

**visualize**  
**2045** A long-range  
transportation plan  
for the National  
Capital Region

## VOICES OF THE REGION OPINION SURVEY

Comparison of Selected Results at the  
Regional & Jurisdiction Levels

June 2021



National Capital Region  
**Transportation Planning Board**



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**VOICES OF THE REGION PUBLIC OPINION SURVEY  
COMPARISON OF SELECTED RESULTS AT THE REGIONAL AND JURISDICTION LEVEL**

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**ABOUT VISUALIZE 2045 & THE TPB**

Visualize 2045 is the federally required long-range transportation plan for the National Capital Region. It identifies and analyzes all regionally significant transportation investments planned through 2045 to help decision makers and the public “visualize” the region’s future. The plan is currently undergoing a quadrennial update.

Visualize 2045 is developed by the National Capital Region Transportation Planning Board (TPB), the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 24 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

**CREDITS**

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## BACKGROUND ON REGIONAL AND JURISDICTION-LEVEL SURVEY RESULTS

The Voices of the Region study was a representative survey of residents in the metropolitan Washington region that explored attitudes and experiences related to transportation. Conducted in the fall of 2020, the survey was largely intended for regional planning purposes, but it was designed so that results could also be used at the level of 10 jurisdictions in the region.

This report provides one-page summaries comparing regional and jurisdiction-level findings. A comparison of these data sets illustrates commonalities and distinctions among the different parts of our region.

### Overview of the Survey

The purpose of the Voices of the Region survey was to gather information on attitudes and behaviors related to transportation topics in order to inform the update to Visualize 2045, the long-range transportation plan for the National Capital Region. The survey focused on topics that will be addressed in the plan including equity, future technology like driverless cars, and addressing climate change. It also asked respondents how COVID-19 has affected residents' views on the region's transportation system and how the system can serve them better. The data from this survey will help decisionmakers in the Washington region understand how the region's policy priorities can better serve their constituents.

Respondents were randomly selected using an address-based sample (ABS). They received letters in the mail that invited them to participate in a web survey that they could access using a unique code included in the letter. Respondents were also given the option to complete the survey over the telephone.

The Transportation Planning Board (TPB) within the Metropolitan Washington Council of Governments (COG) conducted this study, in collaboration with the Survey Research practice within ICF, a research and consulting firm based in Fairfax, VA.

The full survey report can be found online at: [visualize2045.org/voices-of-the-region](https://visualize2045.org/voices-of-the-region).

### Jurisdiction-Level Samples

In addition to the region-wide data, the survey's sample design focused on achieving statistically valid estimates for 10 geographies in the Washington metropolitan region, which are listed below:

- City of Alexandria
- Arlington County
- Charles County
- District of Columbia
- Fairfax County (including Falls Church and City of Fairfax)
- Frederick County (including City of Frederick)

- Loudoun County
- Montgomery County (including Gaithersburg, Rockville, and Takoma Park)
- Prince George's County (including Bowie, College Park, and Laurel)
- Prince William County (includes Manassas and Manassas Park)

The study team determined it would be cost prohibitive to obtain statistically significant samples for TPB member jurisdictions, such as Bowie or Falls Church, that are smaller than the ten large jurisdictions. Therefore, as indicated above, addresses for those smaller jurisdictions were combined with geographically adjacent larger jurisdictions, even if they are not administratively part of those larger jurisdictions.

The survey team selected an address-based sample of households across these 10 jurisdictions, as well as Fauquier County's urbanized area (UZA), which is part of the TPB's planning area. Responses from the Fauquier UZA were included in the regional totals, but not in the data from the 10 jurisdictions.

The consultant team supporting the survey, ICF, sent three mailings over the course of six weeks to 22,333 addresses with the goal of achieving 200 completed surveys for each of the 10 jurisdictions.

A total of 2,407 responses were received, greatly exceeding the survey design's regional target of 2,000 completed surveys. The target of 200 for each subregional area was exceeded in eight of the ten jurisdictions, with Arlington's and Frederick's response rates slightly lower than the target.

The final response rate of 11.9% overall provided a margin of error of +/-2.5% overall for the region. For the 10 jurisdictions, the margin of error was +/-7-9%.

This survey is one of multiple ways that the TPB measures travel behaviors in the metropolitan Washington, DC region. The question wording and timeframe included in this public opinion survey did not always align with that of other TPB surveys, such as the Regional Travel Survey which reports observed travel. For questions related to daily travel behavior specifically, the questionnaire items used may be different from other TPB travel behavior surveys and thus direct comparisons are not possible.

