TranPlan 21 | 2005 Telephone Survey

Volume I
Statewide Public Involvement Survey

State of Montana
Department of Transportation

Bureau of Business & Economic Research
University of Montana–Missoula

TranPlan 21
2005 Telephone Survey
Volume I

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Executive Summary

In 2005 Montanans are:
- Generally satisfied with the state's transportation.
- Satisfied with the physical condition of system components.
- Somewhat satisfied with the availability of most transportation services (except intercity bus service, taxi service, and passenger rail service).

Montanans want more facilities, equipment, or services for:
- City streets.
- Major highways other than interstates.
- Rest areas.

Montanans viewed nearly all problems studied as small problems. The only problem viewed as moderately severe was traffic congestion.

Montanans' highest priority possible actions to improve the transportation system are:
- Keep current with new technologies.
- Promote use of existing rail service.
- Keep public informed about transportation issues.
- Improve physical condition of other highways.
- Improve transportation safety.

Trends:
- Overall system satisfaction is unchanged since 1994.
- Satisfaction with the physical condition of system components has increased relative to the 2003 study.
- Perceived system problems continue to be rated as small or medium problems.
- Possible system improvements remain rated as medium priorities.
- Public interest in MDT activities has increased slightly over 2003 levels.
- MDT's average performance and customer service grades remained constant since 2003 except for informing customers about construction, which improved slightly.

MDT's overall customer service and performance grades are in the B- to C+ range.

Indications that bear watching:
- Satisfaction with intercity bus service and taxi service continues to decline.
- The proportion of respondents citing a need for more infrastructure continued to drop in 2005 from the levels measured in 2001.
- Promoting the use of existing rail service continues to climb in priority ranking of possible actions to improve the transportation system. It is now ranked second in priority rank.

I. Introduction

The purpose of the 2005 TranPlan 21 Public Involvement Survey is to examine Montanans'

- Perceptions of the current condition of the transportation system.
- Views about possible actions that could improve the transportation system in Montana.
- Opinions about the quality of service the Montana Department of Transportations provides to its customers.

The telephone survey, one of several Montana Department of Transportation (MDT) public involvement processes, provides MDT policy makers and planners a model of different groups of Montanans and their transportation needs and preferences. The survey explores trends in public perceptions by maintaining comparability with the 1994, 1997, 1999, 2001, and 2003 TranPlan 21 telephone surveys. The survey is designed to help MDT policy makers and planners examine the efficiency, capacity, and flexibility of Montana's transportation system to meet current needs and future demands.

Survey Design

The 2005 TranPlan 21 Public Involvement Survey is the sixth iteration of a repeated, cross-sectional analysis designed to provide both a snapshot of current public opinion and trend analysis. This survey was administered by telephone using a Computer-Assisted Telephone Interviewing (CATI) process. Sampling was conducted using a Random-Digit Dial (RDD) process. The population sampled was all adult Montanans who live in a household with a working telephone. This population should not be confused with all Montanans, since it excludes households without working telephones, the institutional population, and Montanans absent from the state during the survey period. The approximate sampling error for this survey is plus or minus 3.1 percent. This means that using this study design, in 95 of 100 samples a sampled mean would be within 3.1 percent of the population mean.

Survey Administration

The survey was administered from June 26, 2005, through August 2, 2005. Of the 1,619 eligible respondents contacted, 954 (59 percent) participated in the survey. A 59 percent completion rate is considered typical for a survey of this type.[1]

Respondents were selected randomly within households. The person answering the telephone had the same probability of being selected as any adult member of the household. If the selected member of the household was not home, an appointment was made to interview the absent respondent. Sampled individuals who were out of state during the administration period and individuals with medical problems that precluded participation were ineligible. Telephone numbers drawn by the RDD process were ineligible if they were out-of-service, fax machines, or businesses. Numbers for which there was no answer were called repeatedly during morning, evening, and weekend hours. Those numbers that still did not answer were ineligible.

[1] Groves, Robert, M. et. al. 2004. *Survey Methodology*. New York: John Wiley & Sons. pp. 184-187.

The Respondents

The table below describes the respondents and provides benchmarks against which they may be compared. Nearly half (52.8 percent) of respondents are female, and nearly half (47.2 percent) are male. The percentage of females and males in this sample is within the sampling margin of error of the 2000 Census.[2]

Table A
2005 TranPlan 21
Public Involvement Survey Respondents (%)

	2005	2000 Census
Male	47.2	49.3
Female	52.8	50.7
American Indian/ Alaskan Native	6.1	7.4
Asian/Pacific Islander	0.0	0.9
Hispanic	NA	NA
Black	0.0	0.5
White	93.2	92.2
Other/Don't Know	0.7	0.9
Mean Age	50.1	46.5
1–12 Grade	4.1	10.4
High School Diploma or Some College	61.8	65.8
B.A. or More	34.1	23.8

Distribution of the sample among races also approximates Census Bureau estimates.[3] American Indians or Alaskan Natives comprise 6.1 percent of respondents, while 93.2 percent are White. Asian or Pacific Islanders, Blacks, and Hispanics each comprise less than 1 percent of respondents. Note that due to the change in the way the race question is asked in the 2000 U.S. Census, reports of race distribution will no longer add up to 100 percent and are not strictly comparable to estimates made before 2000.

2005 respondent reports of education attainment show somewhat higher attainment than that reported in the most recent U.S. Census Bureau data. Among respondents age 25 and over, 4.1 percent report attaining less than a high school diploma or General Education Diploma (GED). 2000 Census Bureau data show that, among Montanans age 25 or older, 10.4 percent did not complete high school or earn a GED.[4] 2005 respondents are more likely to report achieving a bachelor's degree or higher than are those represented in current Census Bureau data.

The mean age of 2005 respondents is 50.1 years, while the average age of Montanans age 18 and over in 2000 was 46.5.[5] The difference in mean ages is statistically significant. It is likely that older people are easier to reach on the telephone. The respondents to the 2005 survey are probably slightly older than the over-17 population of Montana. The probable effect of this slight difference on the data is quite small.

[2] Gender estimates U.S. Census Bureau, 2000 Census, Montana Table DP-1.

[3] Race estimates U.S. Census Bureau, 2000 Census, Montana Table DP-1, Race alone or in combination with other races. Note that U.S. OMB race definition changed in 2000.

[4] Educational attainment from Detailed Tables for the Current Population Reports, P20-536, Table 13, March 2000.

[5] Age estimate, U.S. Census 2000 Census, Montana Table PCT12, from SF 1 Data.

Table B
2005 TranPlan 21
Public Involvement Survey
Respondent Residence by District

Characteristic	Percent	N
District 1	30.7	293
District 2	18.4	176
District 3	21.5	205
District 4	7.8	74
District 5	21.6	206

The table above shows that 30.7 percent of respondents live in MDT District 1 (Lincoln, Flathead, Sanders, Mineral, Missoula, Ravalli, Granite, Powell, and Lake Counties), 18.4 percent live in District 2 (Beaverhead, Madison, Deer Lodge, Silver Bow, Jefferson, Broadwater, Meagher, Gallatin, and Park Counties), 21.5 percent live in District 3 (Glacier, Pondera, Teton, Lewis and Clark, Cascade, Toole, Chouteau, Liberty, Hill, and Blaine Counties), 7.8 percent live in District 4 (Phillips, Valley, Daniels, Sheridan, Roosevelt, Richland, McCone, Garfield, Dawson, Prairie, Rosebud, Fallon, Custer, Powder River, Carter, and Wibaux Counties) and 21.6 percent lived in District 5 (Bighorn, Treasure, Stillwater, Sweetgrass, Wheatland, Yellowstone, Golden, Valley, Petroleum, Fergus, Musselshell, Judith Basin, and Carbon Counties).

The income distribution for the respondents is listed below. Since the income data were collected in categorical variables, direct comparison with Census Bureau data is not practical. However, based on observation of the 2005 TranPlan 21 Survey income distribution, it would appear that the distribution is slightly higher than the Census Bureau estimate of Montana's median 2004 household income, $35,201.[6]

Table C
2005 TranPlan 21
Public Involvement Survey
Income Distribution

Category	Percent
< $20,000	22.4
$20,000-$34,999	19.4
$35,000-$49,999	17.0
$50,000-$74,999	21.7
$75,000 +	19.5

Structure of this Report

The primary purpose of this report is to describe data collected by the 2005 TranPlan 21 Public Involvement Survey. Adequate description of these data requires presenting an extensive set of tables throughout the report. Analyses of the data are also presented. The report examines three areas: First, Montanans' attitudes about the state's transportation system are explored. Second, opinions about the customer service provided by the Montana Department of Transportation are described. Finally, trends in Montanans' attitudes about the transportation are discussed.

A map of MDT Districts is located in Appendix A, found at the end of this report. Volume II contains the remaining appendices. The text of the 2005 TranPlan21 Public Involvement Survey may be found in Ap-

[6] DeNavas-Walt, Carmen, Bernadette D. Proctor, and Cheryl Hill Lee, U.S. Census Bureau, Current Population Reports, P60-229, *Income, Poverty, and Health Insurance Coverage in the United States: 2004*, U.S. Government Printing Office, Washington, DC, 2005.

pendix B (Volume II). Tables of responses to each question are also found in Appendix B and can serve as a useful, quick-reference tool. Appendix C includes the responses to open-ended questions.

To determine differences between group means and percentages, t-tests were calculated and are reported throughout this document. T-test results reported here will use the .05 significance level unless stated otherwise. If a value is said to differ from a second value at the .05 level, in 95 out of 100 samples the value will be found to differ from the second value. When comparing group means for this report, a Bonferroni-adjusted t-test was used. The reason for using an adjusted t-test is that when one makes many comparisons involving the same means, the probability increases that one or more comparisons will turn out to be statistically significant, even when the population means are equal.[7] For instance, if one compares mean satisfaction scores from five income groups using an unadjusted test, the probability that at least one mean will be found significantly different is almost one in three, even if the population means are not different.

[7] Norusis, Marija: Guide to Data Analysis. Englewood Cliffs, NJ: Prentice Hall, 1995, p. 291.

II. Attitudes About Montana's Transportation System

Overall Satisfaction

Montana's overall transportation system was ranked on a scale of one to ten, where one is "very unsatisfied" and ten is "very satisfied." The mean response was 6.37, reflecting moderate satisfaction with the overall transportation system. The psychological midpoint of the one to ten scale is five. The distance above five is a measure of the intensity of satisfaction.

Satisfaction With the Condition of System Components

Each component of Montana's transportation system was also rated using the same one-to-ten scale. These ratings are reported in Table 1.

Airports ranked highest in terms of satisfaction (7.84). People also express relatively strong satisfaction with interstate highways (7.37). Behind interstate highways is a group of four components with which Montanans are moderately satisfied: bicycle pathways (6.44), pedestrian walkways (6.42), rest areas (6.41), and other major highways (6.32).

Respondents expressed a lower level of satisfaction with city streets (5.24) and bus depots (5.11). The bus depot ranking is statistically indistinguishable from 5.0, the psychological midpoint. A relatively large number of respondents said they did not have enough information about bus depots.

