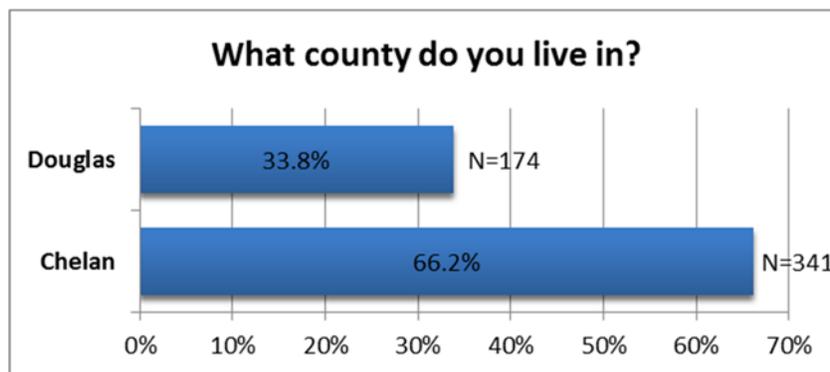
**Language in which survey was completed**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 English	433	84.1	84.1	84.1
	2 Spanish	82	15.9	15.9	100.0
	Total	515	100.0	100.0	



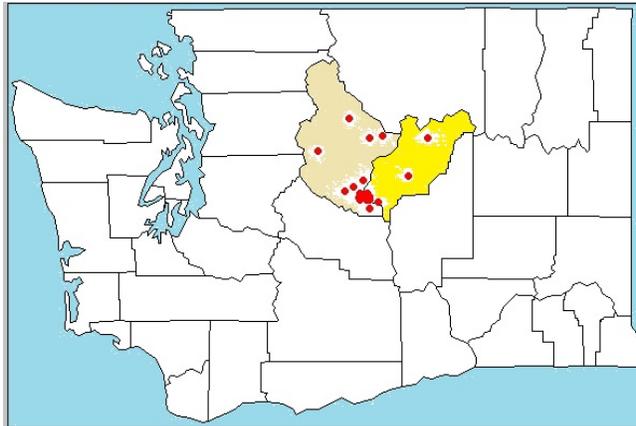
**Q00 What county do you live in?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Chelan	341	66.2	66.2	66.2
	2 Douglas	174	33.8	33.8	100.0
	Total	515	100.0	100.0	

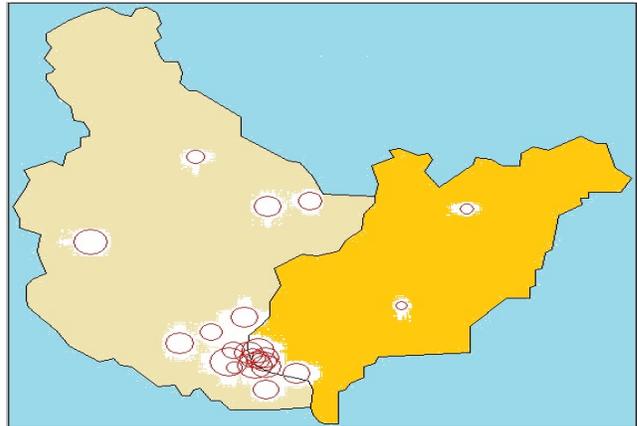


## Geography of Survey Participants

In 2014, 39,804 residents of Douglas County lived in 13,976 households and 74,588 residents of Chelan County lived in 35,626 households. A total of **515** households distributed throughout Douglas and Chelan counties participated in survey. Of those, 174 (or 34%) were from Douglas County and 341 (or 66%) were from Chelan County. The number of survey completes by zip code is shown in Table 6.



*Figure 1: Spatial distribution of households participating in the survey, WA*



*Figure 2: Spatial distribution of households participating in the survey, Douglas and Chelan Counties*

**Table 6: Survey completes by zip code**

County	Zip	Name	Population	Survey Completes
<b>Chelan</b>	98826	Leavenworth/Plain	6504	40
	98847	Peshastin / Blewett	1920	5
	98815	Cashmere	7233	33
	98801	Wenatchee	40977	199
	98828	Malaga	2146	15
	98822	Entiat	1953	9
	98811	Ardenvoir	71	0
	98817	Chelan Falls	366	0
	98816	Chelan	6394	27
	98831	Manson	3708	18
<b>Douglas</b>	98850	Rock Island	1543	5
	98845	Palisades	128	3
	98802	East Wenatchee	28719	152
	98843	Orondo	1817	6
	98858	Waterville	1521	2
	98830	Mansfield	494	1
	98831	Bridgeport	3708	18

## Question 1

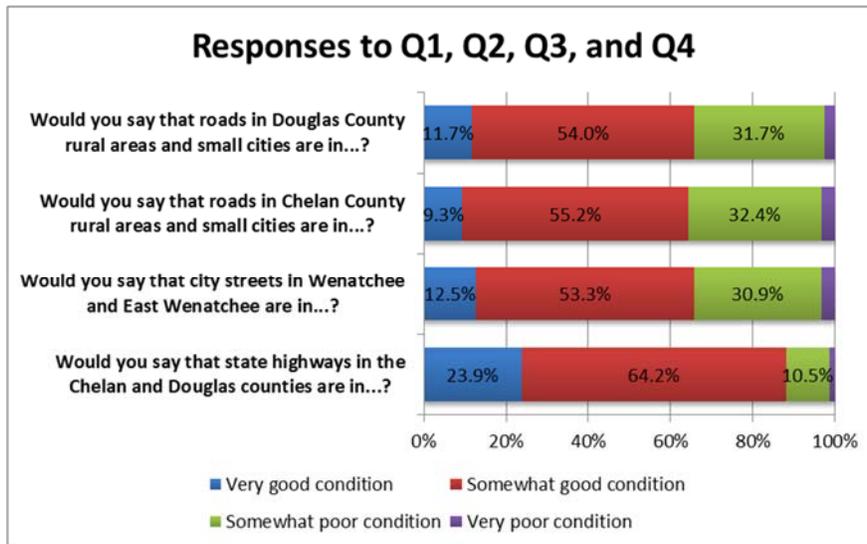
### Q01: Would you say that state highways in the Chelan and Douglas counties are in...?

The responses to this question are presented below. Majority (88%) of respondents believe that state highways in the Chelan and Douglas counties are in “*Very good*” or “*Somewhat good*” condition. No significant differences were found for this question by county, income, age, or household size, but there were significant differences by respondent’s **gender** and **race/ethnic** background. These differences are displayed graphically on the next page.

#### Q01 Would you say that state highways in the Chelan and Douglas counties are in...?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Very good condition	121	23.5	23.9	23.9
	2 Somewhat good condition	325	63.1	64.2	88.1
	3 Somewhat poor condition	53	10.3	10.5	98.6
	4 Very poor condition	7	1.4	1.4	100.0
	Total	506	98.3	100.0	
Missin	-7 Don't know	9	1.7		
g					
Total		515	100.0		

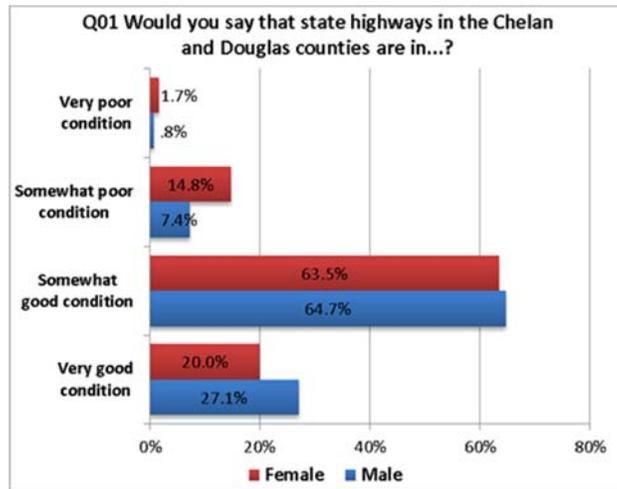
Figure below presents the distribution of responses to Q1, Q2, Q3, and Q4.



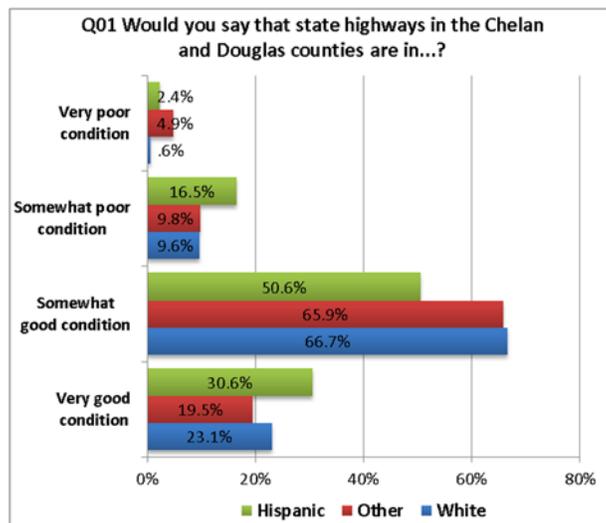
## Question 1 by demographic variables

### Q01: Would you say that state highways in the Chelan and Douglas counties are in...?

Cross-tabulation analyses revealed that a significantly higher percentage of females (16.5%) compared with males (8.2%) believe that state highways in the Chelan and Douglas counties are in “*Somewhat poor*” and “*Very poor*” condition.



Hispanic respondents have significantly different opinions from the rest of the respondents. On one hand, our results show that Hispanic respondents, relative to White respondents as well as respondents of other races, are more likely to say that state highways in the Chelan and Douglas counties are in “*Somewhat poor*” and “*Very poor*” condition (29.1% vs 14.7% vs 10.2%). These differences are statistically significant ( $p < 0.01$ ). On the other hand, a significantly higher percentage of Hispanic respondents are more likely to say that state highways in the Chelan and Douglas counties are in a “*Very good*” condition (30.6% vs 23.1% vs 19.5%).



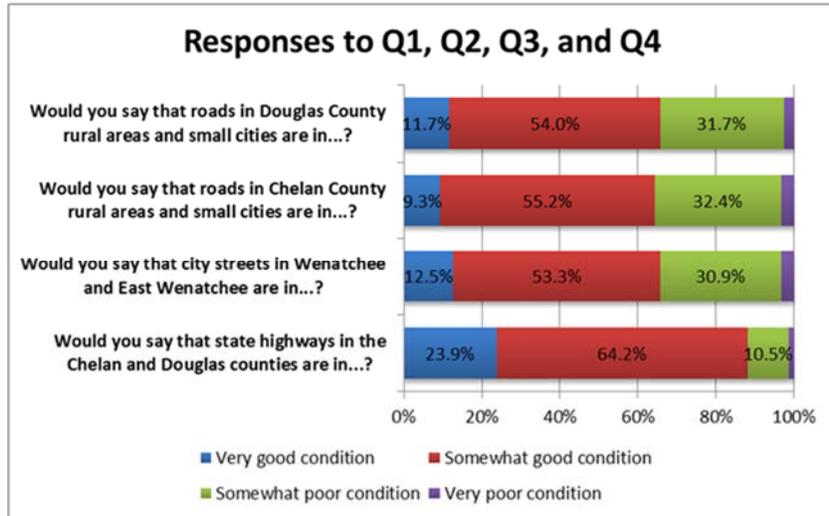
**Question 2**

**Q02: Would you say that city streets in Wenatchee and East Wenatchee are in...?**

The responses to this question are presented in table below. Majority (65.9%) of respondents believe that city streets in Wenatchee and East Wenatchee are in “*Very good*” and “*Somewhat good*” condition. Less a third (31%) believe that city streets in Wenatchee and East Wenatchee are in “*Somewhat poor*” condition, and a small percent (3.2%) said that city streets are in “*Very poor*” condition. No significant differences were found for this question by county, age, gender, race, income, and household size.

**Q02 Would you say that city streets in Wenatchee and East Wenatchee are in...?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Very good condition	62	12.0	12.5	12.5
	2 Somewhat good condition	264	51.3	53.3	65.9
	3 Somewhat poor condition	153	29.7	30.9	96.8
	4 Very poor condition	16	3.1	3.2	100.0
	Total	495	96.1	100.0	
Missing	-9 Refuse	1	.2		
	-7 Don't know	17	3.3		
	System	2	.4		
	Total	20	3.9		
Total		515	100.0		



**Question 3**

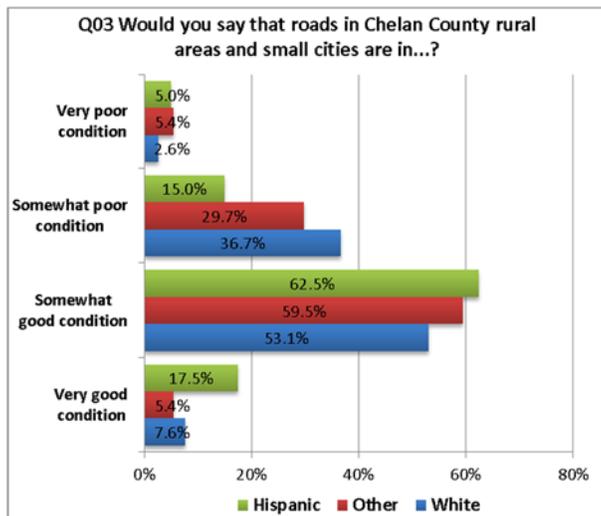
**Q03 Would you say that roads in Chelan County rural areas and small cities are in...?**

Majority (64.5%) of respondents believe that roads in Chelan County rural areas and small cities are in “*Very good*” or “*Somewhat good*” condition. Less a third (32.4%) believe that roads in Chelan County rural areas and small cities are in “*Somewhat poor*” condition, and a small percent (3.2%) said that roads are in “*Very poor*” condition. No significant differences in responses to this question were found by county, age, income, gender, or household size, but there were significant differences by respondent’s **race/ethnic background**.

**Q03 Would you say that roads in Chelan County rural areas and small cities are in...?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Very good condition	44	8.5	9.3	9.3
	2 Somewhat good condition	262	50.9	55.2	64.4
	3 Somewhat poor condition	154	29.9	32.4	96.8
	4 Very poor condition	15	2.9	3.2	100.0
	Total	475	92.2	100.0	
Missing	-7 Don't know	34	6.6		
	-1 No answer	3	.6		
	System	3	.6		
	Total	40	7.8		
<b>Total</b>		<b>515</b>	<b>100.0</b>		

Figure below presents the differences in responses to this question based on respondent’s race. As shown, a significantly higher percentage of Hispanic respondents thinks that roads in Chelan County rural areas and small cities are in a “*Very good*” or “*Somewhat good*” condition (80% vs 64.9% vs 60.7%).



**Question 4**

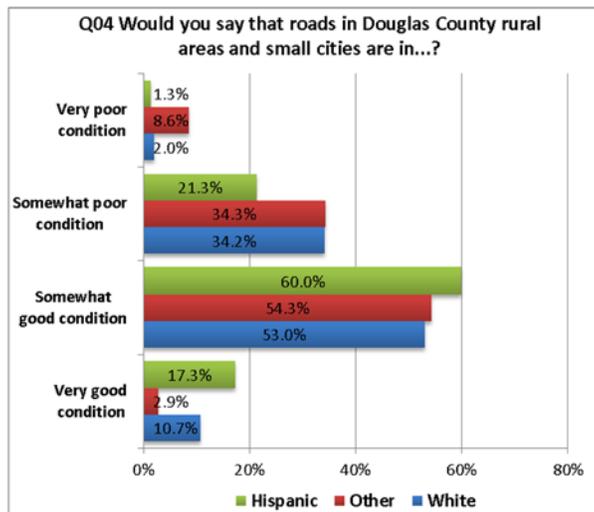
**Q04: Would you say that roads in Douglas County rural areas and small cities are in...?**

Majority (65.7%) of respondents believe that rural roads in Douglas County are in “*Very good*” or “*Somewhat good*” condition. Less a third (31.7%) believe that roads in Douglas County rural areas and small cities are in “*Somewhat poor*” condition, and a small percent (2.6%) said that rural roads are in “*Very poor*” condition. No significant differences in responses to this question were found by county, age, income, gender, or household size, but there were significant differences by respondent’s **race/ethnic background**.

**Q04 Would you say that roads in Douglas County rural areas and small cities are in...?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Very good condition	49	9.5	11.7	11.7
	2 Somewhat good condition	227	44.1	54.0	65.7
	3 Somewhat poor condition	133	25.8	31.7	97.4
	4 Very poor condition	11	2.1	2.6	100.0
	Total	420	81.6	100.0	
Missing	-9 Refuse	2	.4		
	-7 Don't know	81	15.7		
	-1 No answer	8	1.6		
	System	4	.8		
	Total	95	18.4		
<b>Total</b>		<b>515</b>	<b>100.0</b>		

Figure below presents the differences in responses to this question based on respondent’s race. As shown, a significantly higher percentage of Hispanic respondents are more likely to think that rural roads in Douglas County are in a “*Very good*” and “*Somewhat good*” condition (77.3% vs 63.7% vs 57.2%).



## Question 5

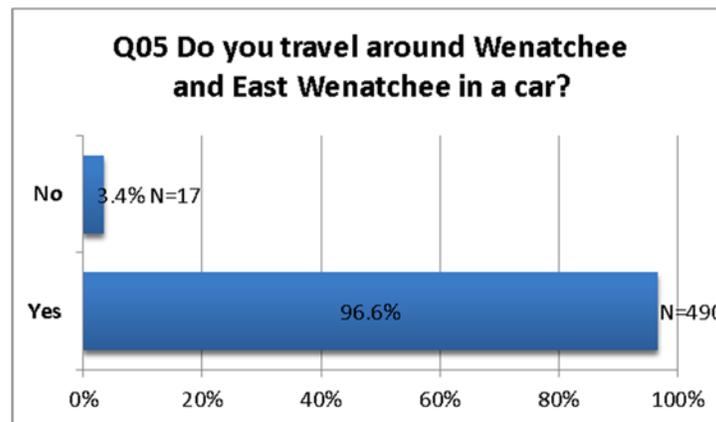
### Q05: Do you travel around Wenatchee and East Wenatchee in a car?

Question 5 asked whether respondents travel around Wenatchee and East Wenatchee in a car. The results show that majority (96.6%) travel in a car, and a handful of respondents (3.4%) do not travel in a car. The responses to this question are presented below.

No significant differences in responses to this question were found by age, gender or race, but there were significant differences by respondent's **income**, **household size** and **county**. The differences in responses are displayed graphically on the next page.

#### Q05 Do you travel around Wenatchee and East Wenatchee in a car?

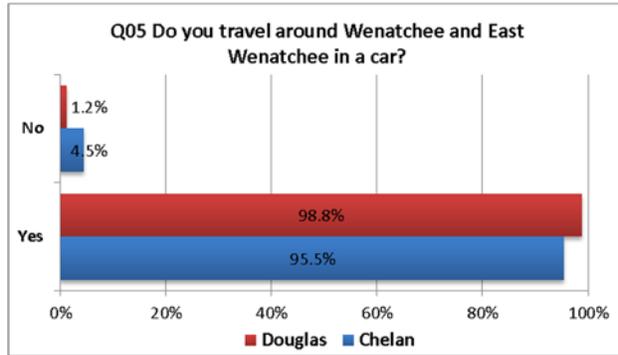
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	490	95.1	96.6	96.6
	2 No	17	3.3	3.4	100.0
	Total	507	98.4	100.0	
Missing	-7 Don't know	2	.4		
	-1 No answer	1	.2		
	System	5	1.0		
	Total	8	1.6		
Total		515	100.0		



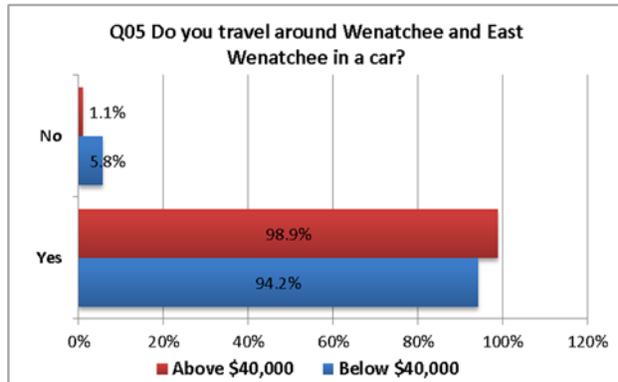
## Question 5

### Q05: Do you travel around Wenatchee and East Wenatchee in a car?

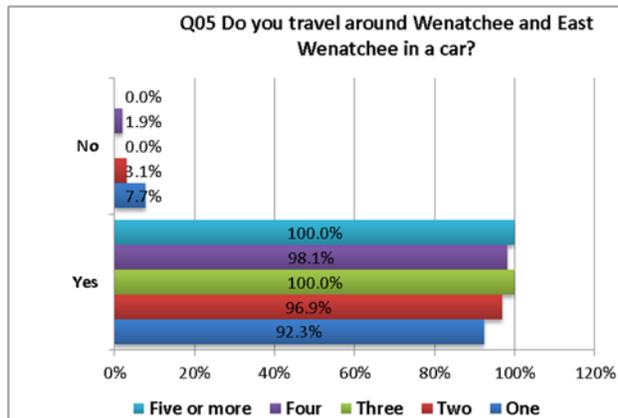
Here we present the results of cross-tabulation of the responses to Q5 by county, income, and household size.



Our results show that a significantly higher percentage of respondents residing in Chelan county do not travel around Wenatchee and East Wenatchee in a car relative to residents of Douglas county (4.5% vs 1.2%).



When compared based on the income, a significantly higher percentage of low-income respondents, relative to higher-income respondents, do not travel around Wenatchee and East Wenatchee in a car (5.8% vs 1.1%).



If compared based on a household size, a higher percentage of smaller households, or households consisting of one person, do not travel around Wenatchee and East Wenatchee in a car relative to larger size households (7.7% vs 3.1% vs 1.9% vs 0.1%)

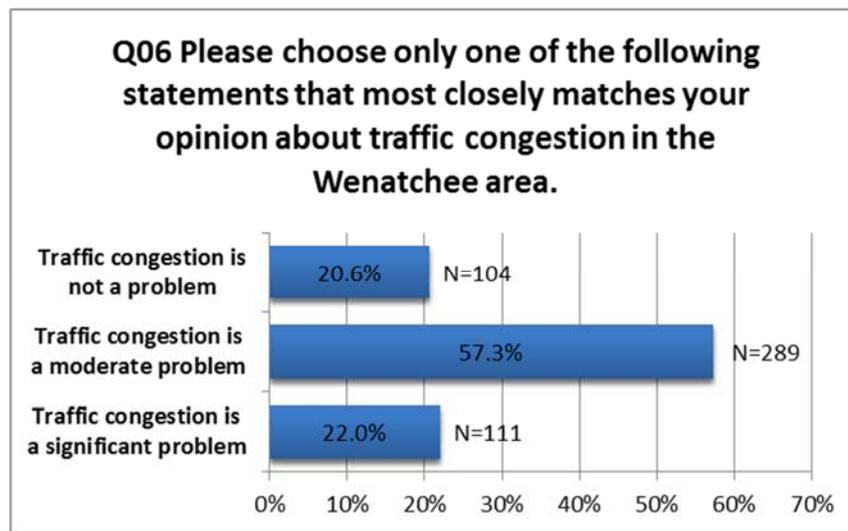
## Question 6

**Q06: Please choose only one of the following statements that most closely matches your opinion about traffic congestion in the Wenatchee area.**

As shown, more than a half of all respondents (57.3%) believe that traffic congestion is a moderate problem, a fifth (20.6%) of all answering this question believe that traffic congestion is not a problem, and approximately the same number (22%) think that traffic congestion in the Wenatchee area is a significant problem. No significant differences in responses to this question were found by county, age, gender, income or household size, but there were significant differences by respondent's **race/ethnic background**. The differences in responses are displayed graphically on the next page.

**Q06 Please choose only one of the following statements that most closely matches your opinion about traffic congestion in the Wenatchee area.**

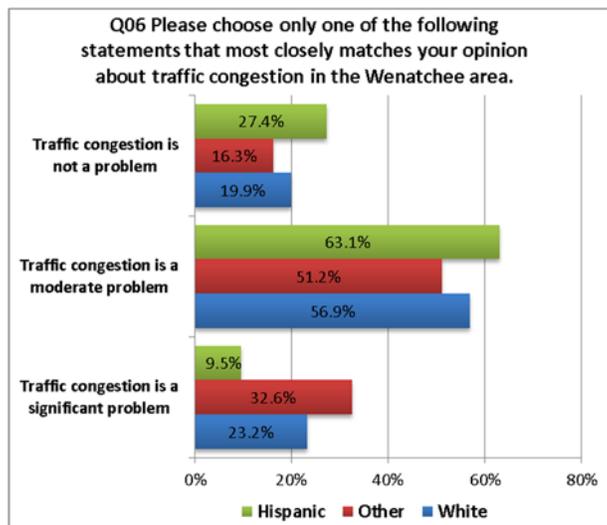
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Traffic congestion is a significant problem	111	21.6	22.0	22.0
	2 Traffic congestion is a moderate problem	289	56.1	57.3	79.4
	3 Traffic congestion is not a problem	104	20.2	20.6	100.0
	Total	504	97.9	100.0	
Missing	-7 Don't know	5	1.0		
	System	6	1.2		
	Total	11	2.1		
Total		515	100.0		



## Question 6

Q06: Please choose only one of the following statements that most closely matches your opinion about traffic congestion in the Wenatchee area.

Here we present the results of cross-tabulation of the responses to Q6 by race/ethnic background. Our results show that a significantly higher percentage of Hispanic respondents, relative to White respondents or respondents of other races, thinks that “*Traffic congestion is not a problem*” (27.4% vs 19.9% vs 16.3%) or “*Traffic congestion is a moderate problem*” (63.1% vs 56.9% vs 51.2%).



## Question 7

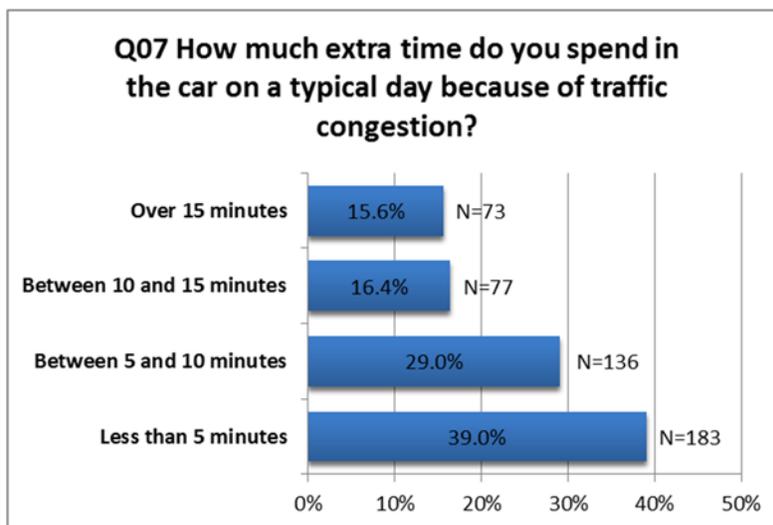
Q07: How much extra time do you spend in the car on a typical day because of traffic congestion?

Question 7 asked respondents to estimate how much extra time they spend in the car on a typical day because of traffic congestions. Almost 40% spend less than 5 minutes, almost 30% spend between 5 and 10 minutes, and less than 20% spend more than 15 minutes.

No significant differences in responses to this question were found by county or gender, but there were significant differences by respondent's **age, race/ethnic background, income, and household size**. The differences in responses are displayed graphically on the next page.

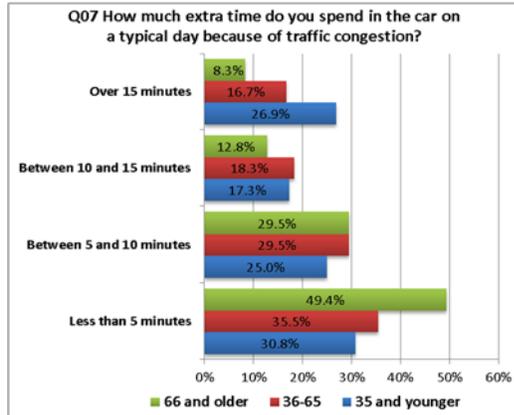
**Q07 How much extra time do you spend in the car on a typical day because of traffic congestion?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Less than 5 minutes	183	35.5	39.0	39.0
	2 Between 5 and 10 minutes	136	26.4	29.0	68.0
	3 Between 10 and 15 minutes	77	15.0	16.4	84.4
	4 Over 15 minutes	73	14.2	15.6	100.0
	Total	469	91.1	100.0	
Missing	-9 Refuse	3	.6		
	-7 Don't know	16	3.1		
	-5 Skipped	19	3.7		
	-1 No answer	1	.2		
	System Total	7	1.4		
Total		515	100.0		

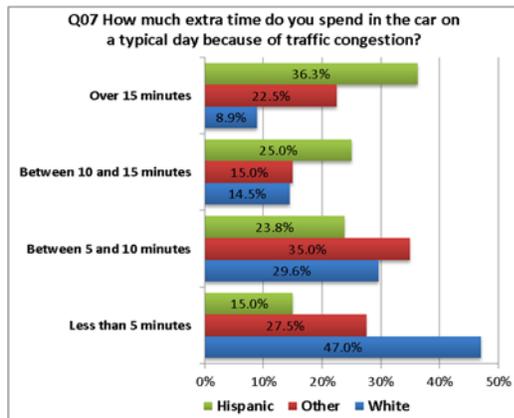


## Question 7

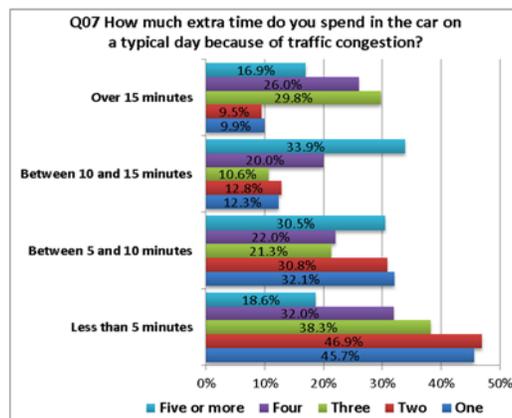
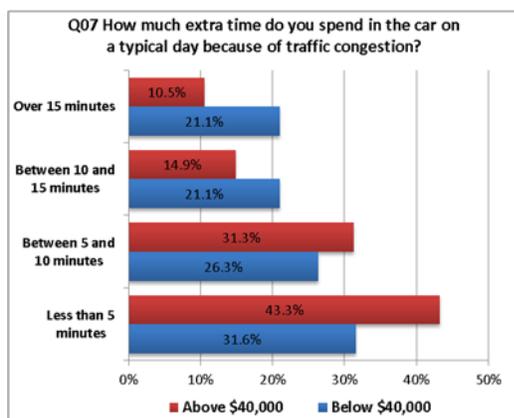
Q07: How much extra time do you spend in the car on a typical day because of traffic congestion?



Here we present the results of cross-tabulation of the responses to Q7 by age, race, income, and household size. Our results show that a significantly higher percentage of younger respondents (35 or younger), relative to older groups, spend *over 15 minutes* in the car on a typical day because of traffic congestion. When compared based on race/ethnic background, a significantly higher percentage of Hispanic respondents, relative to White respondents or respondents of other races, spend *over 15 minutes* in the car on a typical day because of traffic congestion (36.3% vs 22.5% vs 8.9%).



When compared based on income, low-income respondents are more likely to spend *over 15 minutes* in the car (21.1% vs 10.5%). If compared based on a household size, households consisting of 3 and 4 people are more likely to report spending *over 15 minutes* in the car on a typical day because of traffic congestion (29.8% vs 16.9% vs 9.5%).



## Question 8

**Q08: Please briefly describe the place and time of day where you most often experience significant traffic congestion?**

Question 8 asked respondents to describe the place and time of day where they most often experience significant traffic congestion. 467 respondents provided answers to this open-ended question. Their comments are presented below.

### Q08 Please briefly describe the place and time of day where you most often experience significant traffic congestion.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Comment	467	90.7	100.0	100.0
Missing	-9 Refuse	1	.2		
	-7 Don't know	12	2.3		
	-5 Skipped due to branching	19	3.7		
	-1 No answer	9	1.7		
	System	7	1.4		
	Total	48	9.3		
<b>Total</b>		<b>515</b>	<b>100.0</b>		

### Open-ended comments

Respondent's Comments	
<b>Q08</b>	In the center of Wenatchee, heading North, really congested from 4-6 in the afternoon
<b>Q08</b>	Either the north or south end of Wenatchee when you approach the bridges, it is always morning or afternoon rush hour.
<b>Q08</b>	SR hwy 28 and grand road
<b>Q08</b>	Wenatchee river bridge at 4pm Monday-Friday
<b>Q08</b>	Getting on and leaving the south bridge.
<b>Q08</b>	4:00-5:30 pm Worst: Chelan especially downtown. Also: Fifth Street west of Chelan; Miller between Fifth and Washington.
<b>Q08</b>	High traffic times before work 7:30am and after work 4:30pm.
<b>Q08</b>	8 am, 5 pm bridge traffic, one ways, north Wenatchee avenue.
<b>Q08</b>	North End Wenatchee 4-5pm
<b>Q08</b>	Sunset highway, 3 to 4 pm
<b>Q08</b>	Right after school gets out, 2:30-3:30, and when businesses are closing, 5-6. During those times it's little more congested, otherwise its okay.
<b>Q08</b>	Coming home between five and six pm
<b>Q08</b>	Commuter hours, 8 AM & 5 PM; Highway 2 between Wenatchee and Leavenworth. Also, the weekends are bad because of the tourism. Heavy, heavy truck traffic coming over passes.

