

In your view, what is the most important LOCAL issue facing residents of Greater Vancouver, that is the one you feel should receive the greatest attention from municipal, provincial and federal leaders?

	Total
Base: All respondents	1000
Weighted	1000
TRANSPORTATION (Net)	22%
Health care related	21%
Crime, safety and policing	12%
Social/Housing problems	11%
Education related	5%
Taxation (excluding property taxes)	4%
Economy related (excluding jobs/unemployment)	2%
Jobs/Unemployment	2%
Growth of region/Over-development	1%
Youth problems/delinquency/gangs	1%
Government services (water, sewer, etc)	1%
Property taxes	1%
Environment related	1%
Olympic Bid	1%
Government spending	0
Other	5%
None	3%
(DK/NS)	5%

The major transportation projects that are in the Greater Vancouver Transportation Authority's Outlook for the next 10 years will move both goods and people and are intended to benefit the economy, the environment and our quality of life. TransLink needs to understand public views about these transportation improvements and fair ways to pay for them. The list of projects includes [READ LIST – RANDOM ORDER] (PLEASE READ ITEMS SLOWLY)

-Rapid transit from Coquitlam Town Centre to Lougheed Mall SkyTrain Station

-The Richmond-Airport-Vancouver rapid transit project

-A new SeaBus and 7 new passenger only ferries on the Burrard Inlet and English Bay

-600 million dollars for a new bridge across the Fraser River between Langley and Maple Ridge

-220 million dollars on road projects including the North Fraser Perimeter Road in New Westminster, Fraser Highway widening in Surrey, Dollarton Bridge twinning and Main Street Widening in North Vancouver

-Expanding the bus system by one-third more buses over the next ten years including the expansion of community mini-buses into a number of communities, replacement of the 20-year old electric trolleys with wheelchair accessible trolleys, expansion of HandyDART vehicles and new B-Line Bus service between Guildford, Surrey City Centre and Newton.

-Doubling the investment in cycling facilities and cycle paths

Now, how important would you say these projects are to you personally?

	Total
Base: All respondents	1000
Weighted	1000
Very important	34%
Somewhat important	39%
Not very important	16%
Not at all important	9%
(DK/NS)	2%
Summary	
Top2box (Very/Somewhat Important)	73%
Low2box (Not Very/Not at all Important)	25%

TransLink Survey (60-0876-40)

Now, how important would you say these projects are to The Greater Vancouver region?

	Total
Base: All respondents	1000
Weighted	1000
Very important	59%
Somewhat important	32%
Not very important	4%
Not at all important	2%
(DK/NS)	2%
Summary	
Top2box (Very/Somewhat Important)	92%
Low2box (Not Very/Not at all Important)	6%

If these transportation projects go ahead, do you think they will have a positive impact, negative impact or no impact on travel times in the region?

	Total
Base: All respondents	1000
Weighted	1000
Very positive	35%
Somewhat positive	45%
No impact	11%
Somewhat negative	4%
Very negative	2%
(DK/NS)	2%
Summary	
Top2Box (Very/Somewhat Positive)	80%
Low2Box (Very/Somewhat Negative)	7%

If these transportation projects go ahead, do you think they will have a positive impact, negative impact or no impact on traffic congestion in the region?

	Total
Base: All respondents	1000
Weighted	1000
Very positive	40%
Somewhat positive	40%
No impact	10%
Somewhat negative	5%
Very negative	3%
(DK/NS)	2%
Summary	
Top2Box (Very/Somewhat Positive)	80%
Low2Box (Very/Somewhat Negative)	8%

Detailed tables

If these transportation projects go ahead, do you think they will have a positive impact, negative impact or no impact on the overall quality of life in the region?

	Total
Base: All respondents	1000
Weighted	1000
Very positive	33%
Somewhat positive	47%
No impact	11%
Somewhat negative	5%
Very negative	2%
(DK/NS)	2%
Summary	
Top2Box (Very/Somewhat Positive)	80%
Low2Box (Very/Somewhat Negative)	7%

And which ONE of these impacts is of greatest importance to you? Is it...