Respondent satisfaction can also be examined by region within Montana. Table 2 presents mean satisfaction scores for each of the five MDT districts.

Table 1
Satisfaction With Condition Of System Components

	Mean	95% Confidence Lower Limit	95% Confidence Upper Limit	N
Airports	7.84	7.70	7.97	729
Interstate Highways	7.37	7.25	7.49	919
Bicycle Pathways	6.44	6.22	6.66	574
Pedestrian Walkways	6.42	6.26	6.58	805
Rest Areas	6.41	6.25	6.58	816
Other Major Highways	6.32	6.19	6.44	902
City Streets	5.24	5.11	5.38	929
Bus Depots	5.11	4.88	5.34	404
Overall System	6.37	6.25	6.50	932

Table 2
Satisfaction With Condition Of System Components by MDT District

	District 1	2	3	4	5
Airports	7.84	8.12	7.84	7.15	7.78
Interstate Highways	7.21	7.40	7.37	7.64	7.47
Bicycle Pathways	6.62	6.04	6.38	5.88	6.73
Pedestrian Walkways	6.44	6.52	6.42	5.81	6.49
Rest Areas	6.66	6.65	5.85	6.19	6.54
Other Major Highways	6.32	6.55	6.27	5.85	6.34
City Streets	5.30	4.84	5.39	5.58	5.25
Bus Depots	5.71	5.22	4.98	3.63	4.74
Overall System	6.41	6.48	6.20	5.95	6.58

Tests were calculated to assess the statistical significance of differences between the means presented. Overall, there is general agreement between respondents from the various MDT regions. District 2 expressed more satisfaction with the condition of airports than did District 4. District 3 voiced the least satisfaction with the condition of rest areas.

Perceived Need for More Infrastructure

Montanans were asked whether each of the eight transportation system components needed additional facilities, equipment, or services. Respondents' perceptions about the need for more infrastructure are examined below.

Consistent with their satisfaction ratings, half of Montanans (50.0 percent) feel additional airport facilities are not needed.

Approximately 67.9 percent of Montanans believe that more facilities, equipment, or services are needed for city streets, and 58.6 percent said the same thing for other major highways. A smaller majority advocate more infrastructure for rest areas (54.1 percent). Less than half of the respondents had a perceived need for pedestrian walkways (48.8 percent), interstate highways (47.7 percent), and bicycle pathways (40.5 percent).

Almost half of the respondents say they didn't feel qualified to answer questions about bus depot infrastructure (47.8 percent).

A few regional differences are found when looking across MDT districts (see below). The relatively large percentages of persons who didn't feel qualified to answer several questions reduce the significance of the regional comparisons.

More District 3 respondents said additional rest area facilities or services were needed when compared to the other districts. District 3 residents were also more likely than residents from Districts 1, 2, and 4 to say that more interstate highway facilities or services are needed.

Table 3
Perceived Need for Additional Facilities, Equipment, or Services (%)

	Yes	No	Don't Know	N
City Streets	67.9	25.6	6.5	952
Other Major Highways	58.6	30.0	11.4	950
Rest Areas	54.1	32.0	13.9	952
Pedestrian Walkways	48.8	34.9	16.2	950
Interstate Highways	47.7	40.3	12.0	953
Bicycle Pathways	40.5	29.6	29.9	950
Bus Depots	33.5	18.7	47.8	942
Airports	24.7	50.0	25.3	952

Table 4
Perceived Need for Additional Facilities, Equipment, or Services in Each MDT District (%)

	District				
	1	2	3	4	5
City Streets	66.8	75.0	67.8	58.1	66.8
Other Major Highways	56.4	54.5	63.9	58.3	60.2
Rest Areas	45.7	51.1	69.5	52.7	53.9
Pedestrian Walkways	50.2	48.3	47.8	45.2	49.8
Interstate Highways	42.3	39.8	60.5	39.7	52.4
Bicycle Pathways	45.1	42.0	39.5	32.9	36.6
Bus Depots	30.2	35.3	35.1	35.6	34.5
Airports	22.2	19.4	29.9	32.4	24.8

Satisfaction With Service Availability

Respondents stated they were moderately satisfied with the availability of air transportation to destinations outside Montana (6.31), transit for the elderly or disabled (5.92), freight rail (5.83), air transportation to Montana destinations (5.58), and the availability of local bus or van service (5.39).

Montanans are dissatisfied with the availability of intercity bus service (4.62), taxi service (4.60), and passenger rail service (4.50).

District 3 is less satisfied with the availability of air service both inside and outside Montana than are Districts 1, 2, and 5. District 3 is also less satisfied with the availability of air service within Montana than is District 5.

District 1 and District 3 are more dissatisfied with the availability of transit services for the elderly and disabled than are Districts 2 and 5.

District 4 expressed significant dissatisfaction with the availability of local bus or van service, intercity bus service, and taxi service.

Districts 2 and 5 expressed dissatisfaction with the availability of passenger rail service. The districts with Amtrak service (1, 3, and 4) reported neutral or somewhat positive levels of satisfaction.

Table 5
Satisfaction With Service Availability

	Mean	95% Confidence Lower Limit	95% Confidence Upper Limit	N
Air Transprtn Outside MT	6.31	6.15	6.48	811
Transit Elderly /Disabled	5.92	5.72	6.11	637
Freight Rail	5.83	5.57	6.09	414
Air Transprtn in MT	5.58	5.38	5.77	643
Local Bus or Van	5.39	5.16	5.62	593
Intercity Bus	4.62	4.39	4.86	501
Taxi	4.60	4.36	4.84	504
Passenger Rail	4.50	4.27	4.74	568

Table 6
Satisfaction With Service Availability By MDT District

	1	2	3	4	5
Air Transprtn Outside MT	6.35	6.95	5.54	6.13	6.58
Transit Elderly /Disabled	5.53	6.47	5.46	5.92	6.36
Freight Rail	6.28	5.71	5.66	4.98	5.92
Air Transprtn in MT	5.61	5.53	5.14	5.34	6.11
Local Bus or Van	5.52	5.22	5.30	3.94	6.09
Intercity Bus	4.97	4.80	4.17	3.14	5.13
Taxi	4.46	4.69	4.67	3.53	5.15
Passenger Rail	5.31	3.40	4.78	4.92	3.45

Perceived Problems With Montana's Transportation System

Montanans rated possible problems on a scale from one to four, where one is "not a problem" and four is a "serious problem." Montanans classified only one of the eleven problems studied (traffic congestion) as meriting moderate concern, with a mean score of 2.5 or above. This reinforces the positive overall level of satisfaction with the transportation system expressed by Montanans.

The four greatest perceived problems, in terms of their mean scores, were traffic congestion, timely resolution of safety issues, number and condition of rest areas, and vehicle damage from construction and maintenance.

While only one significant problem emerges when examining statewide data, the conclusions are quite different at the district level. Table 8 explores the percentage of respondents in each district who say an item is a moderate or serious problem. For many of the perceived problems, the greatest differences were between respondents in District 1, containing populous western Montana, and District 4, very rural eastern Montana.

Respondent views on traffic congestion and vehicle emissions were emblematic of Montana's current regional differences. Traffic

Table 7
Perceived Problems With Montana Transportation System (%)

	Not a Problem	Small Problem	Moderate Problem	Serious Problem	Don't Know	Mean	N
Traffic Congestion	23.4	19.0	34.0	21.9	1.7	2.55	953
Timely Resolution of Safety Issues	23.9	15.0	30.9	12.0	18.2	2.38	952
Number and Condition of Rest Areas	30.9	13.9	28.8	15.6	10.7	2.33	950
Vehicle Damage From Construction & Maintenance	27.5	26.5	29.6	10.6	5.8	2.25	952
Vehicle Emissions	36.4	17.9	25.9	11.9	7.9	2.15	954
Debris on Roadway	37.6	25.6	25.7	8.8	2.2	2.06	952
Number of One-Occupant Vehicles	40.9	16.8	22.1	11.4	8.8	2.04	952
Road Maintenance Impact on Air	39.3	22.2	24.3	6.0	8.3	1.97	952
Too Many Driveways and Approaches	49.2	16.3	21.0	8.7	4.7	1.89	951
Adequate Road Signs	59.5	17.1	18.9	2.6	1.8	1.64	951

congestion is by far the greatest perceived problem in more densely populated western Montana Districts 1 and 2. Vehicle emission is also rated as a relatively serious possible issue by District 1. In contrast, relatively few residents of the more rural District 4 agree with their District 1 neighbors.

About seven in ten District 1 respondents say traffic congestion is a moderate or serious problem. This percentage is significantly larger than that found in any other district. Three in five District 2 residents and roughly half of District 5 respondents also say traffic congestion is a moderate or serious problem.

Vehicle emissions are considered a moderate or serious problem by more respondents in District 1 than in Districts 3 or 4.

Too many driveways and approaches onto major highways and the impact on air quality of road maintenance are considered a moderate or serious problem by more respondents in District 1 than in District 4.

District 3 residents are more likely than residents of any other district to say that the number of and condition of rest areas is a moderate or serious problem. While nearly six in ten District 3 respondents cited this problem, only about four in ten of the rest of the state agreed.

Table 8
Perceived Moderate or Serious Problems With Montana Transportation System

	District 1	2	3	4	5
Traffic Congestion	70.3%	61.4%	46.1%	21.6%	52.9%
Timely Resolution of Safety Issues	47.6%	39.4%	44.9%	35.1%	39.8%
Number and Condition of Rest Areas	38.8%	40.9%	58.8%	41.9%	42.0%
Vehicle Damage From Construction & Maintenance	39.2%	42.6%	40.5%	48.6%	36.3%
Vehicle Emissions	45.7%	39.2%	32.2%	24.3%	35.9%
Debris on Roadway	35.5%	32.0%	38.5%	28.8%	33.5%
Number of One-Occupant Vehicles	39.4%	33.7%	29.8%	25.7%	31.6%
Road Maintenance Impact on Air	38.6%	25.1%	28.8%	12.2%	30.7%
Too Many Driveways & Approaches	36.2%	34.7%	24.6%	16.2%	26.3%
Adequate Road Signs	24.1%	19.4%	22.9%	18.9%	19.4%

Possible Actions to Improve Transportation System

Respondents were asked to prioritize 16 possible actions to improve Montana's transportation system (see Table 9). Respondents were given five priority categories ranging from "very low priority" to "very high priority." A value of one was

Table 9
Priority of Possible Actions to Improve Transportation System (%)

	Very Low Priority	Somewhat Low Priority	Medium Priority	Somewhat High Priority	Very High Priority	Don't Know	Mean	N
Keep current with technology	4.7	5.1	22.8	24.1	36.9	6.3	3.89	950
Promote use of existing rail service	7.6	6.8	15.9	17.2	40.8	11.7	3.87	948
Inform public on transportation issues	3.9	5.6	26.4	27.0	34.9	2.2	3.85	951
Improve other roads and streets	4.0	7.1	30.9	29.4	26.7	1.9	3.69	950
Improve safety	7.3	8.7	26.9	20.4	33.4	3.3	3.66	951
Promote use of local transit systems	12.5	8.7	27.0	23.1	22.3	6.3	3.36	951
Improve rest areas	10.7	12.3	27.6	18.0	24.6	6.8	3.36	953
Promote scheduled airline service	18.7	12.9	28.1	16.6	17.7	6.0	3.28	950
Improve bus depots	9.5	7.5	20.0	13.4	15.8	33.9	3.28	950
Reduce traffic congestion by increasing capacity	12.5	11.3	29.7	20.0	20.4	6.0	3.26	949
Ensure adequate pedestrian facilities	11.3	14.2	29.7	22.2	19.3	3.3	3.25	953
Improve interstates & major highways	7.8	15.5	38.0	19.0	15.7	4.0	3.20	953
Regulate highway approaches	12.8	13.1	33.6	18.6	14.0	7.9	3.09	950
Ensure adequate bicycle facilities	18.7	12.9	28.1	16.6	17.7	6.0	3.02	951
Reduce air quality impacts of road use	19.1	16.2	28.0	14.6	15.1	6.9	2.90	952
Reduce single-occupant vehicles	37.1	16.5	20.3	11.5	9.2	5.3	2.36	954

assigned to the very low category, two to somewhat low priority, and so forth. As with the perceived problem items, very few respondents said they "didn't know," most felt qualified to prioritize the options presented.