Respondent's Comments	
Q08	7:30 AM Misson & Crawford - Wenatchee.
Q08	From 3pm to 6pm its highly congested in the north end of town
Q08	5pm til 6pm in the bridge that connects Wenatchee and east Wenatchee
Q08	probably 5 o'clock in East Wenatchee, the bridge between
Q08	Wenatchee center.
Q08	Sunset Highway, 8am 5pm.
Q08	Around 5pm on the bridge to east Wenatchee or Wenatchee
Q08	Between 3:30 and 6 p.m. on the George Seller Bridge and also from the Wenatchee River Bridge into downtown Wenatchee. Speed and failure to yield as lanes merge across the bridge going to E. Wenatchee make it dangerous. The Maiden Lane/Wenatchee Ave. intersection is particularly bad.
Q08	I would probably say around 3:30-4 that's when all the kids get off of school, and people get off work. Major traffic.
Q08	City of Wenatchee on Wenatchee Blvd. when entering the city from the west
Q08	On the north end of Wenatchee ave, mid to late afternoon time
Q08	anywhere on Wenatchee avenue
Q08	5:00pm Intersection of Mission Street and Ferry; Intersection of Mission Street and south end Columbia River Bridge; North Wenatchee Avenue near Wal-Mart
Q08	North End of Wenatchee Avenue traveling to Old Station and North and South on Miller Street.
Q08	Going in and out of Wenatchee.
Q08	Between 5:00 and 6:00pm, East Wenatchee area.
Q08	4-4:30pm half hours delays when the lights are changing.
Q08	The south end bridge when work is released
Q08	Around 4:30pm on weekdays
Q08	north of Wenatchee across Wenatchee river, into downtown on the only avenue is a hard spot, with stop lights and backed up a quarter mile or more, just one way across the river from 3 to 6:30
Q08	Wen Ave headed North between Maple and Horse Lake Road during between 3pm -7pm
Q08	Coming in from the west side of Wenatchee, western part of Wenatchee, from 3:30-5:30
Q08	one stop light, about 5 pm
Q08	Wenatchee Avenue is hardest to navigate when shopping at stores from Grocery Outlet through Target quadrant. Very hard to get on and off and virtually impossible to do a left turn except at a light
Q08	mid-day on Wenatchee ave.
Q08	Wenatchee Avenue. Constant traffic. It used to be Rush hour times, but now appears to be heavy at all times.
Q08	Wenatchee avenue from Highway 2 to the North end of town. That seems to be the bottleneck.
Q08	South Mission Street afternoons
Q08	8am, 3:30pm, 5pm.Sunset Highway, and on the bridges.
Q08	On the road at 5pm.
Q08	Evening (4 - 6) on Wenatchee Avenue heading north out of town
Q08	there is a little bit of congestion from the turn off from highway 28 on that road and going over the bridge from Wenatchee and east Wenatchee

Respondent's Comments	
Q08	Rush hour time (8am, noon, 3-5 o'clock) Main streets of Wenatchee.
Q08	Miller street at 5pm, Chelan Street at 5
Q08	7:30 in the morning
Q08	The city of Wenatchee, the main entrance to Wenatchee. Anywhere from 3-5 in the afternoon.
Q08	We always go at the time we know there won't be so we don't have that problem.
Q08	Miller St. morning and afternoon
Q08	Bluette Pass, Highway 97, just generally in town is congested
Q08	Most of the time it is from 3 p.m. until 6 p.m. and it would be on the bridges crossing the river into or out of Douglas County
Q08	Eastmont Ave. 3pm school bus and school related traffic. 4:30-6pm south bridge and Eastmont ave. Valley mall pkwy.. highway to Quincy am commute and pm commute
Q08	North Wenatchee Ave in the mornings.
Q08	I live in Leavenworth. Traffic in and out of Leavenworth on Highway 2 is very bad. In addition, I often find congestion on N. Wenatchee Ave coming into Wenatchee.
Q08	Wenatchee River bridge heading south on Wenatchee Ave. After 3 pm. Ninth street in East Wenatchee trying to get into traffic from other streets between baker and Eastmont Ave any time of day
Q08	I don't experience significant traffic congestion.
Q08	In mission street in Wenatchee at almost any time of day.
Q08	between 4-6pm
Q08	Wenatchee Ave, 4pm-5pm
Q08	Wenatchee Avenue.
Q08	All over in the morning and evening rush hours especially choke points.
Q08	Between 4 and 6pm on Miller Street
Q08	From 3 to 5, entering Wenatchee. South avenue.
Q08	Todos los. días por la bebida wenatchee haciendo 20 minutos de tiempo
Q08	In the afternoon around 3:00 I'm trying to get across the Wenatchee River bridge.
Q08	Between 8 and 9 and three in the afternoon when school gets out. division and sunset
Q08	Rush hour on Chelan, Mission and the George Sellar Bridge; and when school gets out at Wenatchee High School - it affects Miller and other streets around the HS.
Q08	Wenatchee Avenue on the north end between 4:30 and 5:30PM.
Q08	Wenatchee ave for most of the business hours
Q08	The Baker flats area in Douglas county.
Q08	Wenatchee avenue, it is usually bad between 3:30-6:30.
Q08	Travel across the Sellars bridge from East Wenatchee to Wenatchee.
Q08	Grant road and highway between 7:30 and 8:00 am and 4 to 6 pm
Q08	There is not much traffic where I live.
Q08	Sunset Highway and Wenatchee one ways. Usually early morning and lunch time and at 5pm
Q08	When you turn up to Walmart and coming into Douglas county in the north bridge.
Q08	Don't have any problem with that.
Q08	Midmorning 11am and midafternoon 4pm, around monitor
Q08	north end of Wenatchee

Respondent's Comments	
Q08	Miller street and any cross street with miller either 5 pm or 3 pm
Q08	Really not significant - we are spoiled here - if anything walking, biking, bussing should be encouraged over cars. Without having tried walking, biking, bussing we really cannot complain about poor roads for our cars. Instead we should focus on what can be done to encourage walking, biking, bussing over driving a car. Walking, Biking, Bussing should be a priority OVER driving.
Q08	Noon and five thirty. Everybody gets out for lunch and everybody gets off work all at the same time so that makes congestion going through town and over the bridges and things like that.
Q08	Columbia river bridge, bottom of 9th street.
Q08	North end of Wenatchee Avenue, south end of Mission and Chelan.
Q08	Around 4-6pm, Wenatchee and to east Wenatchee and bridge traffic. Wenatchee Avenue and Sunset highway are a problem. Chelan Avenue and Mission Street. As well as Grant Road.
Q08	Between 7 and 8 am and 3:30 to 5:30 pm
Q08	sunset highway, mission, and Chelan around 7-8am and anytime between 4-7pm
Q08	5:00 rush hour on the George-Sellar bridge.
Q08	730-815 AM at any main intersection, especially E.Wen. 9th & valley mall parkway. same goes from about 330 to 530. the intersection at Mission & Miller is bad.
Q08	At entrance to George Sellar bridge.
Q08	Wenatchee
Q08	Casi la majoria de atravesar el puente de wenatchee y es donde se ponde un poco mas de trafico a la hora que salen del trabajo. Cuando estan el el trabajo esta casi solo.
Q08	Coming down ferry street before taking the right to get on the bridge. Near the gas stations.
Q08	Sunset highway between 3:30 an 4:00
Q08	Pues entre semana de las 4 a 5 de la tarde.
Q08	Wenatchee or Chelan ave. during rush hour periods 7:00-8:30 am and 4:00-6:00pm.
Q08	Heading south on Mission Street toward the south bridge from 3-6pm. Heading south into Wenatchee from the Wenatchee River bridge from 3-6pm. Heading north on Hwy 28 approaching the Grant Road intersection from 1-5pm. Waiting to turn onto Sunset Hwy pretty much anywhere at any time of the day.
Q08	in the morning when people are going to work and in the evening when people are getting off at 5 o'clock
Q08	Just on the the weekends it is bad.
Q08	Wenatchee Avenue 2-6P
Q08	i don't
Q08	Eastmont Ave between Grant and 19th Start and end of schools, with buses etc
Q08	North Wenatchee Ave around 5 to 6 pm and 5th Street around Noon and 5 to 6 pm.
Q08	Between 4-6pm by the two bridges. North Wenatchee Avenue is really bad.
Q08	Donde mas trafico es en la calle Mission y llendo para el puente.
Q08	En el centro de Wenatchee.
Q08	N. Wenatchee Ave late afternoon
Q08	7:30 am to 9 am; 4:30 pm to 5:45 pm; Eastmont; Grant rd; N Wenatchee Ave; Miller St; Mission St; Sometimes Chelan St;

Respondent's Comments	
Q08	About 4:30 PM.
Q08	En la ciudad de Wenatchee en las tardes de las 4 a las 6
Q08	Miller st when school is starting and after work. Wenatchee ave, after work hours
Q08	Wenatchee ave ridge over Wenatchee river and near Wenatchee high school
Q08	North end of Wenatchee around 3:15-5:30pm
Q08	Coming in from the north on Wenatchee avenue, at 5:00.
Q08	I would say after work 5 o'clock or going to work at 7:30-7:45 I would say in our main streets crossing over to east Wenatchee.
Q08	grant road 4.30 pm
Q08	The area to take the bridge to go to east Wenatchee. Near 2pm and again at 5pm where there is too much traffic to get east Wenatchee
Q08	No place
Q08	7-8:30 AM, 3:30-6:00 PM
Q08	Wenatchee avenue anytime
Q08	North Wenatchee Ave.(aka highway 285) anytime between 3:00pm and 7:00pm
Q08	Wenatchee river bridge. 3 to 5pm and 7:30 to 8:30am
Q08	De lunes a viernes de 4:pm a 6:pm
Q08	Por la calle Miller, como entre 3 y 4.
Q08	North end of town various times of the day. Also 5th and Mission and 5th and Chelan various times of the day. Light at 5th and Chelan unpredictable. Sometimes very short, other times very long. Many times only letting one or at most two cars through going toward Mission. Also lots of congestion around 5pm at 5th and Miller.
Q08	Wenatchee Avenue, especially going onto the Sellers bridge
Q08	Sellers Bridge during afternoon rush hour. N. Wenatchee ave. at 8am or from 4-6pm
Q08	All main streets of Wenatchee & East Wenatchee especially on Fridays and between 5:00 & 6:00 on week days
Q08	When school gets out and five o'clock traffic.
Q08	George Sellars bridge
Q08	3-4:00 , getting on Sunset Highway
Q08	Pues es aqui en el centro de wenatchee la mission.
Q08	Wenatchee avenue
Q08	Stop lights and stop signs and Seller bridge between 7:30 and 9:00 a.m., and 5:00 to 6:00 p.m.; and north Wenatchee Avenue going south from the Wenatchee River until about Miller Street. most weekday afternoons.
Q08	the main Wenatchee roads and entering morning commute and rush hour
Q08	Over the Wenatchee bridge in the morning between 6-8 am
Q08	Nowhere actually. Only if we have an accident and then traffic on the bridge (george Sellars) gets backed up.
Q08	Downtown in Chelan in the summer months.
Q08	Mornings on South Miller
Q08	School time, before and after school. Around 5 o'clock.
Q08	None really. we just drive into Chelan from Manson.
Q08	South Chelan St getting onto George Seller Bridge 5:00

Respondent's Comments	
Q08	through Wenatchee
Q08	From 3:00 pm to 6:00pm in both Wenatchee and East Wenatchee.
Q08	5:00PM; Two streets that run North and South.
Q08	Anywhere near the George Sellar Bridge; North Wenatchee Avenue
Q08	Rush hour - before 8 and right after 5. Trying to cross the bridge from Wenatchee to East Wenatchee.
Q08	4pm on the main roads. Mostly Wenatchee. In East Wenatchee- Grant Street
Q08	Wenatchee by the bridge. Not on the bridge but almost getting to the bridge.
Q08	Wenatchee Ave 3 or after in afternoon
Q08	8am/3pm on miller st
Q08	Downtown, coming off the bridge.
Q08	0730 main arterials such as Miller
Q08	between 3:30 to 5:30 Monday thru Friday
Q08	Wenatchee Ave morning and afternoon rush hour and noon time. Grant Road almost all the time during business hours.
Q08	Traveling through Wenatchee and/or east Wenatchee when traveling from the Wenatchee valley towards Quincy during morning, noon, and mid-afternoon hours
Q08	late afternoon between 4 and 6.
Q08	On mission street right before you take a left onto the bridge.
Q08	Approaching the George Sellar bridge from both directions
Q08	3-4 o'clock in the afternoon, entering Wenatchee from the North.
Q08	5 o'clock in the evening Monday through Friday.
Q08	From 5PM on because after work my husband and I go to the grocery store, and that is when most people come out of work. People are more inclined to be in a hurry and be very fast.
Q08	on way home from work in evening.
Q08	Approach to George Sellar Bridge on Wenatchee side.
Q08	Wenatchee side of the George Sellar bridge around 5 or 6 pm
Q08	En el centro de Wenatchee de 3 a 5 de la tarde.
Q08	Wenatchee Avenue Going across Wenatchee river bridge, at about 8:30, and then again at about 16:00. South end of Wenatchee as well, at the same times.
Q08	In Wenatchee.
Q08	The junction when leaving Wenatchee or entering Wenatchee anywhere from 4pm on
Q08	In Wenatchee around 4:30 in the afternoon.
Q08	Varies
Q08	By the bridge on mission and Chelan during 7-8am and 2:30-5pm
Q08	North end of Wenatchee...from Wenatchee Ave. to Horse Lake Road and The west end of Grant Road near Fred Myers in East Wenatchee
Q08	school zones 8am and 3pm
Q08	not too much traffic it is very calm
Q08	Highway 150 between Chelan and Manson. Morning and evening and all day during the summer.

Respondent's Comments	
Q08	Wenatchee Avenue
Q08	Going to work and coming home from work, 8am and 5pm
Q08	Intersection of Grand Road and Quincy Highway. George Sellar Bridge. When people are going to work in the morning and especially when they get off.
Q08	Between four thirty and five thirty on the bridge.
Q08	between 7 and 8 am or 4 - 5:30 pm
Q08	coming into Wenatchee
Q08	between 4pm and 5pm on the north end of town
Q08	Chelan Manson Highway, most of the day from 7am until 6pm.
Q08	I am retired so do not have a regular schedule of traveling on the local roads but, would have to say the George Sellar Bridge during morning and afternoon rush hours would be the worst.
Q08	3:00-4:00 pm between George Sellars Bridge and N. Wenatchee Ave.
Q08	Wenatchee avenue
Q08	north of Wenatchee ave
Q08	Commute hours and noontime people tend to run errands and/or go out for lunch. Light congestion on the Wenatchee side. Public Market area and downtown are seriously impaired because of railroad switching activity which closes Orondo Avenue - must change that!
Q08	Wenatchee Ave anytime
Q08	Western and 9th during school hours.
Q08	On Wenatchee Ave. near Wendy's at noon Western, near Washington -7:30-9:00 a.m. 5th & Western. 7:30-9:00 a.m. Grant Rd. Between VM Parkway and Hwy 28
Q08	North Wenatchee Ave, between Miller and Easy St; South Mission between Chehalis St and Sellars Bridge
Q08	Early morning going to work
Q08	North Wenatchee Avenue gets congested in early morning and mid to late afternoon.
Q08	Driving into Wenatchee and downtown Wenatchee. More so after 2 pm, but kind of all day.
Q08	after school is out from about 3:15 to about 5:30pm
Q08	Exits of the work place.
Q08	Any given day or time
Q08	North end of Wenatchee from afternoon on until evening.
Q08	Going from 9th avenue, trying to get on the bridge to go over to East Wenatchee on any of those main drags. The road that goes in front of the library and post office.
Q08	Between 7 and 8am, generally 97A coming into Wenatchee.
Q08	Usually before 8 a.m. and 5 p.m. at north end of Wenatchee avenue, south end of Wenatchee at the Bridge, and intersection of Hwy 28 and Grant Rd.
Q08	Usually late afternoon and during lunch time.
Q08	Miller ave/wenatchee ave 330-5
Q08	grant road and sunset highway anywhere from 3-6pm
Q08	On the route from east Wenatchee to Wenatchee on the bridge and the streets prior to the bridge in the morning 8Am and evening 5Pm. Also getting onto eastmont ave. At sometime there will have to be more lights going onto eastmont because it's a new access area.

Respondent's Comments	
Q08	Anytime Between 330pm and 600pm there are significant traffic back ups in Wenatchee on the South End bridge and on Chelan Mission and Wenatchee Ave.
Q08	Access to Wenatchee from the north over the Wenatchee River bridge periodically during the day.
Q08	Sunset highway in the morning.
Q08	6am-9am and 3pm-5pm. On the bridge
Q08	5pm - 6pm in the afternoon
Q08	4:30 to 5pm
Q08	Coming down miller street and Wenatchee avenues.
Q08	Its in Mission and Chelan on the bridge. When you go in or off the bridge it is horrible. The whole Mission area, from the bridge all the way to Miller. The worst is from the bridge all the way up to 5th St. Chelan Ave is a little bit better than Mission.
Q08	3 o clock to 6 o clock.
Q08	9th and valley mall parkway in east Wenatchee.
Q08	Morning and afternoon commute. Wenatchee avenue
Q08	Place: Wenatchee Avenue North from the bridge over the Wenatchee River to the intersection of Miller and Chelan. Time: late afternoon This "problem" does not warrant a new bridge over the Wenatchee River.
Q08	En Wenatchee por la calle mission y en e Wenatchee en el sanset highway entre 3/5 es muy congestionado el trafico en esas dos areas
Q08	7:30-8:00 am headed into Wenatchee on Highway 2.
Q08	On Chelan
Q08	WHen is school is out and work its rush hour. Mainly around Kenroy school
Q08	Miller Street during school starting/getting out. North end of Town just before bridge at 5:00ish pm Lambert/Cherry when school and/or activities are getting out Millerdale/Ferry with school traffic
Q08	between 3 and 5:30, at lunch time between 11:30 and 1, between 8 and 9
Q08	7-8 am & 4:40 - 6:00 pm
Q08	Coming into Wenatchee from the west on Wenatchee Ave. Traffic backed up on all roads leading into Wenatchee morning and afternoons. Still a lot of congestion in the South Wenatchee area on the Chelan county side of the bridge. In Douglas county, Sunset Hwy is very difficult to enter from 29th St., 31st St. and 32nd St. They keep building residential homes with no good ingress or egress to Sunset Hwy. They closed off Cascade with SR 2/97 which puts more stress on Sunset Hwy. You can wait 10 minutes attempting to pull out onto Sunset from 29th, 31st and 32nd. The two housing developments should have been made to put in ramps onto SR 2/98 at Empire in Douglas County. This was very Political between the contractor Stimac and Douglas County Commissioner Stanton. The new road in and around Fred Meyer is almost a joke. I would be very curious to see the number of collisions with the new design (mess). Fred Meyer would now be better served by moving. Another Political move was the things done at SR 2 and SR 97 interchange. The amount of money spent for what? This was not an improvement. You have another Politician (Condotta) more interested in lowing the monetary penalty for running a red light than addressing important issues in the area.
Q08	Coming into Wenatchee from the North end and South end from 7am-6pm.
Q08	Normally traffic is in the evening

Respondent's Comments	
Q08	4:30pm by the bridges
Q08	from 7-8am and from 3:30pm to 6pm
Q08	N. Wenatchee Ave. 3:00-5:00pm.
Q08	North end of town on Wenatchee ave between 3 and 5 pm
Q08	3 main roads downtown Wenatchee, and near bridge at south end of town.
Q08	Morning and afternoon commuting hours on Western Avenue; and, commuting hours entering Wenatchee on N. Wenatchee Avenue
Q08	The intersection off Grant Road, Highway 97.
Q08	Probably about 7:45, 11:15-1pm, and starting in about 3:30-5. North Wenatchee avenue.
Q08	Rush hour time in downtown Wenatchee.
Q08	In Wenatchee at the north end of town close to the Wal-mart intersection in that area. On Wenatchee Avenue from Wenatchee river bridge for the first three miles.
Q08	between miller and Wenatchee avenue
Q08	<p>I experience traffic congestion all over Central Washington because of my job duties. If you are just referring to Wenatchee and East Wenatchee I would say Mission, Chelan, Ferry, Miller, the western entrance to Grant Rd., and Sunset highway have the most traffic delays. I witness daily close calls when drivers try to avoid catching red lights due to ticket cameras as they don't want to get an infraction during heavy congestion on the Chelan and Mission oneways. I will commend the DOT for the last project adding the Odebastian roadway to Fancher Heights as this significantly helped traffic on Sunset Highway.</p> <p>A strong majority of people that live along highways in Central Washington (I am one of those people) are frustrated with the overall noise of the highway and even more so with the rumble strips.</p> <p>I have spent thousands of dollars planting hundreds of trees on my property along with a 36 semi load berm I built along the highway to also try to reduce noise at no avail. I would be willing to help provide you with more information if something can be done about the rumble strips. Best number to call me is 509-881-5729 and is my cell. Thank you for contacting me.</p>
Q08	There is not much traffic, unless an accident occurs.
Q08	early afternoon coming into Wenatchee on north bound.
Q08	I would say it would be on Mission and Chelan street, around first street.
Q08	It's after work, usually around 3 to 3:30. But there's really not any.
Q08	Mission street in Wenatchee around 1 or 2 o'clock
Q08	In Mission street to cross from Wenatchee to east Wenatchee.
Q08	going from Wenatchee to east Wenatchee on the bridge
Q08	Michin street North bound 8am
Q08	Around 5:30pm, Grant and Rock Island intersection in East Wenatchee.
Q08	Around 3 PM
Q08	<p>North Wenatchee Ave. 7:30-8:00 a.m. south bound; 4:00 - 5:30 p.m. north bound  Highway 285 south bound into Wenatchee, 4:00 - 5:00 p.m.  Highway 2 at Leavenworth on Sunday 12:00 - 6:00 in spring and summer. Monday afternoon on 3-day holidays.</p> <p>However, compared to Puget Sound our problems are relatively minor. I might spend an extra 5 minutes at "rush hour" to enter or leave Wenatchee. Near Seattle that might be &gt;30 minutes.</p>
Q08	Coming into Wenatchee on the south side on highway 2, around 4;30 until 5;30 in the evening
Q08	George Seller bridge - 5 PM: Wenatchee high school 7:45 AM

Respondent's Comments	
Q08	Around 15 30 when school gets out for the day. Anywhere near any schools.
Q08	During times that the children are getting out of school and from 3 to 6 pm when everyone is getting out of work.
Q08	9:00 am- 11:00am 3:00pm-6:00 pm, North Wenatchee Ave. East Side Highway.
Q08	Between the hours of about 3 and 6 PM on major thru streets: Maple, Miller, Mission, Chelan, etc
Q08	I think getting onto the bridge, the southend bridge.
Q08	The end of the day.
Q08	Usually on the george sellar bridge.
Q08	west bound on 9th street coming to the intersection of 9th and Valley Mall Parkway in East Wenatchee, during morning and evening commutes. Also, coming into the North end of Wenatchee on Wenatchee Ave. during morning and evening commutes.
Q08	Coming of Cellers bridge across the Columbia between 7:30 and 8:00m and 4:30 and 5:00pm
Q08	Rush hour in the afternoon, downtown Wenatchee, heading out to bridge, downtown East Wenatchee, Grant Road
Q08	north Wenatchee ave. afternoon
Q08	intersection of Wenatchee Avenue and Mission
Q08	Crossing the Wenatchee river bridge.
Q08	The bridge that connects Wenatchee and east Wenatchee.
Q08	Eastmonte ave. between 2.30 and 3.00 is by far not the road to travel, way too congested
Q08	Only when I go shopping in Wenatchee area as I reside in Waterville and work in Waterville
Q08	Approaching the George Sellar bridge at rush hour (usually afternoons, maybe 4:00 or 5:00 PM).
Q08	Probably around lunch time and 5 o'clock. Downtown and all of Wenatchee.
Q08	The North end bridge at morning commute time, and N. Wenatchee avenue both morning and evening commute.
Q08	In the center of the city of Wenatchee between 5 and 6 o'clock.
Q08	There isn't any place.
Q08	about 4:30-5 in the evening in the whole area
Q08	Wenatchee Ave and Sunset Hwy
Q08	East Wenatchee, Grant Road, Safeway and Costco access area
Q08	In Chelan where I farm and work, we just don't have congestion.
Q08	hwy 97 East Wenatchee 7:30 -10:Am, 3:30 - 6:pm Wenatchee Ave. same times
Q08	late afternoon at north end near Walmart
Q08	More needs to be done about traffic control, especially after high schools are out.
Q08	Chelan Avenue and Wenatchee Avenue during the afternoon.
Q08	All four way stops that are too frequently placed
Q08	Mas o menos por la sanset highway.
Q08	In the downtown area of Wenatchee and George Sellers bridge during evening rush, i.e. after 4:30pm
Q08	South Wenatchee Avenue
Q08	At Grant road and highway 28. Around noon and evening hours.

Respondent's Comments	
Q08	Grant Road, 2:30 pm- 3:00 pm.
Q08	I would say before and after work between 7:30 and 8:30, 5:00 and 6:30. The bridge from George Sellar bridge going from Wenatchee to East Wenatchee.
Q08	Entering Wenatchee.
Q08	Bridge between Wenatchee and east Wenatchee from 3 to 6. One ways both Chelan and mission from 4 to 6.
Q08	Between 7:30 and 8:00 am, Maiden Lane and Wenatchee Ave, and St. Martin Intersection
Q08	where Wenatchee ave and miler street meet, at 8am in the morning
Q08	It varies. Congestion is extremely heavy 7 - 8 am., 10 am, 12 - 1 pm, 3 pm., 5 - 6 p.m.
Q08	bottom of Grant Road and the highway, Rock Island Road and Grant Road intersection, 3rd street and Rock Island Road.
Q08	6-6:30pm anywhere between 3rd and Grant Road near Eastmont weekdays.
Q08	i leave my work at 4 and when there's more traffic at this time during 4:10- 4:15 when i leave. I have always seen a lot of traffic at this time idk if there's more traffic earlier
Q08	Wenatchee ave
Q08	The north end of Wenatchee, from 4:00pm-5:00pm
Q08	I do not see traffic.
Q08	On Miller Street between 7:30 and 8:30 in the morning. Probably in the evening too, 5:00 ish also.
Q08	On the North End going out of town or coming in.
Q08	sometime at the bridge between Wenatchee and east Wenatchee
Q08	There is no significant traffic congestion.
Q08	around town and Fridays
Q08	almost no traffic
Q08	Wenatchee River Bridge 3:30 - 4:00
Q08	At a railroad crossing when a train is passing.
Q08	Chelan Ave and Mission, on the regular its between 3:30-5:00
Q08	Monday through Friday at 5:00 p.m. Chelan Street and Orondo Street is usually backed up for 3 blocks.
Q08	Major intersections during noon and afternoon rush hours
Q08	George Sellar Bridge, all Wenatchee schools, and major access roads when schools release students for the day and between 4pm and 6pm when businesses end their work days.
Q08	the connection where east Wenatchee meets Wenatchee in the southern end
Q08	Around 5 or 6 pm when people are getting out of work.
Q08	Columbia River Bridge between Wenatchee and East Wenatchee. 7:30-8:00am and 4:30-6:00pm.
Q08	Between 4:00pm and 6:00pm. Mainly on North Wenatchee street.
Q08	We live near the high school and junior high. During the before and particularly the after school hours there is a lot of congestion. Also, on the main avenues going through town (Wenatchee, Chelan,& Mission Streets) there is quite a bit of congestion particularly in the late afternoon.
Q08	5th street going West 7:30-9am and 3:30-6:30pm
Q08	N Wenatchee Ave- rush hour, heavy traffic or an accident
Q08	Right next to Walmart in the Summer.

Respondent's Comments	
Q08	Wenatchee Avenue
Q08	Through school zones. Around 3pm when they're letting them out.
Q08	Wenatchee Avenue, particularly between 3 and 6.
Q08	Entering Western Avenue from a main east-west street. Fifth Street and Chelan Avenue when driving east. Entering North Wenatchee Avenue from McKittrick Street.
Q08	Drive time leaving Wenatchee headed north. On 97A. Both 97 k 97A on summer event weekends and harvest times when campers, semis, once-a-year RV and boat trailer drivers are on the road. Going through Chelan to Manson. All need more passing lanes.
Q08	I don't. My work is five minutes away. If I'm going to the store it's going to be at the time when people don't go to the store. I don't wait till five o'clock when the other people get off work and go to the store.
Q08	Division Street/Mission Avenue, and Division Street/Railroad Avenue, Cashmere, 7:45am-8:15am, and 3pm-3:15pm (before and after school): All the school busses, parents, and quite frequently, the train passing through routinely gets the traffic all jacked-up. There needs to be another stoplight, round-about to keep traffic flowing and provide safety for the children walking to and from school. Another place is in the downtown Cashmere area on Cotlets Way, right where all the stores like Doanes Pharmacy and the Club Crow are. That whole area where the stores are is supposed to be 15 MPH. But, people still drive 20-25 MPH through that section and with all the cars blocking visibility to the crosswalks on both sides of the street in the westerly and easterly directions, there is almost no chance to stop in time if someone walks out into traffic. The bakery is there, with lots of children and the elderly around.
Q08	Orondo and Chelan Streets between 8-9am and Orondo and Mission Streets between 3-5:30pm. Wenatchee Avenue by Denny's and Shopko, that whole intersection is bad, and the intersection right before Denny's and Shopko.
Q08	From my house to work, at 4 its when traffic is more strong. I don't live far from my work and sometimes it takes me 15 minutes to get there when it would take me 5 without traffic.
Q08	Majority of traffic are caused at red lights and stops.
Q08	Noontime and around 4:00pm.
Q08	The street of Wenatchee and the Chelan street
Q08	Coming into town from the west. On Miller St. when school lets out and around N Valley Mall
Q08	Between 3pm and 5:30pm on the main streets of Wenatchee.
Q08	Through Mission to get to the bridge to east Wenatchee.
Q08	The hospital gets out at three o'clock and it's almost impossible to get off at arteriole roads. They get off at three seven, eleven pm there's not only the hospitals. The school also gets off at three o'clock there's churches also that are very active. There's two schools in this area there's also people that come off. You have a high school a junior high and two grade schools same streets as in the 80s when we had one school. There's a steady stream of cars on Cherry Street. Lillard street was congested in the 80s now it's ridiculous. Western is another main arteriole it's ridiculous...and then when the church two blocks down gets out I sometimes have to wait ten minutes in my driveway to get back into the street. We've gone from a small town to a city and we still have the same small town streets, but we've probably doubled our population in...we've more than doubled the traffic. I've been in Wenatchee since last 80s and we've quadrupled our population in that time, at least. When I moved here in the 80s I encountered maybe 8 cars an hour. So people are coming from outlying cities to this town to work.
Q08	The off ramp on the Wenatchee side across the bridge, and it gets congested there as well as east Wenatchee on the other side of the bridge. They are trying to cram 4 lanes into 2.
Q08	I try not to go out at peak travel times so it is seldom a problem

Respondent's Comments	
Q08	4-6 pm headed northbound out of town on North Wenatchee Ave.
Q08	Around 3:30-4:30, at the entrance of Wenatchee coming from Karshmer(?) until you hit the dealership and JcPennys'.
Q08	Wenatchee
Q08	SR 285 Bridge approach to enter Wenatchee Avenue from the North
Q08	From 5 to 6 in the afternoon. And from 7 to 9 in the morning.
Q08	Wenatchee Avenue 5:15 pm
Q08	The south end bridge and the area around by Walmart in Wenatchee.
Q08	North Wenatchee Ave from Miller St to Wenatchee River Bridge. 3-6pm
Q08	around 3:00 by bridge
Q08	City center
Q08	Wenatchee Avenue around 5PM
Q08	Rarely traffic congestion. Most at 4:30 to 5:30PM.
Q08	at my home road
Q08	Wenatchee AVE. North & South, Miller No. & So., Chelan No.& So. Mission No. & So. Early AM, Noon, Early PM
Q08	Across the bridge between Wenatchee and East Wenatchee between about 1:00 pm and 3:00 pm. 4:00pm-6:00pm Mission and Chelan streets are very busy.
Q08	In Wenatchee
Q08	Between 3 and 5pm, Farry Street and Methow Street
Q08	AM & PM rush hour on North Wenatchee Ave.
Q08	At 4pm everyday. By Chelan ave.
Q08	From 4 o'clock on if you're wanting to go on across the bridge coming or going, East Wenatchee is in Douglas County and West Wenatchee is in Chelan County. If you've lived here as long as I have you have your favorite ways to go and which is the fastest way to go.
Q08	By the (Sanson?) Highway in East Wenatchee.
Q08	Wenatchee avenue
Q08	8:45 on my way to school or about 3:20 on my way home from school or sometimes from about 4:45 coming from working out.
Q08	From Monday through Friday from 3:30 to 4 pm
Q08	Chelan St, Miller St, Mission St, Between 3:00-6:00pm,
Q08	the middle of town in Wenatchee at about 5-6pm and 8 in the morning
Q08	between 3:30Pm and 6pm
Q08	Before getting to the Wenatchee.
Q08	Between 4 and 6.
Q08	In the center of Wenatchee.
Q08	On Eastmont (East Wenatchee) around between 4:00 and 5:00 pm
Q08	Going south into Wenatchee itself
Q08	Rush hour in the morning, evening, coming in and out of Wenatchee
Q08	Entering Wenatchee from the North and the George Sellars Bridge either direction between 7:00 a.m. and 8:00 a.m. and from 4:00 p.m. to 6:00 p.m. most weekdays.
Q08	It would be in the Chelan county and north end of the Wenatchee bridge. Its is significant every day.

