



## ***Commuters in the Woodrow Wilson Bridge Project Corridor***

*Composite Profile from December 2003 Public Opinion Research*

Methodology: 806 phone interviews (402 in VA, 404 in MD) with Wilson Bridge Project corridor commuters (i.e. commute east-west over the bridge or north-south on routes that cross the project corridor). Respondents to the December 2003 poll reside in Prince George's, Charles, Calvert and St. Mary's counties in Maryland; Fairfax, Prince William and Stafford counties in Virginia. The margin of error is +/-3.5% for all respondents, +/-4.9% for MD or VA respondents only.

### **Most commuters already have a long trip:**

- ? 68% have evening commutes that take 40 minutes or longer
- ? 64% have morning commutes that take 40 minutes or longer

### **Perhaps consequently, most leave for work/leave for home early**

- ? 69% leave home at 7:00 am or earlier
- ? 65% leave work at 5:00 pm or earlier

### **When asked, a sizable percentage expressed concern that Wilson Bridge Project construction may have a substantial impact on their daily commutes:**

- ? Almost one-third think construction will add 20 or more minutes to their commutes (32% in the morning; 31% in the evening)

### **Two out of three typically commute alone in their cars:**

- ? 64% drive alone
- ? 28% take Metrorail
- ? 27% carpool or vanpool
- ? 19% take Metrobus or other bus system
- ? 7% telework either full or part time
- ? 5% take VRE (8% in Virginia)

### **When all commuters were asked why they commute the way they do, the biggest responses were convenience, fits with other commitments and time-efficiency...**

- ? 40% said "it is the most convenient" way when asked what is the most important reason for commuting the way they do.
- ? When asked what is the second most important reason, 26% said "it saves me the most time."

### **...but expense is a still-important factor for drive-alone commuters:**

- ? 14% of drivers said monetary incentives would be the best way to encourage them to use transit or car/vanpools (43% cited convenience incentives, 15% said time incentives)
- ? 32% of drivers said a monthly incentive of \$50 or less would spur them to consider increasing their use of transit or vanpools during construction
- ? 22% of drivers said a \$50 monthly incentive would spur them to use Metrorail (10%), car/vanpool (6%), Metrobus or other bus (4%) or VRE (2%) to avoid construction-related congestion.

**While no extraordinary differences were detected between Maryland and Virginia commuters in the Wilson Bridge Project travelshed, Maryland commuters:**

- ? Have longer commutes (76% of MD said their evening commute was 40 minutes or more compared with 63% of VA)
- ? Are roughly twice as likely to have 60 minute or longer commutes (evening: 31% of MD vs. 17% of VA; morning: 23% of MD vs. 10% of VA)
- ? Leave earlier (75% of MD leave home at 7:00 am or earlier versus 64% of VA; 69% of MD leave work at 5:00 pm or earlier versus 59% of VA)
- ? Are slightly more likely to commute by bus, rail or car/vanpool (36% of MD vs. 31% of VA)
- ? (If they drive alone) are more inclined to consider transit or car/vanpool during construction (37% in Maryland, 27% in Virginia)

**Eight in ten (82%) commuters view the Wilson Bridge Project as beneficial in the long term**

- ? 47% said it is “necessary and worthwhile and...will make traveling easier eventually”
- ? 35% said “it is a an annoyance but will probably make traveling easier eventually”
- ? 8% said “it is an annoyance and it will probably have no effect on traffic”
- ? 4% said “it is a complete waste of time and money”

**Project-corridor commuters are split on whether they prefer a shorter construction schedule with heavier traffic impacts (37%) or a longer construction schedule with lighter traffic impacts (36%); a quarter (23%) said it made no difference to them.**

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