While Montanans view most transportation system problems as small, they believe solving those problems should take on a medium priority or somewhat high. Montanans classified, on average, 15 of the 16 possible action items as medium or somewhat high priorities. Only one possible action was considered a somewhat low priority.

Although there was not a clear breakpoint, five actions received top priority scores. Three actions were statistically tied for first

Table 10
Percent in Each MDT District
Who Say Possible Actions to Improve Transportation System
Are a Somewhat or Very High Priority

	District				
	1	2	3	4	5
Keep current with technology	58.0	63.1	61.5	55.4	64.1
Promote use of existing rail service	54.3	54.5	66.8	67.6	52.4
Inform public on transportation issues	62.8	63.1	60.0	60.8	61.2
Improve other roads and streets	53.2	58.5	57.1	54.1	56.8
Improve safety	54.3	56.3	52.2	45.9	54.9
Promote use of local transit systems	51.2	46.0	42.9	39.2	40.8
Improve rest areas	37.9	44.3	50.7	35.1	42.2
Promote scheduled airline service	33.8	37.5	49.8	33.8	38.3
Improve bus depots	25.6	35.2	29.8	28.4	28.2
Reduce traffic congestion by increasing capacity	46.1	41.5	42.9	27.0	33.0
Ensure adequate pedestrian facilities	47.1	40.9	42.9	35.1	35.0
Improve Interstates & major highways	33.8	29.5	36.6	35.1	38.3
Regulate highway approaches	34.5	37.5	30.7	16.2	33.0
Ensure adequate bicycle facilities	42.0	41.5	26.3	24.3	28.2
Reduce air quality impacts of road use	35.8	30.7	22.0	16.2	32.5
Reduce single-occupant vehicles	23.9	22.7	18.0	12.2	20.4

place with mean scores of 3.85 or higher: MDT keeping current with new technology, promoting existing passenger rail, and MDT keeping the public informed. Improve other roads and streets (3.69) and improving transportation safety (3.66) followed.

Seven actions were found in the next tier of possible improvement. Their scores ranged from 3.36 for promoting local transit systems to 3.20 for improving the physical condition of the interstate highways.

Three items were grouped around the medium score of 3.0. These included regulating highway approaches (3.09), adequate bicycle facilities (3.02), and reducing the air quality impacts of roadway use (2.90).

Reducing one-occupant vehicle use (2.36) was the only action rated by respondents as a somewhat low priority.

Priorities for possible actions to improve the transportation system were also examined across each of the five MDT regions. The percentage of respondents in each district who said an action was a somewhat or very high priority (the top two categories) is presented in Table 10. Since, on average, respondents classified almost all of the studied actions as medium priorities the differences between districts largely focus on the relative magnitude of response.

There is general agreement among all of the MDT districts about the five highest priority actions (see Table 10). There is also general unanimity about the priority of promoting local transit systems.

In contrast, a majority of District 3 residents say providing year-round access to rest areas is a high priority, while just over a third of District 1 residents say the same.

District 3 inhabitants are also more likely to assert that promoting scheduled air service is a high priority than are District 1 residents.

An east-west divide is apparent when examining the priority of reducing traffic congestion by increasing transportation system capacity. While over four in ten residents of Districts 1, 2, and 3 say reducing traffic congestion is a high priority, only one-quarter of District 4 residents and one-third of District 5 residents agree.

More people who live in Districts 1 and 2 say adequate bicycle facilities are a high priority than do people who live in the other districts.

Reducing the air quality impacts of roadway use is a higher priority for District 1, 2, and 5 residents than it is for District 3 and 4 residents.

III. Trends in Montana's Transportation System

The 2005 TranPlan21 Public Involvement Survey was designed to provide analysis of the trends in Montanans' attitudes and perceptions about their transportation system. To the extent possible, the wording of the questions was repeated exactly so that responses from the 2005 survey can be compared to those from previous years. There were, however, several question changes in 2003. In these cases, a nonparametric statistic (mean rank) that can be used to compare questions with different metrics is provided.

The 2005 survey findings are compared in the following sections to the surveys conducted in 1994, 1997, 1999, 2001, and 2003. Several questions were added in 1997 and 2003, thus in some cases comparisons can only be made for the later years.

As explained in Chapter I of this report, comparisons here are made using t-tests and other statistical tests. Items are reported only if the differences are significant at the .05 level. The values reported in Figures 1 to 3 were rounded and some of the values were deleted in the interest of clarity.

Satisfaction With the Transportation System

In each of the six replications of this study, respondents were asked identical questions to rate their satisfaction with the physical condition of various system components. The questions utilized a one-to-ten scale, where one is very unsatisfied and ten is very satisfied. The surveys also asked respondents whether or not more facilities, equipment, or services are needed for certain system components.

As shown in Figure 1, when asked to rate their overall satisfaction with Montana's transportation system in 2005, respondents' attitudes were unchanged (6.37) from 1994 (6.20), 1997 (6.28), 1999 (6.30), 2001 (6.26), or 2003 (6.27).

Relative to previous studies, satisfaction with the physical condition of system components improved slightly in 2005. Of the eight items studied, satisfaction is higher in two while the remaining six showed no significant change.

Montanans were more satisfied with bicycle pathways (6.44) in 2005 than they were in 2003 (5.90). In fact, Montanans' satisfaction with bicycle pathways has improved in all but one of the surveys since its low in 1994 (4.61).

2005 satisfaction with rest areas (6.41) also improved over its 2003 level (6.01).

Similar to their ratings of the physical condition of system components, Montanans rate their satisfaction with availability of transportation services in 2005 as the same or slightly higher than 2003 respondents. Two of the eight services studied in 2005 were rated higher than in 2003, but one was rated lower than 2003.

Satisfaction with passenger rail service reversed its decline from its 1994 level of 4.78 by climbing from a very low 3.99 level in 2003 to 4.50 in 2004. Satisfaction with transportation services for the elderly or disabled rose slightly in 2005 from 5.64 in 2003 to 5.92.

Montanans' satisfaction with intercity bus service continued to erode in 2005. From a high of 5.28 in 2001, satisfaction dropped to 5.06 in 2003 and now has reached 4.62.

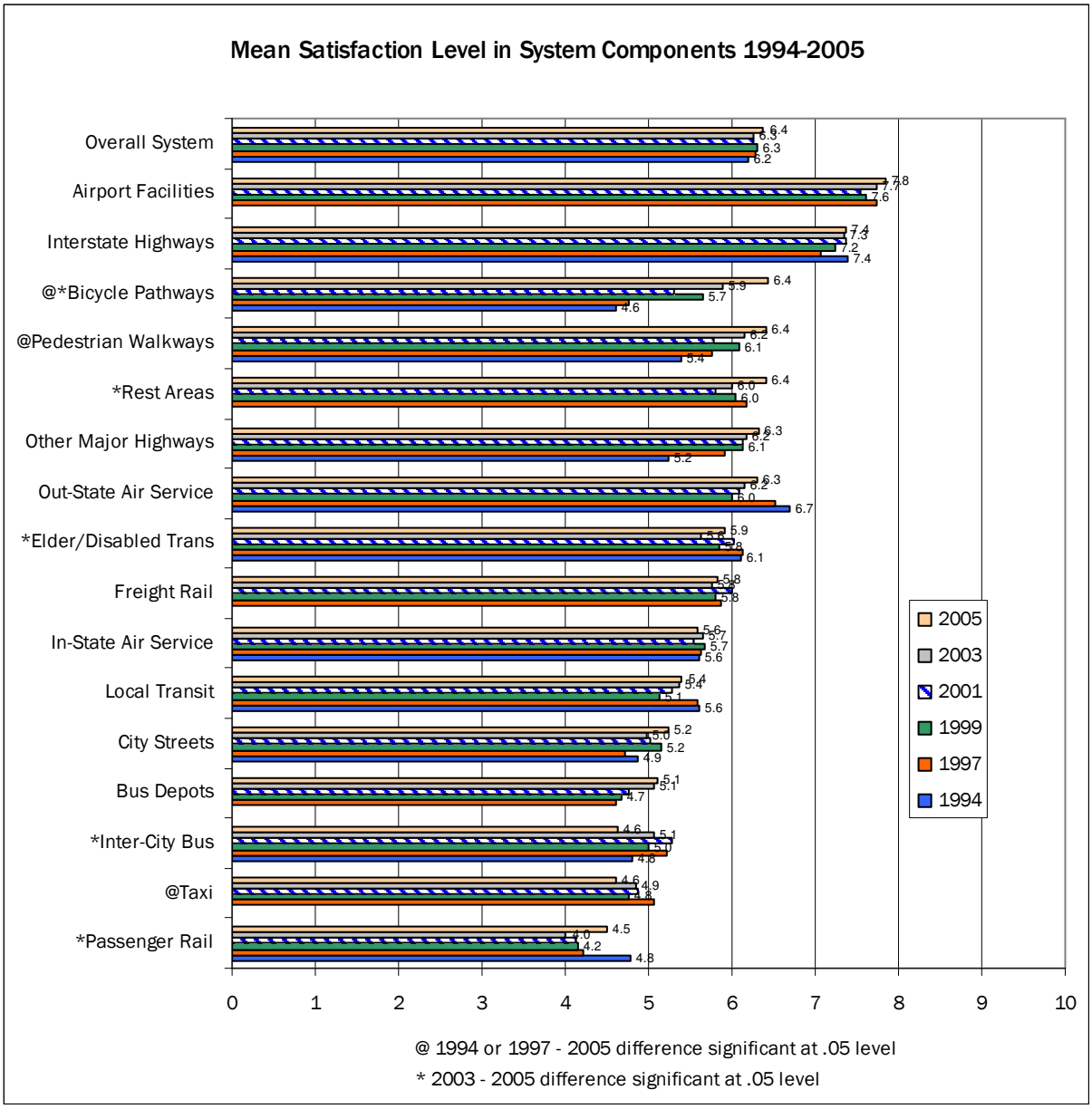

Mean Satisfaction Level in System Components 1994-2005
Overall System
Airport Facilities
Interstate Highways
@*Bicycle Pathways
@Pedestrian Walkways
*Rest Areas
Other Major Highways
Out-State Air Service
*Elder/Disabled Trans
Freight Rail
In-State Air Service
Local Transit
City Streets
Bus Depots
*Inter-City Bus
@Taxi
*Passenger Rail
2005
2003
2001
1999
1997
1994
0
1
2
3
4
5
6
7
8
9
10
@ 1994 or 1997 - 2005 difference significant at .05 level
* 2003 - 2005 difference significant at .05 level

Figure 1

Perceived Need for More Facilities, Equipment, or Services

In 1997, 1999, 2001, 2003, and 2005, respondents were asked whether they perceived a need for certain other additional facilities, equipment, or services. These responses are presented in Figure 2.