Respondent's Comments	
Q08	Bridge between East Wenatchee and Wenatchee. Any time after 3:00-6:00pm
Q08	Between 3 o'clock and 5 in the afternoon.
Q08	East Wenatchee
Q08	On Wenatchee Ave where it merges into Chelan St usually around 5pm
Q08	Commute after work 5pm.
Q08	I can't say that I do, I am retired and try to avoid downtown when people are getting off work.
Q08	Between 3:30 and 4 and a little after 5. On mission street on the south end, and coming into town.
Q08	Afternoon, main streets downtown.
Q08	Wenatchee Ave. from Easy St. to Miller St. And Miller St. from Wenatchee Ave. to Fifth St.
Q08	Grant Road/Valley Mall Intersection
Q08	North end of Wenatchee coming into Wenatchee or going out.
Q08	12:00-2:00pm and 5:00-6:00pm, on the main roads coming into town such as: Mission, Chelan, Avenue, and then you've got the Alcoa people coming into town through Rock Island and Malagu Highway which can get kid of congested.
Q08	Bridge approaches. 8:00amAnd 5:00pm on work days
Q08	Through the center.
Q08	Coming out on the north end of Wenatchee.
Q08	That would be South Wenatchee before you get on the bridge around 5 oclock.
Q08	1-4pm
Q08	North Wenatchee Ave. Between noon and six
Q08	In the main streets around 4:30-6:30, when everyone is getting off of work.
Q08	In town.
Q08	On Western Avenue, Wenatchee. Mornings and afternoons- parents taking and picking up kids at schools.
Q08	Most days between 3-4:30pm going across the bridge.
Q08	Main arterials through school zones such as; Western Ave, Miller Ave from 5th St. to Russell St.
Q08	we don't drive in "rush hour" traffic unless absolutely necessary. It is awful. There is a lot of congestion even in the middle of the day.
Q08	noon and 4pm-6pm
Q08	at the northend of Wenatchee and southend of Wenatchee both at the bridges
Q08	In my riding (usually on 3 days of the week) I have not experienced significant traffic congestion.
Q08	Coming into town during peak traffic hours
Q08	the sellers bridge. It has gotten better with the traffic light changes and where you can turn and etc. I do have a time getting on the mission street to go north.
Q08	Mission St, between Ferry and the bridge between 4:00pm and 6:00pm
Q08	The old bridge that they just remodeled, 6:45 PM.
Q08	Wenatchee arterials 7:00-9:30 AM / 11:30-6:30 PM
Q08	The bottom of 9th street. All day.

Respondent's Comments	
Q08	Traveling south on either Hwy 2 or 285 towards the George Stellar Bridge in Chelan County from 4 to 6:30 pm is always congested and traffic gets backed up.
Q08	Wenatchee Ave where the street goes from 2 lanes each way down to only 1. Also they put in the diverter for large trucks that made it more confusing for out of town travelers. Lastly, the north end of Wenatchee ave by Wendy/s and Starbucks. Car accidents there every day.
Q08	Tuesday mornings coming into Wenatchee between downtown Wenatchee and Chelan.
Q08	North Wenatchee Avenue, morning, noon and after work
Q08	Chelan st by courthouse at 5pm
Q08	Sunset highway when school busses are present
Q08	Morning and evenings.
Q08	On Miller and 5th from 4:30 to 5:00.
Q08	Between 4 and 5.
Q08	Five o'clock at night at South Wenatchee Avenue.
Q08	7AM-8AM AND 3PM-6PM
Q08	9:30-10:00 am on Highway 2.
Q08	4-5pm
Q08	end of shift times for workers and beginning and end of school days.
Q08	4:30PM North Wenatchee Avenue
Q08	trying to enter Wenatchee avenue during rush
Q08	Between 4 and 5 in Wenatchee.
Q08	North Wenatchee Avenue during the mid to late afternoon and during the noon hour for all of Wenatchee Ave and the one ways.
Q08	SR 285 (Chelan Ave. or Mission St. in Wenatchee) -Noon and around 5:00 PM Eastmont and Grant in East Wenatchee - Most hours of the day Rock Island Road and 3rd Street S. (near Costco and SR 28)
Q08	downtown Wenatchee, Wenatchee ave and from 3pm to 6pm
Q08	rush HOUR TRAFFIC BEFORE AND AFTER Work all through town.
Q08	Slowing southbound on Chelan at Orondo. And that silly 4 way stop in East Wenatchee at Valley Mall Parkway and NE 9th.
Q08	Grand Road next to Fred Meyer.
Q08	near the bridges and at peak times, congestion is at it's worst.
Q08	Noon -- Wenatchee Ave. 3:00 pm -- Eastmont Ave. Rush Hours -- Morning & evening
Q08	Wenatchee and East Wenatchee
Q08	usually right after school near the schools because we live near them
Q08	Wenatchee avenue
Q08	Around the high school and Pioneer middle school when school gets out.
Q08	I live in Plain. There is NO congestion in Plain.
Q08	ANY ROAD GOING THRU DOWNTOWN WENATCHEE

Respondent's Comments	
Q08	South Mission 4:00 -6:30 PM
Q08	Crossing the George Sellar bridge across from the Columbia river between east and west Wenatchee. Congested 5 o'clock.
Q08	Night ST in E Wenatchee. By Baker.
Q08	north Wenatchee Avenue, morning and afternoon commute times
Q08	Chelan ave from Miller st to Mission on past the bridge area.
Q08	In the afternoons
Q08	about noon on walnut and Wenatchee avenue
Q08	entering Wenatchee from route 2 east bound
Q08	Between here and East Wenatchee during the day time hours.
Q08	Bridges and one ways on way to work and home They should have not bottle necked the Wenatchee ave and Columbia St
Q08	In Wenatchee, Wenatchee Ave has commuter traffic on it that bogs things down. Along the bridge and Wenatchee Avenue. Along the river front, possibly Hwy2, it gets slowed up sometimes.
Q08	There really isn't much traffic here. Only when I got to Wenatchee two times a week for work. Sunset highway in east Wenatchee and all depends on the time you drive
Q08	I avoid them
Q08	Chelan Avenue and mission street.
Q08	In the afternoon when people get out of work.
Q08	Early morning work traffic, it's not roads or traffic congestion but impatience and disrespect that need to be addressed. But lots of potholes and unplowed back roads and the city's lack of concern with residents traveling them, especially in winter, is an issue that also needs to be addressed. The Engineering and Planning departments need to stop lining their own pockets by expanding, kicking out animals and trees and start being responsible with what they were given to take care of. But since there isn't money in that they have become greedy & selfish.
Q08	Wenatchee Avenue, Chelan Avenue, and Mission Avenue.
Q08	Between 3 and 5 o'clock, in the south end of Wenatchee between the south bridge and Wenatchee itself.
Q08	Between 3 and 4 pm, along Chelan Avenue that then turns into Mission.
Q08	The main street in Wenatchee around 4:30-5 in the evening.
Q08	Wenatchee Ave. during the morning and afternoon rush. Sunset Hwy., East Wenatchee during the same times.
Q08	Between 4:30 and 6:00 pm, George Sellar Bridge.
Q08	In the morning around 7 am.
Q08	The intersection of Grant Blvd. and hwy 97, in east Wenatchee.
Q08	Chelan to s. mission at the bridge 4:30 p.m.
Q08	Wenatchee Avenue and between the two counties
Q08	Southend bridge 4:30 to 6:00 PM

## Question 9

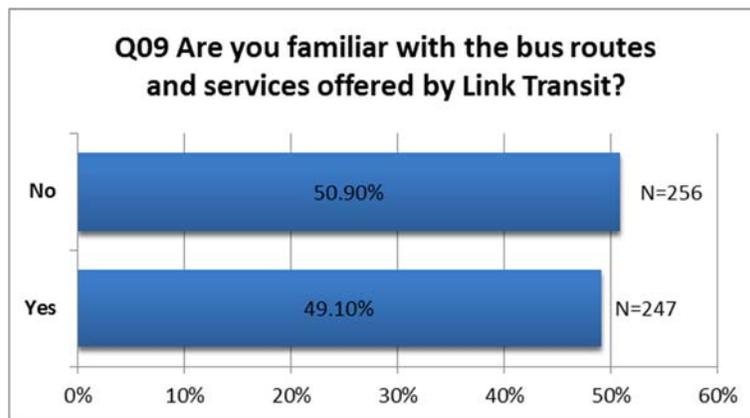
### Q09: Are you familiar with the bus routes and services offered by Link Transit?

Next respondents were asked whether they familiar with the bus routes and services offered by Link Transit. Slightly less than a half (49.1%) is familiar with the bus routes and services offered by Link Transit and a half (50.9%) is not familiar.

No significant differences in responses to this question were found by county, age, gender, race, income, or household size.

#### Q09 Are you familiar with the bus routes and services offered by Link Transit?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	247	48.0	49.1	49.1
	2 No	256	49.7	50.9	100.0
	Total	503	97.7	100.0	
Missing	-7 Don't know	3	.6		
	-1 No answer	1	.2		
	System	8	1.6		
	Total	12	2.3		
Total		515	100.0		



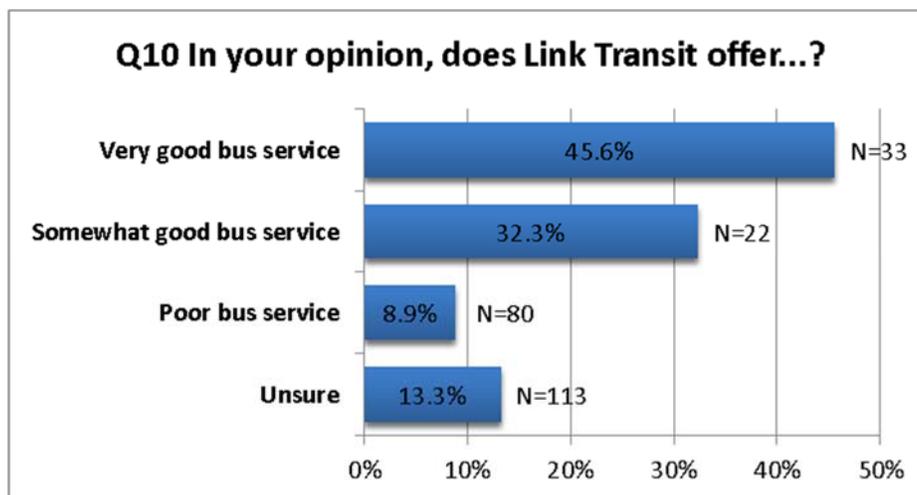
## Question 10

### Q10: In your opinion, does Link Transit offer...?

Two hundred and forty eight (n=248) respondents answered this question. Of those, majority (77.9%) thinks that Link Transit offers “*Very good bus service*” or “*Somewhat good bus service*.” Less than ten percent (8.9%) think that bus service provided by Link Transit is poor. No significant differences in responses to this question were found by county, age, gender, race, income, or household size.

**Q10 In your opinion, does Link Transit offer...?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Very good bus service	113	21.9	45.6	45.6
	2 Somewhat good bus service	80	15.5	32.3	77.8
	3 Poor bus service	22	4.3	8.9	86.7
	4 Unsure	33	6.4	13.3	100.0
	Total	<b>248</b>	48.2	100.0	
Missing	-5 Skipped due to branching System	259	50.3		
		8	1.6		
	Total	267	51.8		
Total		515	100.0		



## Question 11

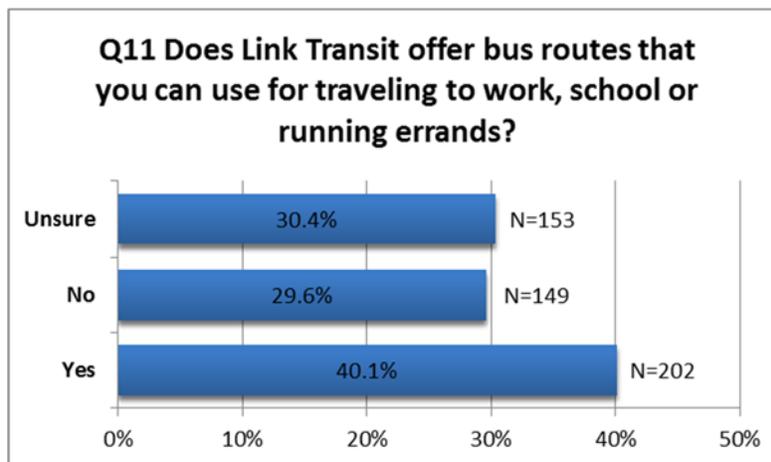
### Q11: Does Link Transit offer bus routes that you can use for traveling to work, school or running errands?

Question 11 asked respondents whether or not Link Transit offers bus routes that they can use for traveling to work, school or running errands. Five hundred and four respondents (n=504) answered this question. Of those, 40.1% provided affirmative response to this question, while 29.6% provided a negative response. The results are presented below.

No significant differences were found for this question by county, age and household size, but there were significant differences by respondent's **gender**, **race/ethnicity** and **income**. The differences in responses among these sub-groups are displayed graphically on the next page.

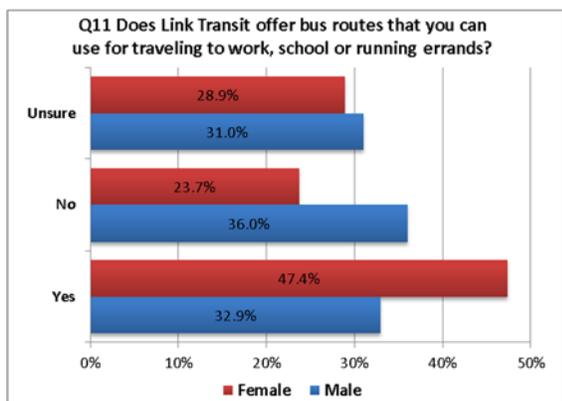
#### Q11 Does Link Transit offer bus routes that you can use for traveling to work, school or running errands?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	202	39.2	40.1	40.1
	2 No	149	28.9	29.6	69.6
	3 Unsure	153	29.7	30.4	100.0
	Total	504	97.9	100.0	
Missing	-9 Refuse	2	.4		
	-1 No answer	1	.2		
	System	8	1.6		
	Total	11	2.1		
Total		515	100.0		



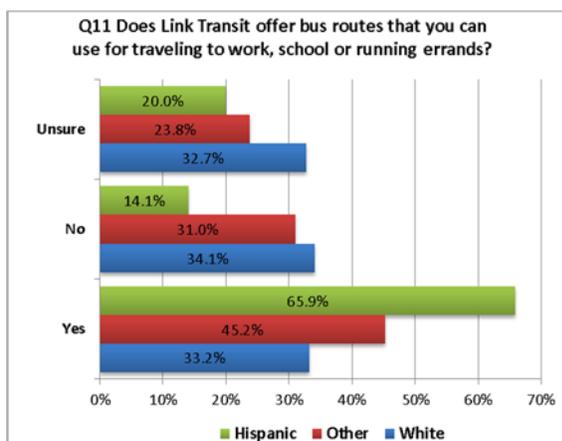
## Question 11

Q11: Does Link Transit offer bus routes that you can use for traveling to work, school or running errands?

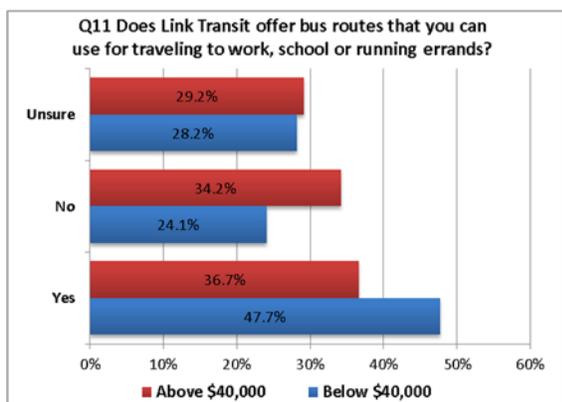


Here we present the results of cross-tabulation of the responses to Q11 by gender, race/ethnic background, and income.

Our results show that a significantly higher percentage of women (47.4%), relative to men (32.9%), thinks that Link Transit offers bus routes that they can use for traveling to work, school or running errands.



When compared based on race/ethnic background, a significantly higher percentage of Hispanic respondents (65.9%), relative to White respondents (33.2%) or respondents of other races (45.2%), thinks that Link Transit offers bus routes that they can use for traveling to work, school or running errands.



In the same vein, lower-income respondents relative to higher-income respondents are more likely to think that Link Transit offers bus routes that they can use for traveling to work, school or running errands ( 47.7% vs 36.7%).

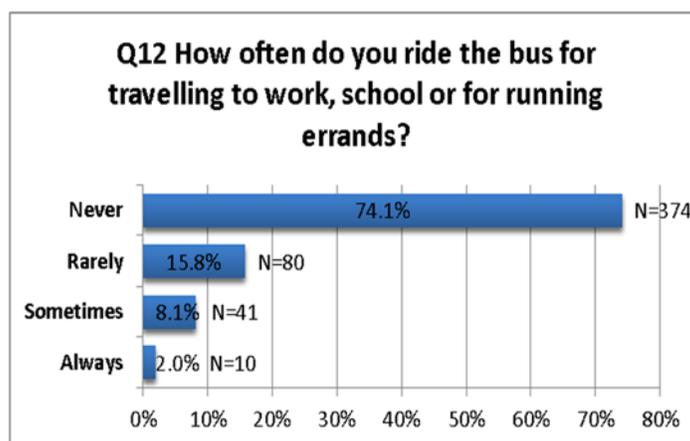
## Question 12

### Q12: How often do you ride the bus for travelling to work, school or for running errands?

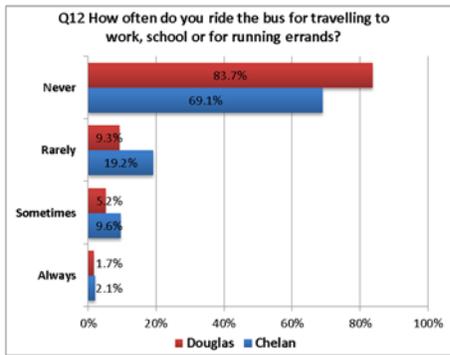
Majority (74.1%) never ride the bus for travelling to work, school or for running errands, and 15.8% rarely ride the bus. Close to ten percent (8.1%) sometimes ride the bus, and only 2% always rely on bus for travelling to work, school or for running errands. The results are presented below. No significant differences were found for this question by gender, but there were significant differences by respondent's **age, race/ethnic background, income, and household size**. The differences in responses among these sub-groups are displayed graphically on the next page.

**Q12 How often do you ride the bus for travelling to work, school or for running errands?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Always	10	1.9	2.0	2.0
	2 Sometimes	41	8.0	8.1	10.1
	3 Rarely	80	15.5	15.8	25.9
	4 Never	374	72.6	74.1	100.0
	Total	505	98.1	100.0	
Missing	-9 Refuse	1	.2		
	-1 No answer	1	.2		
	System	8	1.6		
	Total	10	1.9		
Total		515	100.0		



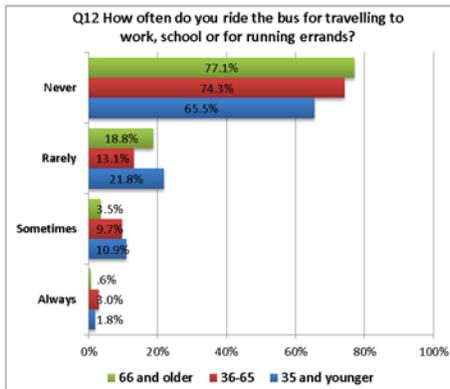
## Question 12



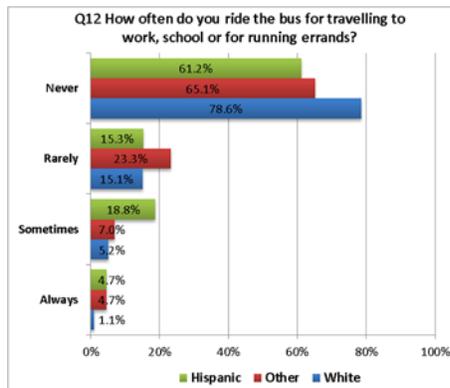
### Q12: How often do you ride the bus for travelling to work, school or for running errands?

Here we present the results of cross-tabulation of the responses to Q12 by county, age, race/ethnic background, income, and household size.

Our results show that a significantly higher percentage of residents of Chelan county compared with residents of Douglas county "Always" (2.1%) and "Sometimes" (9.6%) ride the bus for travelling to work, school or for running errands.

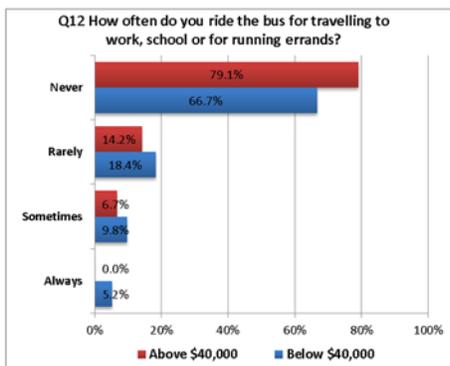


When compared based on age, younger (35 and younger) and middle-aged (36-65) are more likely "Always" and "Sometimes" to ride the bus.

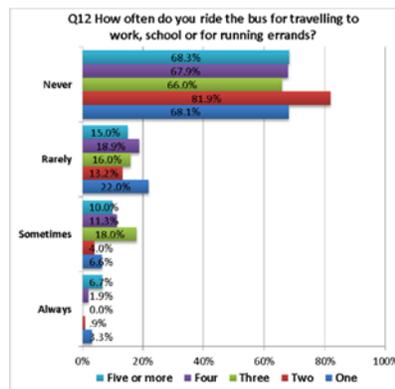


When compared based on race/ethnic background, a significantly higher percentage of Hispanic respondents, relative to White respondents or respondents of other races, "Always" and "Sometimes" ride the bus.

A significantly higher percentage of lower-income respondents, compared with higher-income respondents, "Always" and "Sometimes" ride the bus.



Residents from larger-sized households are more likely to ride the bus relative to residents from small households.



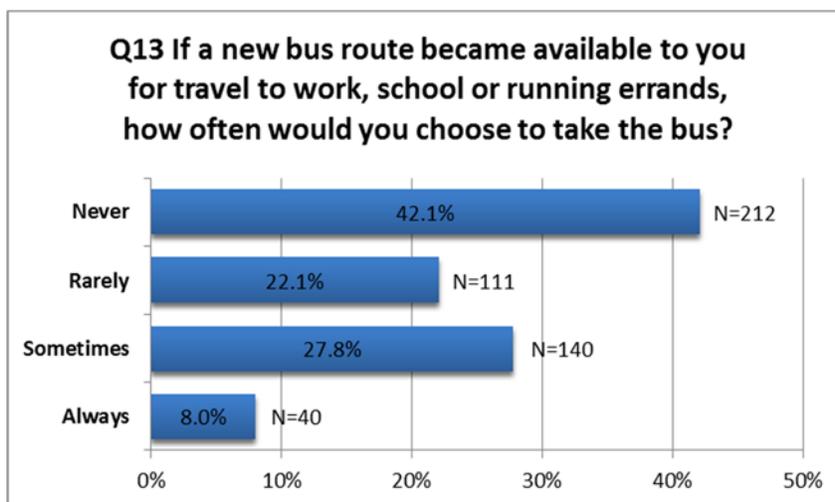
## Question 13

Q13: If a new bus route became available to you for travel to work, school or running errands, how often would you choose to take the bus?

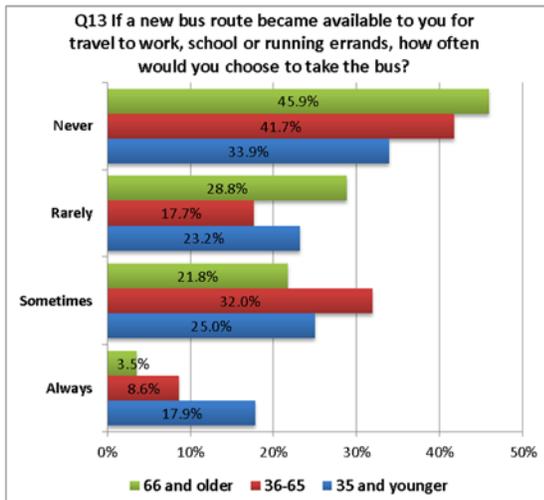
Eight percent (8%) said they “*always*” would choose to take the bus if a new bus route became available. An additional 27.8% said that they “*sometimes*” would choose to take the bus if a new bus route became available. There were significant differences by respondent’s **county, age, gender, race/ethnic background, income, and household size**. The differences in responses among these sub-groups are displayed graphically on the next page.

**Q13 If a new bus route became available to you for travel to work, school or running errands, how often would you choose to take the bus?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Always	40	7.8	8.0	8.0
	2 Sometimes	140	27.2	27.8	35.8
	3 Rarely	111	21.6	22.1	57.9
	4 Never	212	41.2	42.1	100.0
	Total	503	97.7	100.0	
Missing	-9 Refuse	1	.2		
	-7 Don't know	1	.2		
	-1 No answer	1	.2		
	System	9	1.7		
	Total	12	2.3		
Total		515	100.0		

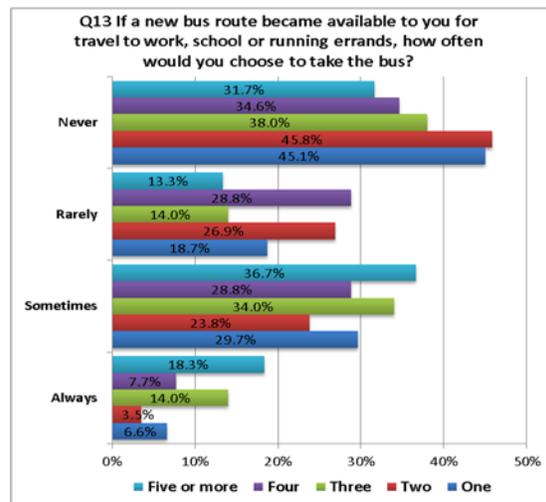
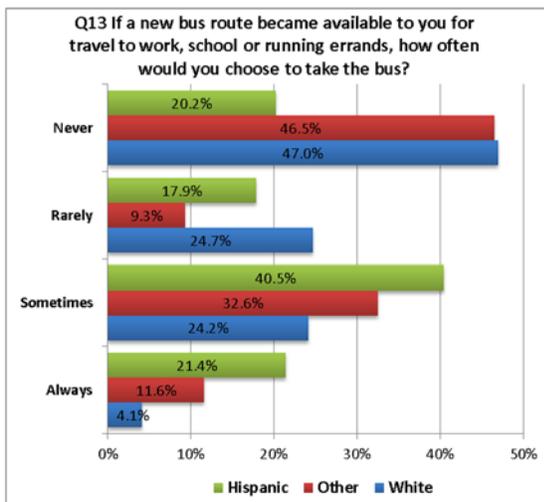
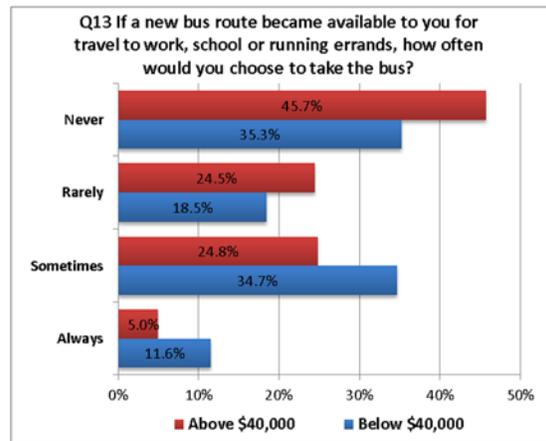
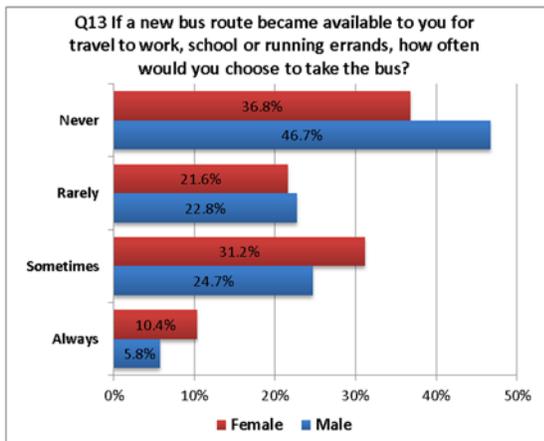


## Question 13



Q13: If a new bus route became available to you for travel to work, school or running errands, how often would you choose to take the bus?

Here we present the results of cross-tabulation of the responses to Q13 by county, age, gender, race/ethnic background, income, and household size. Younger residents, women, low-income, Hispanic, and residents from large-sized households are more likely to “Always” take the bus, if new bus route became available to you for travel to work, school or running errands.



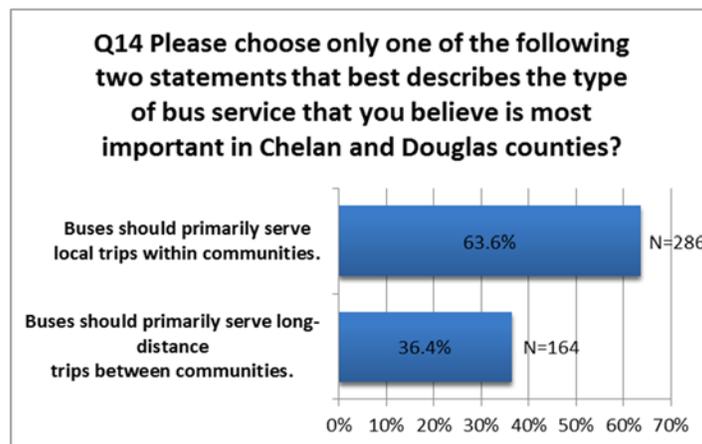
## Question 14

Q14: Please choose only one of the following two statements that best describes the type of bus service that you believe is most important in Chelan and Douglas counties?

Majority (63.6%) believe that buses should primarily serve long-distance trips between communities, while 36.4% think that buses should primarily serve local trips within communities. There were no significant differences by respondent's county, age, gender, race/ethnic background, income, and household size.

### Q14 Please choose only one of the following two statements that best describes the type of bus service that you believe is most important in Chelan and Douglas counties?

	Frequency	Percent	Valid Percent	Cumulative Percent
1 Buses should primarily serve long-distance trips between communities.	164	31.8	36.4	36.4
2 Buses should primarily serve local trips within communities.	286	55.5	63.6	100.0
Total	450	87.4	100.0	
Missin -9 Refuse	15	2.9		
g -7 Don't know	32	6.2		
-1 No answer	8	1.6		
System	10	1.9		
Total	65	12.6		
Total	515	100.0		



## Question 15

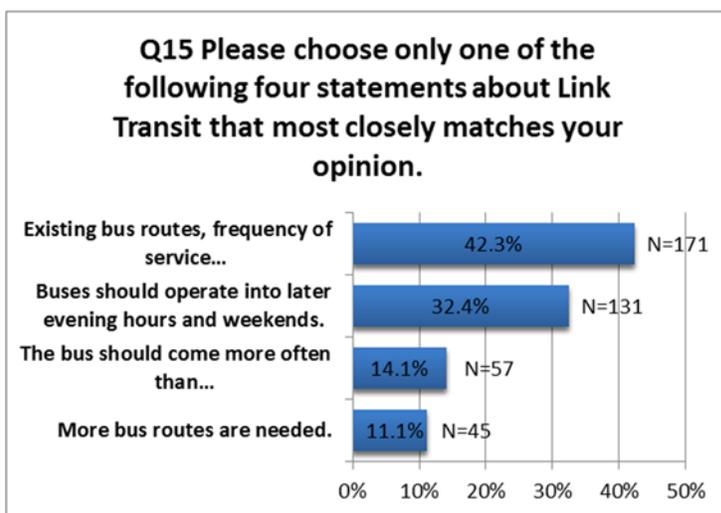
**Q15: Please choose only one of the following four statements about Link Transit that most closely matches your opinion.**

Although more than 40% believe that existing bus routes, frequency of service and hours of operation are adequate, close to a third (32.4%) think that buses should operate into later evening hours and weekends. About 11 percent (11.1%) think that more bus routes are needed.

No significant differences were found for this question by county, but there were significant differences by respondent's **age, gender, race/ethnic background, income, and household size**. The differences in responses among these sub-groups are displayed graphically on the next page.