## For more information

The full survey report can be found online at: [visualize2045.org/voices-of-the-region](https://visualize2045.org/voices-of-the-region).

## ALEXANDRIA

Voices of the Region Public Opinion Survey, November 2020  
Comparison of Selected Results: Regional and Jurisdiction-Level

This is what we heard people say...	Region	Alex.
Since the pandemic, their daily travel habits have changed a lot	66%	66%
During COVID, they've been driving to work alone (at least once a week):		
... essential workers	78%	74%
... non-essential workers	24%	10%
During COVID, they've been teleworking (at least once a week):		
... essential workers	32%	29%
... non-essential workers	81%	92%
One year after the pandemic ends, they expect their travel habits will be different than before	38%	42%
Here's how they think their habits will be different one year after COVID (answered by people who expect their habits will be different than before the pandemic):		
... drive less	47%	38%
... drive more	34%	42%
... use public transportation less	38%	39%
... walk more	53%	54%
... bike more	26%	19%
After COVID, they'd like to continue to telework, either full-time or part-time (answered by people who have been teleworking during the pandemic)	91%	90%
In the future, they would be more likely to:		
... take the bus if it arrived on a regular schedule	40%	49%
... take a train if it came more frequently	40%	50%
... walk or bike to a transit station if there were safe crossings all the way there	36%	38%
... use a bicycle if bike lanes were separated from vehicles by a barrier	32%	39%
Even it means a reduction in on-street parking, they support:		
... constructing more or wider sidewalks	63%	62%
... dedicated bus lanes	54%	54%
... ride hailing zones for pick-up/drop off	61%	62%
On traffic congestion, they think:		
... it is a significant concern and it impacts their quality of life	44%	39%
... it is somewhat a concern and it impacts their quality of life a little	25%	28%
They support dedicated lanes for buses to avoid congestion and make buses faster	71%	72%
On climate change:		
... they agree that human actions contribute to at least some climate change	88%	91%
... they agree that elected officials need to consider the impacts of climate change when planning transportation	84%	92%
When they think about driverless cars, they are concerned about:		
... pedestrian and bicycle safety	52%	57%
... safety of other drivers	49%	51%
They feel the region's transportation system meets their needs well	55%	64%

### Some takeaways

- Many Alexandria respondents expect to drive more after the pandemic than before. Of those who expect their travel habits will be different, 42% of Alexandrians said they expect to drive more, compared to 34% regionwide. Other jurisdictions expecting to drive more were Prince George's County (48%) and D.C. (42%).
- In comparison to other Northern Virginia jurisdictions, Alexandria responses typically occupy a midpoint between Arlington and Fairfax. For example, 64% of Alexandrians said the regional transportation system meets their need well, compared to 52% in Fairfax and 79% in Arlington. For the region overall, the number was 55%

## ARLINGTON COUNTY

Voices of the Region Public Opinion Survey, November 2020  
Comparison of Selected Results: Regional and Jurisdiction-Level

This is what we heard people say...	Region	Arl.
Since the pandemic, their daily travel habits have changed a lot	66%	73%
During COVID, they've been driving to work alone (at least once a week)		
...essential workers	78%	55%
...non-essential workers	24%	17%
During COVID, they've been teleworking (at least once a week):		
... essential workers	32%	29%
... non-essential workers	81%	87%
One year after the pandemic ends, they expect their travel habits will be different than before	38%	34%
Here's how they think their habits will be different one year after COVID (answered by people who expect their habits will be different than before the pandemic):		
... drive less	47%	44%
... drive more	34%	25%
... use public transportation less	38%	54%
... walk more	53%	64%
... bike more	26%	38%
After COVID, they'd like to continue to telework, either full-time or part-time (answered by people who have been teleworking during the pandemic)	91%	94%
In the future, they would be more likely to:		
... take the bus if it arrived on a regular schedule	40%	53%
... take a train if it came more frequently	40%	52%
... walk or bike to a transit station if there were safe crossings all the way there	36%	44%
... use a bicycle if bike lanes were separated from vehicles by a barrier	32%	46%
Even it means a reduction in on-street parking, they support:		
... constructing more or wider sidewalks	63%	67%
... dedicated bus lanes	54%	52%
... ride hailing zones for pick-up/drop off	61%	60%
On traffic congestion, they think:		
... it is a significant concern and it impacts their quality of life	44%	29%
... it is somewhat a concern and it impacts their quality of life a little	25%	37%
They support dedicated lanes for buses to avoid congestion and make buses faster	71%	73%
On climate change:		
... they agree that human actions contribute to at least some climate change	88%	90%
... they agree that elected officials need to consider the impacts of climate change when planning transportation	84%	86%
When they think about driverless cars, they are concerned about:		
... pedestrian and bicycle safety	52%	60%
... safety of other drivers	49%	48%
They feel the region's transportation system meets their needs well	55%	79%