	Total
Base: All respondents	1000
Weighted	1000
Traffic congestion in the region	24%
The overall quality of life in the region	24%
Air pollution and climate change in the region	18%
Travel times in the region	15%
The economy in the region	10%
Reliability of transit services in the region	8%
(DK/NS)	1%

Now, I'd like to turn to the issue of paying for the types of projects we have discussed. [ROTATE STATEMENTS]Some/Other people say that everyone should pay for transportation projects. These people argue that transportation is like education and health care. We all pay because it provides a benefit to society as a whole and not just those who use the system. Some/Other people say that transportation projects should be paid for only by the people who use the transit, roads and bridges. These people argue that transportation is just like any other good or service that we pay for by use. Which of these two viewpoints is closer to your own?

	Total
Base: All respondents	1000
Weighted	1000
Somewhat everyone pay	25%
Strongly everyone pay	48%
Somewhat users pay	12%
Strongly users pay	14%
(DK/NS)	1%
Summary	
Top2Box (Everyone Should Pay)	73%
Low2Box (Users Should Pay)	26%

I'm going to read you a number of different funding sources. As I read each one please tell me whether you feel that source should make up a large part of the funding, a medium sized part, a small part, or no part of the funding for major transportation projects. TRANSIT FARES

	Total
Base: All respondents	1000
Weighted	1000
A large part	28%
A medium part	35%
A small part	27%
No part	10%
(DK/NS)	0
Summary	
Some = All + Medium + Small	90%

I'm going to read you a number of different funding sources. As I read each one please tell me whether you feel that source should make up a large part of the funding, a medium sized part, a small part, or no part of the funding for major transportation projects. ELECTRONIC TOLLING OF NEWLY CONSTRUCTED BRIDGES AND ROADS

	Total
Base: All respondents	1000
Weighted	1000
A large part	29%
A medium part	30%
A small part	22%
No part	19%
(DK/NS)	1%
Summary	
Some = All + Medium + Small	81%

I'm going to read you a number of different funding sources. As I read each one please tell me whether you feel that source should make up a large part of the funding, a medium sized part, a small part, or no part of the funding for major transportation projects. PARKING FEES

	Total
Base: All respondents	1000
Weighted	1000
A large part	17%
A medium part	31%
A small part	34%
No part	17%
(DK/NS)	0
Summary	
Some = All + Medium + Small	82%

I'm going to read you a number of different funding sources. As I read each one please tell me whether you feel that source should make up a large part of the funding, a medium sized part, a small part, or no part of the funding for major transportation projects. GASOLINE TAXES

	Total
Base: All respondents	1000
Weighted	1000
A large part	21%
A medium part	29%
A small part	25%
No part	23%
(DK/NS)	1%
Summary	
Some = All + Medium + Small	75%

I'm going to read you a number of different funding sources. As I read each one please tell me whether you feel that source should make up a large part of the funding, a medium sized part, a small part, or no part of the funding for major transportation projects. PROPERTY TAX

	Total
Base: All respondents	1000
Weighted	1000
A large part	10%
A medium part	25%
A small part	37%
No part	27%
(DK/NS)	0
Summary	
Some = All + Medium + Small	72%

I'm going to read you a number of different funding sources. As I read each one please tell me whether you feel that source should make up a large part of the funding, a medium sized part, a small part, or no part of the funding for major transportation projects. ELECTRONIC TOLLING OF EXISTING BRIDGES AND ROADS

	Total
Base: All respondents	1000
Weighted	1000
A large part	15%
A medium part	21%
A small part	25%
No part	39%
(DK/NS)	1%
Summary	
Some = All + Medium + Small	61%

I'm going to read you a number of different funding sources. As I read each one please tell me whether you feel that source should make up a large part of the funding, a medium sized part, a small part, or no part of the funding for major transportation projects. AN ANNUAL CHARGE ON VEHICLES RELATED TO THE NUMBER OF KILOMETERS DRIVEN

	Total
Base: All respondents	1000
Weighted	1000
A large part	14%
A medium part	19%
A small part	28%
No part	38%
(DK/NS)	0
Summary	
Some = All + Medium + Small	61%

To start work on these projects, the following sources of funding are suggested to be used between 2005 and 2007: [RANDOMIZE]

-Transit fares would increase an average of 6 percent in 2005 to keep up with inflation. There would be no further increases to transit fares until after 2007.