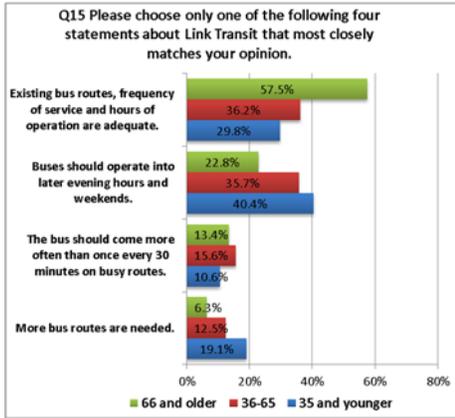
### Q15 Please choose only one of the following four statements about Link Transit that most closely matches your opinion.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 More bus routes are needed.	45	8.7	11.1	11.1
	2 The bus should come more often than once every 30 minutes on busy routes.	57	11.1	14.1	25.2
	3 Buses should operate into later evening hours and weekends.	131	25.4	32.4	57.7
	4 Existing bus routes, frequency of service and hours of operation are adequate.	171	33.2	42.3	100.0
	Total	404	78.4	100.0	
Missing	-9 Refuse	19	3.7		
	-7 Don't know	66	12.8		
	-1 No answer	15	2.9		
	System	11	2.1		
	Total	111	21.6		
Total		515	100.0		



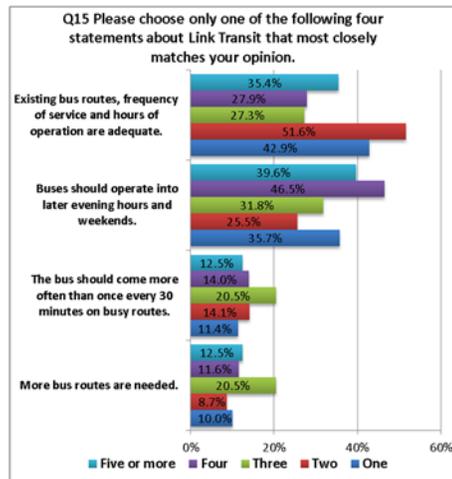
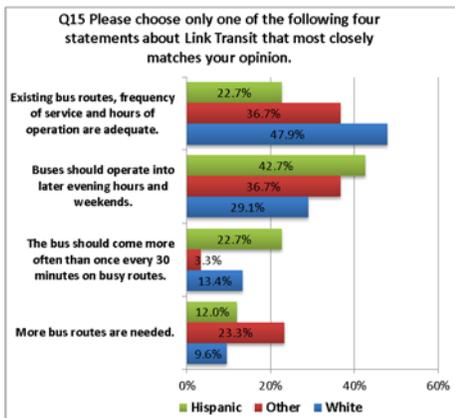
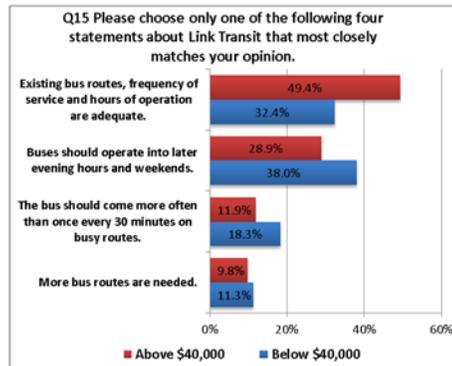
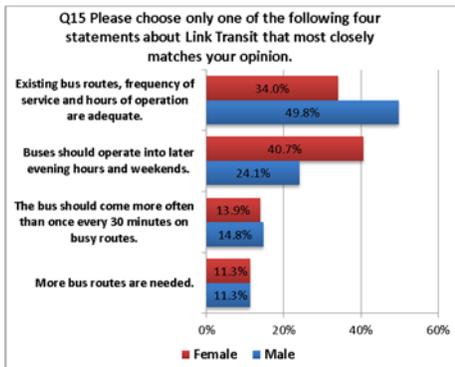
## Question 15

Q15: Please choose only one of the following four statements about Link Transit that most closely matches your opinion.



Our results show that older residents (66 and older), men, White, higher-income, and residents from households with two people are more likely to believe that existing bus routes, frequency of service and hours of operation are adequate. Younger respondents (35 and younger) are more likely to say that “more bus routes are needed” and “buses should operate into later evening hours and weekends.”

A significantly higher percentage of women, Hispanics, and low-income residents believe that “buses should operate into later evening hours and weekends.”



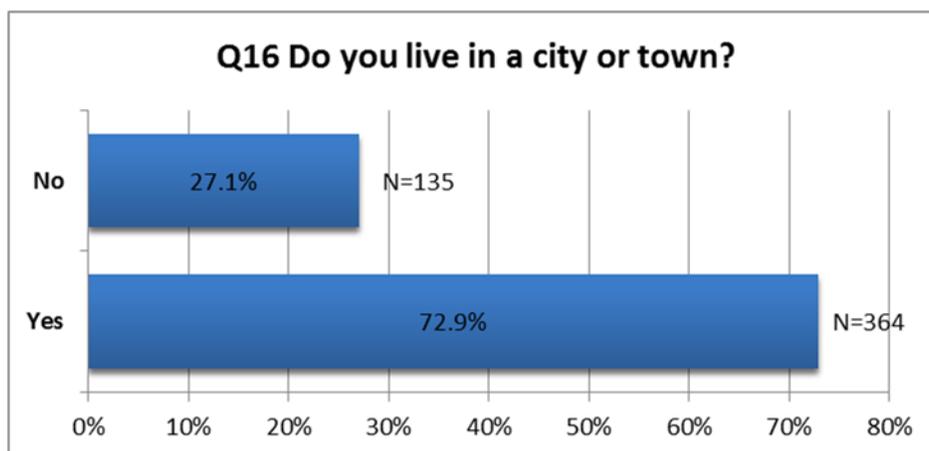
## Question 16

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### Q16: Do you live in a city or town?

Majority of respondents (72.9%) lives in a city or town. Close to thirty percent (27.1%) do not live in a city or town. The results are presented below.

Q16 Do you live in a city or town?					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	364	70.7	72.9	72.9
	2 No	135	26.2	27.1	100.0
	Total	499	96.9	100.0	
Missing	-9 Refuse	1	.2		
	-7 Don't know	1	.2		
	-1 No answer	3	.6		
	System	11	2.1		
	Total	16	3.1		
Total		515	100.0		



## Question 17

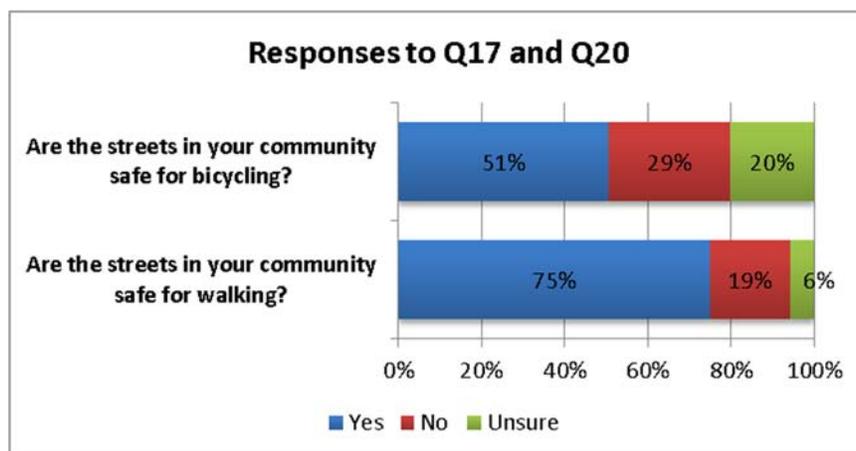
### Q17: Are the streets in your community safe for walking?

Question 17 asked residents about safety of their community for walking. Questions 20 asked the residents about safety of their community for bicycling. We present the frequencies for Q17 as well as the visual presentation of the responses to Q17 and Q20 side by side for comparison. Majority (75%) feel that their community is safe for walking. For bicycling, the numbers of respondents providing an affirmative answer to a safety question drops to 51%.

No significant differences were found for this question by county, age, gender, household size, but there were significant differences by respondent's **race/ethnic background, income**. The differences in responses among these sub-groups are displayed graphically on the next page.

**Q17 Are the streets in your community safe for walking?**

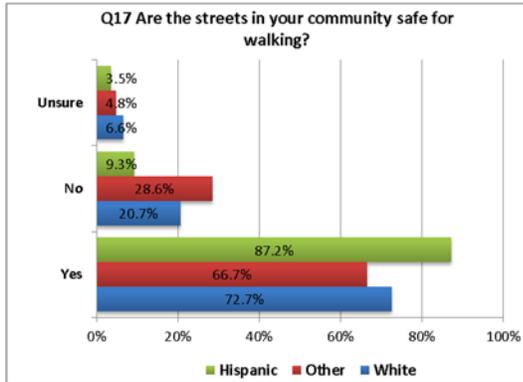
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	376	73.0	75.0	75.0
	2 No	96	18.6	19.2	94.2
	3 Unsure	29	5.6	5.8	100.0
	Total	501	97.3	100.0	
Missing	-9 Refuse	1	.2		
	-1 No answer	2	.4		
	System	11	2.1		
	Total	14	2.7		
Total		515	100.0		



## Question 17

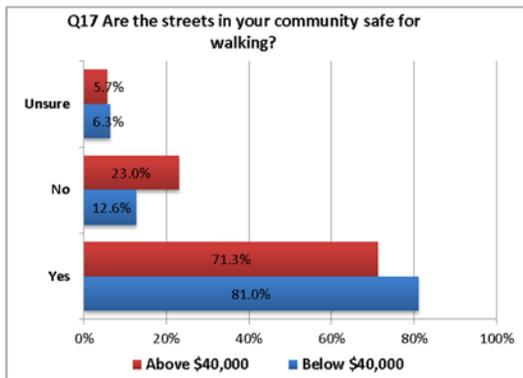
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### Q17: Are the streets in your community safe for walking?



Here we present the results of cross-tabulation of the responses to Q17 by race/ethnic background and income.

When compared based on race/ethnic background, a significantly higher percentage of Hispanic respondents, relative to White respondents or respondents of other races, thinks that the streets in their community are safe for walking (87.2% vs 72.7% vs 66.7%).



When compared based on income, low-income respondents are more likely to think that the streets in their community are safe for walking (81% vs 71.3%).

## Question 18

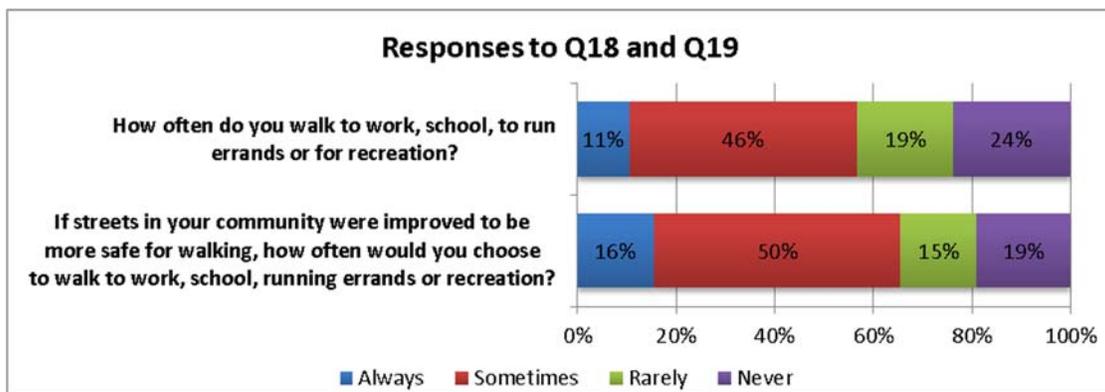
### Q18: How often do you walk to work, school, to run errands or for recreation?

Question 18 asked respondents about how often they walk to work, school, to run errands or for recreation. Question 19, however, asked how often the respondents would walk if the streets in their community improved. We present the frequencies for Q18 as well as the visual presentation of the responses to Q18 and Q19 side by side for comparison. Our results show that more than a half (56.8%) “*Always*” or “*Sometimes*” walk to work, school, to run errands or for recreation, and this number might go up to 66% if the streets are improved.

No significant differences were found for this question by gender, income, race/ethnic background household size, but there were significant differences by respondent’s **county** and **age**. The differences in responses among these sub-groups are displayed graphically on the next page.

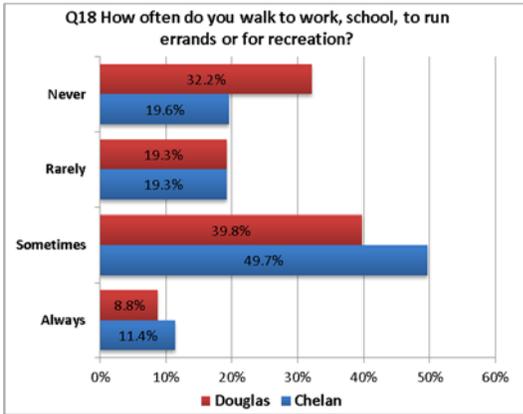
**Q18 How often do you walk to work, school, to run errands or for recreation?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Always	53	10.3	10.5	10.5
	2 Sometimes	233	45.2	46.3	56.9
	3 Rarely	97	18.8	19.3	76.1
	4 Never	120	23.3	23.9	100.0
	Total	503	97.7	100.0	
Missing	-7 Don't know	1	.2		
	System	11	2.1		
	Total	12	2.3		
Total		515	100.0		



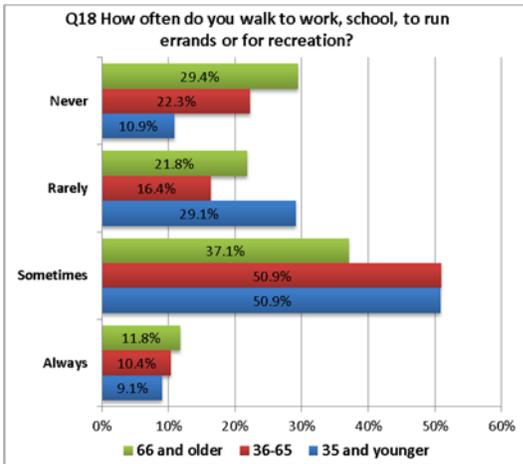
## Question 18

### Q18: How often do you walk to work, school, to run errands or for recreation?



Here we present the results of cross-tabulation of the responses to Q18 by county and age.

A significantly higher percentage of Chelan residents “*Sometimes*” and “*Always*” walk to work, school, to run errands or for recreation (11.4% vs 8.8%).



When compared based on age, younger and middle-aged respondents are more likely than older residents (66 and older) to “*Sometimes*” and “*Always*” walk to work, school, to run errands or for recreation.

## Question 19

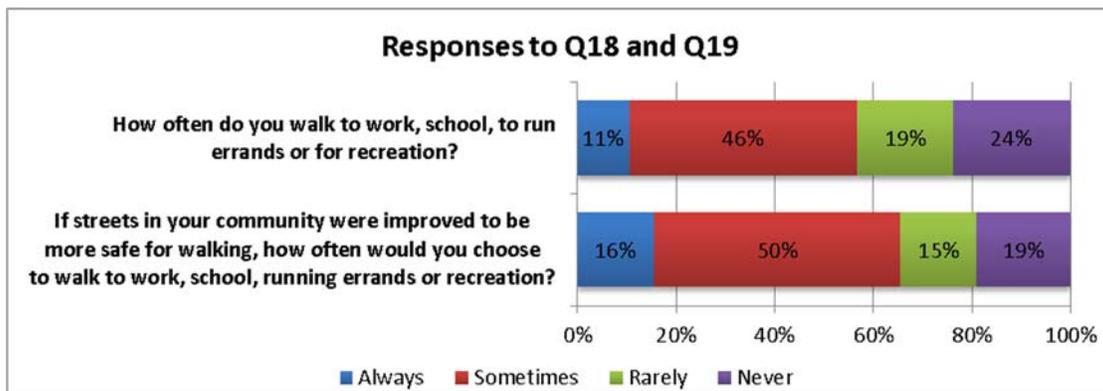
Q19: If streets in your community were improved to be more safe for walking, how often would you choose to walk to work, school, running errands or recreation?

Question 19 asked how often the respondents would walk to work, school, running errands or recreation if the streets in their community improved. Sixty six percent (66%) said they would “*always*” or “*sometimes*” walk to work, school, to run errands or for recreation if the streets improved.

No significant differences were found for this question by county, gender, income, household size, but there were significant differences by respondent’s **age** and **race**. The differences in responses among these sub-groups are displayed graphically on the next page.

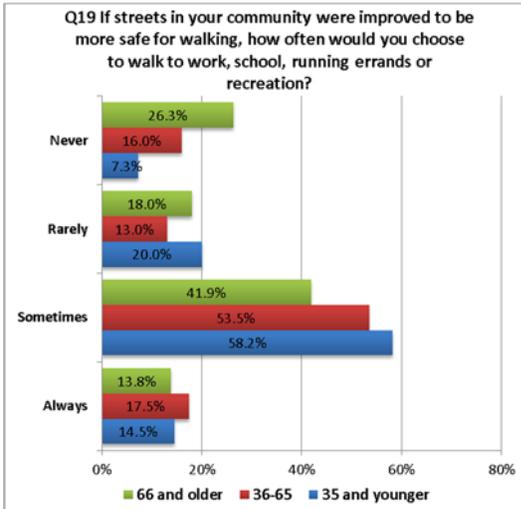
**Q19 If streets in your community were improved to be more safe for walking, how often would you choose to walk to work, school, running errands or recreation?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Always	78	15.1	15.6	15.6
	2 Sometimes	249	48.3	49.9	65.5
	3 Rarely	77	15.0	15.4	81.0
	4 Never	95	18.4	19.0	100.0
	Total	499	96.9	100.0	
Missing	-9 Refuse	2	.4		
	-7 Don't know	3	.6		
	System	11	2.1		
	Total	16	3.1		
Total		515	100.0		

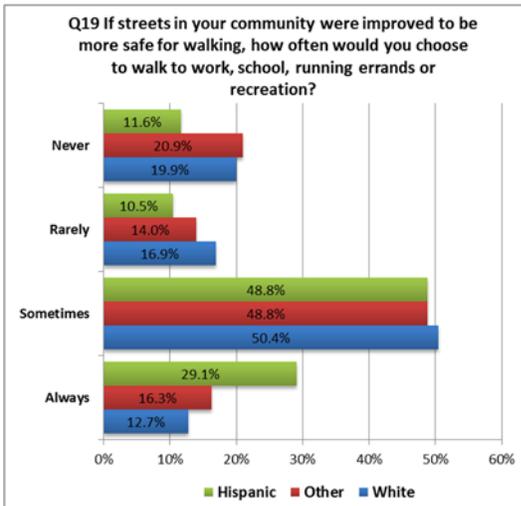


## Question 19

Q19: If streets in your community were improved to be more safe for walking, how often would you choose to walk to work, school, running errands or recreation?



When compared based on age, younger and middle-aged respondents are more likely than older residents (66 and older) to “*Sometimes*” and “*Always*” walk to work, school, to run errands or for recreation, if streets in their community were improved to be more safe.



A significantly higher percentage of Hispanic residents will “*Sometimes*” and “*Always*” walk to work, school, to run errands or for recreation, if streets in their community were improved to be more safe.

**Question 20**

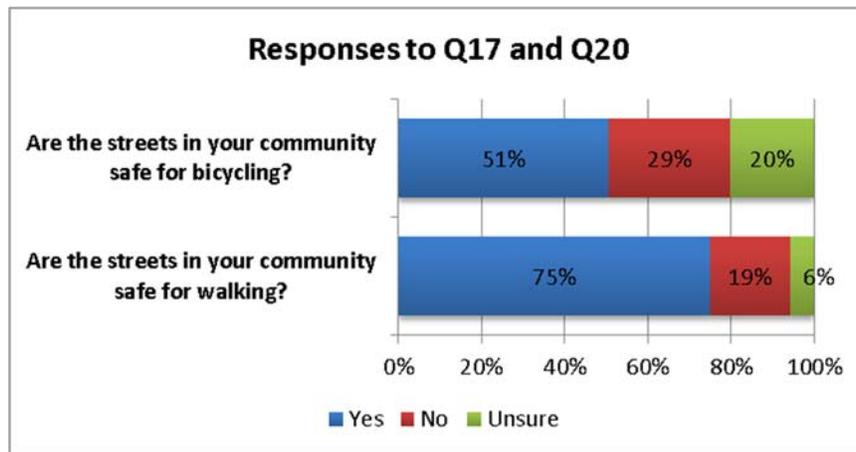
**Q20: Are the streets in your community safe for bicycling?**

Question 20 asked respondents about safety of their community for bicycling. More than a half feel that their community is safe for bicycling, and close to 30 percent (29.1%) feel that their community is not safe for bicycling. One-fifth was not sure.

No significant differences were found for this question by county, but there were significant differences by respondent’s **age, gender, income, race/ethnic background, and income**. The differences in responses among these sub-groups are displayed graphically on the next page.

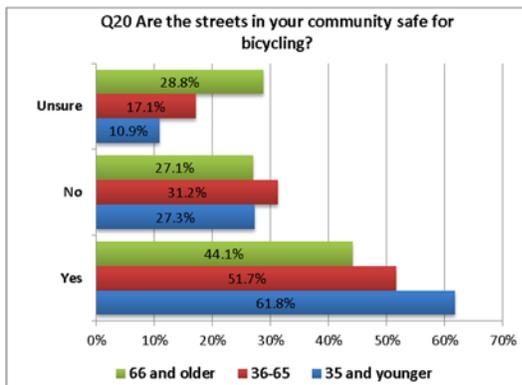
**Q20 Are the streets in your community safe for bicycling?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	254	49.3	50.6	50.6
	2 No	146	28.3	29.1	79.7
	3 Unsure	102	19.8	20.3	100.0
	Total	502	97.5	100.0	
Missing	-9 Refuse	1	.2		
	-1 No answer	1	.2		
	System	11	2.1		
	Total	13	2.5		
<b>Total</b>		<b>515</b>	<b>100.0</b>		

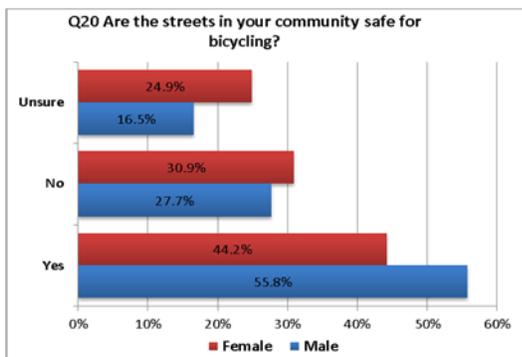


## Question 20

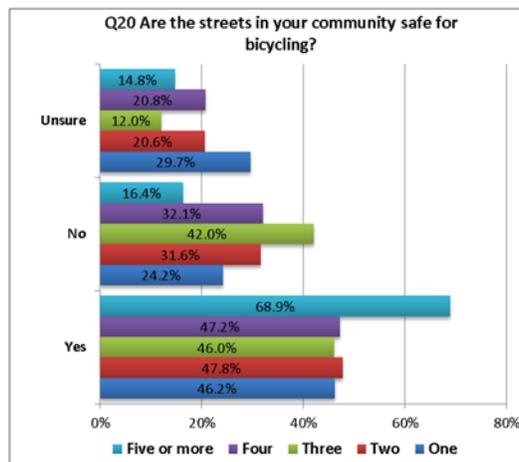
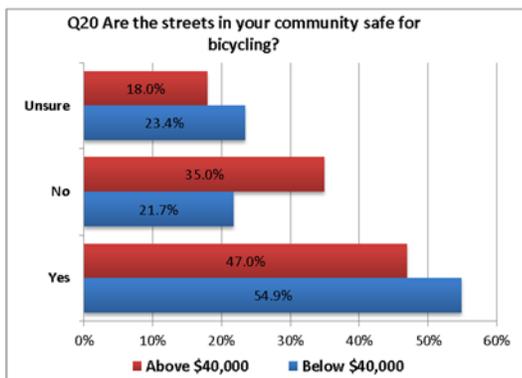
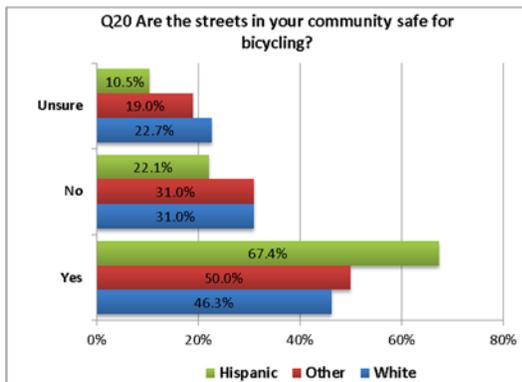
### Q20: Are the streets in your community safe for bicycling?



Our results show that younger residents (35 and younger), men, Hispanic, lower-income, and residents from large-sized households are more likely to believe that streets in their communities are safe for bicycling.



Middle-aged residents, females, White and people of other races, higher-income residents, and households with three people are more likely to say that their streets are not safe for bicycling.



## Question 21

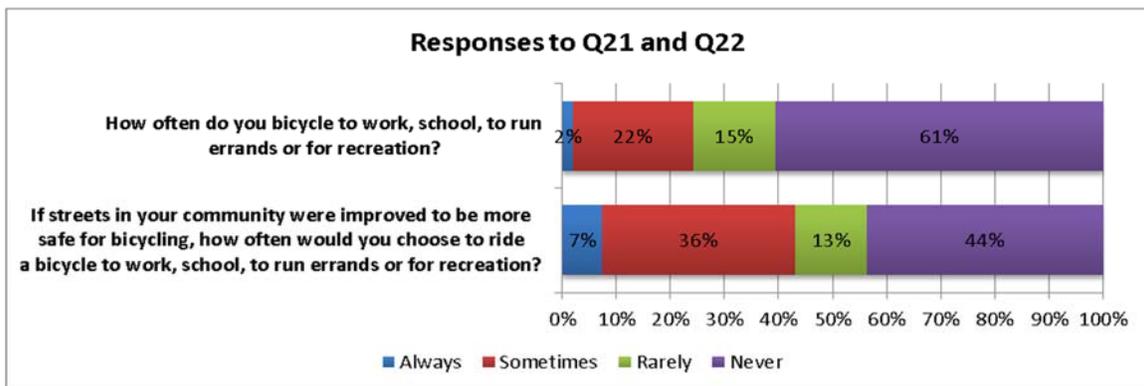
### Q21: How often do you bicycle to work, school, to run errands or for recreation?

Question 21 asked respondents about how often they bicycle to work, school, to run errands or for recreation. Question 22 asked how often the respondents would bicycle if the streets in their community improved. We present the frequencies for Q21 as well as the visual presentation of the responses to Q21 and Q22 side by side for comparison. Our results show that almost one fourth (24.3%) *always* or *sometimes* bicycle to work, school, to run errands or for recreation, and this number might go up to 43% if the streets are improved.

No significant differences were found for this question by race/ethnic background, county, but there were significant differences by respondent's **age, gender, income, and household size**. The differences in responses among these sub-groups are displayed graphically on the next page.

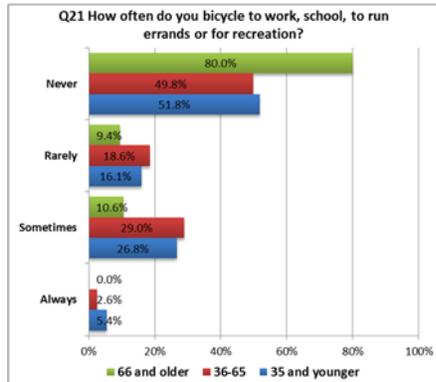
**Q21 How often do you bicycle to work, school, to run errands or for recreation?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Always	10	1.9	2.0	2.0
	2 Sometimes	112	21.7	22.3	24.3
	3 Rarely	76	14.8	15.1	39.4
	4 Never	304	59.0	60.6	100.0
	Total	502	97.5	100.0	
Missing	System	13	2.5		
Total		515	100.0		

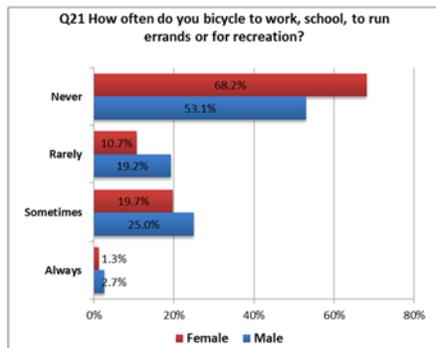


## Question 21

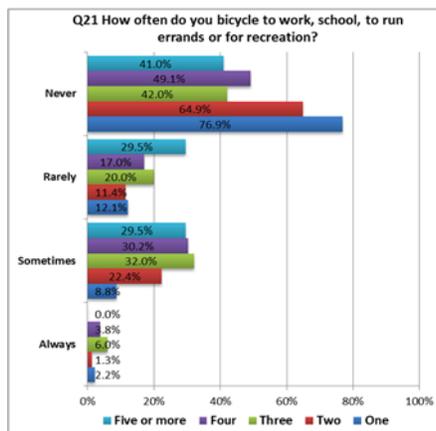
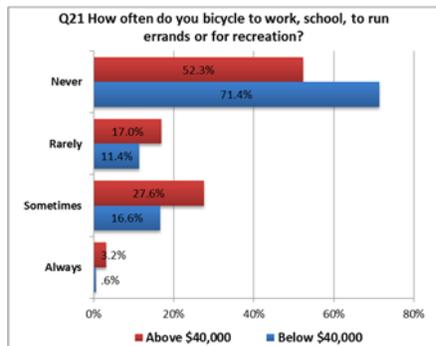
Q21: How often do you bicycle to work, school, to run errands or for recreation?



Our results show that younger residents (35 and younger), men, higher-income residents, and residents from households consisting of three people are more likely to “*always*” or “*sometimes*” bicycle to work, school, to run errands or for recreation.



Older residents (66 and older), females, lower-income residents, and resident from small households are more likely to “*Never*” bicycle to work, school, to run errands or for recreation.



## Question 22

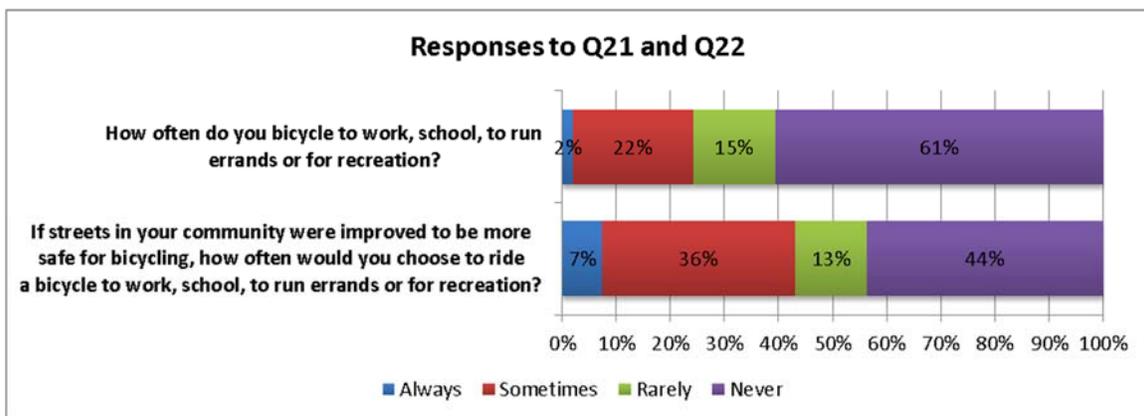
Q22: If streets in your community were improved to be more safe for bicycling, how often would you choose to ride a bicycle to work, school, to run errands or for recreation?

Overall 43% of respondents “*always*” or “*sometimes*” would choose to ride a bicycle to work, school, to run errands or for recreation if the streets are improved.

No significant differences were found for this question by county, but there were significant differences by respondent’s **age, race/ethnic background, gender, income, and household size**. The differences in responses among these sub-groups are displayed graphically on the next page.

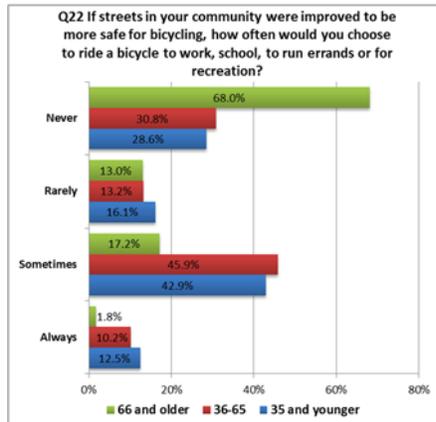
**Q22 If streets in your community were improved to be more safe for bicycling, how often would you choose to ride a bicycle to work, school, to run errands or for recreation?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Always	37	7.2	7.4	7.4
	2 Sometimes	178	34.6	35.7	43.2
	3 Rarely	66	12.8	13.3	56.4
	4 Never	217	42.1	43.6	100.0
	Total	498	96.7	100.0	
Missing	-7 Don't know	4	.8		
	System	13	2.5		
	Total	17	3.3		
<b>Total</b>		<b>515</b>	<b>100.0</b>		

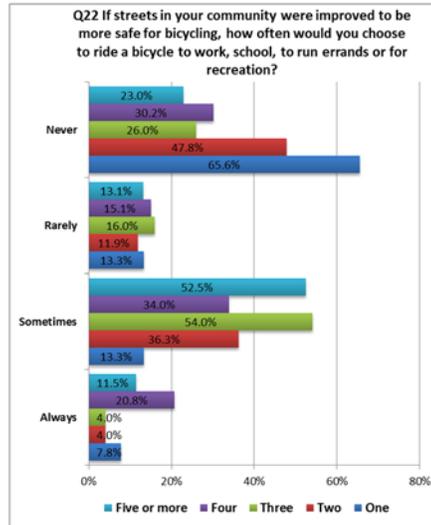
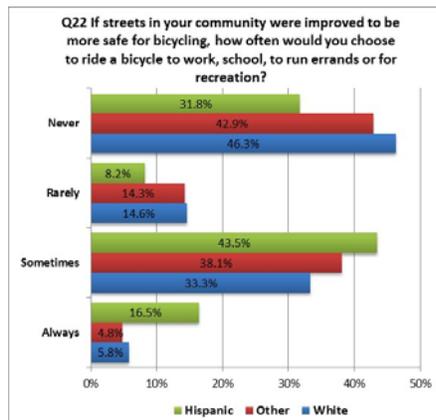
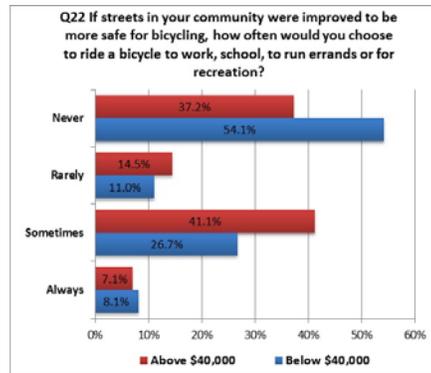
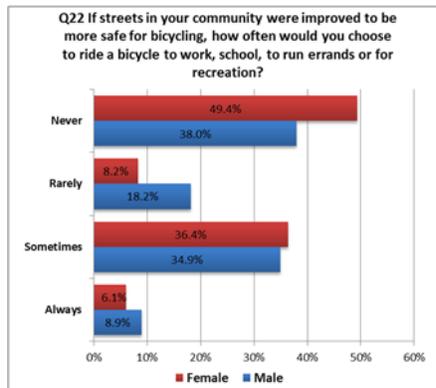


## Question 22

Q22: If streets in your community were improved to be more safe for bicycling, how often would you choose to ride a bicycle to work, school, to run errands or for recreation?