### Some takeaways:

- Four out of five Arlington respondents said the system meets their needs well. This was the highest level of satisfaction among the ten jurisdictions with reported results.
- During the pandemic, Arlingtonians have been commuting by car less than the rest of the region – and that's true for both essential and non-essential workers.
- Compared to the rest of the region, Arlington residents appear more likely to try new modes of transportation— including buses, trains, walking, and biking— if practical improvements were made to improve safety and reliability.



## CHARLES COUNTY

Voices of the Region Public Opinion Survey, November 2020  
Comparison of Selected Results: Regional and Jurisdiction-Level

This is what we heard people say...	Region	Charles
Since the pandemic, their daily travel habits have changed a lot	66%	60%
During COVID, they've been driving to work alone (at least once a week)		
...essential workers	78%	82%
...non-essential workers	24%	28%
During COVID, they've been teleworking (at least once a week):		
... essential workers	32%	27%
... non-essential workers	81%	79%
One year after the pandemic ends, they expect their travel habits will be different than before	38%	40%
Here's how they think their habits will be different one year after COVID (answered by people who expect their habits will be different than before the pandemic):		
... drive less	47%	56%
... drive more	34%	34%
... use public transportation less	38%	43%
... walk more	53%	53%
... bike more	26%	18%
After COVID, they'd like to continue to telework, either full-time or part-time (answered by people who have been teleworking during the pandemic)	91%	86%
In the future, they would be more likely to:		
... take the bus if it arrived on a regular schedule	40%	30%
... take a train if it came more frequently	40%	14%
... walk or bike to a transit station if there were safe crossings all the way there	36%	30%
... use a bicycle if bike lanes were separated from vehicles by a barrier	32%	26%
Even it means a reduction in on-street parking, they support:		
... constructing more or wider sidewalks	63%	53%
... dedicated bus lanes	54%	58%
... ride hailing zones for pick-up/drop off	61%	60%
On traffic congestion, they think:		
... it is a significant concern and it impacts their quality of life	44%	60%
... it is somewhat a concern and it impacts their quality of life a little	25%	17%
They support dedicated lanes for buses to avoid congestion and make buses faster	71%	77%
On climate change:		
... they agree that human actions contribute to at least some climate change	88%	81%
... they agree that elected officials need to consider the impacts of climate change when planning transportation	84%	76%
When they think about driverless cars, they are concerned about:		
... pedestrian and bicycle safety	52%	50%
... safety of other drivers	49%	66%
They feel the region's transportation system meets their needs well	55%	33%

### Some takeaways:

- Congestion is a greater worry for Charles County residents than for the region overall. Sixty percent of respondents in Charles said it was a significant concern, compared to 44% regionwide. The only jurisdiction where congestion was rated higher was Prince William, where 65% of respondents said it was a significant concern.
- In comparison with the other jurisdictions with reported results, satisfaction with the regional transportation system was lowest for Charles and Prince William counties. In Charles County, 33% of respondents said the system meet their needs well, compared to 55% regionwide.



## DISTRICT OF COLUMBIA

Voices of the Region Public Opinion Survey, November 2020  
Comparison of Selected Results: Regional and Jurisdiction-Level