-Parking taxes in off-street parking lots that currently charge for parking will increase region-wide in 2005 with no further increases until after 2007. As an example, where fees are currently paid for parking, there would be an increase ranging from 25 cents to a \$1 per day, depending on the location. For parking less than a day, the increase would be less.

-Property taxes would increase in 2005 by \$20 per \$100,000 in property value. The average increase in 2005 would be \$62 per homeowner. There would be no further increases until after 2007.

-Tolls will be charged on the new Fraser River Bridge.

Do you strongly support, somewhat support, somewhat oppose or strongly oppose making the transportation improvements I just read to you using these funding sources?

	Total
Base: All respondents	1000
Weighted	1000
Strongly Support	21%
Somewhat Support	47%
Somewhat Oppose	16%
Strongly Oppose	15%
(DK/NS)	1%
Summary	
Top2Box (Strongly/Somewhat Support)	68%
Low2Box (Strongly/Somewhat Oppose)	31%

Would you say that these HOV lanes are generally used according to the rules, by drivers with one or more passengers, or would you say that there is widespread abuse of HOV lanes by people driving alone in a vehicle?

	Total
Base: All respondents	1000
Weighted	1000
Used According to the Rules	59%
Widespread Abuse	33%
(DK/NS)	7%

How adequate is the policing of HOV lanes to ensure that vehicles with more than one occupant are using them? Would you say the policing is very good, good, poor or very poor?

	Total
Base: All respondents	1000
Weighted	1000
Very good	8%
Good	38%
Poor	29%
Very poor	13%
(DK/NS)	13%
Summary	
Top2box (Very Good/Good)	46%
Low2box (Very Poor/Poor)	42%

Do you support or oppose allowing large transport trucks to use HOV lanes?

	Total
Base: All respondents	1000
Weighted	1000
Strongly support	12%
Somewhat support	19%
Somewhat oppose	18%
Strongly oppose	49%
(DK/NS)	2%
Summary	
Top2box (Strongly/Somewhat Support)	31%
Low2box (Strongly/Somewhat Oppose)	67%

TransLink Survey (60-0876-40)

Detailed tables

In your opinion, are HOV lanes a very good investment, good investment, a poor investment, or a very poor investment of taxpayer dollars?

	Total
Base: All respondents	1000
Weighted	1000
Very good investment	20%
Good investment	52%
Poor investment	20%
Very poor investment	6%
(DK/NS)	2%
Summary	
Top2box (Very Good/Good Investment)	72%
Low2box (Very Poor/Poor Investment)	26%

Why do you say that HOV lanes are a GOOD investment?

	Total
Base: HOV lanes are a good investment	721
Weighted	720
Encourages car pooling	43%
Better traffic flow: less traffic, less congestion	22%
Faster-get you to your destination quickly, easily	18%
Agree with them (like them, etc.)	17%
Highway 1	14%
Speeds up traffic/ saves time	14%
I, and people I know use them (they work, etc.)	12%
Good for the environment: creates less pollution	9%
Fewer cars on the road	9%
Other 'good investment' mentions	6%
Highway 99	3%
Barnett Highway	3%
They are abused, misused	2%
Safer: helps to reduce accidents	2%
Moves more people through the system	2%
Other 'poor investment' mentions	2%
Massey Tunnel	2%
Adds an extra (fast) lane to the highway	2%
Underused-nobody travels on them	2%
Other 'specific roadway' mentions	1%
Not enforced properly	1%
Too expensive: money can be used for better things	1%
Emergency vehicle can move quicker	1%
Cause congestion: hard to get on/ off	1%
Few people carpool- most vehicles have only 1 person	1%
Lane should be used for trucks	1%
Should be HOV lanes only during rush hour	0
Buses can move quicker	0
Don't work: don't speed up traffic, don't encourage car pooling	0
Gives some people special privileges	0
No reason	0
(DK/NS)	1%