Our results show that younger and middle-aged residents, men, Hispanic, higher-income residents, and residents from large-sized households are more likely to bicycle to work, school, to run errands or for recreation if streets in their community are improved to be more safe.



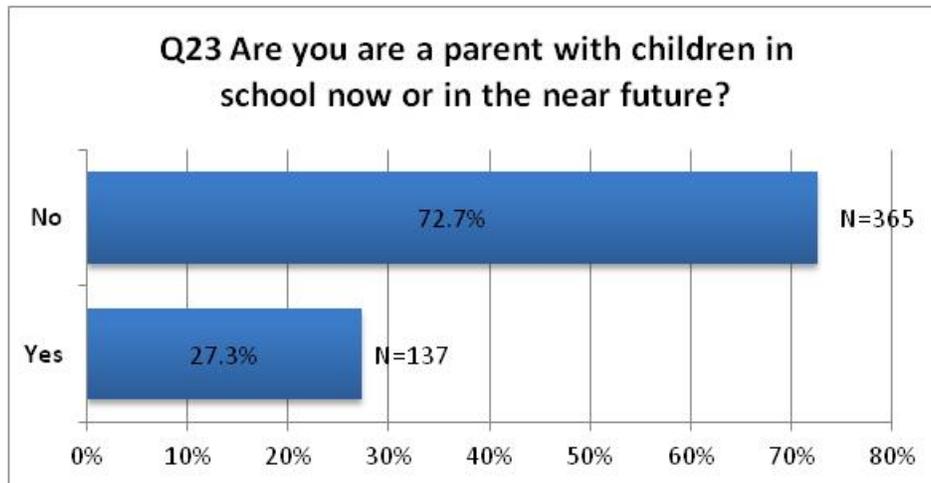
## Question 23

### Q23: Are you are a parent with children in school now or in the near future?

Majority (72.7%) do not have children in school, while 27.3% have children in school. The results are presented below.

**Q23 Are you are a parent with children in school now or in the near future?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	137	26.6	27.3	27.3
	2 No	365	70.9	72.7	100.0
	Total	502	97.5	100.0	
Missing	System	13	2.5		
Total		515	100.0		



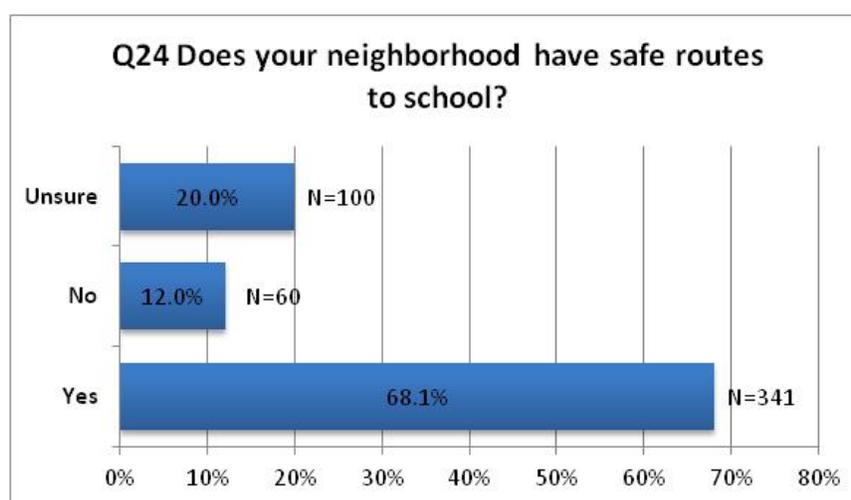
## Question 24

### Q24: Does your neighborhood have safe routes to school?

Majority (68.1%) believe that their neighborhood has safe routes to school. A small portion of respondents (12%) feels that their neighborhood does not have safe routes to school. The results are presented below.

No significant differences were found for this question by county and gender, but there were significant differences by respondent's **age, race/ethnic background, income, and household size**. The differences in responses among these sub-groups are displayed graphically on the next page.

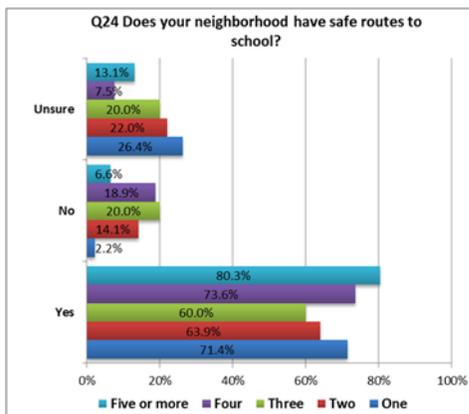
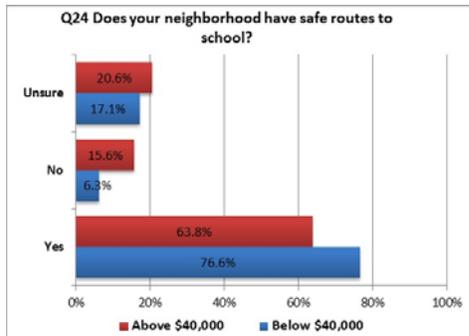
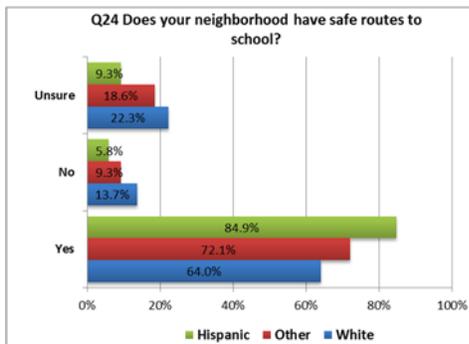
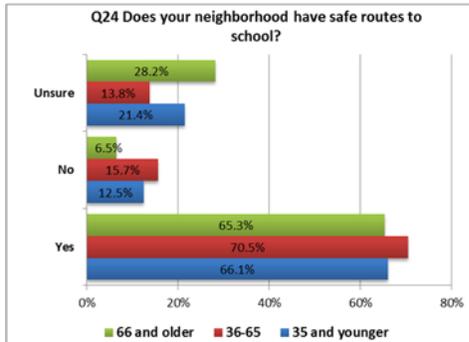
Q24 Does your neighborhood have safe routes to school?					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	341	66.2	68.1	68.1
	2 No	60	11.7	12.0	80.0
	3 Unsure	100	19.4	20.0	100.0
	Total	501	97.3	100.0	
Missing	-1 No answer	1	.2		
	System	13	2.5		
	Total	14	2.7		
Total		515	100.0		



## Question 24

### Q24: Does your neighborhood have safe routes to school?

Our results show that middle-aged residents, men, Hispanic, lower-income residents, and residents from large-sized households are more likely to think that their neighborhoods have safe routes to school.



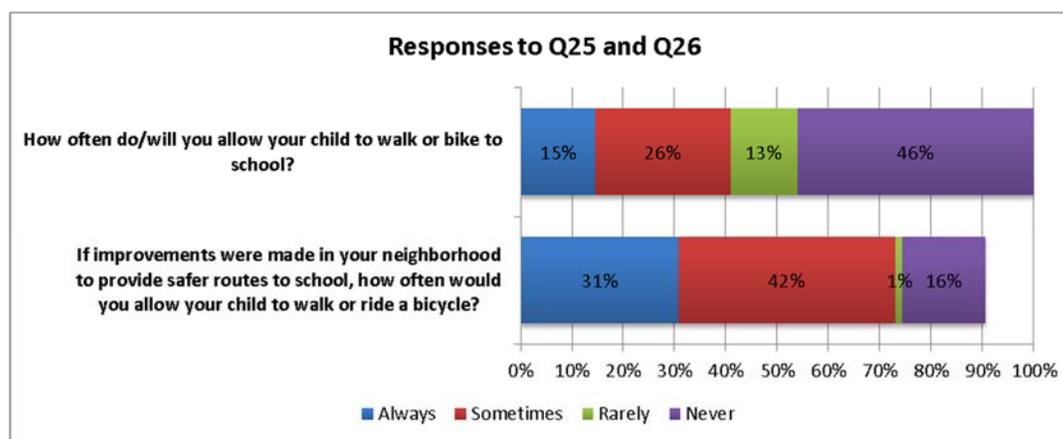
## Question 25

### Q25: How often do/will you allow your child to walk or bike to school?

Q25 asked respondents how often they allow their child to walk or bike to school. Question 26 asked how often the respondents allow their child to walk or bike to school if their community improved. We present the frequencies for Q25 as well as the visual presentation of the responses to Q25 and Q26 side by side for comparison. Our results show that 40.9% “*always*” or “*sometimes*” allow their child to walk or bike to school, and this number would go up to 75% if the safer routes to school are provided. *No significant differences* were found for Q25 and Q26 by demographic variables.

**Q25 How often do/will you allow your child to walk or bike to school?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Always	20	3.9	14.6	14.6
	2 Sometimes	36	7.0	26.3	40.9
	3 Rarely	18	3.5	13.1	54.0
	4 Never	63	12.2	46.0	100.0
	Total	137	26.6	100.0	
Missing	-5 Skipped due to branching System	365	70.9		
	Total	13	2.5		
	Total	378	73.4		
Total		515	100.0		



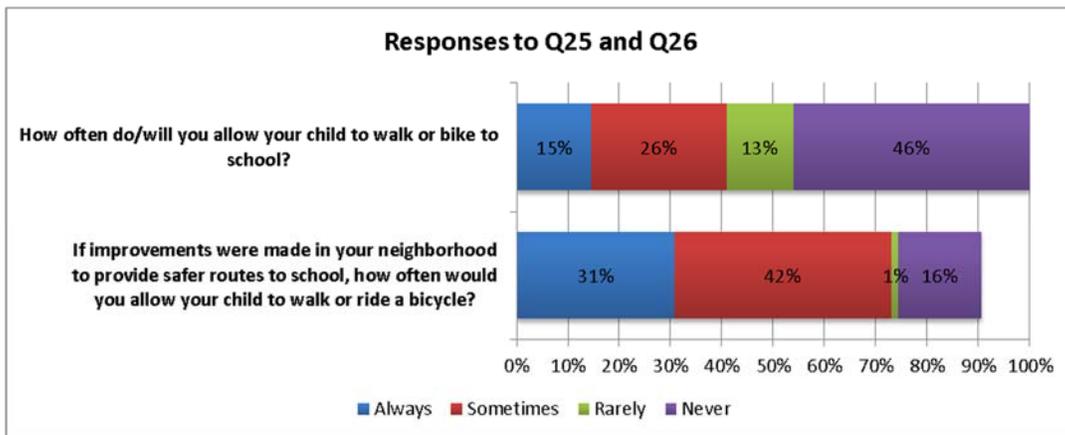
**Question 26**

**Q26: If improvements were made in your neighborhood to provide safer routes to school, how often would you allow your child to walk or ride a bicycle?**

Seventy percent (73.1%) would allow their child to walk or bike to school if the safer routes to school are provided.

**Q26 If improvements were made in your neighborhood to provide safer routes to school, how often would you allow your child to walk or ride a bicycle?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Always	40	7.8	30.8	30.8
	2 Sometimes	55	10.7	42.3	73.1
	3 Rarely	14	2.7	10.8	83.8
	4 Never	21	4.1	16.2	100.0
	Total	130	25.2	100.0	
Missing	-9 Refuse	2	.4		
	-7 Don't know	1	.2		
	-5 Skipped due to branching	365	70.9		
	-1 No answer	1	.2		
	System	16	3.1		
	Total	385	74.8		
Total		515	100.0		



## Question 27

### Q27: How would you divide \$100 between the following five options?

Question 27 asked respondents to divide \$100 between five options. The results are provided below.

#### Q27A\_cat How would you divide \$100 between the following five options?

##### More road maintenance

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	None	123	26.3	26.3	26.3
	\$1-\$25	89	19.0	19.0	45.3
	\$25-\$50	137	29.3	29.3	74.6
	\$50-\$75	41	8.8	8.8	83.3
	\$75-\$99	11	2.4	2.4	85.7
	\$100	67	14.3	14.3	100.0
	Total	468	100.0	100.0	

#### Q27B\_cat How would you divide \$100 between the following five options?

##### More sidewalks

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	None	184	39.3	39.3	39.3
	\$1-\$25	167	35.7	35.7	75.0
	\$25-\$50	89	19.0	19.0	94.0
	\$50-\$75	5	1.1	1.1	95.1
	\$75-\$99	1	.2	.2	95.3
	\$100	22	4.7	4.7	100.0
	Total	468	100.0	100.0	

#### Q27C\_cat How would you divide \$100 between the following five options?

##### More bicycle routes

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	None	259	55.3	55.3	55.3
	\$1-\$25	140	29.9	29.9	85.3
	\$25-\$50	54	11.5	11.5	96.8
	\$50-\$75	5	1.1	1.1	97.9
	\$100	10	2.1	2.1	100.0
	Total	468	100.0	100.0	

**Q27D\_cat How would you divide \$100 between the following five options?**

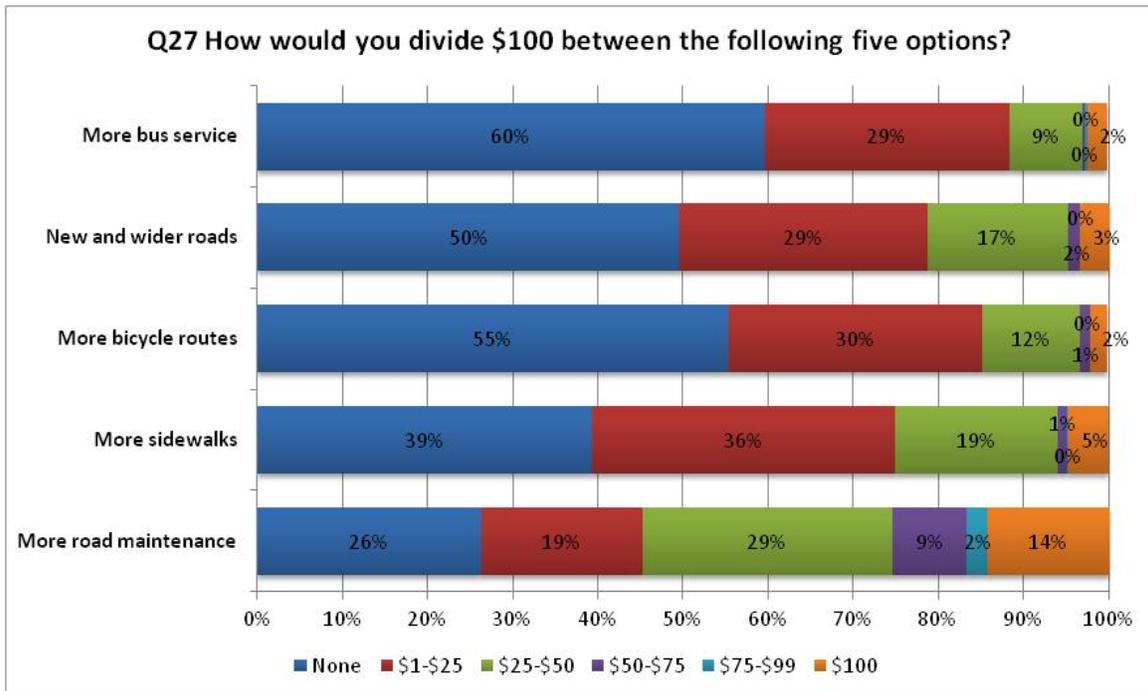
**New and wider roads**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	None	232	49.6	49.6	49.6
	\$1-\$25	136	29.1	29.1	78.6
	\$25-\$50	77	16.5	16.5	95.1
	\$50-\$75	7	1.5	1.5	96.6
	\$100	16	3.4	3.4	100.0
Total		468	100.0	100.0	

**Q27E\_cat How would you divide \$100 between the following five options?**

**More bus service**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	None	279	59.6	59.6	59.6
	\$1-\$25	135	28.8	28.8	88.5
	\$25-\$50	40	8.5	8.5	97.0
	\$50-\$75	2	.4	.4	97.4
	\$75-\$99	1	.2	.2	97.6
	\$100	11	2.4	2.4	100.0
Total		468	100.0	100.0	



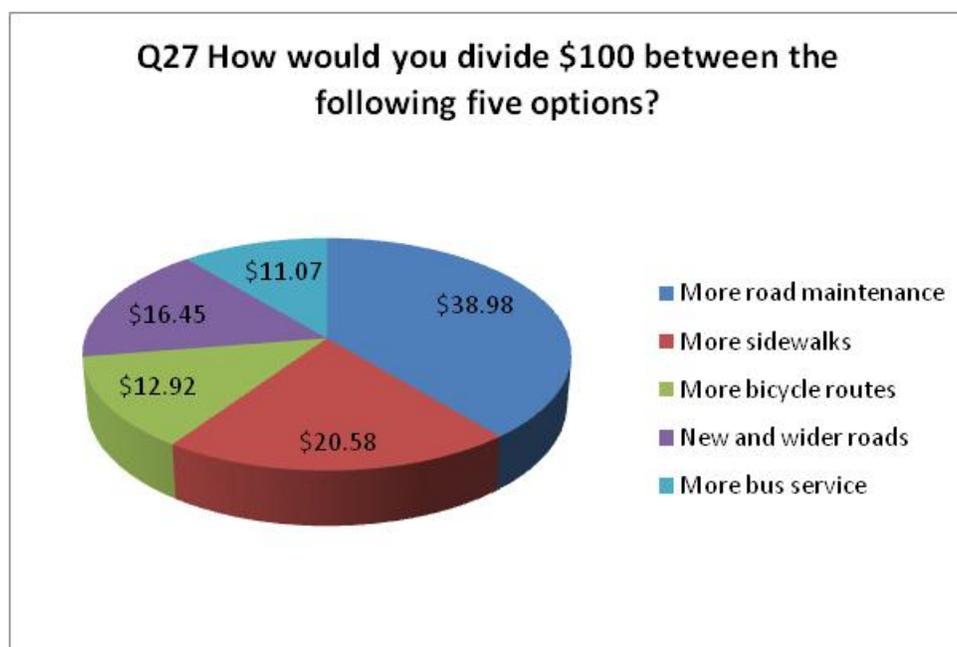
## Question 27

Q27: How would you divide \$100 between the following five options?

Here we show the average amount of dollars allocated to each of the five options.

**How would you divide \$100 between the following five options?**

	N	Minimum	Maximum	Mean	Std. Deviation
Q27A More road maintenance	468	0	100	<b>38.98</b>	34.064
Q27B More sidewalks	468	0	100	<b>20.58</b>	25.217
Q27C More bicycle routes	468	0	100	<b>12.92</b>	20.538
Q27D New and wider roads	468	0	100	<b>16.45</b>	23.122
Q27E More bus service	468	0	100	<b>11.07</b>	19.974



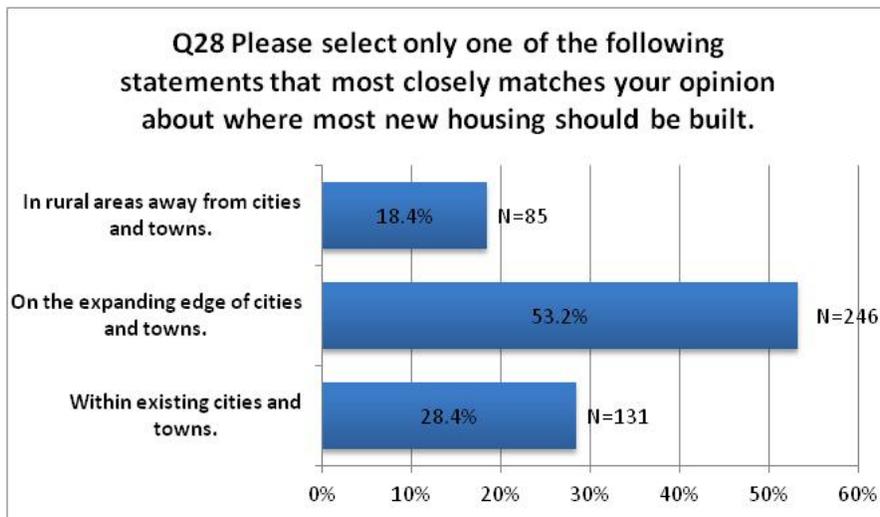
**Question 28**

Q28: Please select only one of the following statements that most closely matches your opinion about where most new housing should be built.

More than a half (53.2%) believes that new housing should be built on the expanding edge of cities and towns. No significant differences were found for this question by demographic variables.

**Q28 Please select only one of the following statements that most closely matches your opinion about where most new housing should be built.**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Within existing cities and towns.	131	25.4	28.4	28.4
	2 On the expanding edge of cities and towns.	246	47.8	53.2	81.6
	3 In rural areas away from cities and towns.	85	16.5	18.4	100.0
	Total	462	89.7	100.0	
Missing	-9 Refuse	10	1.9		
	-7 Don't know	20	3.9		
	-1 No answer	3	.6		
System		20	3.9		
	Total	53	10.3		
Total		515	100.0		

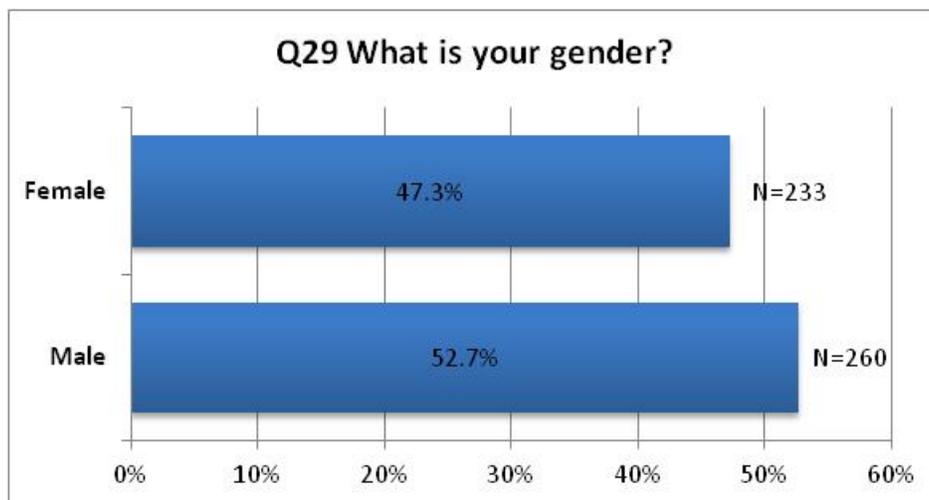


## Question 29

### Q29: What is your gender?

Of all respondents, 52.7% were male and 47.3% were female. Twenty two respondents declined to respond to this question.

Q29 What is your gender?					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Male	260	50.5	52.7	52.7
	2 Female	233	45.2	47.3	100.0
	Total	493	95.7	100.0	
Missing	-1 No answer	2	.4		
	System	20	3.9		
	Total	22	4.3		
Total		515	100.0		



## Question 30

Q30: Would you mind telling us your age?

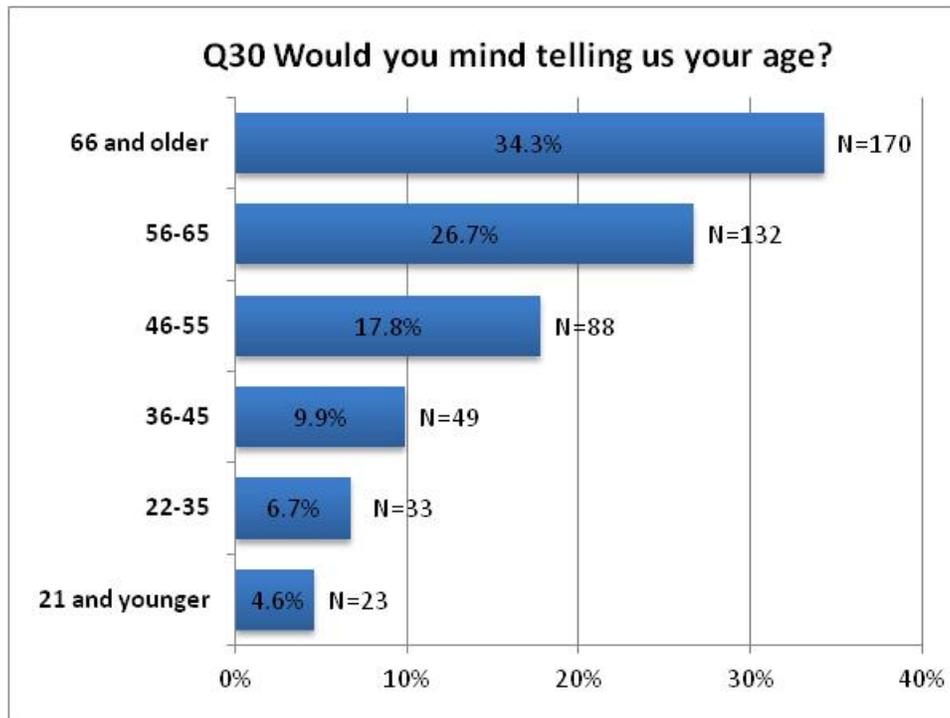
		Q30 Would you mind telling us your age?			
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0	1	.2	.2	.2
	16	1	.2	.2	.4
	18	1	.2	.2	.6
	20	1	.2	.2	.8
	21	1	.2	.2	1.0
	23	2	.4	.4	1.5
	24	2	.4	.4	1.9
	27	1	.2	.2	2.1
	28	3	.6	.6	2.7
	29	4	.8	.8	3.6
	30	4	.8	.8	4.4
	31	1	.2	.2	4.6
	32	2	.4	.4	5.0
	33	4	.8	.8	5.9
	34	5	1.0	1.0	6.9
	35	5	1.0	1.0	8.0
	36	5	1.0	1.0	9.0
	37	3	.6	.6	9.6
	38	9	1.7	1.9	11.5
	39	3	.6	.6	12.2
	40	11	2.1	2.3	14.5
	42	4	.8	.8	15.3
	43	4	.8	.8	16.1
	44	2	.4	.4	16.6
	45	8	1.6	1.7	18.2
	46	4	.8	.8	19.1
	47	7	1.4	1.5	20.5
	48	6	1.2	1.3	21.8
	49	8	1.6	1.7	23.5
	50	9	1.7	1.9	25.4
	51	7	1.4	1.5	26.8
	52	10	1.9	2.1	28.9
	53	8	1.6	1.7	30.6
	54	11	2.1	2.3	32.9
	55	18	3.5	3.8	36.7
	56	16	3.1	3.4	40.0

**Q30 Would you mind telling us your age?**

	Frequency	Percent	Valid Percent	Cumulative Percent
57	11	2.1	2.3	42.3
58	14	2.7	2.9	45.3
59	14	2.7	2.9	48.2
60	10	1.9	2.1	50.3
61	14	2.7	2.9	53.2
62	10	1.9	2.1	55.3
63	13	2.5	2.7	58.1
64	14	2.7	2.9	61.0
65	16	3.1	3.4	64.4
66	14	2.7	2.9	67.3
67	11	2.1	2.3	69.6
68	14	2.7	2.9	72.5
69	11	2.1	2.3	74.8
70	13	2.5	2.7	77.6
71	8	1.6	1.7	79.2
72	10	1.9	2.1	81.3
73	9	1.7	1.9	83.2
74	8	1.6	1.7	84.9
75	9	1.7	1.9	86.8
76	5	1.0	1.0	87.8
77	10	1.9	2.1	89.9
78	3	.6	.6	90.6
79	2	.4	.4	91.0
80	6	1.2	1.3	92.2
81	4	.8	.8	93.1
82	3	.6	.6	93.7
83	8	1.6	1.7	95.4
84	1	.2	.2	95.6
85	7	1.4	1.5	97.1
86	4	.8	.8	97.9
87	1	.2	.2	98.1
88	3	.6	.6	98.7
89	1	.2	.2	99.0
90	1	.2	.2	99.2
91	1	.2	.2	99.4
92	1	.2	.2	99.6
94	1	.2	.2	99.8
97	1	.2	.2	100.0
Total	477	92.6	100.0	

**Q30 Would you mind telling us your age?**

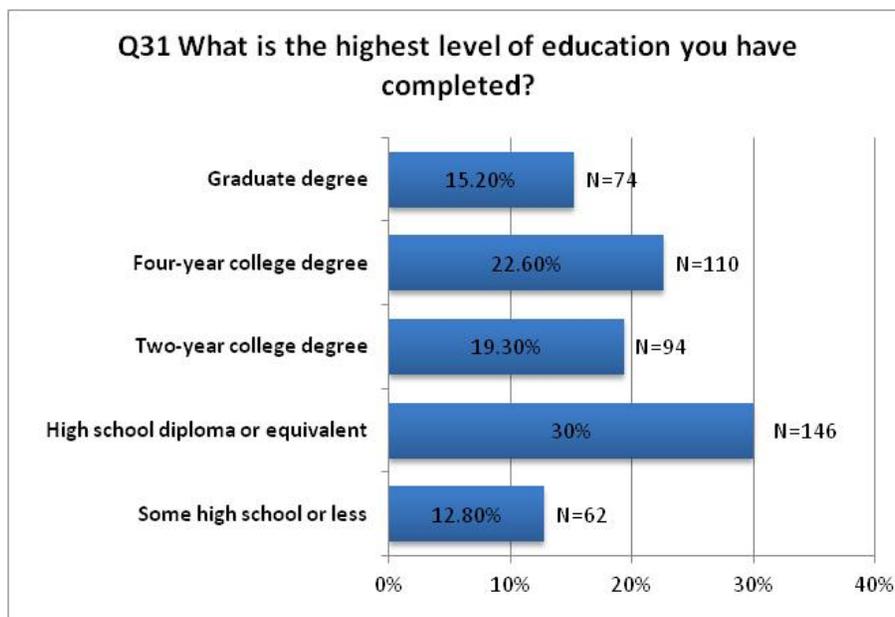
		Frequency	Percent	Valid Percent	Cumulative Percent
Missing	-99 Refuse	8	1.6		
	-77 Don't know	1	.2		
	-1 No answer	9	1.7		
	System	20	3.9		
	Total	38	7.4		
Total		515	100.0		



**Question 31**

Q31: What is the highest level of education you have completed?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Some high school or less	62	12.0	12.8	12.8
	2 High school diploma or equivalent	146	28.3	30.0	42.8
	3 Two-year college degree	94	18.3	19.3	62.1
	4 Four-year college degree	110	21.4	22.6	84.8
	5 Graduate degree	74	14.4	15.2	100.0
	Total	486	94.4	100.0	
Missing	-9 Refuse	4	.8		
	-7 Don't know	2	.4		
	-1 No answer	2	.4		
	System	21	4.1		
	Total	29	5.6		
Total		515	100.0		



**Question 32**

Q32: Please tell us the racial or ethnic background that best describes you.

<b>Q32 Please tell us the racial or ethnic background that best describes you.</b>					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 White or Caucasian	365	70.9	76.7	76.7
	2 Black/African American	1	.2	.2	76.9
	3 Hispanic/Latino	86	16.7	18.1	95.0
	4 Asian	1	.2	.2	95.2
	5 Pacific Islander	1	.2	.2	95.4
	6 Native American/Indian, Alaska Native or Native Hawai'ian	4	.8	.8	96.2
	7 Mixed Race (Please specify)	8	1.6	1.7	97.9
	8 Other (Please specify)	10	1.9	2.1	100.0
	Total	476	92.4	100.0	
Missing	-9 Refuse	13	2.5		
	-7 Don't know	3	.6		
	-1 No answer	2	.4		
	System	21	4.1		
	Total	39	7.6		
Total		515	100.0		

**Question 32 Open-ended comments**

Q32\_7\_o Please tell us the racial or ethnic background that best describes you.  
Mixed race: (specify):

**Q32\_7\_o Please tell us the racial or ethnic background that best describes you. Mixed race: (specify)**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Comment	8	1.6	100.0	100.0
Missing	-5 Skipped due to branching System Total	486	94.4		
		21	4.1		
	Total	507	98.4		
Total		515	100.0		

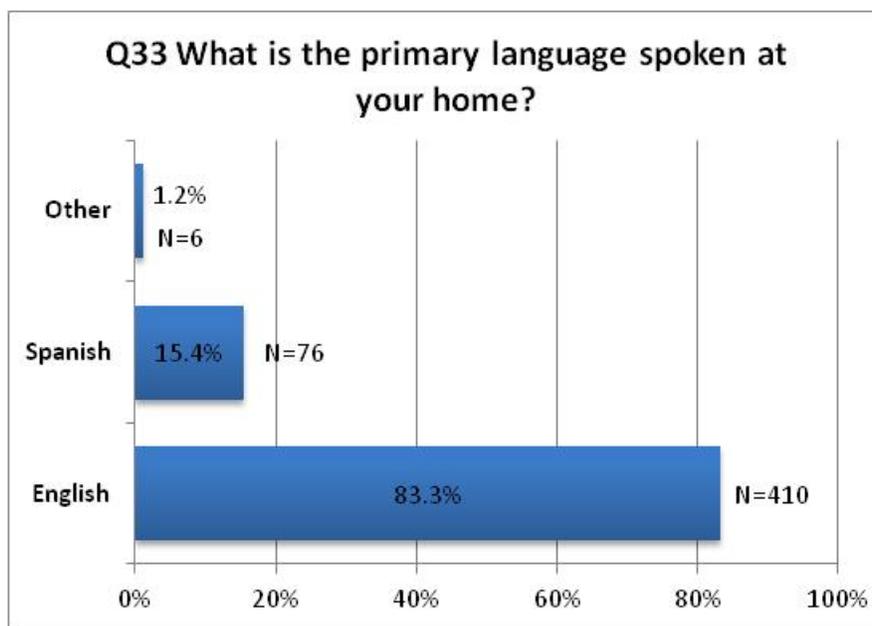
Question	Response
Q32	Hispanic and White
Q32	Mexican American
Q32	Irish, English, Scottish
Q32	Irish and Swedish
Q32	East Indian Caucasian
Q32	Swedish and Greek
Q32	American
Q32	Human
Q32	Caucasian and Native American
Q32	French and Irish.
Q32	native American/Indian and Caucasian
Q32	Hispanic
Q32	American
Q32	Hispanic and Mexican

### Question 33

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Q33: What is the primary language spoken at your home?