The 2005 findings are noteworthy because there was a decline in the point estimates of the percentage of respondents in six of eight categories saying there was a need for more facilities. This represents a continuation of a trend started in 2003 when five of the eight categories were significantly lower than in 2001. None of the 2003 to 2005 changes noted was statistically significant.

The proportion of 2005 Montana residents citing a need for more bicycle pathways (40.5 percent) is significantly lower than that found in 1997 (51.8 percent). This trend is consistent with the increase in satisfaction with bicycle pathways demonstrated in Figure 1 above.

Though the reasons for this decline across most categories cannot be definitively identified, the results of this survey confirm its existence. Since the 2005 drops were not statistically significant, this may signal a moderation in the rate of decline.

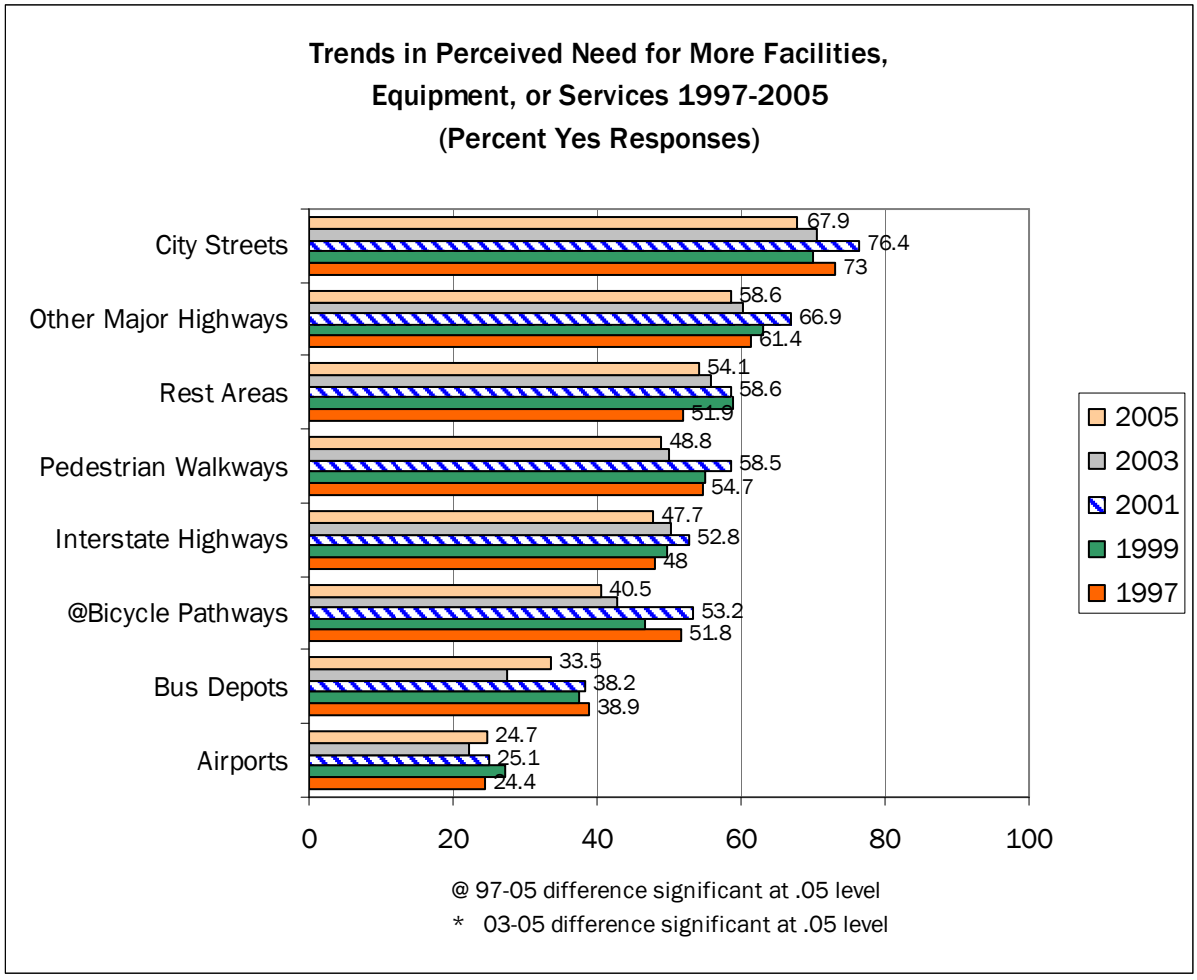


Figure 2

Possible Improvements in the Transportation System and Roadways

The TranPlan 21 questions concerning improvements in the transportation system and roadways were changed for the 2003 survey. A more precise five-part scale was substituted for a four-part scale. Unfortunately, this change in scale invalidates comparisons of the 2005 survey with those conducted earlier than 2003.

In an attempt to provide some information concerning trends, Figure 3 presents the mean rank for each of the items from the 1997, 1999, 2001, 2003, and 2005 surveys. The mean rank is a nonparametric statistic that ranks each item from 1 (highest rank) to 16 (lowest rank) for each of the four surveys. This statistic is unaffected by the change in wording. Unfortunately, we have not yet found a valid statistical test to determine difference between the values.

Since 1997, the largest change in the rank of priority scores has been associated with promoting use of existing rail service. This item has increased its ranking from ninth in 1997 to second today. Two other items made relative large changes in ranking from 1997 to 2005: reducing vehicle emissions and improving the physical condition of the interstates. While reducing vehicle emissions was ranked ninth in 1997, it is now ranked fifteenth. In contrast, the 1997 ranking of improving the physical condition of the interstates was sixth in 1997; its priority ranking dropped to twelfth in 2005.

Since the newly adopted questions of 2003 were replicated this year, absolute differences can be calculated between 2003 and 2005. The mean priority score for reducing single-occupant vehicles increased in 2005 to 2.36 from 2.12 in 2003. Similarly, the mean priority score for reducing vehicle emissions in 2005 increased to 2.90 from 2.71.

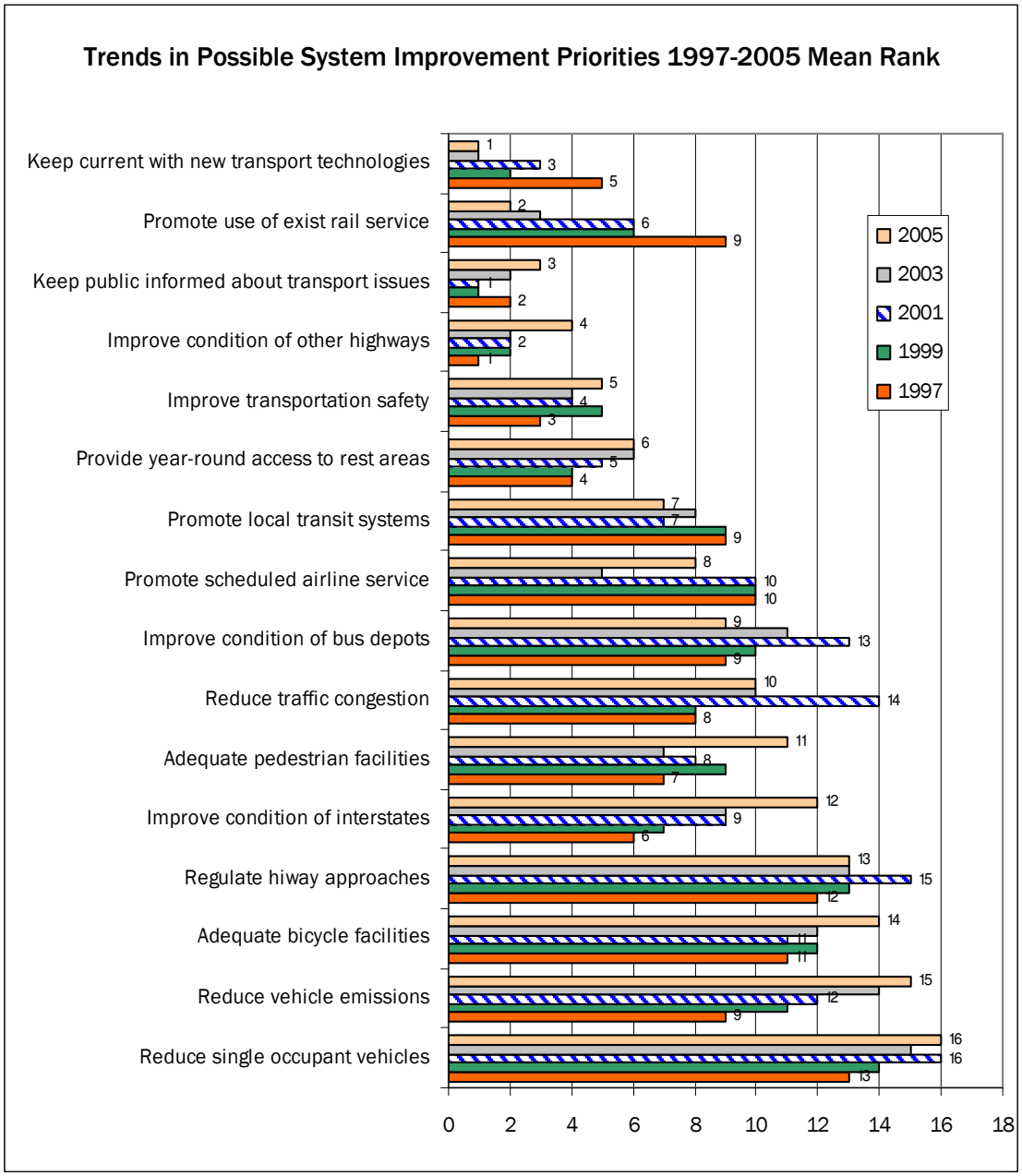

Trends in Possible System Improvement Priorities 1997-2005 Mean Rank
Keep current with new transport technologies
Promote use of exist rail service
Keep public informed about transport issues
Improve condition of other highways
Improve transportation safety
Provide year-round access to rest areas
Promote local transit systems
Promote scheduled airline service
Improve condition of bus depots
Reduce traffic congestion
Adequate pedestrian facilities
Improve condition of interstates
Regulate hiway approaches
Adequate bicycle facilities
Reduce vehicle emissions
Reduce single occupant vehicles
2005
2003
2001
1999
1997
0
2
4
6
8
10
12
14
16
18

Figure 3

IV. Interest in MDT and Its Activities

For the second time in this series of cross-sectional surveys that began in 1994, Montanans were asked about their interest in MDT and its activities. This replication will provide information that may be compared to the findings of the 2003 surveys.