TransLink Survey (60-0876-40)

Why do you say that HOV lanes are a POOR investment?

	Total
Base: HOV lanes are a poor investment	260
Weighted	259
They are abused, misused	40%
Underused-nobody travels on them	23%
Highway 1	15%
Don't work: don't speed up traffic, don't encourage car pooling	14%
Few people carpool- most vehicles have only 1 person	11%
Too expensive: money can be used for better things	11%
Other 'poor investment' mentions	10%
Not enforced properly	9%
Cause congestion: hard to get on/ off Massey Tunnel	7%
4%	
Lane should be used for trucks	3%
Gives some people special privileges	3%
Agree with them (like them, etc.)	3%
Barnett Highway	2%
Highway 99	2%
Encourages car pooling	2%
Adds an extra (fast) lane to the highway	2%
Better traffic flow: less traffic, less congestion	1%
Should be HOV lanes only during rush hour	1%
Good for the environment: creates less pollution	1%
Speeds up traffic/ saves time	1%
Other 'good investment' mentions	1%
Fewer cars on the road	1%
Faster-get you to your destination quickly, easily	1%
Other 'specific roadway' mentions	0
Safer: helps to reduce accidents	0
I, and people I know use them (they work, etc.)	0
No reason	0
(DK/NS)	5%

Detailed tables

Now I'd like to ask you about the cost of commuting by car, van or truck. The costs of driving a private vehicle include gas, insurance, parking, and routine maintenance, together with the original purchase price of the vehicle. How much would these costs have to increase for you to consider using the car less and using other transportation modes like transit, carpooling, cycling, motorcycling and walking, more? Would the costs of gas, insurance, parking, maintenance, and the original purchase price of a car have to increase...

	Total
Base: Use SOV as a mode of transportation	638
Weighted	633
By 10 percent	16%
By 50 percent	21%
Twice as expensive	23%
Three times as expensive	7%
Five times as expensive	7%
Ten times as expensive	11%
(DK/NS)	15%

Which mode of transportation would you be most likely to use if the costs of driving increased?

	Total
Base: Use SOV as a mode of transportation	638
Weighted	633
Bus	31%
Public transit	23%
SkyTrain	15%
Car/ truck/ personal vehicle (drive)	11%
Bicycle	9%
Walk/ run	9%
Car pool	5%
Motorcycle	5%
No choice/ have to stay the same	3%
Taxicab	2%
Seabus	1%
Other	4%
None	0
(DK/NS)	3%

Now I'd like to ask you about the costs of transit. How much would transit costs have to increase for you to consider using transit less and using a private vehicle, carpooling, cycling, or walking more? Would the costs of transit have to increase...

	Total
Base: Use transit as a mode of transportation	331
Weighted	376
By 10 percent	31%
By 50 percent	25%
Twice as expensive	23%
Three times as expensive	6%
Five times as expensive	3%
Ten times as expensive	4%
(DK/NS)	8%

Which mode of transportation would you be most likely to use more if the costs of taking transit increased?

	Total
Base: Use transit as a mode of transportation	331
Weighted	376
Car/ truck/ personal vehicle (drive)	50%
Bicycle	13%
Walk/ run	12%
Bus	8%
SkyTrain	7%
Car pool	6%
Public transit	4%
No choice/ have to stay the same	2%
Motorcycle	2%
Taxicab	1%
Seabus	0
Other	1%
None	0
(DK/NS)	3%