This is what we heard people say...	Region	DC
Since the pandemic, their daily travel habits have changed a lot	66%	74%
During COVID, they've been driving to work alone (at least once a week)		
...essential workers	78%	62%
...non-essential workers	24%	16%
During COVID, they've been teleworking (at least once a week):		
... essential workers	32%	35%
... non-essential workers	81%	82%
One year after the pandemic ends, they expect their travel habits will be different than before	38%	40%
Here's how they think their habits will be different one year after COVID (answered by people who expect their habits will be different than before the pandemic):		
... drive less	47%	40%
... drive more	34%	42%
... use public transportation less	38%	51%
... walk more	53%	64%
... bike more	26%	35%
After COVID, they'd like to continue to telework, either full-time or part-time (answered by people who have been teleworking during the pandemic)	91%	84%
In the future, they would be more likely to:		
... take the bus if it arrived on a regular schedule	40%	52%
... take a train if it came more frequently	40%	52%
... walk or bike to a transit station if there were safe crossings all the way there	36%	32%
... use a bicycle if bike lanes were separated from vehicles by a barrier	32%	45%
Even it means a reduction in on-street parking, they support:		
... constructing more or wider sidewalks	63%	61%
... dedicated bus lanes	54%	57%
... ride hailing zones for pick-up/drop off	61%	59%
On traffic congestion, they think:		
... it is a significant concern and it impacts their quality of life	44%	23%
... it is somewhat a concern and it impacts their quality of life a little	25%	27%
They support dedicated lanes for buses to avoid congestion and make buses faster	71%	77%
On climate change:		
... they agree that human actions contribute to at least some climate change	88%	92%
... they agree that elected officials need to consider the impacts of climate change when planning transportation	84%	91%
When they think about driverless cars, they are concerned about:		
... pedestrian and bicycle safety	52%	59%
... safety of other drivers	49%	47%
They feel the region's transportation system meets their needs well	55%	76%

Some takeaways:

- In DC, satisfaction with the regional transportation system is high. Three out of four respondents said they think their transportation needs are being met well.
- District residents are less concerned about congestion than elsewhere in the region. Only 23% said congestion was a significant concern, compared with 44% regionwide.
- Even after the pandemic has long subsided, Washingtonians expect to drive more and use transit less than before COVID. But they also expect to walk and bike more.

## FAIRFAX COUNTY (INCLUDES THE CITY OF FAIRFAX AND FALLS CHURCH)

Voices of the Region Public Opinion Survey, November 2020

Comparison of Selected Results: Regional and Jurisdiction-Level

This is what we heard people say...	Region	Fairfax
Since the pandemic, their daily travel habits have changed a lot	66%	62%
During COVID, they've been driving to work alone (at least once a week)		
...essential workers	78%	74%
...non-essential workers	24%	23%
During COVID, they've been teleworking (at least once a week):		
... essential workers	32%	38%
... non-essential workers	81%	87%
One year after the pandemic ends, they expect their travel habits will be different than before	38%	41%
Here's how they think their habits will be different one year after COVID (answered by people who expect their habits will be different than before the pandemic):		
... drive less	47%	42%
... drive more	34%	33%
... use public transportation less	38%	33%
... walk more	53%	46%
... bike more	26%	30%
After COVID, they'd like to continue to telework, either full-time or part-time (answered by people who have been teleworking during the pandemic)	91%	97%
In the future, they would be more likely to:		
... take the bus if it arrived on a regular schedule	40%	40%
... take a train if it came more frequently	40%	44%
... walk or bike to a transit station if there were safe crossings all the way there	36%	38%
... use a bicycle if bike lanes were separated from vehicles by a barrier	32%	32%
Even it means a reduction in on-street parking, they support:		
... constructing more or wider sidewalks	63%	58%
... dedicated bus lanes	54%	46%
... ride hailing zones for pick-up/drop off	61%	58%
On traffic congestion, they think:		
... it is a significant concern and it impacts their quality of life	44%	44%
... it is somewhat a concern and it impacts their quality of life a little	25%	28%
They support dedicated lanes for buses to avoid congestion and make buses faster	71%	66%
On climate change:		
... they agree that human actions contribute to at least some climate change	88%	88%
... they agree that elected officials need to consider the impacts of climate change when planning transportation	84%	82%
When they think about driverless cars, they are concerned about:		
... pedestrian and bicycle safety	52%	46%
... safety of other drivers	49%	43%
They feel the region's transportation system meets their needs well	55%	52%

### Some takeaways:

- Opinions from Fairfax County closely mirror the region overall— not surprising, given the fact that the county is home to more than 20% of the region's people and features a range of land-use patterns, from urban to rural.
- Compared to the region overall, people in Fairfax seem to be somewhat less supportive of reducing parking to accommodate wider sidewalks, bus lanes and ride-hailing zones.
- Satisfaction with the regional transportation system was slightly lower than for the region overall. A little more than half of the respondents (52%) said they feel the system meets their needs well, compared to 55% for the region overall and 63% for Montgomery County.