Interest and Knowledge

The respondents were first asked two questions to gauge their interest and how much they actually heard about MDT. Both questions utilized a four-part scale ranging from "not at all" to "a lot" to measure how much they have heard about MDT and how interested they are in MDT.

As shown in Table 11, Montanans' level of interest in MDT is generally higher than how much they have heard. Approximately 55.2 percent of the respondents said they heard "some" or "a lot" about MDT. In contrast, about 81.8 percent said they were somewhat or very interested in MDT.

The regional variation in how much respondents heard and their interest in MDT is reported in Table 12. Reported here is the percentage of respondents in each region who said they had heard "some" or "a lot" about MDT. Respondents heard the most about MDT in District 3.

Table 11
Level of Interest in MDT and Its Activities (%)

	How Much Heard	How Interested
Not at all	10.4	3.6
Not very	34.2	14.5
Some	39.5	58.7
A lot	15.7	23.1
Don't know	0.2	0.1
N	950	950

There were similarly high levels of interest in MDT expressed across the regions.

Table 12
Respondents With High Level of Interest In MDT and Its Activities (%)

	How Much Heard	How Interested
District 1	51.4	81.7
District 2	54.3	80.1
District 3	65.9	82.8
District 4	52.1	81.1
District 5	51.7	82.5
Overall	55.2	81.8

Montana residents were also asked how much, if any, contact they had with MDT employees over the last year. 82.4 percent had either no contact with MDT employees or only a few contacts during the year. Only 16.8 percent reported having contact with an MDT employee at least once per month over the last year. There were no statistically significant differences between the amounts of contact with MDT employees reported among the regions.

In 2005 there was no change from 2003 in the percentage of respondents who reported that they heard "some" or "a lot" about MDT. However, the 2005 proportion of respondents who said they are "somewhat" or "very" interested in MDT (81.8 percent) is a significant increase over the 2003 proportion (75.0 percent).

V. Awareness of Information Sharing

In order to efficiently disseminate information to Montanans, respondents were queried about their knowledge concerning MDT's public information and information-sharing efforts. Despite expressing relatively low levels of contact with MDT employees, most felt qualified to answer these questions concerning information dissemination.

The top three public notification practices mentioned by respondents are public service announcements, newspaper articles, and radio updates (see Table 13). At least two-thirds of the respondents said they were aware MDT used these practices. A majority were aware of newspaper advertisements for public meetings. Press releases and public meetings constitute a second group of practices, which were known to about 45 percent of the respondents. The MDT Web site, special mailings, and weekly meetings ranked last in terms of public awareness. At least three-fourths of the respondents said they were not aware that MDT uses these practices.

As shown in Table 14, there are few statistically significant differences between the MDT districts in terms of respondents' awareness of certain public notification practices. While seven in ten District 5 residents reported being aware of radio updates, only 52.7 percent of District 4 residents reported the same.

There was little change in respondents' 2005 reports about their knowledge concerning MDT's public information efforts when compared to 2003. This is true when examining the proportions of positive responses for each item and their relative rank.

Table 13
Awareness of Information Sharing (%)

	Yes	No	Don't Know	N
PSAs	76.6	23.5	0.5	949
Newspaper Articles	71.1	28.5	0.4	952
Radio Updates	66.4	33.0	0.6	949
Newspaper Ads for Public Meetings	54.9	43.8	1.3	950
Project Public Meetings	45.9	53.5	0.6	948
Press Releases to All Media	42.2	54.7	3.1	948
MDT Web Site	24.1	75.0	0.8	949
Weekly Meetings	19.4	79.0	1.6	949
Special Mailings	18.9	79.9	1.3	949

Table 14
Awareness of Information Sharing In Each MDT District (%)

	District 1	2	3	4	5
PSAs	72.2	78.9	78.4	74.0	77.2
Newspaper Articles	69.4	71.6	76.6	68.9	68.4
Radio Updates	61.6	70.5	70.1	52.7	70.9
Newspaper Ads for Public Meetings	54.3	56.6	59.8	54.1	50.0
Project Public Meetings	47.4	46.8	52.0	39.2	39.3
Press Releases to All Media	38.9	40.6	51.2	33.8	42.2
MDT Web Site	21.6	21.8	32.2	20.3	22.9
Weekly Meetings	15.8	22.3	23.4	12.5	20.4
Special Mailings	17.6	19.3	18.5	21.9	19.5

VI. Actions to Improve Roadways

For the second time in this series of cross-sectional surveys, respondents were asked to prioritize seven possible actions to improve Montana's roadways (see Table 15). Respondents were given five choices of priority categories from "very low priority" to "very high priority." As with the perceived problem items, a very large majority of respondents felt qualified to prioritize the action items presented.

The top two improvements, as measured by the mean score, were wider roadways and increased shoulder widths.

The remaining five improvements had intermediate mean scores: more guardrails and crash cushions, more signals and left–turn bays, more pavement markings, more illuminations of roadways, and more directional signals.

There are few differences between the MDT districts in terms of the possible actions to improve roadways (see Table 16 below).

Increasing the shoulder widths received a higher priority rating by more respondents in Districts 1 and 2 than in District 4. Fewer inhabitants of District 4 said having more signals and left-turn bays is a high priority when compared to inhabitants of Districts 3 and 5.

Residents of District 3 and residents of District 5 were more likely to rate obtaining more traffic signals and left-turn bays as a high priority than were residents of District 4.

In 2005 there was little change in respondents' mean priority scores when compared with those found in 2003. The one exception was more illumination of roadways. In 2005 the mean priority score for more illumination of roadways increased to 3.12 from its level in 2003 (2.48).

Table 15
Priority of Possible Actions to Improve Roadways (%)

	Very Low Priority	Somewhat Low Priority	Medium Priority	Somewhat High Priority	Very High Priority	Don't Know	Mean	N
Wider Roadways	7.8	8.7	20.4	26.1	35.5	1.4	3.74	949
Increase Shoulder Widths to Accommodate Bicycles	12.0	7.3	17.6	22.3	39.2	1.6	3.71	948
More Guardrails & Crash Cushions	10.1	12.0	23.9	22.3	28.6	3.1	3.49	948
More Signals & Left–turn Bays	12.5	12.8	22.7	24.2	24.4	3.4	3.37	949
More Pavement Markings	17.0	15.6	22.3	22.5	21.7	.9	3.17	948
More Illumination (lighting) of Roadways	14.5	16.1	28.5	21.7	17.6	1.6	3.12	950
More Directional/ Informational Signs	19.1	16.6	26.7	19.4	16.9	1.4	2.98	949

Table 16
Percent in Each MDT District Who Say Possible Actions to Improve Roadways Are a Somewhat or Very High Priority

	District 1	2	3	4	5
Wider Roadways	56.0%	61.4%	64.9%	66.2%	63.6%
Increase Shoulder Widths to Accommodate Bicycles	63.8%	68.2%	56.1%	44.6%	62.1%
More Guardrails & Crash Cushions	50.9%	47.7%	55.6%	45.9%	49.0%
More Signals & Left-turn Bays	47.1%	48.3%	51.7%	32.4%	52.9%
More Pavement Markings	42.7%	43.2%	45.9%	36.5%	47.1%
More Illumination of Roadways	36.5%	39.8%	42.9%	41.9%	37.4%
More Directional/Informational Signs	33.8%	34.7%	37.6%	32.4%	40.3%

VII. Overall MDT Customer Service and Performance

The 2005 TranPlan 21 Public Involvement Survey asks a number of questions that examine public opinion regarding overall MDT performance and responsiveness to the public. The responses to those questions are summarized in this section.

Respondents were asked to grade various aspects of MDT overall performance and customer service. The responses to these questions are found in Table 17. In general, Montanans give MDT an average or slightly above average (B- or C+) grade for customer service and performance.

Montanans gave the highest grade to the MDT services compared with five years ago (2.94 on a four-point scale). Second place went to MDT quality of service compared to last year (2.73). Third place was a statistical tie between four categories: MDT overall performance in the last year (2.63), MDT convenience of travel through construction areas (2.61), MDT highways and maintenance repair (2.61), and MDT informing customers about construction (2.61). These items were followed by MDT keeping the public informed (2.54) and the quality of MDT planning in the last year (2.53). The lowest grades were given to MDT construction inconvenience (2.44) and MDT's responsiveness to customer ideas and concerns (2.38).

Respondent grades of MDT overall performance and customer service by MDT district are presented in Table 17. For the

Table 17
MDT Overall Performance and Customer Service Grades (%)

	A or B	C	D or F	Don't Know	Mean	N
MDT's quality of service now compared with 5 years ago	59.2	17.5	2.4	20.9	2.94	950
MDT's quality of service grade last year	58.7	29.0	3.2	9.2	2.73	949
MDT's overall performance grade last year	55.5	35.0	3.9	5.6	2.63	949
Convenience of travel through construction zones	57.3	31.8	8.6	2.3	2.61	947
MDT's overall highway maintenance and repair	56.9	34.3	6.8	2.0	2.61	947
MDT informing customers about construction	51.5	29.4	9.1	9.9	2.61	945
MDT keeping public informed	46.5	32.9	9.3	11.3	2.54	947
MDT's quality of planning to meet statewide needs	46.8	31.8	8.1	13.3	2.53	949
Extent of construction inconvenience	46.8	37.8	10.8	4.6	2.44	947
MDT responsiveness to customers	28.9	28.5	8.3	34.4	2.38	945

most part, there is widespread agreement between the MDT districts regarding MDT overall performance and customer service grades.

One difference between MDT districts did emerge upon examination. District 3 inhabitants were more likely to grade MDT high for its planning over the last year than were District 1 residents.

There was only one significant change in the mean grade given to MDT by respondents in 2005 when compared to 2003: The 2005 mean grade for informing customers about construction (2.61) was a slight improvement over the 2003 grade (2.47).

Survey respondents were asked if they had any other comments or suggestions on MDT's customer service. The most frequent, unprompted response to this open-ended question is that MDT is doing a good job. The next most common set of responses called on MDT to return customer calls, respond to customer requests, be polite, and listen. The third most common set of responses asked MDT to provide more information on its activities to the public in an effective and timely way. A complete list of these responses may be found in Appendix C.