Q33 What is the primary language spoken at your home?				
		Frequency	Percent	Cumulative Percent
Valid	1 English	410	79.6	83.3
	2 Spanish	76	14.8	98.8
	3 Other	6	1.2	100.0
	Total	492	95.5	100.0
Missing	-1 No answer	2	.4	
	System	21	4.1	
	Total	23	4.5	
Total		515	100.0	



**Question 33 open-ended comments**

Q33: What is the primary language spoken at your home?

**Q33\_3\_o What is the primary language spoken at your home? Other: (specify)**

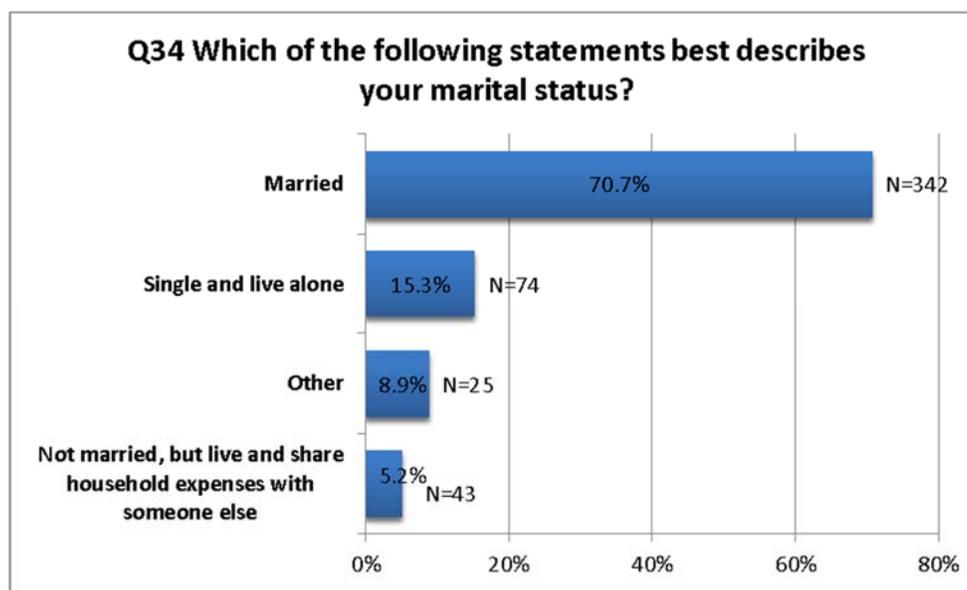
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Comment	6	1.2	100.0	100.0
Missing	-5 Skipped due to branching System Total	488	94.8		
		21	4.1		
		509	98.8		
Total		515	100.0		

Question	Response
Q33	Combination of Spanish and English
Q33	Mixed
Q33	Both English and Spanish.
Q33	Half and half.
Q33	Bavarian
Q33_3_o	None of your business

## Question 34

Q34: Which of the following statements best describes your marital status?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Married	342	66.4	70.7	70.7
	2 Not married, but live and share household expenses with someone else	25	4.9	5.2	75.8
	3 Single and live alone	74	14.4	15.3	91.1
	4 Other	43	8.3	8.9	100.0
	Total	484	94.0	100.0	
Missing	-9 Refuse	6	1.2		
	-7 Don't know	1	.2		
	-1 No answer	2	.4		
	System	22	4.3		
	Total	31	6.0		
Total		515	100.0		



**Question 34: Open-ended comments**

Q34\_4\_o: Which of the following statements best describes your marital status?  
Other: (specify)

**Q34\_4\_o Which of the following statements best describes your marital status? Other:  
(specify)**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Comment	43	8.3	100.0	100.0
Missing	-5 Skipped due to branching System	450	87.4		
	Total	472	91.7		
Total		515	100.0		

Question	Response
Q34	widowed
Q34	Single, living at home with parents
Q34	Was married now getting divorced
Q34	refused to specify
Q34	Single and live in retirement housing
Q34	divorced
Q34	Happily divorced
Q34	widowed
Q34	Widow
Q34	live with mom
Q34	widow
Q34	Widowed
Q34	Separated
Q34	Widowed and live alone
Q34	widow
Q34	I am a widow and my son lives with me.
Q34	Divorced.
Q34	Widower
Q34	Widower
Q34	Divorced
Q34	Will not specify.
Q34	Married but separated
Q34	retired and happy
Q34	Live with my daughter and two grandsons.
Q34	Widow
Q34	Widowed
Q34	I'm a widow.

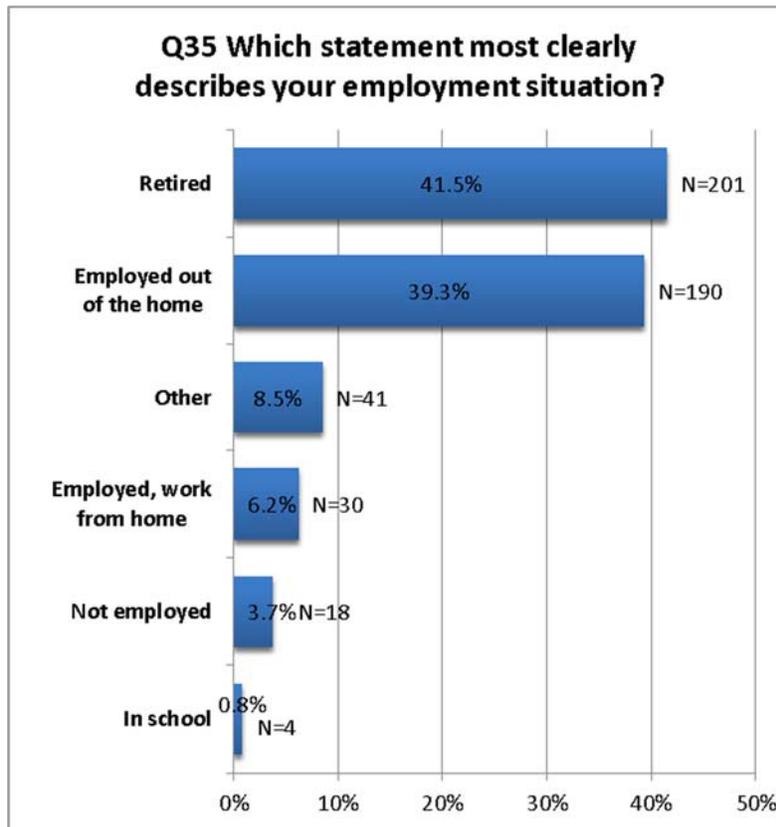
Question	Response
Q34	Not married but live with my kids.
Q34	Live with parents.
Q34	Divorced
Q34	Live with parents
Q34	widowed
Q34	Has a boyfriend.
Q34	Single mother with children.
Q34	Widow
Q34	Widower
Q34	widowed and live alone
Q34	divorced, grown children/grandchildren live with me
Q34	What does that matter
Q34	Widowed & live alone
Q34	widowed
Q34	live with parents
Q34	not married but still with ex wife

## Question 35

Q35: Which statement most clearly describes your employment situation?

**Q35 Which statement most clearly describes your employment situation?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Not employed	18	3.5	3.7	3.7
	2 Employed out of the home	190	36.9	39.3	43.0
	3 Employed, work from home	30	5.8	6.2	49.2
	4 In school	4	.8	.8	50.0
	5 Retired	201	39.0	41.5	91.5
	6 Other	41	8.0	8.5	100.0
	Total	484	94.0	100.0	
Missing	-9 Refuse	6	1.2		
	-1 No answer	2	.4		
	System	23	4.5		
	Total	31	6.0		
Total	515	100.0			



**Question 35: Open-ended comments**

Q35\_6\_o: Which statement most clearly describes your employment situation?  
other: (specify)?

**Q35\_6\_o Which statement most clearly describes your employment situation? Other:  
(specify)**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Comment	41	8.0	100.0	100.0
Missing	-5 Skipped due to branching System	451	87.6		
	Total	474	92.0		
Total		515	100.0		

Question	Response
Q35	Employed out of the home and within the home
Q35	Works part time outside of home.
Q35	looking for new job
Q35	Employed and in school
Q35	Work part time
Q35	employed out of the home and travel and retired (after a 33 year career)
Q35	Work two jobs
Q35	Semi-retired.
Q35	Disability
Q35	Self-employed
Q35	Too old to work.
Q35	my work is in agriculture and work by season packaging pears and cherries
Q35	Employed and have own business that I run out of my house
Q35	disabled
Q35	Self employed
Q35	I am disabled.
Q35	Farming
Q35	Retired and still working
Q35	currently disabled
Q35	Disabled
Q35	disabled
Q35	I am handicapped.
Q35	Self employed
Q35	disabled
Q35	Semi-retired, about to go back to work. Leave of absence.

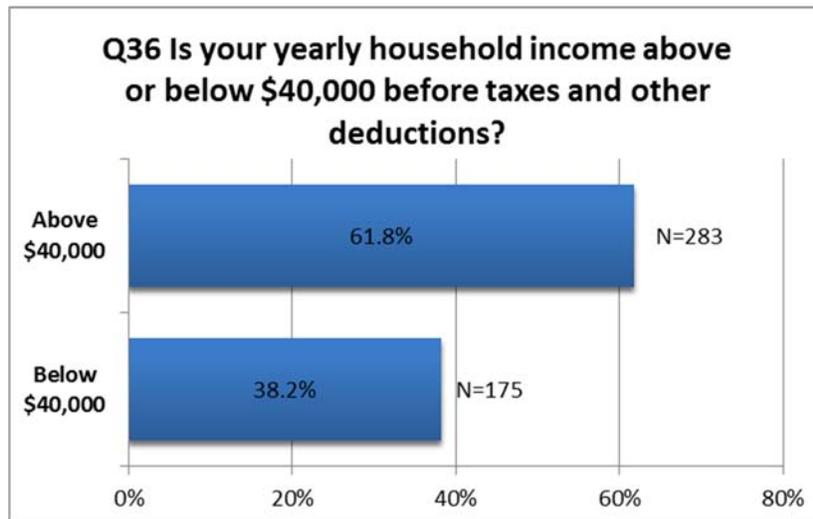
Question	Response
Q35	I work for myself
Q35	agriculture
Q35	disabled
Q35	self-employed mechanic
Q35	self-employed and a part time job in addition
Q35	Part time work away from home
Q35	semi-retired
Q35	self employed
Q35	currently working
Q35	Retired, working part-time
Q35	Self-employed needing to take equipment to work place
Q35	retired and work out of the home
Q35	Part time out of the home
Q35	Providing care for elderly parents, driving to dr. appts and grocery
Q35	disabled
Q35	work out of town

**Question 36**

Q36: Is your yearly household income above or below \$40,000 before taxes and other deductions?

**Q36 Is your yearly household income above or below \$40,000 before taxes and other deductions?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Below \$40,000	175	34.0	38.2	38.2
	2 Above \$40,000	283	55.0	61.8	100.0
	Total	458	88.9	100.0	
Missing	-9 Refuse	23	4.5		
	-7 Don't know	4	.8		
	-1 No answer	7	1.4		
	System	23	4.5		
	Total	57	11.1		
Total		515	100.0		

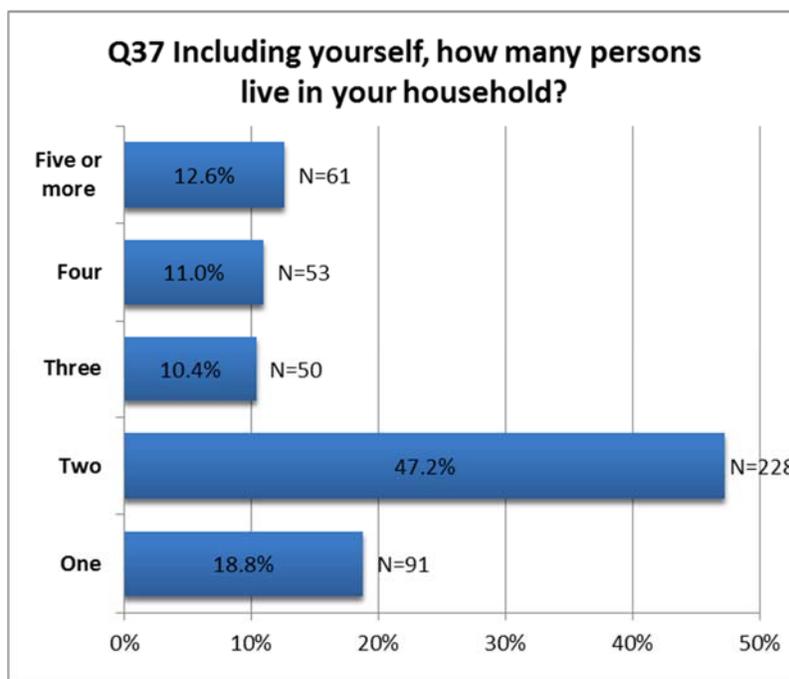


**Question 37**

Q37: Including yourself, how many persons live in your household?

**Q37 Including yourself, how many persons live in your household?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 One	91	17.7	18.8	18.8
	2 Two	228	44.3	47.2	66.0
	3 Three	50	9.7	10.4	76.4
	4 Four	53	10.3	11.0	87.4
	5 Five or more	61	11.8	12.6	100.0
	Total	483	93.8	100.0	
Missing	-9 Refuse	6	1.2		
	-1 No answer	3	.6		
	System	23	4.5		
	Total	32	6.2		
Total		515	100.0		



## Additional Comments

### THX Additional comments.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Comment	145	28.2	39.3	39.3
	2 No comment	224	43.5	60.7	100.0
	Total	369	71.7	100.0	
Missing	-1 No answer	123	23.9		
	System	23	4.5		
	Total	146	28.3		
Total		515	100.0		

Question	Additional Comment
Q38	As for the question of building within or outside the city, there are still vacant pockets of land within city limits that could provide housing or parks. Many are in current orchards, making spray drift a problem. Several others are orchards that were torn down and I suppose are waiting for a developer to offer a good price. I say "parks" because we need those green belts for child/family recreation within walking distance. One new development area that seems to lack that is where Mission turns uphill to Squilchuck Road. Rotary Park made a big difference for north-end communities. The "transportation" connection is how far away are such facilities from newer, denser housing.
Q38	The biggest issue in Chelan County and Douglas County is road and street maintenance. This includes city, county and state roads and highways.
Q38	Link is perfect. road repair is marginal sidewalks are adequate bike lanes and routes are great, awareness from drives not so much. KEEP WENATCHEE OPEN!!! No more building in open space. Save our Open Space. Build within city limits.
Q38	We need to have a way of getting to Pangborn Airport by bus!! This needs to be a priority--a route from the airport to the central station would be a huge help for me.
Q38	I didn't answer 2 of the questions as none of the options were relevant in my case, or I didn't feel they were pertinent to the survey.
Q38	I didn't like your question about where I think new housing should be built. As this is a free country, I think new housing should be built wherever people who own land want to build it and can afford to do so.
Q38	Lower taxes
Q38	many of the questions do not apply to persons living in a rural area
Q38	No additional comments.
Q38	How about safety as in speed limits? law enforcement issue I guess...people drive at "warp" speed and are not very courteous here...like Spokane!! and I/we are not timid drivers...sincerely hope your study helps ...
Q38	Raise the link bus fares to pay for upgrades/maintenance.

Question	Additional Comment
Q38	Link bus system appears to be too extensive and mostly serve the nonproductive portion of our area.
Q38	Would like to see licenses on bikes with the proceeds used to help pay for bike lanes and bike safety.
Q38	until bicyclists start paying some sort of license fee I believe their should be no more \$ spent for bike routes. allot of streets could use sidewalks.
Q38	Need by-pass route around core area. Told Wenatchee mayor a number of years ago I think by the time politicians get around to it, the only corridor through the valley will be over the Columbia River. Recommended consideration for a bridge from Old Station area connecting to highway in East Wenatchee near George Sellar bridge. Seems too expensive, but by the time a decision is made it may be the only corridor left.
Q38	Our bus system should use smaller buses locally as most often they are more than half empty. A van or small bus would do the job most of the day. To much money was spent trying to make electric trolleys for the downtown area work. To much money was spent on infrastructure.
Q38	How about a panel of area retired transportation related personnel to provide input to your concerns?
Q38	We live 4 miles out of Leavenworth and so need a car to get to town for any sizable shopping, etc. Even though we don't need, or rarely ride the Link bus, I think it's very important to have that service available for lower income folks who need to get to their jobs, school, and medical appts. and am willing to pay taxes so that they have access to that service. I also enjoy using the bike lanes and the Confluence bike trail for occasional recreational outings.
Q38	I am only occasionally in Wenatchee so just guessing about those questions.
Q38	We live in rural Manson but we think public transportation is important everywhere.
Q38	I am seriously concerned about the lack of adequate sidewalks/walking area for children around schools, especially in the East Wenatchee area. In winter walking is extremely dangerous because children cannot get off the travel lanes. School areas should definitely be a priority.
Q38	No tomo el autobus para ir al trabajo, porque la ruta no pasa temprano.
Q38	A safer and more efficient bike route from the Sunnyslope Urban Growth Area to the north end of Wenatchee near Horse Lake Road would be ideal.
Q38	Safety Hazards - the entrance 2 blocks of Fancher Heights Blvd. at Badger Mountain Road MUST be widened to the sidewalk with a narrowing of the median. Needed to be safe for bikers, walkers, runners and to provide on street safe parking for the frequent yard sales that attract illegal parking. And the same area has trees that need to come out along with the leaky old irrigation system that makes for sidewalk and road cracks and rapid deterioration.  Thanks!
Q38	Any proposed projects should be fully funded prior to implementation. There should be no consideration to fund any portion solely by increases in property taxes. Instead the funding should be done in a manner so as to place the financial responsibility on all recipients of the benefits.
Q38	Link bus is nothing more than a taxpayer nightmare. I had them refuse to take my disabled mother from one appointment to another in the clinic complex because they said we needed another link call....I have had busses pull out in front of me with no regard that I was in the lane, I have seen them not stop for people on the highway as a designated stop

Question	Additional Comment
	for who knows what reason. I have seen the trolleys drive around all day with ONE passenger. A waste of money, and they are "bigger" than they really are. What a mess.
<b>Q38</b>	Traffic is getting heavy and noisier on Grant Rd. Bus route to and back to the Airport should be provided (especially with the expansion of the flight line). Might eliminate some of the traffic. We also need a wider highway to and from Interstate 90. Traffic is at a point of getting bogged down.
<b>Q38</b>	I think a community path system connecting Wenatchee to Leavenworth would be most beneficial for commuting and recreation. I know this has been discussed would like to see it happen.
<b>Q38</b>	Better bicycle routes would not only be better and safer for locals but could boost our tourism. There are 4 million people who live just over the mountains in King, Snohomish and Pierce Counties and a lot of them like to bicycle. Here are two examples of improvements that could be safer for locals and help attract tourists: 1) If East Leavenworth Road had a shoulder (like Icicle Road), there would be a very scenic flat 7 mile bicycle loop out to the Fish Hatchery. 2) There is almost, but not quite, a good bicycle route between Leavenworth and Wenatchee. I frequently get asked directions for that route but it currently is complicated, unsigned, and has a few short stretches on US 2. It wouldn't take too much effort/money to make that a great bike ride that would appeal to tourists.
<b>Q38</b>	With the amount of property taxes paid you would think our roadways, and school issues wouldn't be in need!
<b>Q38</b>	Please let me know how I can provide other information. I have traveled to through many countries many of which are in the developed world and think I may be able to provide valuable information. I also wouldn't mind collecting data for you from other people. Thanks again for touching this important aspect in society.
<b>Q38</b>	Road maintenance is generally good in the area except at some old highway bridges and other local areas where pavement crumbles and potholes form. Some rural county roads that serve large and expanding residential communities are too narrow for safe walking and bicycling. Bus service to these neighborhoods is poor or non-existent. I'd have to walk 1.5 miles on narrow rural roads (in the dark Nov. - Feb.) to find a bus route. When I lived in town I rode the bus whenever I could or rode a bike to work. These are not reasonable options where I live 4 miles from Wenatchee. In a former job, I commuted by bicycle at least 3 days per week from April to October. In my current job, I use my vehicle for work and can't bicycle very often. I'd ride a bus, however, November - March when I'm in the office if a bus route was nearby.
<b>Q38</b>	We need wider safer shoulders for bicycles along highways. Sunset, Grant road, Malaga-Alcoa, and others highways should be made wider and safer for bicycles. This would allow for better commuting on bicycles
<b>Q38</b>	When you present desired projects use common sense. New bridge over the Wenatchee River or Columbia River is NOT going to get the funding. To present these ideas loses you credibility.
<b>Q38</b>	I would like to see the bicycle trail completed to Lincoln Rock Park, and maybe beyond.
<b>Q38</b>	There are too many people living in this once quaint city. I MISS THE WAY IT USED TO BE. It now takes way too long to cross town, there is also too many cameras in Wenatchee we don't need them
<b>Q38</b>	I walk to work during the summer months but don't during the winter months because of the ice/snow

Question	Additional Comment
Q38	I think more emphasis should be placed on providing transportation that does not require the use of fossil fuels, and/or improving the efficiency of public transportation. This is important because burning fossil fuels is changing our climate, and because supplies of liquid fuels will soon decline.
Q38	I think Link Transit is a very important part of our community but it just doesn't work for me. I have quite a few friends that use and enjoy it. Go Cougs!
Q38	I am self-employed (horse training, riding instruction)and need to take equipment in my car for use each time I travel to where I work. Live in Wenatchee, work in East Wenatchee.
Q38	<ol style="list-style-type: none"> <li>1. Blewett Pass Hiway used to be maintained top notch. Since a few years ago it is deteriorating and neglected.</li> <li>2. I am handicapped so many of your questions are skewed with my answer.</li> <li>3. I like the \$100 question as best format as it allows you express weighted answers. I like the survey but bus connects to Chelan are important too.</li> </ol>
Q38	The county roads are not cared for like they used to be during summer and winter (plowing). Also, there used to be more care taken to keep brush/weeds away from the edges of the roads. There are way too many potholes, as well.
Q38	It would be nice to have more connecting bus routes that run more often. It would also be nice to have long distance buses to Chelan,Leavenworth,Waterville,etc. I would use the long distance routes when I am retired because there are many wonderful places to see and visit.
Q38	Biggest priority would be replacing the Goodwin Bridge in Cashmere, safety enhancements on Hwy 2, and a continuous regional non-motorized trail system linking the upper and lower Wenatchee Valley.
Q38	I love living in Wenatchee. I've also lived in East Wenatchee and love it just as much. The roads, bus service, bike and walking paths are all in good condition. The only real complaint I would be able to give is on road maintenance. There are a lot of pot holes around that need some attention.
Q38	Although I was pressured to opt for one or the other, while I feel that LINK's primary responsibility is to bus residents/visitors around town, I also feel strongly that, at least in our geographical area, bus transportation to other communities, i.e. Chelan, Cashmere, Leavenworth, Waterville, is a very necessary service both for those who do not drive and those who do not have access to vehicles.
Q38	It would be nice to have more charging stations around town for electric and plug-in hybrid cars.
Q38	Please keep the snow and ice off sidewalks for safe walking! More left turn lights. More street lights on dark streets for safer walking. I miss the bus route that used to do all of Western and the bus route that went to Bi Mart and the airport. Many students need transportation from evening classes at the Wenatchee Valley College and High School students in evening activities too. We need Saturday buses back for East Wenatchee routes!! Many of us taking the buses to the Eastmont (YMCA) pool to swim, can't go on Sat....no buses. I've been using the bus since 2009 and only use car in Winter or go to Costco or BiMart or Airport.
Q38	I love the new Eastmont extension in East Wenatchee
Q38	The multi-year road improvement on the south Wenatchee Columbia River bridge and approaches has tremendously improved traffic flow across the river. Overall that project changed my rating of traffic congestion in the area from a high to a moderate, and really it is a low moderate now.

Question	Additional Comment
Q38	In Chelan, we recently upped our street maintenance fund to protect and seal what we have more often and avoid expensive replacement of the roadbeds. Our weather, freeze/thaw cycles, studded tires(!) and heavy truck traffic takes its toll. We're seeing lots more walkers and bicycles and want to reward them with trails and bike lanes and encouragement to get out of their cars. Link Transit is great! More electric! Help us make the new transit center at Hwy 150 and Johnson a reality and a hub for the Lake Chelan Valley.
Q38	Some of the questions I really do not have an opinion on so the answer is just the best of neither one being what I think.
Q38	N A
Q38	Compared to other bus services I've seen in my lifetime, Link is the one I've been consistently most impressed with.
Q38	South Methow Street is an example of the streets needing sidewalks, paving (more than filling pot holes).Several intersections need to be considered for stop lights. Both corners at Crawford and South Methow, and Crawford and South Mission have restricted vision for turning as well as tight turns on South Mission. A lot of near misses at the corner of Mission and Crawford due to blind spot caused by private property/fence, etc.). Possibly a sign: "No right turn (from Mission onto Crawford)on a red light might prevent that problem.
Q38	Our country's borders should have been sealed more than 50 years ago. Had they been, we wouldn't be having this discussion, as well as many other potential discussions regarding transportation needs and population growth.
Q38	Increase the flights in and out of East Wenatchee there are currently only three and the only destination is connections to Seattle. No other options for flights out of Wenatchee. Additional Amtrak service would be greatly appreciated. Currently it's early a.m. and late p.m. Link Transit needs additional routes to and from Chelan. The gap in service from Chelan and Wenatchee is in the heart of the traffic congestions in the Wenatchee Valley. More Link Riders between 3:00 and 6:00 p.m. would help the traffic in and out of the Wenatchee Valley from the North.
Q38	We have a good amount of trails for recreation but crossing the highways(HWY 97/2) to access them can be difficult.
Q38	My answers are undoubtedly atypical because of my age and limited mobility.
Q38	Nothing at this time. We like to go on short trips to Chelan, Cashmere Leavenworth and other little towns and have lunch or dinner and drive home. The roads are pretty good. It's the drivers that scare us. I was walking to my car one day in a parking lot and someone was backing up really fast. Not out of a parking space but just backing all the way down the row and almost hit me. He stopped and asked If I was okay which surprised me. I think drivers need to be educated and to take their time. If your 5 minutes late it is better and killing someone. Thank you
Q38	Please address the dangerous driving conditions on north Wenatchee ave by Wendys caused by cars trying to turn left going southbound across several lanes for travel. They need to change the exit and entrance to this area to by way of Maiden lane on the east side of Wenatchee ave. They should create a couple of lanes in and out of the parking lot going to the maiden lane intersection, not directly out to Wenatchee ave.
Q38	Roads we have need to be up-dated and maintained. More left and right hand turns are needed on Hwy 28 between Rock Island and East Wenatchee.

Question	Additional Comment
Q38	I sure hope Wenatchee follows through with doing more maintenance on the roads in the city. Some are in real need of repair or replacement.
Q38	I think Douglas County and Chelan county have Good roads in some places and pretty bad roads in other places. The overall condition of roads seems to be deteriorating faster than they are being repaired. Some roads that are on the fringes of the city limits are in pretty bad shape. No sidewalks, poor maintenance. If I had to rate the condition of streets in Wenatchee and East Wenatchee on average, on a scale of 1-10, I would have to say about a 6.
Q38	Serious concerns about innovative traffic calming and control around cities - both to afford safer biking and walking. Improvements - like North Valley Mall - have little, if any, consideration for pedestrians, wheelchairs, or bikes - the design of this area only encourages car use. Serious gaps in bike connections exist and should be priority. WADOT improvements around Sellar bridge were sensible and solved the issue, great project with awesome pedestrian and bike allowances. I use LINK as much as able, limited morning/evening hours and weekend do not afford greater use for me. Too bad the cars won the argument over Wenatchee Ave improvements between Maple and ninth - should have been one lane both directions with bike improvements.
Q38	seems that multiple bus systems are redundant i.e. city buses/school buses, and that's not serving the public well. In our area, Wenatchee Heights, no service exists and that doesn't serve us at all.
Q38	We need sidewalks in our neighborhood.
Q38	POT HOLES AND OTHER DAMAGES ON OUR HEAVILLY TRAVELLED CITY ROADS NEED MORE ATTENTION EAST WENATCHEE RESIDENT
Q38	Just fix the streets , Highline drive comes to mind ,with all the tax base from Costco and the dealer ships you should be able to repair this street
Q38	The city should be more responsible with where it is allowed to make it's plans and who they are oppressing in order to move forward with their expansion plans to line their own pockets or pleasing those they make packs with, also it's yellow journalism with the major local paper just so most citizens won't ask why or question all that has taken place. And residents can not count on Chelan-Douglas County Courts, at least some of the law enforcement and at least two of the court Judges that are corrupt & making packs with other corrupt bosses for their own agendas , God help us.
Q38	Overall I'm good with our area
THX	Another area that has a lot of traffic/congestion the intersection western ave and cherry, at 5:15 pm. The traffic flow on Wenatchee ave at maidan lane and horse lake, problems at all times because of the adjacent street behind Walmart, the light has a timing issue causing all the traffic.
THX	In response to my answer, we are quite far outside of city limits, in a rural area. The roads out here do not receive proper maintenance. Large trucks travel around the orchards and the roads are torn up. They make minor repairs but they are never sufficient. We just don't get enough maintenance.
THX	Improve the quality of your surveys. Less biased.
THX	Our roads are crumbling, we really need to deal with that. My town, Leavenworth, needs more sidewalks. We need the people who have sidewalks to actually take care of them in the winter and clear them. And it certainly would be nice to have more biplanes.
THX	I think more money has to be spent on walking, biking, and interconnectedness between the community and housing, for a healthy community both physically and socially. Consider low income and low middle income for safe transit.

Question	Additional Comment
THX	Crawford avenue needs more traffic lights (the intersection by where children cross to go to school). They need traffic light at the end of Crawford and Miller St. and either a traffic light or caution light so traffic will slow down at the intersection by the hospital. This will help with traffic congestion. I am pleased the way the city is trying to maintain everything but there is a lot of things that they put as a higher priorities.
THX	We need a 4 lane highway to I-90, we are the only city in the state that doesn't have one.
THX	I would recommend this valley to anyone and all peoples, Its beautiful and comfortable, the weather is great, the fruit is delicious.
THX	Please fix the roads over in Chelan.
THX	As far as I'm concerned, I was a poor one to ask.
THX	We have the sheriff's department travel way too fast on the roads when they are responding. The link bus needs to have turnouts so they can get off the road when they are picking up people. When they park in the middle of the road, that just backs traffic up.
THX	The south side of Wenatchee is a little run down. I think they need a little more improvement. They've improved lighting, and some of the streets to make it less congested, but the south side of Wenatchee still needs a little bit of improvement.
THX	I think the link bus transport system needs to have a complete overhaul. I see nobody on the link bus or just a couple people on the bus and they are running the busses all the time. I think they cause a lot of traffic congestion and a waste of money for nobody to use them.
THX	Future routes need to coincide with zoning for residential areas, they need to grow as residential areas grow.
THX	More sidewalks
THX	In Wenatchee and East Wenatchee there needs to be expansions on either sides of the bridge.
THX	East Wenatchee or Wenatchee needs a bypass road or highway. Chip sealing is much safer for walkers in the winter and most likely for cars, but it is very dirty. Skiview Drive in East Wenatchee needs guardrails. Transportation does a really good job with its limited resources. Douglas county is very responsive to road complaints.
THX	highway 27 past high droe past quincy should be widened and reduce certain areas because when there are vacationers the roads become a nightmare to get on the road.
THX	Hay algunas calles que les falta iluminacion, esta muy oscuro. No podemos estar tiempo mas tarde y me da miedo, y algunas calles no tienen mucha iluminacion.
THX	Fix the streets
THX	<p>I think the bus routes are absolutely disgusting. When i am coming down western there are 5 stops within a quarter mile and it is ridiculous. And i see these fat little kids getting off the busses and walking not even 2 blocks. You see on the TV get your kids outside to get some exercise but they cannot even walk 2 blocks!</p> <p>Also, Bicyclists DO NOT obey the law, it would be nice if they would obey the same laws that people in cars do.</p> <p>Also, i see people stopping for pedestrians in the middle of the roads when it is not their right of way. I often think the car is slowing down for some other reason so i try to pass them and then i see the person they stopped for crossing the street and i have to slam on my brakes. These people stop a whole line of cars just for one person when it is not even their right of way.</p>
THX	I think that Link Transit is a waste of government, city, and county money. I can't see the justification to run those busses all over. Maybe one time to work and one time home from work. They can use that money to improve highways and sidewalks. They are wasting the money.