## FREDERICK COUNTY (INCLUDES THE CITY OF FREDERICK)

Voices of the Region Public Opinion Survey, November 2020

Comparison of Selected Results: Regional and Jurisdiction-Level

This is what we heard people say...	Region	Fred.
Since the pandemic, their daily travel habits have changed a lot	66%	59%
During COVID, they've been driving to work alone (at least once a week)		
...essential workers	78%	84%
...non-essential workers	24%	43%
During COVID, they've been teleworking (at least once a week):		
... essential workers	32%	25%
... non-essential workers	81%	66%
One year after the pandemic ends, they expect their travel habits will be different than before	38%	32%
Here's how they think their habits will be different one year after COVID (answered by people who expect their habits will be different than before the pandemic):		
... drive less	47%	48%
... drive more	34%	32%
... use public transportation less	38%	29%
... walk more	53%	43%
... bike more	26%	34%
After COVID, they'd like to continue to telework, either full-time or part-time (answered by people who have been teleworking during the pandemic)	91%	92%
In the future, they would be more likely to:		
... take the bus if it arrived on a regular schedule	40%	26%
... take a train if it came more frequently	40%	22%
... walk or bike to a transit station if there were safe crossings all the way there	36%	25%
... use a bicycle if bike lanes were separated from vehicles by a barrier	32%	31%
Even it means a reduction in on-street parking, they support:		
... constructing more or wider sidewalks	63%	61%
... dedicated bus lanes	54%	59%
... ride hailing zones for pick-up/drop off	61%	74%
On traffic congestion, they think:		
... it is a significant concern and it impacts their quality of life	44%	47%
... it is somewhat a concern and it impacts their quality of life a little	25%	16%
They support dedicated lanes for buses to avoid congestion and make buses faster	71%	66%
On climate change:		
... they agree that human actions contribute to at least some climate change	88%	84%
... they agree that elected officials need to consider the impacts of climate change when planning transportation	84%	78%
When they think about driverless cars, they are concerned about:		
... pedestrian and bicycle safety	52%	62%
... safety of other drivers	49%	47%
They feel the region's transportation system meets their needs well	55%	48%

### Some takeaways:

- Compared to other outer jurisdictions (Charles, Loudoun, Prince William), Frederick respondents were more satisfied with the regional transportation system. Nearly half (48%) of Frederick respondents said the system meets their needs well, compared to 32% in Prince William and 55% regionwide.
- During COVID, people in Frederick County have been driving to work at relatively high rates. Of non-essential workers, 43% have been driving to work at least once a week during the pandemic, which was the highest rate for this group reported among the ten jurisdictions analyzed for this survey.

## LOUDOUN COUNTY

Voices of the Region Public Opinion Survey, November 2020  
Comparison of Selected Results: Regional and Jurisdiction-Level

This is what we heard people say...	Region	Lou.
Since the pandemic, their daily travel habits have changed a lot	66%	63%
During COVID, they've been driving to work alone (at least once a week)		
...essential workers	78%	84%
...non-essential workers	24%	35%
During COVID, they've been teleworking (at least once a week):		
... essential workers	32%	28%
... non-essential workers	81%	79%
One year after the pandemic ends, they expect their travel habits will be different than before	38%	33%
Here's how they think their habits will be different one year after COVID (answered by people who expect their habits will be different than before the pandemic):		
... drive less	47%	64%
... drive more	34%	33%
... use public transportation less	38%	43%
... walk more	53%	44%
... bike more	26%	19%
After COVID, they'd like to continue to telework, either full-time or part-time (answered by people who have been teleworking during the pandemic)	91%	94%
In the future, they would be more likely to:		
... take the bus if it arrived on a regular schedule	40%	29%
... take a train if it came more frequently	40%	35%
... walk or bike to a transit station if there were safe crossings all the way there	36%	34%
... use a bicycle if bike lanes were separated from vehicles by a barrier	32%	24%
Even it means a reduction in on-street parking, they support:		
... constructing more or wider sidewalks	63%	70%
... dedicated bus lanes	54%	58%
... ride hailing zones for pick-up/drop off	61%	64%
On traffic congestion, they think:		
... it is a significant concern and it impacts their quality of life	44%	50%
... it is somewhat a concern and it impacts their quality of life a little	25%	27%
They support dedicated lanes for buses to avoid congestion and make buses faster	71%	69%
On climate change:		
... they agree that human actions contribute to at least some climate change	88%	81%
... they agree that elected officials need to consider the impacts of climate change when planning transportation	84%	72%
When they think about driverless cars, they are concerned about:		
... pedestrian and bicycle safety	52%	43%
... safety of other drivers	49%	45%
They feel the region's transportation system meets their needs well	55%	42%