Table 18
Average MDT Overall Performance and Customer Service Grades in Each MDT District

	District				
	1	2	3	4	5
MDT's quality of service now compared with 5 years ago	2.93	2.93	2.99	2.98	2.89
MDT's quality of service grade last year	2.69	2.82	2.76	2.71	2.68
MDT's overall performance grade last year	2.57	2.74	2.69	2.65	2.54
Convenience of travel through construction zones	2.61	2.72	2.57	2.60	2.58
MDT's overall highway maintenance and repair	2.59	2.74	2.61	2.51	2.59
MDT informing customers about construction	2.60	2.72	2.59	2.52	2.59
MDT keeping public informed	2.56	2.55	2.54	2.46	2.51
MDT's quality of planning to meet statewide needs	2.42	2.60	2.64	2.66	2.44
Extent of construction inconvenience	2.49	2.43	2.45	2.32	2.41
MDT responsiveness to customers	2.33	2.51	2.44	2.33	2.29

VIII. Other Issues MDT Should Address

Respondents were asked what other transportation issues should be addressed by MDT in an open-ended question format. The responses provided by at least five Montanans are listed in Table 19.

These responses should be viewed as a rough measure of the intensity of people's feelings about these issues. It should be noted that about half of all respondents chose not to respond to this open-ended question. This is not uncommon. Open-ended questions generally place more burden on respondents than do questions with specific response options.

Improving or increasing passenger rail service was the most commonly cited issue, followed by reducing speeding or increasing fines for speeding.

Of the top six responses in 2005, four were also in the top six in 2003. These were:

1. Widen U.S. Highway 93.
2. Provide more passenger rail service.
3. Lower speed limits.
4. Improve or add more rest areas.

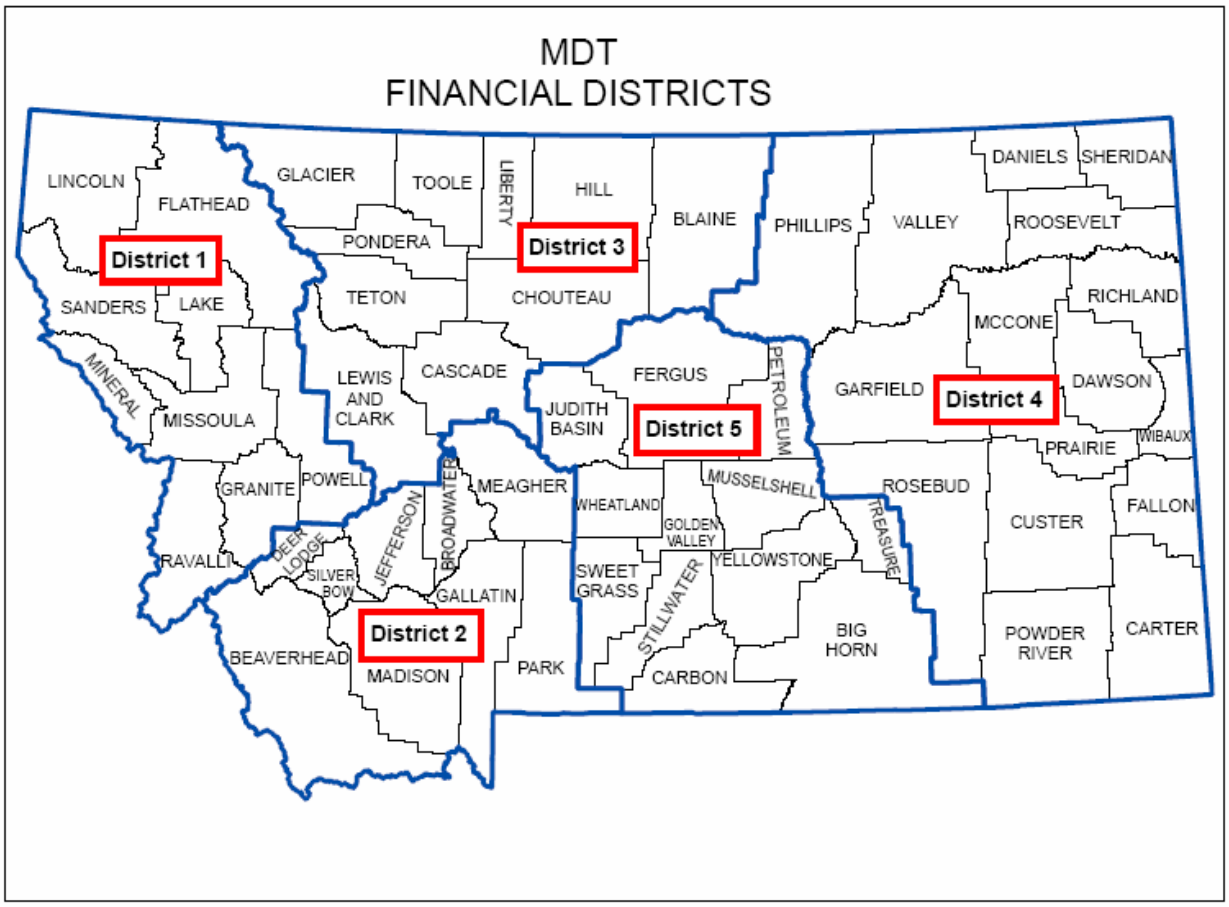
Two items were mentioned more prominently in 2005 than in previous years: The first was peoples' desire to have MDT plan more effectively to adapt the transportation system to population growth. The second was a call to increase the amount of or access to mass or public transportation. A complete list of these responses may be found in Appendix C.

Table 19
Other Transportation Issues MDT Should Address

Response	N
Improve/increase passenger rail service	25
Reduce speeding/increase speeding fines	22
Increase number/quality/access to rest stops	15
Improve county roads	13
Widen two-lane highways	13
Widen/improve Highway 93	12
Improve transportation planning for population growth	11
Increase mass/public transit	11
Fix major non-interstate highways	9
Fix roads in general	9
Improve driver courtesy	9
Improve/add bike paths	9
Widen/improve Highway 2	9
MDT doing a good job	8
Increase number of intercity buses	8
Reduce traffic congestion	8
Reduce drinking and driving	7
Fix potholes	6
Improve city streets	6
Improve dirt/back roads	6
Improve highway reflectors/lane markers	6
Improve safe operation of trucks	6
Increase number of MHP/other law enforcement	6
More/improved road signs	6
Improve safety of motorcycle use	5
Improve snow plowing/de-icing	5

Appendix A

Montana Department of Transportation
District Map


MDT
FINANCIAL DISTRICTS
LINCOLN
FLATHEAD
GLACIER
TOOLE
LIBERTY
HILL
BLAINE
PHILLIPS
VALLEY
DANIELS
SHERIDAN
ROOSEVELT
District 1
PONDERA
District 3
SANDERS
LAKE
TETON
CHOUTEAU
RICHLAND
MCCONE
MINERAL
LEWIS AND CLARK
CASCADE
FERGUS
PETROLEUM
GARFIELD
District 4
DAWSON
MISSOULA
JUDITH BASIN
District 5
PRAIRIE
WIBAUX
GRANITE
POWELL
BROADWATER
MEAGHER
WHEATLAND
MUSSELSHELL
ROSEBUD
FALLON
CUSTER
GOLDEN VALLEY
TREASURE
RAVALLI
DEER LODGE
SILVER BOW
JEFFERSON
GALLATIN
SWEET GRASS
YELLOWSTONE
STILLWATER
District 2
BEAVERHEAD
MADISON
PARK
CARBON
BIG HORN
POWDER RIVER
CARTER

TranPlan 21 | 2005 Telephone Survey

Volume II
Appendices B and C
Statewide Public Involvement Survey

State of Montana
Department of Transportation

Bureau of Business & Economic Research
University of Montana–Missoula

TranPlan 21

2005 Telephone Survey

Volume II
Appendices B and C

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University of Montana – Missoula
Bureau of Business and Economic Research

Montana Department of Transportation
Rail, Transit and Planning Division
Multimodal Planning Bureau

Table of Contents

2005 Telephone Survey Questionnaire

Hello, my name is _____ and I am calling from the University of Montana in Missoula. We are doing a survey on transportation issues in Montana for the Montana Department of Transportation.

First, though, I need to be sure I have dialed the right number. Is this 999-9999?

In order to do the survey, I have to follow a specific selection procedure. For this survey only persons aged 18 and older are to be interviewed. So of all the people living in your household, including yourself, how many are 18 years of age and older? ENTER NUMBER

And how many of these persons are female? ENTER NUMBER

According to the selection procedure, I need to interview _____. Is he/she available? Or is that you?

IF ARE NOT AVAILABLE, MAKE APPOINTMENT.

READ THE FOLLOWING CONFIDENTIALITY STATEMENT TO ALL RESPONDENTS:

Before we start, I want to assure you that this interview is completely confidential and voluntary. If we should come to a question you don't want to answer, just let me know and we'll go on to the next question. This interview will take about 15 minutes.

D1. How old were you on your last birthday? (IF LESS THAN 18 YEARS OLD, EXIT INTERVIEW.)

D2. How many years total have you lived in Montana? ENTER NUMBER.

T1. First, I am going to name several different parts of the transportation system in Montana. Please tell me how satisfied you are with the physical condition of the following items using a scale of 1 to 10 where 1 is very unsatisfied and 10 is very satisfied, or you're just not sure. (*"Don't know" and "not applicable" are legitimate responses.*)

a. Interstate highways
b. Other major highways
c. City streets
d. Airports
e. Bicycle pathways
f. Pedestrian walkways
g. Rest areas
h. Bus depots

T2. Also, for each of the parts of the transportation system just mentioned, please indicate whether you think there is a need for additional facilities, equipment, or services by responding with yes, no, or not sure.

a. Interstate highways
b. Other major highways
c. City streets
d. Airports
e. Bicycle pathways
f. Pedestrian walkways
g. Rest areas
h. Bus depots

T3. Using the same 1-to-10 scale, how satisfied are you with the availability of service for each of the following?

a. Buses between cities
b. Taxis
c. Local bus or van service
d. Air transportation to destinations within Montana
e. Air transportation to destinations outside Montana
f. Passenger rail
g. Freight rail
h. Transit for the elderly or disabled

T4. Again, using the same 1-to-10 scale, how satisfied are you with the OVERALL transportation system in Montana?

T5. Next, I am going to list several areas that could be considered as possible problems with transportation in Montana. For each item I name, please tell me if you think it is:

1. Not a problem
2. Small problem
3. Moderate problem
4. Serious problem
5. Don't know

a. Traffic congestion
b. Air quality impacts from highway maintenance (i.e., excessive dust caused by winter sanding materials)
c. Vehicle damage from highway construction and maintenance
d. Too many driveways and approaches onto major highways
e. Vehicle carbon monoxide emissions
f. Timely resolution to safety issues
g. Number and condition of rest areas
h. Debris on roadways
i. Number of vehicles with only one occupant
j. Adequate road signs

T6. Now I will list actions that could be taken to improve the transportation system in Montana. Please tell me if you think the Department of Transportation should assign the following to each item: READ RESPONSE OPTIONS.