Question	Additional Comment
<b>THX</b>	The last statistic I read for the average rider on Link Transit was about \$13. If that is the case, why do you have Link, why not just call a taxi? You wouldn't have all the maintenance and administrative personnel. I don't think Link is a particularly good service.
<b>THX</b>	Safety is my issue, because we are having gang problems that we didn't have before. Whether walking or driving a car, safety is my issue. Three different times I've been confronted while with my service dog and he scared them off. We used to have a neighborhood watch.
<b>THX</b>	Every single year the county highway department instals new reflectors along the road and every winter the snowplow knocks them down. This is wasteful on their part, they could set them farther over.
<b>THX</b>	It bothers me that the Link buses are almost always empty every time I see one.
<b>THX</b>	In some areas it would be nice to have lighting that is night sky friendly so that you can view the sky, lights that are dark sky friendly. We'd like to have lighting on the public streets because it is a little scary to be walking, lights that illuminate the ground but minimizes the light going into the sky.
<b>THX</b>	No need to improve the roads and sidewalks they are fine.
<b>THX</b>	I wish they weren't so black and white, and yes and no.
<b>THX</b>	Regarding the highways and byways, I think the state and cities do a pretty good job. I'd like to see some street improvements in inner city Wenatchee they really need upgrades. Painting and striping on city streets, rural, and federal highways needs upgrades. Markings on the highway are a big deal.
<b>THX</b>	The rout that goes from Levenworth I would like to see a stop where the old real street and to return. Going between Levenwoth and Wenatchee. There is not a stop there and there really should be.
<b>THX</b>	They need to fix the stoplights and put more in where they are needed to be safer for people to cross the street. They need to have more something to slow these kids and people down. There needs to be more bicycle lanes on Grant Road. Link Transit should go up Grant Road to Kentucky ST. There's no room for people who walk to Bi mart. The roads and sidewalks need to be fixed. The sidewalks are cracked and there are holes in them, someone is going to get hurt on them.
<b>THX</b>	I'm surprised you didn't not ask about the round-abouts, they are a big negative.
<b>THX</b>	I'm thinking like other things that I have experienced lately dealing with the banking industry we have people with high educations but can't think, or the fact that you have to state all the questions before I can answer them, that doesn't make sense.
<b>THX</b>	I don't want them to get so personal into my business.
<b>THX</b>	The boss of the county should focus on not only the rich people who live in town, but he should focus on the individuals who live on the out skirts of town, because we pay the same amount of taxes. They should especially clear the roads of snow on the weekends, because the amount of snow that falls makes it impossible to work and go to school without clear roads.
<b>THX</b>	highway 2 needs the most work and it scares me to death when driving.
<b>THX</b>	Need bike path on East Leavenworth Road Loop. Get rid of those new roads that bottle neck traffic at an intersection. Identify where heavy bus use is, and increase bus frequency in that area. Try to track where these heavy bus riders are going and possibly create a shuttle system or bus routes specifically for their use.
<b>THX</b>	I'm happy that they're looking into this because my relatives commented on this this weekend and they know this without me telling them, everything runs north and south, we

Question	Additional Comment
	have only one good direction to go, I think that Douglas and Chelan counties are doing a good job working together to solve this problem. I trust them.
THX	We are bike advocates and I would love to see cycling more as commuters not just recreation.
THX	Sounds like we are trying to spend money. Stop spending money and give it back to the tax payers. Less government. Quit cutting down the orchards and building houses and people would have jobs.
THX	The buses in the morning get too full, please add more buses.
THX	bus routes are very well done, even though I don't use it its within 5 miles of where I live.
THX	I really liked this survey and it helps one learn a lot and now I will be more careful and take more notice of road conditions. It was not a bother at all and I welcome more calls where I can be of help for things like this.
THX	Stevens Pass Highway needs to be improved. That's a major issue in my opinion.
THX	Having been partially paralyzed for two years and currently experiencing therapy, I have not walked for about four years. The card you sent just says it's a survey of Washington families about transportation needs, so I thought you'd be asking about all of Wa and made notes on the card referring to the entire state.
THX	There needs to be some kind of bypass through Wenatchee and east Wenatchee that isn't through town because it gets slowed down so badly. We need better traffic flow all around. We need a direct connection to an interstate.
THX	There is one county road that is extremely dangerous, I have talked to the county commissioner as well as the county road person.
THX	Western Street is very bad. It needs more lights or something. Between the 7:30-9:30am time and between 4-5:30pm.
THX	I hope things get fixed especially with the busses on the weekends for those people who do not drive and are in need.
THX	We need more street lights in east Wenatchee and more traffic lights.
THX	bicycle areas are unsafe and should have more room for bicycles in shalan county and levenworth area
THX	More sidewalks and street lights on James Street in East Wenatchee, but also in all of East Wenatchee.
THX	Hopefully the transportation will run through streets where people live not just the main streets of town.
THX	thank you for getting such a great person to call for them
THX	I would love for the state to spend more money on the roads in eastern Washington. They need to make them wider and better maintained. We don't get much money for road maintenance out here, as far as the state level goes.
THX	We pay and pay taxes, but the less fortunate do not ever see improvements on sidewalks or roads in the poorer parts of town. Also, the city council does not make an effort to improve the city, especially when clearing snow paths on sidewalks for the children walk to school.
THX	I think Link has access to way too much money that has been wasted to too many vehicles, for such a low amount of people actually using them.
THX	I would like to see more bus service for people who would like to go to the doctor, and improve education.
THX	It would be nice if the bus services could run down Miller Street before 7 am, then I would be able to take it in the morning. I work at the hospital so if there was a straight route down Miller that would be better.

Question	Additional Comment
THX	I am not big fan of Link or it's funding sources.
THX	Live outside of Leavenworth, the Chumstick Highway doesn't get enough maintenance. Link canceled the vast majority of bus routes I used.
THX	The Link transit s complete worthless. Whenever I see the bus, no one at all is on the bus. How do we justify the money spent on bus and administration, when nobody seems to use the services?
THX	The traffic situation in Wenatchee, I appreciate the bypass that East Wenatchee put in. I wish Wenatchee would do that so you can skirt Wenatchee instead of driving through town.
THX	I think it is great that you are calling to gather our opinion on bettering our community. Thank you!
THX	The bus system runs 6 days a week and their budget is 18,000 a day. They need to figure out how to. There are a lot of buses that run around empty every day. That's a lot of money. The budget is too high and they are buying new buses all the time. The budget from the department of transportation is separate from taxpayers.
THX	We need a service to study citizenship.
THX	Build a bridge across the river by the railroad tracks, that would cut the congestion as trucks and people going to the industrial area would get off there. People could cross to the east side, or people going toward Alcoa.
THX	I would like for the bus service to be more widespread and expand hours more, making it available earlier and run to later and to make trips to Chelan and Manson area every 30mins instead of every hour.
THX	Please put more lighting on the sidewalks, because there are dark streets. In the winter they should clean the sidewalks, because people in wheel chairs have trouble getting around and often get stuck in the street when crossing due to snowy and icy sidewalks. Do not just clean the roads for the cars, but clean the sidewalks for pedestrians.
THX	In rural areas bikes can ride on sidewalks so that sidewalks and bike paths can be the same and bus services should provide transportation between and within communities.
THX	I live on the outskirts of East Wenatchee there should be a mini mart or gas station nearby. It usually takes 15 minutes to get into East Wenatchee.
THX	The city of east Wenatchee needs to start fixing the roads that already exist, and give us some sidewalks, quit being so cheap! I don't know where my tax dollars are going because they certainly are not going to these things.

Survey Screen Shoots (English)

2014 Chelan-Douglas Public Opinion Survey ENGLISH (WVTS14)

Web screen shots created February 4, 2015

By SESRC at WSU

<http://www.opinion.wsu.edu/travel2014/>

Washington State University		Social & Economic Sciences Research Center <small>Washington State University</small>
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**Chelan-Douglas Public Opinion Survey**

**Welcome to the Chelan-Douglas Public Opinion Survey!**

Para la versión en Español, seleccione [aquí](#)

Thank you for taking the time to answer the Chelan-Douglas Public Opinion Survey. Your time and input are greatly appreciated. Your input is critical for understanding the travel needs of residents and to identify opportunities for improving the overall transport system.

The survey takes about 15 minutes to complete. The information that you provide is confidential and your participation is entirely voluntary. However your input is critical for the study to accurately reflect what people like yourself think. Your name will not be associated with your answers. Any reports that result from the survey will not include your name or the name of your center.

If you have any questions about the survey or about your participation please contact the Social and Economic Sciences Research Center (SESRC) at Washington State University at 1-(800)-833-0867 or email at [garina@wsu.edu](mailto:garina@wsu.edu).

**Arina Gertseva**  
Principal Investigator  
Social and Economic Sciences Research Center  
Washington State University

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Question 00 of 37

**What county do you live in?**

- Chelan
- Douglas
- Other

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**IF Q00 = "Other" → Ineligibility screen  
ELSE → Q01**



Question 1 of 37

**Would you say that state highways in the Chelan and Douglas counties are in...?**

- Very good condition
- Somewhat good condition
- Somewhat poor condition
- Very poor condition

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Question 2 of 37

**Would you say that city streets in Wenatchee and East Wenatchee are in...?**

- Very good condition
- Somewhat good condition
- Somewhat poor condition
- Very poor condition

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Question 3 of 37

**Would you say that roads in Chelan County rural areas and small cities are in...?**

- Very good condition
- Somewhat good condition
- Somewhat poor condition
- Very poor condition

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Question 4 of 37

**Would you say that roads in Douglas County rural areas and small cities are in...?**

- Very good condition
- Somewhat good condition
- Somewhat poor condition
- Very poor condition

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Question 5 of 37

**Do you travel around Wenatchee and East Wenatchee in a car?**

- Yes
- No

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Question 6 of 37

**Please choose only one of the following statements that most closely matches your opinion about traffic congestion in the Wenatchee area.**

- Traffic congestion is a significant problem
- Traffic congestion is a moderate problem
- Traffic congestion is not a problem

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IF Q05 = "No" → Q09

ELSE → Q07



Question 7 of 37

**How much extra time do you spend in the car on a typical day because of traffic congestion?**

- Less than 5 minutes
- Between 5 and 10 minutes
- Between 10 and 15 minutes
- Over 15 minutes

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Question 8 of 37

**Please briefly describe the place and time of day where you most often experience significant traffic congestion.**

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Question 9 of 37

**Are you familiar with the bus routes and services offered by Link Transit?**

- Yes
- No

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**IF Q09 = "No" → Q11  
ELSE → Q10**



Question 10 of 37

**In your opinion, does Link Transit offer...?**

- Very good bus service
- Somewhat good bus service
- Poor bus service
  
- Unsure

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Question 11 of 37

**Does Link Transit offer bus routes that you can use for traveling to work, school or running errands?**

- Yes
- No
- Unsure

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Question 12 of 37

**How often do you ride the bus for travelling to work, school or for running errands?**

- Always
- Sometimes
- Rarely
- Never

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Question 13 of 37

**If a new bus route became available to you for travel to work, school or running errands, how often would you choose to take the bus?**

- Always
- Sometimes
- Rarely
- Never

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Question 14 of 37

**Please choose only one of the following two statements that best describes the type of bus service that you believe is most important in Chelan and Douglas counties?**

- Buses should primarily serve long-distance trips between communities.
- Buses should primarily serve local trips within communities.

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Question 15 of 37

**Please choose only one of the following four statements about Link Transit that most closely matches your opinion.**

- More bus routes are needed.
- The bus should come more often than once every 30 minutes on busy routes.
- Buses should operate into later evening hours and weekends.
- Existing bus routes, frequency of service and hours of operation are adequate.

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Question 16 of 37

**Do you live in a city or town?**

- Yes
- No

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Question 17 of 37

**Are the streets in your community safe for walking?**

- Yes
- No
- Unsure

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Question 18 of 37

**How often do you walk to work, school, to run errands or for recreation?**

- Always
- Sometimes
- Rarely
- Never

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Question 19 of 37

**If streets in your community were improved to be more safe for walking, how often would you choose to walk to work, school, running errands or recreation?**

- Always
- Sometimes
- Rarely
- Never

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Question 20 of 37

**Are the streets in your community safe for bicycling?**

- Yes
- No
- Unsure

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Question 21 of 37

**How often do you bicycle to work, school, to run errands or for recreation?**

- Always
- Sometimes
- Rarely
- Never

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Question 22 of 37

**If streets in your community were improved to be more safe for bicycling, how often would you choose to ride a bicycle to work, school, to run errands or for recreation?**

- Always
- Sometimes
- Rarely
- Never

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Question 23 of 37

**Are you are a parent with children in school now or in the near future?**

- Yes
- No

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Question 24 of 37

**Does your neighborhood have safe routes to school?**

- Yes
- No
- Unsure

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**IF Q23 = "No" → Q27**  
**ELSE → Q25**



Question 25 of 37

**How often do/will you allow your child to walk or bike to school?**

- Always
- Sometimes
- Rarely
- Never

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Question 26 of 37

**If improvements were made in your neighborhood to provide safer routes to school, how often would you allow your child to walk or ride a bicycle?**

- Always
- Sometimes
- Rarely
- Never

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Question 27 of 37

**Now, please think about how you think transportation should be improved where you live. How would you divide \$100 between the following five options?**

- \$  More road maintenance
- \$  More sidewalks
- \$  More bicycle routes
- \$  New and wider roads
- \$  More bus service
  
- \$  Total should equal \$100

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Question 28 of 37

**Chelan and Douglas counties grow by nearly 1,000 people every year. With that information about population growth in mind, please select only one of the following statements that most closely matches your opinion about where most new housing should be built.**

- Within existing cities and towns.
- On the expanding edge of cities and towns.
- In rural areas away from cities and towns.

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Question 29 of 37

**What is your gender?**

- Male
- Female

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Question 30 of 37

**Would you mind telling us your age?**

(Please use numbers)

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Question 31 of 37

**What is the highest level of education you have completed?**

- Some high school or less
- High school diploma or equivalent
- Two-year college degree
- Four-year college degree
- Graduate degree

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Question 32 of 37

**Please tell us the racial or ethnic background that best describes you.**

- White or Caucasian
- Black/African American
- Hispanic/Latino
- Asian
- Pacific Islander
- Native American/Indian, Alaska Native or Native Hawai'ian
- Mixed Race (*Please specify*)
- Other (*Please specify*)

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Question 33 of 37

**What is the primary language spoken at your home?**

- English
- Spanish
- Other (*Please specify*)

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Question 34 of 37

**Which of the following statements best describes your marital status?**

- Married
- Not married, but live and share household expenses with someone else
- Single and live alone
- Other (Please specify)

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Question 35 of 37

**Which statement most clearly describes your employment situation?**

- Not employed
- Employed out of the home
- Employed, work from home
- In school
- Retired
- Other (Please specify)

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Question 36 of 37

**Is your yearly household income above or below \$40,000 before taxes and other deductions?**

- Below \$40,000
- Above \$40,000

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Question 37 of 37

**Including yourself, how many persons live in your household?**

- One
- Two
- Three
- Four
- Five or more

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Question 38 of 37

**If you have additional comments or thoughts you would like to share, please type them in the box below.**

We would like to **THANK YOU** for your responses. We sincerely appreciate the time you took to complete this questionnaire. Your responses will help the Chelan-Douglas Transportation Council better understand the region's transportation needs and priorities.

If you have any questions or would like to learn more, please contact:

**Dr. Arina Gertseva, Principal Investigator**  
Social & Economic Sciences Research Center  
Washington State University  
[garina@wsu.edu](mailto:garina@wsu.edu)  
(509) 335-3065

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You are about to finish this survey.  
To submit the survey, click the "Submit survey" button below.  
To review your answers starting from the beginning, click the "Review your answers" button.

Submit survey

Review your answers

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Your completed questionnaire has been  
received.

Thank You!

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**Thank you so much for your time today.**

That is the last question for you. This survey only applies to people that live in Douglas or Chelan counties.  
If you feel you reached this page in error, click the "Review your answers" button below to return to the beginning of the survey. Please click the "Leave the survey" button to leave the survey.

**If you have any comments, please put them in the space below.**

Review your answers

Leave the survey

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## Spanish Survey

### 2014 Chelan-Douglas Public Opinion Survey SPANISH (WVTS14)

Web screen shots created February 4, 2015

By SESRC at WSU

<http://www.opinion.wsu.edu/travel2014/spanish>

Washington State University

### Encuesta de Opinión Pública de Chelan-Douglas



Social &  
Economic Sciences  
Research Center  
Washington State University

#### Bienvenido a la Encuesta de Opinión Pública de Chelan-Douglas!

For English version click [here](#)

Gracias por tomar el tiempo para contestar la encuesta de Opinión Pública de Chelan-Douglas. Agradecemos su tiempo y sus respuestas. Sus respuestas son críticas al entender las necesidades de residentes y para identificar oportunidades para mejorar el sistema de transportación en total.

La encuesta toma por lo medio 15 minutos para completar. La información que usted provee es confidencial y su participación es completamente voluntaria. Sin embargo sus respuestas son críticas para que nuestro estudio reflexione con precisión lo que gente como usted piensa. Su nombre no será asociado con sus respuestas. Cualquier reportaje que resulte de esta encuesta no incluirá su nombre.

Si usted tiene cualquier pregunta sobre esta encuesta o acerca de su participación por favor póngase en contacto con nuestro centro de estudios sociales y económicos (SESRC) en la Universidad Estatal de Washington al 1(800)-833-0867 o puede enviarle un correo electrónico a [garina@wsu.edu](mailto:garina@wsu.edu).

Arina Gertseva  
Principal Investigator  
Social and Economic Sciences Research Center  
Washington State University

Por favor entre su código de acceso que fue  
incluido en el mensaje que le enviamos:

Entregar Código de Acceso Personal

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Pregunta 00 of 37

**¿En qué condado vive?**

- Chelan
- Douglas
- Otro

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**IF Q00 = "Otro" → Ineligibility screen**

**ELSE → Q01**



Pregunta 1 of 37

**¿Dijera usted que carreteras estatales en los condados de Chelan y Douglas están en...?**

- Muy buena condición
- Algo buena condición
- Algo mala condición
- Muy mala condición

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Pregunta 2 of 37

**¿Dijera usted que las calles de la ciudad de Wenatchee y de East Wenatchee están en...?**

- Muy buena condición
- Algo buena condición
- Algo mala condición
- Muy mala condición

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Pregunta 3 of 37

**¿Dijera usted que los caminos en zonas rurales en el condado Chelan y en pueblos pequeños están en...?**

- Muy buena condición
- Algo buena condición
- Algo mala condición
- Muy mala condición

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Pregunta 4 of 37

**¿Dijera usted que los caminos en zonas rurales en el condado Douglas y en pueblos pequeños están en...?**

- Muy buena condición
- Algo buena condición
- Algo mala condición
- Muy mala condición

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Pregunta 5 of 37

**¿Usted viaja por Wenatchee y East Wenatchee en un carro?**

- Si
- No

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Pregunta 6 of 37

**Por favor seleccione solamente una de las siguientes declaraciones que más represente su opinión sobre la congestión de tráfico en la zona de Wenatchee.**

- Congestión de tráfico es un significativo problema
- Congestión de tráfico es un problema moderado
- Congestión de tráfico no es un problema

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IF Q05 = "No" → Q09

ELSE → Q07



Pregunta 7 of 37

**¿En un día típico, cuanto tiempo extra se la pasa usted en el carro debido por la congestión de tráfico?**

- Menos de 5 minutos
- Entre 5 y 10 minutos
- Entre 10 y 15 minutos
- Más de 15 minutos

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Pregunta 8 of 37

**Brevemente describa el lugar y el tiempo del día donde usted se encuentra la más significativa congestión de tráfico.**

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Pregunta 9 of 37

**Usted está familiarizado con las rutas de autobús y los servicios ofrecidos por Link Transit?**

- Si
- No

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**IF Q09 = "No" → Q11  
ELSE → Q10**



Pregunta 10 of 37

**¿En su opinión, Link Transit ofrece...?**

- Muy bien servicio de autobús
- Algo bien servicio de autobús
- Mal servicio de autobús
  
- No estoy seguro

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Pregunta 11 of 37

**¿Link Transit ofrece rutas de autobús que usted puede usar para viajar al trabajo, a la escuela, o para hacer mandados?**

- Si
- No
- No estoy seguro

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Pregunta 12 of 37

**¿Con que frecuencia toma el autobús para viajar al trabajo, escuela, o para hacer mandados?**

- Siempre
- A veces
- Raramente
- Nunca

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Pregunta 13 of 37

**¿Si una nueva ruta de autobús fuera hecha disponible para usted para viajar al trabajo, escuela, o hacer mandados, decidiera tomar el autobús?**

- Siempre
- A veces
- Raramente
- Nunca

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Pregunta 14 of 37

**¿Por favor seleccione solamente una de las dos declaraciones que mejor describe el tipo de servicio de autobús que usted creé es el más importante en los condados de Chelan y Douglas?**

- Autobuses han de principalmente ofrecer servicio para viajes de larga distancia entre comunidades.
- Autobuses han de principalmente ofrecer servicio para viajes locales dentro comunidades.

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Pregunta 15 of 37

**Por favor seleccione solamente una de las cuatro declaraciones que mejor reflexiona su opinión sobre Link Transit.**

- Hacen falta más rutas de autobús.
- El autobús ha de pasar más seguido que una vez cada 30 minutos por las rutas más concurridas.
- Autobuses han de estar en operación durante horario más tarde de la noche y durante los fines de semana.
- Rutas de autobús existentes, frecuencia de servicio y horas de operación son adecuadas.

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Pregunta 16 of 37

**¿Usted vive en una ciudad o en un pueblo?**

- Si
- No

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Pregunta 17 of 37

**¿Las calles de su comunidad son seguras para caminar?**

- Si
- No
- No estoy seguro

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Pregunta 18 of 37

**¿Con que frecuencia usted camina al trabajo, para ir a la escuela, para hacer mandados o por razones recreativas?**

- Siempre
- A veces
- Raramente
- Nunca

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Pregunta 19 of 37

**¿Si las calles de su comunidad fueran mejoradas para ser más seguras para caminar, usted caminaría al trabajo, a la escuela, para hacer mandados, o por razones recreativas?**

- Siempre
- A veces
- Raramente
- Nunca

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Pregunta 20 of 37

**¿Las calles de su comunidad son seguras para andar en bicicleta?**

- Si
- No
- No estoy seguro

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Pregunta 21 of 37

**¿Con que frecuencia usted anda en bicicleta para ir al trabajo, ir a la escuela, o para hacer mandados o por razones recreativas?**

- Siempre
- A veces
- Raramente
- Nunca

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Pregunta 22 of 37

**¿Si las calles de su comunidad fueran mejoradas para ser más seguras para andar en bicicleta, usted anduviera en bicicleta para ir al trabajo, ir a la escuela, o para hacer mandados o por razones recreativas?**

- Siempre
- A veces
- Raramente
- Nunca

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Pregunta 23 of 37

**¿Es usted padre con hijos en la escuela o con hijos que serán registrados en la escuela muy pronto?**

- Si
- No

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Pregunta 24 of 37

**¿Su vecindario tiene rutas seguras para ir a la escuela?**

- Si
- No
- No estoy seguro

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**IF Q23 = "No" → Q27**

**ELSE → Q25**



Pregunta 25 of 37

**¿Con que frecuencia permite/permitiera a sus hijos caminar o ir a la escuela en bicicleta?**

- Siempre
- A veces
- Raramente
- Nunca

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Pregunta 26 of 37

**¿Si las calles fueron mejoradas para proveer rutas seguras para ir a la escuela, con qué frecuencia permitiera a su hijo/a caminar o andar en bicicleta?**

- Siempre
- A veces
- Raramente
- Nunca

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Pregunta 27 of 37

**Ahora, por favor piense en como usted piensa la transportación ha de ser mejorada donde usted vive. ¿Cómo dividiera \$100 entre los cinco objetivos que siguen?**

- \$  Mantener los caminos más
- \$  Más aceras/banquetas
- \$  Más rutas para bicicletas por más calles
- \$  Nuevos y más amplios caminos
- \$  Más servicios de autobús
  
- \$  Total debe de sumar a \$100

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Pregunta 28 of 37

**Los condados de Chelan y Douglas crecen con 1,000 personas cada año. Con esa información sobre el crecimiento en mente, por favor seleccione una de las tres declaraciones que más bien reflexiona su opinión sobre donde la mayoría de las casas nuevas han de ser construidas.**

- Dentro ciudades y pueblos que están en existencia.
- En las orillas de las ciudades y pueblos.
- En zonas rurales, lejos de ciudades y pueblos.

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Pregunta 29 of 37

**¿Qué es su sexo?**

- Masculino
- Femenino

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Pregunta 30 of 37

**¿Nos pudiera decir su edad?**

(Por favor use números)

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Pregunta 31 of 37

**¿Cuál es el más alto nivel de escuela que usted completo?**

- Algunos años de escuela secundaria o menos
- Diploma de escuela secundaria, GED o credencial alternativo
- Título asociado universitario (AA)
- Título de bachiller universitario
- Título de posgrado

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Pregunta 32 of 37

**Por favor díganos el grupo racial que lo describe a usted mejor.**

- Blanco o Caucásico
- Negro/Afro Americano
- Hispano/Latino
- Asiático
- Nativo de Isla Pacífica
- Indio Americano, Nativo de Alaska, o Nativo Hawaiano
- Raza mixta (*por favor especifique*)
- Otro (*por favor especifique*)

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Pregunta 33 of 37

**¿Qué es el idioma principal que habla usted en casa?**

- Inglés
- Español
- Otro (*por favor especifique*)

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Pregunta 34 of 37

**¿Cuál de las siguientes afirmaciones describe mejor su estatus civil?**

- Casado
- No está casado, pero vive y comparte gastos con otra persona
- Soltero y vives solo
- Otro (*por favor especifique*)

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Pregunta 35 of 37

**¿Cuál de las afirmaciones describe su situación de empleo más claramente?**

- Sin empleo
- Empleado- fuera de casa
- Empleado- trabajar de casa
- En la escuela
- Jubilado
- Otro (*por favor especifique*)

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Pregunta 36 of 37

**¿Su ingreso anual es más o menos de \$40,000 antes de taxes y otras reducciones?**

- Menos de \$40,000
- Más de \$40,000

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Pregunta 37 of 37

**¿Incluyéndose a usted, cuantas personas viven en su hogar?**

- Una
- Dos
- Tres
- Cuatro
- Cinco o más

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Pregunta 38 of 37

**Si tiene comentarios o pensamientos que desea compartir, por favor escribalos en la cajita abajo.**

Nos gustaría darle las **GRACIAS** por sus respuestas. Apreciamos sinceramente el tiempo que tomó para completar este cuestionario. Sus respuestas ayudaran el Consejo de Transportación Chelan-Douglas mejor entender las necesidades y prioridades.

Si usted tiene alguna pregunta o desea obtener más información, póngase en contacto con:

**Dr. Arina Gertseva, Principal Investigator**  
**Social & Economic Sciences Research Center**  
**Washington State University**  
[garina@wsu.edu](mailto:garina@wsu.edu)  
**(509) 335-3065**

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Esta por completar esta encuesta.  
Para completar esta encuesta por favor seleccione el botón "Entregar Encuesta" localizado en siguiente.  
Para revisar sus respuestas desde el principio, seleccione el botón "Revisar sus respuestas"

Entregar Encuesta

Revisar sus respuestas

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¡Su encuesta completada ha sido recibida!  
¡Muchas Gracias!

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**Muchas gracias por su ayuda hoy.**

Esa es la última pregunta para usted. Esta encuesta solamente es para la gente que vive en el condado de Douglas o en el condado de Chelan.  
Si usted siente que ha llegado a un error, por favor seleccione el botón "Revisar sus respuestas" para regresar al principio de esta encuesta. Por favor seleccione el botón "Salir de encuesta" para salir de la encuesta.

**Si usted tiene comentarios, por favor éntrelos en el espacio debajo.**

Revisar sus respuestas

Salir de Encuesta

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## Cross Tabulations by Zip Code

Cross-tabulation analysis, also known as contingency table analysis, is most often used to analyze categorical (nominal measurement scale) data. In this document we present tables that records the number (frequency) of respondents in a specified zip code providing a certain response on the survey. We include the results of Chi-square tests for each survey question that shows whether or not the two variables are independent.

If the variables are independent (have no relationship), then the results of the Chi-square test will be “non-significant” (p-value is  $>0.05$ ), meaning that we believe there is no relationship between the zip code variable and other variables in the survey.

If the variables are related, then the results of the statistical test will be “statistically significant” (p-value is  $<0.05$ ), meaning that we can state that there is some relationship between the zip code variable and other variables in the survey.

### Complete vs partial complete \* ZIP code

		Crosstab			
		ZIP code			
		98801	98802	Other	Total
Complete	Count	189	144	159	492
	% within ZIP code	95.0%	94.7%	97.0%	95.5%
Partial complete	Count	10	8	5	23
	% within ZIP code	5.0%	5.3%	3.0%	4.5%
Total	Count	199	152	164	515
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

Chi-Square Tests			
	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	1.144 <sup>a</sup>	2	.564
Likelihood Ratio	1.220	2	.543
Linear-by-Linear Association	.766	1	.381
N of Valid Cases	515		

a. 0 cells (0.0%) have expected count less than 5. The minimum expected count is 6.79.

## How survey was completed \* ZIP code

		Crosstab			
		ZIP code			
		98801	98802	Other	Total
Phone	Count	113	94	106	313
	% within ZIP code	56.8%	61.8%	64.6%	60.8%
Web	Count	86	58	58	202
	% within ZIP code	43.2%	38.2%	35.4%	39.2%
Total	Count	199	152	164	515
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

Chi-Square Tests			
	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	2.427 <sup>a</sup>	2	.297
Likelihood Ratio	2.426	2	.297
Linear-by-Linear Association	2.365	1	.124
N of Valid Cases	515		

## Language in which survey was completed \* ZIP code

		Crosstab			
		ZIP code			
		98801	98802	Other	Total
English	Count	169	131	133	433
	% within ZIP code	84.9%	86.2%	81.1%	84.1%
Spanish	Count	30	21	31	82
	% within ZIP code	15.1%	13.8%	18.9%	15.9%
Total	Count	199	152	164	515
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

Chi-Square Tests			
	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	1.698 <sup>a</sup>	2	.428
Likelihood Ratio	1.669	2	.434
Linear-by-Linear Association	.893	1	.345
N of Valid Cases	515		

**Would you say that state highways in the Chelan and Douglas counties are in...? \* ZIP code**

**Crosstab**

		ZIP code			
		98801	98802	Other	Total
Very good condition	Count	41	33	47	121
	% within ZIP code	21.2%	22.1%	28.7%	23.9%
Somewhat good condition	Count	129	99	97	325
	% within ZIP code	66.8%	66.4%	59.1%	64.2%
Somewhat poor condition	Count	19	16	18	53
	% within ZIP code	9.8%	10.7%	11.0%	10.5%
Very poor condition	Count	4	1	2	7
	% within ZIP code	2.1%	0.7%	1.2%	1.4%
Total	Count	193	149	164	506
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

**Chi-Square Tests**

	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	4.655 <sup>a</sup>	6	.589
Likelihood Ratio	4.647	6	.590
Linear-by-Linear Association	1.439	1	.230
N of Valid Cases	506		

**Would you say that city streets in Wenatchee and East Wenatchee are in...?**

**Crosstab**

		ZIP code			
		98801	98802	Other	Total
Very good condition	Count	21	16	25	62
	% within ZIP code	10.8%	10.6%	16.7%	12.5%
Somewhat good condition	Count	89	83	92	264
	% within ZIP code	45.9%	55.0%	61.3%	53.3%
Somewhat poor condition	Count	75	48	30	153
	% within ZIP code	38.7%	31.8%	20.0%	30.9%
Very poor condition	Count	9	4	3	16
	% within ZIP code	4.6%	2.6%	2.0%	3.2%
Total	Count	194	151	150	495
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

**Chi-Square Tests**

	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	18.484 <sup>a</sup>	6	.005
Likelihood Ratio	18.884	6	.004
Linear-by-Linear Association	14.656	1	.000
N of Valid Cases	495		

a. 2 cells (16.7%) have expected count less than 5. The minimum expected count is 4.85.

**Would you say that roads in Chelan County rural areas and small cities are in...? \* ZIP code**

**Crosstab**

		ZIP code			
		98801	98802	Other	Total
Very good condition	Count	15	14	15	44
	% within ZIP code	8.3%	10.4%	9.4%	9.3%
Somewhat good condition	Count	101	80	81	262
	% within ZIP code	55.8%	59.3%	50.9%	55.2%
Somewhat poor condition	Count	60	39	55	154
	% within ZIP code	33.1%	28.9%	34.6%	32.4%
Very poor condition	Count	5	2	8	15
	% within ZIP code	2.8%	1.5%	5.0%	3.2%
Total	Count	181	135	159	475
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

**Chi-Square Tests**

	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	5.146 <sup>a</sup>	6	.525
Likelihood Ratio	5.193	6	.519
Linear-by-Linear Association	.361	1	.548
N of Valid Cases	475		

a. 1 cells (8.3%) have expected count less than 5. The minimum expected count is 4.26.

**Would you say that roads in Douglas County rural areas and small cities are in...? \* ZIP code**

**Crosstab**

		ZIP code			
		98801	98802	Other	Total
Very good condition	Count	11	22	16	49
	% within ZIP code	6.7%	16.2%	13.3%	11.7%
Somewhat good condition	Count	96	68	63	227
	% within ZIP code	58.5%	50.0%	52.5%	54.0%
Somewhat poor condition	Count	54	43	36	133
	% within ZIP code	32.9%	31.6%	30.0%	31.7%
Very poor condition	Count	3	3	5	11
	% within ZIP code	1.8%	2.2%	4.2%	2.6%
Total	Count	164	136	120	420
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

**Chi-Square Tests**

	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	8.955 <sup>a</sup>	6	.176
Likelihood Ratio	9.195	6	.163
Linear-by-Linear Association	.469	1	.493
N of Valid Cases	420		

a. 3 cells (25.0%) have expected count less than 5. The minimum expected count is 3.14.

## Do you travel around Wenatchee and East Wenatchee in a car? \* ZIP code

		Crosstab			
		ZIP code			
		98801	98802	Other	Total
Yes	Count	189	149	152	490
	% within ZIP code	96.4%	98.7%	95.0%	96.6%
No	Count	7	2	8	17
	% within ZIP code	3.6%	1.3%	5.0%	3.4%
Total	Count	196	151	160	507
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

Chi-Square Tests			
	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	3.285 <sup>a</sup>	2	.193
Likelihood Ratio	3.671	2	.160
Linear-by-Linear Association	.424	1	.515
N of Valid Cases	507		

a. 0 cells (0.0%) have expected count less than 5. The minimum expected count is 5.06.