Some takeaways:

- Loudoun County responses were comparable to other outer suburban jurisdictions (Charles, Frederick, Prince William). For example, driving has been more prevalent in these areas, even during COVID.
- In the outer jurisdictions, there is also less satisfaction with the regional transportation than in the region overall. For Loudoun, 42% of respondents said the system meets their needs well.
- Even if on-street parking is removed, Loudoun respondents expressed strong support for dedicated bus lanes, sidewalks, and ride-hailing zones. The support for such enhancements was higher in Loudoun than for the region overall.

## MONTGOMERY COUNTY (INCLUDES GAITHERSBURG, ROCKVILLE, AND TAKOMA PARK)

Voices of the Region Public Opinion Survey, November 2020

Comparison of Selected Results: Regional and Jurisdiction-Level

This is what we heard people say...	Region	Mont.
Since the pandemic, their daily travel habits have changed a lot	66%	65%
During COVID, they've been driving to work alone (at least once a week)		
...essential workers	78%	78%
...non-essential workers	24%	24%
During COVID, they've been teleworking (at least once a week):		
... essential workers	32%	34%
... non-essential workers	81%	79%
One year after the pandemic ends, they expect their travel habits will be different than before	38%	38%
Here's how they think their habits will be different one year after COVID (answered by people who expect their habits will be different than before the pandemic):		
... drive less	47%	50%
... drive more	34%	28%
... use public transportation less	38%	47%
... walk more	53%	62%
... bike more	26%	30%
After COVID, they'd like to continue to telework, either full-time or part-time (answered by people who have been teleworking during the pandemic)	91%	84%
In the future, they would be more likely to:		
... take the bus if it arrived on a regular schedule	40%	46%
... take a train if it came more frequently	40%	35%
... walk or bike to a transit station if there were safe crossings all the way there	36%	34%
... use a bicycle if bike lanes were separated from vehicles by a barrier	32%	33%
Even it means a reduction in on-street parking, they support:		
... constructing more or wider sidewalks	63%	66%
... dedicated bus lanes	54%	56%
... ride hailing zones for pick-up/drop off	61%	68%
On traffic congestion, they think:		
... it is a significant concern and it impacts their quality of life	44%	45%
... it is somewhat a concern and it impacts their quality of life a little	25%	24%
They support dedicated lanes for buses to avoid congestion and make buses faster	71%	70%
On climate change:		
... they agree that human actions contribute to at least some climate change	88%	88%
... they agree that elected officials need to consider the impacts of climate change when planning transportation	84%	84%
When they think about driverless cars, they are concerned about:		
... pedestrian and bicycle safety	52%	57%
... safety of other drivers	49%	53%
They feel the region's transportation system meets their needs well	55%	63%

Some takeaways:

- The answers from Montgomery County were comparable to the other inner jurisdictions – Fairfax and Prince George's – as well as for the region overall.
- Of the people who expect their travel habits to be different after COVID, respondents in Montgomery said they expect to walk and bike more than before at higher rates than the rest of the region – but they also said they expected to take transit less.
- Respondents from Montgomery expressed relatively high levels of satisfaction with the regional transportation system. Sixty-three percent said the system meets their needs well, compared to 55% in the region overall and 52% in Fairfax County.