1. Very Low Priority
2. Somewhat Low Priority
3. Medium priority
4. Somewhat High Priority
5. Very High Priority
6. Don't know

a. Improving the physical condition of the interstates and major highways
b. Improving the physical condition of other roads and streets
c. Ensuring adequate pedestrian facilities (i.e., sidewalks, footpaths, crossings)
d. Attempting to reduce single-occupancy vehicle use
e. Ensuring adequate bicycle facilities
f. Supporting efforts to increase the availability of scheduled airline service
g. Promoting the use of local transit systems, like buses or vans
h. Reducing the air quality impacts of roadway use
i. Improving transportation safety
j. Supporting efforts to preserve existing passenger rail service
k. Keeping current with new and innovative transportation technologies
l. Regulating the number of highway approaches and driveways to preserve transportation corridors
m. Reducing traffic congestion by increasing the capacity of the highway system
n. Improving the physical condition of bus depots
o. Improving rest areas (i.e., maintenance, more facilities)
p. Keeping the public informed about transportation issues

T7. Are there any other transportation-related issues that you think need to be addressed by the Montana Department of Transportation? ENTER VERBATIM.

PART II.
SPECIAL INTERESTS

S1. How much have you seen, read, or heard about the Montana Department of Transportation and its activities? READ RESPONSE OPTIONS.

Nothing at all..... 1
Not much..... 2
Some 3
A lot 4
Don't know..... 8

S2. How interested are you in the Montana Department of Transportation or any of its activities? Are you: READ RESPONSE OPTIONS.

Not at all interested..... 1
Not very interested 2
Somewhat interested 3
Very interested..... 4
Don't know..... 8

S3. Informing customers about MDT and its activities is a high priority to the Department. Listed below are some of the practices that can be used for public notification and information sharing. Please indicate whether or not you are aware of MDT using these practices.

		Yes	No
a.	Construction project public meetings	1	0
b.	Newspaper advertisements for public meetings	1	0
c.	Press releases to all media	1	0
d.	Special mailings	1	0
e.	Public service announcements or radio, TV, and billboards	1	0
f.	MDT Internet Web site	1	0
g.	Newspaper articles	1	0
h.	Radio updates of current projects in area	1	0
i.	Weekly meetings for construction projects in urban areas	1	0

S4. Are there other ways of public notification that you would like MDT to use? ENTER VERBATIM.

S5. How often have you, yourself, interacted with Montana Department of Transportation employees over the last year, that is, since June 20, 2004?

Not at all 0
A few times 1
About once a month 2
Two to three times a month 3
About once a week 4
More than once a week 5
Don't know 8

S6. Please indicate your priority for the following actions that could be taken by MDT to improve the function of Montana's roadways. Please assign the following to each effort: READ RESPONSE OPTIONS.

1. Very low priority
2. Somewhat low priority
3. Medium priority
4. Somewhat high priority
5. Very high priority

a. More illumination (lighting) of roadways
b. More directional/informational signs (i.e., stop signs, speed limit, route markers)
c. More pavement markings (i.e., shoulder lines, lane arrows)
d. Wider roadways
e. More guardrails and crash cushions
f. More traffic signals and left-turn bays
g. Increase shoulder widths to accommodate bicyclists

S7. Do you have any other suggestions for ways MDT can improve the function of Montana's roadways? ENTER VERBATIM.

The next few questions ask you to grade the Montana Department of Transportation in general areas using the A through F scale, where A is excellent, B is very good, C is average, D is poor, and F is failing.

G1. How would you grade MDT's overall performance during the past year, since June 2004? READ RESPONSE OPTIONS.

A ..... 4 ..... SKIP TO G2
B ..... 3 ..... SKIP TO G2
C ..... 2 ..... SKIP TO G2
D ..... 1 ..... GO TO G1a
F ..... 0 ..... GO TO G1a
Don't know ..... 8 ..... SKIP TO G2
Refused ..... 9 ..... SKIP TO G2

G1a. What could MDT do to improve? ENTER ANSWER VERBATIM.

G2. What grade would you give MDT on the quality of service it provides? READ RESPONSE OPTIONS.

A ..... 4 ..... SKIP TO G3
B ..... 3 ..... SKIP TO G3
C ..... 2 ..... SKIP TO G3
D ..... 1 ..... GO TO G2a
F ..... 0 ..... GO TO G2a
Don't know ..... 8 ..... SKIP TO G3
Refused ..... 9 ..... SKIP TO G3

G2a. What could MDT do to improve? ENTER ANSWER VERBATIM.

G3. Overall, how would you grade the current quality of service provided by MDT compared with the quality of service five years ago, in 2000? READ RESPONSE OPTIONS.

A	4	SKIP TO G4
B	3	SKIP TO G4
C	2	SKIP TO G4
D	1	GO TO G3a
F	0	GO TO G3a
Don't know	8	SKIP TO G4
Refused	9	SKIP TO G4

G3a. What could MDT do to improve? ENTER ANSWER VERBATIM.

G4. What grade would you give MDT on overall quality of planning to meet statewide transportation needs? READ RESPONSE OPTIONS.

A	4	SKIP TO G5
B	3	SKIP TO G5
C	2	SKIP TO G5
D	1	GO TO G4a
F	0	GO TO G4a
Don't know	8	SKIP TO G5
Refused	9	SKIP TO G5

G4a. What could MDT do to improve? ENTER ANSWER VERBATIM.

G5. What grade would you give Montana Department of Transportation for <u>its responsiveness</u> to customer ideas and concerns? READ RESPONSE OPTIONS.

A	5	SKIP TO G6
B	4	SKIP TO G6
C	3	SKIP TO G6
D	2	GO TO G5a
F	1	GO TO G5a
Don't know	8	SKIP TO G6
Refused	9	SKIP TO G6

G5a. What could MDT do to improve? ENTER ANSWER VERBATIM.

G6. What grade would you give MDT on its efforts to keep customers fully informed of all relevant information and upcoming decisions related to the transportation system? READ RESPONSE OPTIONS.

A	5	SKIP TO G7
B	4	SKIP TO G7
C	3	SKIP TO G7
D	2	GO TO G6a
F	1	GO TO G6a
Don't know	8	SKIP TO G7
Refused	9	SKIP TO G7

G6a. What could MDT do to improve? ENTER ANSWER VERBATIM.

G7. What grade would you give MDT on the extent of inconvenience caused by construction or maintenance projects? READ RESPONSE OPTIONS.

A	5	SKIP TO G8
B	4	SKIP TO G8
C	3	SKIP TO G8
D	2	GO TO G7a
F	1	GO TO G7a
Don't know	8	SKIP TO G8
Refused	9	SKIP TO G8

G7a. What could MDT do to improve? ENTER ANSWER VERBATIM.

G8. What grade would you give MDT on its overall highway maintenance and repair?

A	5	SKIP TO G9
B	4	SKIP TO G9
C	3	SKIP TO G9
D	2	GO TO G8a
F	1	GO TO G8a
Don't know	8	SKIP TO G9
Refused	9	SKIP TO G9

G8a. What could MDT do to improve? ENTER ANSWER VERBATIM.

G9. Overall, what grade would you give MDT on the convenience of travel through construction zones?

A	5	Skip to G10
B	4	Skip to G10
C	3	Skip to G10
D	2	Go to G9a
F	1	Go to G9a
Don't know	8	Skip to G10
Refused	9	Skip to G10

G9a. What could MDT do to improve? Enter answer verbatim.

G10. What grade would you give MDT on its public notification process about construction projects in your area?

A	5	Skip to G11
B	4	Skip to G11
C	3	Skip to G11
D	2	Go to G10a
F	1	Go to G10a
Don't know	8	Skip to G11
Refused	9	Skip to G11

G10a. What could MDT do to improve? Enter answer verbatim.

G11. Any comments or suggestions on MDT's customer service?

EDUCATION: What is the highest level of education you attained? CODE HIGHEST DEGREE RECEIVED.

1 Less than high school
2 High school diploma or equivalency
3 Associate, two-year, junior college
4 Bachelor's degree
5 Master's degree
6 Doctorate
7 Professional (MD, JD, DDS, etc.)
8 Don't know
9 Refused

RACE 1: Are you Mexican, Puerto Rican, Cuban, or another Hispanic or Latino group?

No	0
Yes	1
UNSURE/DK (DNR)	8
REFUSED (DNR)	9

RACE 2: Now choose one or more races yourself. Which race or races do you consider yourself to be? (READ EACH LIST IF NECESSARY) (PROMPT IF HISPANIC/LATINO: In addition the being Hispanic, what race . . .)

A. White	1
B. American Indian or Tribal or Alaska Native	2
C. Black/ African-American	3
D. Asian or Pacific Islander	4
E. Other race (SPECIFY)	5

INCOME: I am going to read you a list of income categories. Which category represents your household's income for the year 2004? (READ LIST, DO NOT ROTATE.) Was your TOTAL HOUSEHOLD INCOME for 2004 . . . ?

8 .... 100 thousand dollars or more?
7 .... Between 75 and 100 thousand dollars
6 ... Between 50 and 75 thousand
5 .... Between 35 and 50 thousand
4 .... Between 20 and 35 thousand
3 .... Between 15 and 20 thousand
2 .... Between 10 and 15 thousand
1 .... Under 10 thousand dollars
8 ... Do not know
9 .... Refused

Thank you for your time and input!

Appendix B

Question Response Tables

T1. **First, I am going to name several different parts of the transportation system in Montana. Please tell me how satisfied you are with the physical condition of the following items using a scale of 1 to 10 where 1 is very unsatisfied and 10 is very satisfied, or you're just not sure.**

a. Interstate highways

		Interstate Highways Physical Condition	
		Mean	**Count**
Sex of Respondent	Total	7.37	954
	Male	7.35	450
	Female	7.38	504
Age	18 - 29	7.31	134
	30 - 44	7.24	226
	45 - 59	7.41	303
	60 +	7.45	291
MDT Districts	District 1	7.21	293
	District 2	7.40	176
	District 3	7.37	205
	District 4	7.64	74
	District 5	7.47	206
2004 Household Income	75k +	7.49	156
	50k - 74k	7.57	173
	35k - 49k	7.27	136
	20k - 34k	7.58	155
	< 20k	7.12	179
Educational Attainment	No HS equivalent	7.06	41
	HS grad or GED	7.24	383
	Some post HS	7.17	202
	College graduate	7.76	303
Race of Respondent	White	7.44	853
	American Indian	6.34	56

T1-b. Other major highways

		Other Major Highways Physical Condition	
		Mean	**Count**
Sex of Respondent	Total	6.32	954
	Male	6.35	450
	Female	6.28	504
Age	18 - 29	6.71	134
	30 - 44	6.41	226
	45 - 59	6.30	303
	60 +	6.06	291
MDT Districts	District 1	6.32	293
	District 2	6.55	176
	District 3	6.27	205
	District 4	5.85	74
	District 5	6.34	206
2004 Household Income	75k +	6.26	156
	50k - 74k	6.55	173
	35k - 49k	6.50	136
	20k - 34k	6.50	155
	< 20k	6.18	179
Educational Attainment	No HS equivalent	6.30	41
	HS grad or GED	6.27	383
	Some post HS	6.12	202
	College graduate	6.55	303
Race of Respondent	White	6.33	853
	American Indian	6.35	56