**Please choose only one of the following statements that most closely matches your opinion about traffic congestion in the Wenatchee area. \***  
**ZIP code**

**Crosstab**

		ZIP code			
		98801	98802	Other	Total
Traffic congestion is a significant problem	Count	44	38	29	111
	% within ZIP code	22.7%	25.5%	18.0%	22.0%
Traffic congestion is a moderate problem	Count	109	80	100	289
	% within ZIP code	56.2%	53.7%	62.1%	57.3%
Traffic congestion is not a problem	Count	41	31	32	104
	% within ZIP code	21.1%	20.8%	19.9%	20.6%
Total	Count	194	149	161	504
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

**Chi-Square Tests**

	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	3.134 <sup>a</sup>	4	.536
Likelihood Ratio	3.164	4	.531
Linear-by-Linear Association	.204	1	.652
N of Valid Cases	504		

a. 0 cells (0.0%) have expected count less than 5. The minimum expected count is 30.75.

**How much extra time do you spend in the car on a typical day because of traffic congestion? \* ZIP code**

**Crosstab**

		ZIP code			
		98801	98802	Other	Total
Less than 5 minutes	Count	70	59	54	183
	% within ZIP code	39.1%	41.0%	37.0%	39.0%
Between 5 and 10 minutes	Count	58	41	37	136
	% within ZIP code	32.4%	28.5%	25.3%	29.0%
Between 10 and 15 minutes	Count	29	21	27	77
	% within ZIP code	16.2%	14.6%	18.5%	16.4%
Over 15 minutes	Count	22	23	28	73
	% within ZIP code	12.3%	16.0%	19.2%	15.6%
Total	Count	179	144	146	469
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

**Chi-Square Tests**

	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	4.854 <sup>a</sup>	6	.563
Likelihood Ratio	4.866	6	.561
Linear-by-Linear Association	2.195	1	.138
N of Valid Cases	469		

a. 0 cells (0.0%) have expected count less than 5. The minimum expected count is 22.41.

**Are you familiar with the bus routes and services offered by Link Transit?  
\* ZIP code**

**Crosstab**

		ZIP code			
		98801	98802	Other	Total
Yes	Count	92	68	87	247
	% within ZIP code	47.7%	45.6%	54.0%	49.1%
No	Count	101	81	74	256
	% within ZIP code	52.3%	54.4%	46.0%	50.9%
Total	Count	193	149	161	503
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

**Chi-Square Tests**

	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	2.443 <sup>a</sup>	2	.295
Likelihood Ratio	2.445	2	.294
Linear-by-Linear Association	1.302	1	.254
N of Valid Cases	503		

a. 0 cells (0.0%) have expected count less than 5. The minimum expected count is 73.17.

## In your opinion, does Link Transit offer...? \* ZIP code

### Crosstab

		ZIP code			
		98801	98802	Other	Total
Very good bus service	Count	48	27	38	113
	% within ZIP code	52.2%	39.1%	43.7%	45.6%
Somewhat good bus service	Count	29	20	31	80
	% within ZIP code	31.5%	29.0%	35.6%	32.3%
Poor bus service	Count	6	10	6	22
	% within ZIP code	6.5%	14.5%	6.9%	8.9%
Unsure	Count	9	12	12	33
	% within ZIP code	9.8%	17.4%	13.8%	13.3%
Total	Count	92	69	87	248
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

### Chi-Square Tests

	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	7.281 <sup>a</sup>	6	.296
Likelihood Ratio	6.974	6	.323
Linear-by-Linear Association	1.254	1	.263
N of Valid Cases	248		

a. 0 cells (0.0%) have expected count less than 5. The minimum expected count is 6.12.

**Does Link Transit offer bus routes that you can use for traveling to work, school or running errands? \* ZIP code**

**Crosstab**

		ZIP code			
		98801	98802	Other	Total
Yes	Count	84	57	61	202
	% within ZIP code	43.3%	38.8%	37.4%	40.1%
No	Count	46	43	60	149
	% within ZIP code	23.7%	29.3%	36.8%	29.6%
Unsure	Count	64	47	42	153
	% within ZIP code	33.0%	32.0%	25.8%	30.4%
Total	Count	194	147	163	504
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

**Chi-Square Tests**

	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	7.699 <sup>a</sup>	4	.103
Likelihood Ratio	7.694	4	.103
Linear-by-Linear Association	.016	1	.898
N of Valid Cases	504		

a. 0 cells (0.0%) have expected count less than 5. The minimum expected count is 43.46.

**How often do you ride the bus for travelling to work, school or for running errands? \* ZIP code**

		ZIP code			
		98801	98802	Other	Total
Always	Count	7	1	2	10
	% within ZIP code	3.6%	0.7%	1.2%	2.0%
Sometimes	Count	18	9	14	41
	% within ZIP code	9.4%	6.0%	8.6%	8.1%
Rarely	Count	33	15	32	80
	% within ZIP code	17.2%	10.0%	19.6%	15.8%
Never	Count	134	125	115	374
	% within ZIP code	69.8%	83.3%	70.6%	74.1%
Total	Count	192	150	163	505
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

Chi-Square Tests			
	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	13.125 <sup>a</sup>	6	.041
Likelihood Ratio	13.505	6	.036
Linear-by-Linear Association	.920	1	.337
N of Valid Cases	505		

a. 3 cells (25.0%) have expected count less than 5. The minimum expected count is 2.97.

**If a new bus route became available to you for travel to work, school or running errands, how often would you choose to take the bus? \* ZIP code**

**Crosstab**

		ZIP code			
		98801	98802	Other	Total
Always	Count	16	10	14	40
	% within ZIP code	8.3%	6.7%	8.6%	8.0%
Sometim es	Count	61	30	49	140
	% within ZIP code	31.8%	20.1%	30.2%	27.8%
Rarely	Count	41	29	41	111
	% within ZIP code	21.4%	19.5%	25.3%	22.1%
Never	Count	74	80	58	212
	% within ZIP code	38.5%	53.7%	35.8%	42.1%
Total	Count	192	149	162	503
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

**Chi-Square Tests**

	Value	df	Asymp. Sig. (2- sided)
Pearson Chi-Square	13.126 <sup>a</sup>	6	.041
Likelihood Ratio	13.131	6	.041
Linear-by-Linear Association	.001	1	.980
N of Valid Cases	503		

a. 0 cells (0.0%) have expected count less than 5. The minimum expected count is 11.85.

**Please choose only one of the following two statements that best describes the type of bus service that you believe is most important in Chelan and Douglas counties? \* ZIP code**

**Crosstab**

		ZIP code			
		98801	98802	Other	Total
Buses should primarily serve long-distance trips between communities.	Count	48	40	76	164
	% within ZIP code	27.4%	30.3%	53.1%	36.4%
Buses should primarily serve local trips within communities.	Count	127	92	67	286
	% within ZIP code	72.6%	69.7%	46.9%	63.6%
Total	Count	175	132	143	450
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

**Chi-Square Tests**

	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	25.514 <sup>a</sup>	2	.000
Likelihood Ratio	25.110	2	.000
Linear-by-Linear Association	21.463	1	.000
N of Valid Cases	450		

a. 0 cells (0.0%) have expected count less than 5. The minimum expected count is 48.11.

**Please choose only one of the following four statements about Link Transit that most closely matches your opinion. \* ZIP code**

		Crosstab			
		ZIP code			
		98801	98802	Other	Total
More bus routes are needed.	Count	18	15	12	45
	% within ZIP code	11.7%	12.5%	9.2%	11.1%
The bus should come more often than once every 30 minutes on busy routes.	Count	24	15	18	57
	% within ZIP code	15.6%	12.5%	13.8%	14.1%
Buses should operate into later evening hours and weekends.	Count	47	40	44	131
	% within ZIP code	30.5%	33.3%	33.8%	32.4%
Existing bus routes, frequency of service and hours of operation are adequate.	Count	65	50	56	171
	% within ZIP code	42.2%	41.7%	43.1%	42.3%
Total	Count	154	120	130	404
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

**Chi-Square Tests**

	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	1.445 <sup>a</sup>	6	.963
Likelihood Ratio	1.466	6	.962
Linear-by-Linear Association	.381	1	.537
N of Valid Cases	404		

a. 0 cells (0.0%) have expected count less than 5. The minimum expected count is 13.37.

## Do you live in a city or town? \* ZIP code

		Crosstab			
		ZIP code			
		98801	98802	Other	Total
Yes	Count	165	111	88	364
	% within ZIP code	86.4%	76.0%	54.3%	72.9%
No	Count	26	35	74	135
	% within ZIP code	13.6%	24.0%	45.7%	27.1%
Total	Count	191	146	162	499
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

Chi-Square Tests			
	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	46.664 <sup>a</sup>	2	.000
Likelihood Ratio	46.452	2	.000
Linear-by-Linear Association	44.893	1	.000
N of Valid Cases	499		

a. 0 cells (0.0%) have expected count less than 5. The minimum expected count is 39.50.

## Are the streets in your community safe for walking? \* ZIP code

		Crosstab			
		ZIP code			
		98801	98802	Other	Total
Yes	Count	144	109	123	376
	% within ZIP code	75.8%	73.2%	75.9%	75.0%
No	Count	34	29	33	96
	% within ZIP code	17.9%	19.5%	20.4%	19.2%
Unsure	Count	12	11	6	29
	% within ZIP code	6.3%	7.4%	3.7%	5.8%
Total	Count	190	149	162	501
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

Chi-Square Tests			
	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	2.353 <sup>a</sup>	4	.671
Likelihood Ratio	2.479	4	.648
Linear-by-Linear Association	.167	1	.683
N of Valid Cases	501		

a. 0 cells (0.0%) have expected count less than 5. The minimum expected count is 8.62.

**How often do you walk to work, school, to run errands or for recreation? \*  
ZIP code**

**Crosstab**

		ZIP code			
		98801	98802	Other	Total
Always	Count	20	13	20	53
	% within ZIP code	10.5%	8.7%	12.3%	10.5%
Sometimes	Count	101	59	73	233
	% within ZIP code	52.9%	39.6%	44.8%	46.3%
Rarely	Count	36	30	31	97
	% within ZIP code	18.8%	20.1%	19.0%	19.3%
Never	Count	34	47	39	120
	% within ZIP code	17.8%	31.5%	23.9%	23.9%
Total	Count	191	149	163	503
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

**Chi-Square Tests**

	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	10.948 <sup>a</sup>	6	.090
Likelihood Ratio	10.895	6	.092
Linear-by-Linear Association	1.313	1	.252
N of Valid Cases	503		

a. 0 cells (0.0%) have expected count less than 5. The minimum expected count is 15.70.

**If streets in your community were improved to be more safe for walking, how often would you choose to walk to work, school, running errands or recreation? \* ZIP code**

**Crosstab**

		ZIP code			
		98801	98802	Other	Total
Always	Count	29	21	28	78
	% within ZIP code	15.1%	14.4%	17.4%	15.6%
Sometimes	Count	109	67	73	249
	% within ZIP code	56.8%	45.9%	45.3%	49.9%
Rarely	Count	25	24	28	77
	% within ZIP code	13.0%	16.4%	17.4%	15.4%
Never	Count	29	34	32	95
	% within ZIP code	15.1%	23.3%	19.9%	19.0%
Total	Count	192	146	161	499
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

**Chi-Square Tests**

	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	7.681 <sup>a</sup>	6	.262
Likelihood Ratio	7.679	6	.263
Linear-by-Linear Association	1.447	1	.229
N of Valid Cases	499		

a. 0 cells (0.0%) have expected count less than 5. The minimum expected count is 22.53.

## Are the streets in your community safe for bicycling? \* ZIP code

		ZIP code			
		98801	98802	Other	Total
Yes	Count	85	85	84	254
	% within ZIP code	44.3%	57.0%	52.2%	50.6%
No	Count	53	37	56	146
	% within ZIP code	27.6%	24.8%	34.8%	29.1%
Unsure	Count	54	27	21	102
	% within ZIP code	28.1%	18.1%	13.0%	20.3%
Total	Count	192	149	161	502
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

Chi-Square Tests			
	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	15.998 <sup>a</sup>	4	.003
Likelihood Ratio	15.967	4	.003
Linear-by-Linear Association	7.885	1	.005
N of Valid Cases	502		

a. 0 cells (0.0%) have expected count less than 5. The minimum expected count is 30.27.

**How often do you bicycle to work, school, to run errands or for recreation? \* ZIP code**

**Crosstab**

		ZIP code			
		98801	98802	Other	Total
Always	Count	3	2	5	10
	% within ZIP code	1.6%	1.3%	3.1%	2.0%
Sometimes	Count	49	27	36	112
	% within ZIP code	25.7%	18.1%	22.2%	22.3%
Rarely	Count	25	26	25	76
	% within ZIP code	13.1%	17.4%	15.4%	15.1%
Never	Count	114	94	96	304
	% within ZIP code	59.7%	63.1%	59.3%	60.6%
Total	Count	191	149	162	502
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

**Chi-Square Tests**

	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	4.882 <sup>a</sup>	6	.559
Likelihood Ratio	4.831	6	.566
Linear-by-Linear Association	.003	1	.955
N of Valid Cases	502		

a. 3 cells (25.0%) have expected count less than 5. The minimum expected count is 2.97.

**If streets in your community were improved to be more safe for bicycling, how often would you choose to ride a bicycle to work, school, to run errands or for recreation? \* ZIP code**

**Crosstab**

		ZIP code			
		98801	98802	Other	Total
Always	Count	17	6	14	37
	% within ZIP code	9.0%	4.0%	8.7%	7.4%
Sometimes	Count	61	54	63	178
	% within ZIP code	32.4%	36.2%	39.1%	35.7%
Rarely	Count	27	20	19	66
	% within ZIP code	14.4%	13.4%	11.8%	13.3%
Never	Count	83	69	65	217
	% within ZIP code	44.1%	46.3%	40.4%	43.6%
Total	Count	188	149	161	498
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

**Chi-Square Tests**

	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	5.509 <sup>a</sup>	6	.480
Likelihood Ratio	5.928	6	.431
Linear-by-Linear Association	.669	1	.414
N of Valid Cases	498		

a. 0 cells (0.0%) have expected count less than 5. The minimum expected count is 11.07.

**Are you are a parent with children in school now or in the near future? \***  
**ZIP code**

**Crosstab**

		ZIP code			
		98801	98802	Other	Total
Yes	Count	53	41	43	137
	% within ZIP code	27.7%	27.5%	26.5%	27.3%
No	Count	138	108	119	365
	% within ZIP code	72.3%	72.5%	73.5%	72.7%
Total	Count	191	149	162	502
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

**Chi-Square Tests**

	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	.070 <sup>a</sup>	2	.966
Likelihood Ratio	.070	2	.966
Linear-by-Linear Association	.062	1	.803
N of Valid Cases	502		

a. 0 cells (0.0%) have expected count less than 5. The minimum expected count is 40.66.

## Does your neighborhood have safe routes to school? \* ZIP code

		ZIP code			
		98801	98802	Other	Total
Yes	Count	136	103	102	341
	% within ZIP code	71.6%	69.1%	63.0%	68.1%
No	Count	17	19	24	60
	% within ZIP code	8.9%	12.8%	14.8%	12.0%
Unsure	Count	37	27	36	100
	% within ZIP code	19.5%	18.1%	22.2%	20.0%
Total	Count	190	149	162	501
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

### Chi-Square Tests

	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	4.300 <sup>a</sup>	4	.367
Likelihood Ratio	4.365	4	.359
Linear-by-Linear Association	1.674	1	.196
N of Valid Cases	501		

a. 0 cells (0.0%) have expected count less than 5. The minimum expected count is 17.84.

## How often do/will you allow your child to walk or bike to school? \* ZIP code

		Crosstab			
		ZIP code			
		98801	98802	Other	Total
Always	Count	10	5	5	20
	% within ZIP code	18.9%	12.2%	11.6%	14.6%
Sometimes	Count	11	13	12	36
	% within ZIP code	20.8%	31.7%	27.9%	26.3%
Rarely	Count	7	7	4	18
	% within ZIP code	13.2%	17.1%	9.3%	13.1%
Never	Count	25	16	22	63
	% within ZIP code	47.2%	39.0%	51.2%	46.0%
Total	Count	53	41	43	137
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

Chi-Square Tests			
	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	3.866 <sup>a</sup>	6	.695
Likelihood Ratio	3.886	6	.692
Linear-by-Linear Association	.205	1	.651
N of Valid Cases	137		

a. 0 cells (0.0%) have expected count less than 5. The minimum expected count is 5.39.

**If improvements were made in your neighborhood to provide safer routes to school, how often would you allow your child to walk or ride a bicycle?  
\* ZIP code**

**Crosstab**

		ZIP code			
		98801	98802	Other	Total
Always	Count	19	9	12	40
	% within ZIP code	37.3%	25.0%	27.9%	30.8%
Sometimes	Count	19	15	21	55
	% within ZIP code	37.3%	41.7%	48.8%	42.3%
Rarely	Count	6	5	3	14
	% within ZIP code	11.8%	13.9%	7.0%	10.8%
Never	Count	7	7	7	21
	% within ZIP code	13.7%	19.4%	16.3%	16.2%
Total	Count	51	36	43	130
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

**Chi-Square Tests**

	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	3.320 <sup>a</sup>	6	.768
Likelihood Ratio	3.348	6	.764
Linear-by-Linear Association	.252	1	.616
N of Valid Cases	130		

a. 2 cells (16.7%) have expected count less than 5. The minimum expected count is 3.88.

**Please select only one of the following statements that most closely matches your opinion about where most new housing should be built. \* ZIP code**

**Crosstab**

		ZIP code			
		98801	98802	Other	Total
Within existing cities and towns.	Count	51	28	52	131
	% within ZIP code	28.7%	20.7%	34.9%	28.4%
On the expanding edge of cities and towns.	Count	93	83	70	246
	% within ZIP code	52.2%	61.5%	47.0%	53.2%
In rural areas away from cities and towns.	Count	34	24	27	85
	% within ZIP code	19.1%	17.8%	18.1%	18.4%
Total	Count	178	135	149	462
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

**Chi-Square Tests**

	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	7.950 <sup>a</sup>	4	.093
Likelihood Ratio	8.045	4	.090
Linear-by-Linear Association	.795	1	.373
N of Valid Cases	462		

a. 0 cells (0.0%) have expected count less than 5. The minimum expected count is 24.84.

## What is your gender? \* ZIP code

		ZIP code			
		98801	98802	Other	Total
Male	Count	92	86	82	260
	% within ZIP code	48.4%	59.3%	51.9%	52.7%
Female	Count	98	59	76	233
	% within ZIP code	51.6%	40.7%	48.1%	47.3%
Total	Count	190	145	158	493
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

Chi-Square Tests			
	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	3.978 <sup>a</sup>	2	.137
Likelihood Ratio	3.995	2	.136
Linear-by-Linear Association	.547	1	.459
N of Valid Cases	493		

a. 0 cells (0.0%) have expected count less than 5. The minimum expected count is 68.53.

**Would you mind telling us your age? \***  
**What is the highest level of education you have completed? \* ZIP code**

**Crosstab**

		ZIP code			
		98801	98802	Other	Total
Some high school or less	Count	26	16	20	62
	% within ZIP code	14.0%	11.0%	12.9%	12.8%
High school diploma or equivalent	Count	51	43	52	146
	% within ZIP code	27.4%	29.7%	33.5%	30.0%
Two-year college degree	Count	38	28	28	94
	% within ZIP code	20.4%	19.3%	18.1%	19.3%
Four-year college degree	Count	36	39	35	110
	% within ZIP code	19.4%	26.9%	22.6%	22.6%
Graduate degree	Count	35	19	20	74
	% within ZIP code	18.8%	13.1%	12.9%	15.2%
Total	Count	186	145	155	486
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

**Chi-Square Tests**

	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	6.471 <sup>a</sup>	8	.595
Likelihood Ratio	6.391	8	.604
Linear-by-Linear Association	.771	1	.380
N of Valid Cases	486		

a. 0 cells (0.0%) have expected count less than 5. The minimum expected count is 18.50.

**Please tell us the racial or ethnic background that best describes you. \***  
**ZIP code**

**Crosstab**

		ZIP code			
		98801	98802	Other	Total
White or Caucasian	Count	140	108	117	365
	% within ZIP code	75.7%	77.1%	77.5%	76.7%
Black/African American	Count	0	1	0	1
	% within ZIP code	0.0%	0.7%	0.0%	0.2%
Hispanic/Latino	Count	36	21	29	86
	% within ZIP code	19.5%	15.0%	19.2%	18.1%
Asian	Count	0	0	1	1
	% within ZIP code	0.0%	0.0%	0.7%	0.2%
Pacific Islander	Count	0	1	0	1
	% within ZIP code	0.0%	0.7%	0.0%	0.2%
Native American/Indian, Alaska Native or Native Hawai'ian	Count	2	2	0	4
	% within ZIP code	1.1%	1.4%	0.0%	0.8%
Mixed Race	Count	3	5	0	8
	% within ZIP code	1.6%	3.6%	0.0%	1.7%
Other (Please specify)	Count	4	2	4	10
	% within ZIP code	2.2%	1.4%	2.6%	2.1%
Total	Count	185	140	151	476
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

**Chi-Square Tests**

	Value	df	Asymp. Sig. (2- sided)
Pearson Chi-Square	16.042 <sup>a</sup>	14	.311
Likelihood Ratio	19.302	14	.154
Linear-by-Linear Association	.365	1	.546
N of Valid Cases	476		

a. 18 cells (75.0%) have expected count less than 5. The minimum expected count is .29.

## What is the primary language spoken at your home? \* ZIP code

		Crosstab			
		ZIP code			
		98801	98802	Other	Total
English	Count	156	125	129	410
	% within ZIP code	82.1%	86.2%	82.2%	83.3%
Spanish	Count	31	19	26	76
	% within ZIP code	16.3%	13.1%	16.6%	15.4%
Other	Count	3	1	2	6
	% within ZIP code	1.6%	0.7%	1.3%	1.2%
Total	Count	190	145	157	492
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

Chi-Square Tests			
	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	1.477 <sup>a</sup>	4	.831
Likelihood Ratio	1.545	4	.819
Linear-by-Linear Association	.020	1	.887
N of Valid Cases	492		

a. 3 cells (33.3%) have expected count less than 5. The minimum expected count is 1.77.

**Is your yearly household income above or below \$40,000 before taxes and other deductions? \* ZIP code**

**Crosstab**

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		ZIP code			
		98801	98802	Other	Total
Below	Count	71	48	56	175
\$40,000	% within ZIP code	40.3%	35.6%	38.1%	38.2%
Above	Count	105	87	91	283
\$40,000	% within ZIP code	59.7%	64.4%	61.9%	61.8%
Total	Count	176	135	147	458
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

**Chi-Square Tests**

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	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	.742 <sup>a</sup>	2	.690
Likelihood Ratio	.744	2	.689
Linear-by-Linear Association	.202	1	.653
N of Valid Cases	458		

a. 0 cells (0.0%) have expected count less than 5. The minimum expected count is 51.58.

**Including yourself, how many persons live in your household? \* ZIP code**

		Crosstab			
		ZIP code			
		98801	98802	Other	Total
One	Count	48	27	16	91
	% within ZIP code	25.5%	19.1%	10.4%	18.8%
Two	Count	76	66	86	228
	% within ZIP code	40.4%	46.8%	55.8%	47.2%
Three	Count	14	20	16	50
	% within ZIP code	7.4%	14.2%	10.4%	10.4%
Four	Count	23	12	18	53
	% within ZIP code	12.2%	8.5%	11.7%	11.0%
Five or more	Count	27	16	18	61
	% within ZIP code	14.4%	11.3%	11.7%	12.6%
Total	Count	188	141	154	483
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

Chi-Square Tests			
	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	19.978 <sup>a</sup>	8	.010
Likelihood Ratio	20.632	8	.008
Linear-by-Linear Association	.383	1	.536
N of Valid Cases	483		

a. 0 cells (0.0%) have expected count less than 5. The minimum expected count is 14.60.

## Age categorical \* ZIP code

		Crosstab			
		ZIP code			
		98801	98802	Other	Total
35 and younger	Count	26	15	15	56
	% within ZIP code	13.7%	10.3%	9.4%	11.3%
36-65	Count	101	85	83	269
	% within ZIP code	53.2%	58.6%	51.9%	54.3%
66 and older	Count	63	45	62	170
	% within ZIP code	33.2%	31.0%	38.8%	34.3%
Total	Count	190	145	160	495
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

Chi-Square Tests			
	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	3.757 <sup>a</sup>	4	.440
Likelihood Ratio	3.705	4	.447
Linear-by-Linear Association	2.031	1	.154
N of Valid Cases	495		

a. 0 cells (0.0%) have expected count less than 5. The minimum expected count is 16.40.

**How would you divide \$100 between the following five options? More road maintenance \* ZIP code**

**Crosstab**

		ZIP code			
		98801	98802	Other	Total
None	Count	52	49	50	151
	% within ZIP code	27.4%	33.8%	31.1%	30.4%
\$1-\$25	Count	30	32	27	89
	% within ZIP code	15.8%	22.1%	16.8%	17.9%
\$25-\$50	Count	62	31	44	137
	% within ZIP code	32.6%	21.4%	27.3%	27.6%
\$50-\$75	Count	15	13	13	41
	% within ZIP code	7.9%	9.0%	8.1%	8.3%
\$75-\$99	Count	3	3	5	11
	% within ZIP code	1.6%	2.1%	3.1%	2.2%
\$100	Count	28	17	22	67
	% within ZIP code	14.7%	11.7%	13.7%	13.5%
Total	Count	190	145	161	496
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

**Chi-Square Tests**

	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	8.530 <sup>a</sup>	10	.577
Likelihood Ratio	8.523	10	.578
Linear-by-Linear Association	.284	1	.594
N of Valid Cases	496		

a. 3 cells (16.7%) have expected count less than 5. The minimum expected count is 3.22.

**How would you divide \$100 between the following five options? More sidewalks \* ZIP code**

		Crosstab			
		ZIP code			
		98801	98802	Other	Total
None	Count	81	55	76	212
	% within ZIP code	42.6%	37.9%	47.2%	42.7%
\$1-\$25	Count	63	48	56	167
	% within ZIP code	33.2%	33.1%	34.8%	33.7%
\$25-\$50	Count	39	27	23	89
	% within ZIP code	20.5%	18.6%	14.3%	17.9%
\$50-\$75	Count	1	3	1	5
	% within ZIP code	0.5%	2.1%	0.6%	1.0%
\$75-\$99	Count	0	0	1	1
	% within ZIP code	0.0%	0.0%	0.6%	0.2%
\$100	Count	6	12	4	22
	% within ZIP code	3.2%	8.3%	2.5%	4.4%
Total	Count	190	145	161	496
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

Chi-Square Tests			
	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	14.846 <sup>a</sup>	10	.138
Likelihood Ratio	14.184	10	.165
Linear-by-Linear Association	.622	1	.430
N of Valid Cases	496		

a. 6 cells (33.3%) have expected count less than 5. The minimum expected count is .29.

**How would you divide \$100 between the following five options? More bicycle routes \* ZIP code**

**Crosstab**

		ZIP code			
		98801	98802	Other	Total
None	Count	107	91	89	287
	% within ZIP code	56.3%	62.8%	55.3%	57.9%
\$1-\$25	Count	51	45	44	140
	% within ZIP code	26.8%	31.0%	27.3%	28.2%
\$25-\$50	Count	24	8	22	54
	% within ZIP code	12.6%	5.5%	13.7%	10.9%
\$50-\$75	Count	4	0	1	5
	% within ZIP code	2.1%	0.0%	0.6%	1.0%
\$100	Count	4	1	5	10
	% within ZIP code	2.1%	0.7%	3.1%	2.0%
Total	Count	190	145	161	496
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

**Chi-Square Tests**

	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	13.148 <sup>a</sup>	8	.107
Likelihood Ratio	15.122	8	.057
Linear-by-Linear Association	.034	1	.854
N of Valid Cases	496		

a. 6 cells (40.0%) have expected count less than 5. The minimum expected count is 1.46.

**How would you divide \$100 between the following five options? New and wider roads \* ZIP code**

**Crosstab**

		ZIP code			
		98801	98802	Other	Total
None	Count	98	71	88	257
	% within ZIP code	51.6%	49.0%	54.7%	51.8%
\$1-\$25	Count	48	47	41	136
	% within ZIP code	25.3%	32.4%	25.5%	27.4%
\$25-\$50	Count	39	15	25	79
	% within ZIP code	20.5%	10.3%	15.5%	15.9%
\$50-\$75	Count	1	5	2	8
	% within ZIP code	0.5%	3.4%	1.2%	1.6%
\$100	Count	4	7	5	16
	% within ZIP code	2.1%	4.8%	3.1%	3.2%
Total	Count	190	145	161	496
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

**Chi-Square Tests**

	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	14.179 <sup>a</sup>	8	.077
Likelihood Ratio	14.020	8	.081
Linear-by-Linear Association	.033	1	.857
N of Valid Cases	496		

a. 4 cells (26.7%) have expected count less than 5. The minimum expected count is 2.34.

**How would you divide \$100 between the following five options? More bus service \* ZIP code**

**Crosstab**

		ZIP code			
		98801	98802	Other	Total
None	Count	114	91	101	306
	% within ZIP code	60.0%	62.8%	62.7%	61.7%
\$1-\$25	Count	53	40	43	136
	% within ZIP code	27.9%	27.6%	26.7%	27.4%
\$25-\$50	Count	18	11	11	40
	% within ZIP code	9.5%	7.6%	6.8%	8.1%
\$50-\$75	Count	2	0	0	2
	% within ZIP code	1.1%	0.0%	0.0%	0.4%
\$75-\$99	Count	0	0	1	1
	% within ZIP code	0.0%	0.0%	0.6%	0.2%
\$100	Count	3	3	5	11
	% within ZIP code	1.6%	2.1%	3.1%	2.2%
Total	Count	190	145	161	496
	% within ZIP code	100.0%	100.0%	100.0%	100.0%

**Chi-Square Tests**

	Value	df	Asymp. Sig. (2-sided)
Pearson Chi-Square	7.240 <sup>a</sup>	10	.703
Likelihood Ratio	7.996	10	.629
Linear-by-Linear Association	.001	1	.981
N of Valid Cases	496		

a. 9 cells (50.0%) have expected count less than 5. The minimum expected count is .29.

## Pre-Notice Letter

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October 31, 2014

Hello <<first name>>,

The Viticulture and Enology Certificate Program at Washington State University is proud to call you one of its alumni! We would like to conduct an important survey with you that will be used to help plan for future needs in the Viticulture and Enology Certificate Program. As a recent participant, you have been selected for a survey regarding your educational experience in the Program, as well as how you are doing in your career post-completion.

We need to find out if what you learned in the Viticulture and Enology Certificate Program translates well into practice, and whether the coursework and practice offered by our programs remain rigorous and relevant.

**You can complete the survey online at this website:**

**<http://www.opinion.wsu.edu/viticulture/>**

**Your access code to the survey is: <respid>**

The Social and Economic Sciences Research Center is managing this survey using strict academic protocols. We assure you that your participation is voluntary and all responses are confidential. The access code is used for tracking the need for follow-up contacts only. Your name will not be connected to your responses. The survey is expected to take about 15 minutes to complete.

If you have any questions please call the SESRC at 1-800-833-0867 or email Dr. Arina Gertseva at [garina@wsu.edu](mailto:garina@wsu.edu).

Thank you for providing us with this important information.

Sincerely,



Arina Gertseva, Ph.D.  
Study Director  
Social & Economic Sciences Research Center  
Washington State University  
Pullman, WA 99164

## First Reminder

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November 10, 2014

Hello <<first name>>,

Recently we invited you to participate in a short survey regarding your educational experiences in the Viticulture and Enology Certificate Program at Washington State University. If you have not had a chance to take the survey, please take a few minutes to complete it.

We need to find out if what you learned in the Viticulture and Enology Certificate Program translates well into practice, and whether the coursework and practice offered by our programs remain rigorous and relevant.

**You can complete the survey online at this website:**

**<http://www.opinion.wsu.edu/viticulture/>**

**Your access code to the survey is: <respid>**

The Social and Economic Sciences Research Center is managing this survey using strict academic protocols. We assure you that your participation is voluntary and all responses are confidential. The access code is used for tracking the need for follow-up contacts only. Your name will not be connected to your responses. The survey is expected to take about 15 minutes to complete.

If you have any questions please call the SESRC at 1-800-833-0867 or email Dr. Arina Gertseva at [garina@wsu.edu](mailto:garina@wsu.edu).

Thank you for providing us with this important information.

Sincerely,



Arina Gertseva, Ph.D.  
Study Director  
Social & Economic Sciences Research Center  
Washington State University  
Pullman, WA 99164

## Second Reminder

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November 17, 2014

Hello <<first name>>,

Time is running out to participate in the survey regarding your educational experiences in the Viticulture and Enology Certificate Program at Washington State University. The number of completions so far is extremely encouraging.

However, we are eager to hear from you and other participants who have not yet responded. *We hope to hear from you soon!*

**You can complete the survey online at this website:**

**<http://www.opinion.wsu.edu/viticulture/>**

**Your access code to the survey is: <respid>**

*If you have already partially completed the survey, you can restart your survey at any time by re-entering your access code. All responses are recorded after each screen so the program will take you to where you left off.*

The Social and Economic Sciences Research Center is managing this survey using strict academic protocols. We assure you that your participation is voluntary and all responses are confidential. The access code is used for tracking the need for follow-up contacts only. Your name will not be connected to your responses. The survey is expected to take about 15 minutes to complete.

If you have any questions please call the SESRC at 1-800-833-0867 or email Dr. Arina Gertseva at [garina@wsu.edu](mailto:garina@wsu.edu).

Thank you for providing us with this important information.

Sincerely,



Arina Gertseva, Ph.D.  
Study Director  
Social & Economic Sciences Research Center  
Washington State University  
Pullman, WA 99164



*World Class. Face to Face.*

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