## PRINCE GEORGE'S (INCLUDES BOWIE, COLLEGE PARK, GREENBELT, AND LAUREL)

Voices of the Region Public Opinion Survey, November 2020

Comparison of Selected Results: Regional and Jurisdiction-Level

This is what we heard people say...	Region	Prince George's
Since the pandemic, their daily travel habits have changed a lot	66%	70%
During COVID, they've been driving to work alone (at least once a week)		
...essential workers	78%	84%
...non-essential workers	24%	24%
During COVID, they've been teleworking (at least once a week):		
... essential workers	32%	18%
... non-essential workers	81%	76%
One year after the pandemic ends, they expect their travel habits will be different than before	38%	42%
Here's how they think their habits will be different one year after COVID (answered by people who expect their habits will be different than before the pandemic):		
... drive less	47%	37%
... drive more	34%	48%
... use public transportation less	38%	33%
... walk more	53%	49%
... bike more	26%	16%
After COVID, they'd like to continue to telework, either full-time or part-time (answered by people who have been teleworking during the pandemic)	91%	95%
In the future, they would be more likely to:		
... take the bus if it arrived on a regular schedule	40%	38%
... take a train if it came more frequently	40%	36%
... walk or bike to a transit station if there were safe crossings all the way there	36%	40%
... use a bicycle if bike lanes were separated from vehicles by a barrier	32%	26%
Even it means a reduction in on-street parking, they support:		
... constructing more or wider sidewalks	63%	60%
... dedicated bus lanes	54%	57%
... ride hailing zones for pick-up/drop off	61%	55%
On traffic congestion, they think:		
... it is a significant concern and it impacts their quality of life	44%	48%
... it is somewhat a concern and it impacts their quality of life a little	25%	24%
They support dedicated lanes for buses to avoid congestion and make buses faster	71%	75%
On climate change:		
... they agree that human actions contribute to at least some climate change	88%	90%
... they agree that elected officials need to consider the impacts of climate change when planning transportation	84%	92%
When they think about driverless cars, they are concerned about:		
... pedestrian and bicycle safety	52%	48%
... safety of other drivers	49%	53%
They feel the region's transportation system meets their needs well	55%	50%

### Some takeaways:

- Prince George's County responses were comparable to the other inner suburban jurisdictions – Fairfax and Prince George's – as well as for the region overall.
- Even after the pandemic has subsided, Prince Georgians expect to drive more and use transit less than before COVID. These rates of anticipated change were greater than the rest of the region.
- Satisfaction with the regional transportation system was somewhat lower than for the region overall. Half of the Prince George's respondents (50%) said they feel the system meets their needs well, compared to 55% for the region overall and 63% for Montgomery County.



## PRINCE WILLIAM COUNTY (INCLUDES MANASSAS AND MANASSAS PARK)

Voices of the Region Public Opinion Survey, November 2020

Comparison of Selected Results: Regional and Jurisdiction-Level

This is what we heard people say...	Region	Prince William
Since the pandemic, their daily travel habits have changed a lot	66%	60%
During COVID, they've been driving to work alone (at least once a week)		
...essential workers	78%	90%
...non-essential workers	24%	37%
During COVID, they've been teleworking (at least once a week):		
... essential workers	32%	38%
... non-essential workers	81%	72%
One year after the pandemic ends, they expect their travel habits will be different than before	38%	27%
Here's how they think their habits will be different one year after COVID (answered by people who expect their habits will be different than before the pandemic):		
... drive less	47%	66%
... drive more	34%	16%
... use public transportation less	38%	16%
... walk more	53%	54%
... bike more	26%	23%
After COVID, they'd like to continue to telework, either full-time or part-time (answered by people who have been teleworking during the pandemic)	91%	93%
In the future, they would be more likely to:		
... take the bus if it arrived on a regular schedule	40%	22%
... take a train if it came more frequently	40%	35%
... walk or bike to a transit station if there were safe crossings all the way there	36%	31%
... use a bicycle if bike lanes were separated from vehicles by a barrier	32%	24%
Even it means a reduction in on-street parking, they support:		
... constructing more or wider sidewalks	63%	69%
... dedicated bus lanes	54%	57%
... ride hailing zones for pick-up/drop off	61%	62%
On traffic congestion, they think:		
... it is a significant concern and it impacts their quality of life	44%	65%
... it is somewhat a concern and it impacts their quality of life a little	25%	19%
They support dedicated lanes for buses to avoid congestion and make buses faster	71%	65%
On climate change:		
... they agree that human actions contribute to at least some climate change	88%	83%
... they agree that elected officials need to consider the impacts of climate change when planning transportation	84%	74%
When they think about driverless cars, they are concerned about:		
... pedestrian and bicycle safety	52%	52%
... safety of other drivers	49%	52%
They feel the region's transportation system meets their needs well	55%	32%

### Some takeaways:

- Congestion is a much greater worry for Prince William County residents than the region overall. Two out of three respondents in Prince William said it was a significant concern, compared to 44% regionwide.
- Satisfaction with the transportation system in Prince William is much lower. Only one in three said their needs are being met well, compared to 55% regionwide.
- During the pandemic, people in Prince William County are commuting by car more than the rest of the region (true for both essential and non-essential workers). Post-COVID, two-thirds expect to drive less.