T1-c. City streets

		City Streets Physical Condition	
		Mean	Count
Sex of Respondent	Total	5.24	954
	Male	5.23	450
	Female	5.26	504
Age	18 - 29	5.51	134
	30 - 44	5.33	226
	45 - 59	5.08	303
	60 +	5.22	291
MDT Districts	District 1	5.30	293
	District 2	4.84	176
	District 3	5.39	205
	District 4	5.58	74
	District 5	5.25	206
2004 Household Income	75k +	5.41	156
	50k - 74k	5.53	173
	35k - 49k	5.15	136
	20k - 34k	5.37	155
	< 20k	4.94	179
Educational Attainment	No HS equivalent	5.38	41
	HS grad or GED	4.89	383
	Some post HS	5.35	202
	College graduate	5.63	303
Race of Respondent	White	5.26	853
	American Indian	4.98	56

T1-d. Airports

		Airports Physical Condition	
		Mean	**Count**
Sex of Respondent	Total	7.84	954
	Male	7.74	450
	Female	7.93	504
Age	18 - 29	7.70	134
	30 - 44	7.68	226
	45 - 59	7.86	303
	60 +	8.01	291
MDT Districts	District 1	7.84	293
	District 2	8.12	176
	District 3	7.84	205
	District 4	7.15	74
	District 5	7.78	206
2004 Household Income	75k +	7.85	156
	50k - 74k	7.83	173
	35k - 49k	7.87	136
	20k - 34k	8.08	155
	< 20k	7.75	179
Educational Attainment	No HS equivalent	8.67	41
	HS grad or GED	7.68	383
	Some post HS	7.79	202
	College graduate	7.96	303
Race of Respondent	White	7.90	853
	American Indian	7.22	56

T1-e. Bicycle pathways

		Bicycle Pathways Physical Condition	
		Mean	Count
Sex of Respondent	Total	6.44	954
	Male	6.25	450
	Female	6.62	504
Age	18 - 29	7.04	134
	30 - 44	6.41	226
	45 - 59	6.17	303
	60 +	6.43	291
MDT Districts	District 1	6.62	293
	District 2	6.04	176
	District 3	6.38	205
	District 4	5.88	74
	District 5	6.73	206
2004 Household Income	75k +	6.43	156
	50k - 74k	6.27	173
	35k - 49k	7.04	136
	20k - 34k	6.75	155
	< 20k	6.29	179
Educational Attainment	No HS equivalent	6.42	41
	HS grad or GED	6.58	383
	Some post HS	6.29	202
	College graduate	6.38	303
Race of Respondent	White	6.44	853
	American Indian	6.29	56

T1-f. Pedestrian walkways

		Pedestrian Walkways Physical Condition	
		Mean	Count
Sex of Respondent	Total	6.42	954
	Male	6.40	450
	Female	6.44	504
Age	18 - 29	6.75	134
	30 - 44	6.42	226
	45 - 59	6.27	303
	60 +	6.41	291
MDT Districts	District 1	6.44	293
	District 2	6.52	176
	District 3	6.42	205
	District 4	5.81	74
	District 5	6.49	206
2004 Household Income	75k +	6.34	156
	50k - 74k	6.40	173
	35k - 49k	6.58	136
	20k - 34k	6.72	155
	< 20k	6.34	179
Educational Attainment	No HS equivalent	6.88	41
	HS grad or GED	6.50	383
	Some post HS	6.41	202
	College graduate	6.25	303
Race of Respondent	White	6.42	853
	American Indian	6.41	56

T1-g. Rest areas

		Rest Areas Physical Condition	
		Mean	Count
Sex of Respondent	Total	6.41	954
	Male	6.34	450
	Female	6.48	504
Age	18 - 29	6.75	134
	30 - 44	6.67	226
	45 - 59	6.19	303
	60 +	6.30	291
MDT Districts	District 1	6.66	293
	District 2	6.65	176
	District 3	5.85	205
	District 4	6.19	74
	District 5	6.54	206
2004 Household Income	75k +	6.69	156
	50k - 74k	6.38	173
	35k - 49k	5.90	136
	20k - 34k	6.53	155
	< 20k	6.54	179
Educational Attainment	No HS equivalent	6.55	41
	HS grad or GED	6.58	383
	Some post HS	5.81	202
	College graduate	6.52	303
Race of Respondent	White	6.46	853
	American Indian	6.04	56

T1-h. Bus depots

		Bus Depots Physical Condition	
		Mean	Count
Sex of Respondent	Total	5.11	954
	Male	5.16	450
	Female	5.07	504
Age	18 - 29	6.40	134
	30 - 44	5.50	226
	45 - 59	4.70	303
	60 +	4.66	291
MDT Districts	District 1	5.71	293
	District 2	5.22	176
	District 3	4.98	205
	District 4	3.63	74
	District 5	4.74	206
2004 Household Income	75k +	4.93	156
	50k - 74k	5.39	173
	35k - 49k	5.24	136
	20k - 34k	5.25	155
	< 20k	5.30	179
Educational Attainment	No HS equivalent	5.68	41
	HS grad or GED	5.16	383
	Some post HS	4.67	202
	College graduate	5.34	303
Race of Respondent	White	5.15	853
	American Indian	5.16	56

T2. Also, for each of the parts of the transportation system just mentioned, please indicate whether you think there is a need for additional facilities, equipment, or services by responding with yes, no, or not sure.

a. Interstate highways

		Need for Additional Facilities for Interstate Highways			
		No	Yes	Don't Know	Total
		Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	40.3%	47.7%	12.0%	953
	Male	42.7%	49.8%	7.6%	450
	Female	38.2%	45.9%	15.9%	503
Age	18 - 29	46.6%	42.9%	10.5%	133
	30 - 44	45.1%	42.9%	11.9%	226
	45 - 59	38.0%	52.8%	9.2%	303
	60 +	36.1%	48.5%	15.5%	291
MDT Districts	District 1	44.0%	42.3%	13.7%	293
	District 2	44.9%	39.8%	15.3%	176
	District 3	32.2%	60.5%	7.3%	205
	District 4	47.9%	39.7%	12.3%	73
	District 5	36.4%	52.4%	11.2%	206
2004 Household Income	75k +	43.9%	48.4%	7.7%	155
	50k - 74k	38.7%	47.4%	13.9%	173
	35k - 49k	44.1%	45.6%	10.3%	136
	20k - 34k	41.9%	48.4%	9.7%	155
	< 20k	36.3%	48.6%	15.1%	179
Educational Attainment	No HS equivalent	24.4%	53.7%	22.0%	41
	HS grad or GED	41.3%	46.2%	12.5%	383
	Some post HS	33.3%	53.2%	13.4%	201
	College graduate	46.5%	45.2%	8.3%	303
Race of Respondent	White	41.0%	47.1%	12.0%	852
	American Indian	28.6%	60.7%	10.7%	56

T2-b. Other major highways

		Need for Additional Facilities for Other Major Highways			
		No	Yes	Don't Know	Total
		Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	30.0%	58.6%	11.4%	950
	Male	30.1%	64.1%	5.8%	448
	Female	29.9%	53.8%	16.3%	502
Age	18 - 29	39.1%	51.9%	9.0%	133
	30 - 44	31.1%	57.8%	11.1%	225
	45 - 59	30.1%	60.9%	8.9%	302
	60 +	24.8%	60.0%	15.2%	290
MDT Districts	District 1	30.2%	56.4%	13.4%	291
	District 2	30.7%	54.5%	14.8%	176
	District 3	27.8%	63.9%	8.3%	205
	District 4	30.6%	58.3%	11.1%	72
	District 5	31.1%	60.2%	8.7%	206
2004 Household Income	75k +	30.8%	62.2%	7.1%	156
	50k - 74k	32.4%	57.8%	9.8%	173
	35k - 49k	28.4%	60.4%	11.2%	134
	20k - 34k	29.7%	56.8%	13.5%	155
	< 20k	31.3%	54.7%	14.0%	179
Educational Attainment	No HS equivalent	29.3%	48.8%	22.0%	41
	HS grad or GED	32.4%	55.0%	12.6%	380
	Some post HS	23.9%	62.7%	13.4%	201
	College graduate	32.3%	61.4%	6.3%	303
Race of Respondent	White	30.1%	58.6%	11.3%	850
	American Indian	28.6%	60.7%	10.7%	56

T2-c. City streets

		Need for Additional Facilities for City Streets			
		No	Yes	Don't Know	Total
		Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	25.6%	67.9%	6.5%	952
	Male	23.6%	70.7%	5.8%	450
	Female	27.5%	65.3%	7.2%	502
Age	18 - 29	33.6%	62.7%	3.7%	134
	30 - 44	22.1%	71.2%	6.6%	226
	45 - 59	27.2%	66.2%	6.6%	302
	60 +	23.1%	69.3%	7.6%	290
MDT Districts	District 1	26.4%	66.8%	6.8%	292
	District 2	20.5%	75.0%	4.5%	176
	District 3	26.3%	67.8%	5.9%	205
	District 4	32.4%	58.1%	9.5%	74
	District 5	25.9%	66.8%	7.3%	205
2004 Household Income	75k +	28.2%	66.0%	5.8%	156
	50k - 74k	28.3%	62.4%	9.2%	173
	35k - 49k	27.2%	66.2%	6.6%	136
	20k - 34k	26.5%	69.7%	3.9%	155
	< 20k	20.7%	74.9%	4.5%	179
Educational Attainment	No HS equivalent	34.1%	53.7%	12.2%	41
	HS grad or GED	24.9%	68.1%	7.1%	382
	Some post HS	24.8%	68.3%	6.9%	202
	College graduate	26.8%	68.9%	4.3%	302
Race of Respondent	White	26.4%	67.1%	6.5%	851
	American Indian	17.9%	76.8%	5.4%	56

T2-d. Airports

		Need for Additional Facilities for Airports			
		No	Yes	Don't Know	Total
		Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	50.0%	24.7%	25.3%	952
	Male	51.0%	24.5%	24.5%	449
	Female	49.1%	24.9%	26.0%	503
Age	18 - 29	51.5%	22.4%	26.1%	134
	30 - 44	49.8%	25.3%	24.9%	225
	45 - 59	51.0%	24.8%	24.2%	302
	60 +	48.5%	25.1%	26.5%	291
MDT Districts	District 1	54.3%	22.2%	23.5%	293
	District 2	56.6%	19.4%	24.0%	175
	District 3	51.5%	29.9%	18.6%	204
	District 4	29.7%	32.4%	37.8%	74
	District 5	44.2%	24.8%	31.1%	206
2004 Household Income	75k +	57.7%	29.5%	12.8%	156
	50k - 74k	56.1%	20.8%	23.1%	173
	35k - 49k	53.3%	23.7%	23.0%	135
	20k - 34k	47.1%	27.7%	25.2%	155
	< 20k	43.6%	20.7%	35.8%	179
Educational Attainment	No HS equivalent	52.5%	12.5%	35.0%	40
	HS grad or GED	44.1%	23.8%	32.1%	383
	Some post HS	48.3%	25.9%	25.9%	201
	College graduate	59.7%	26.4%	13.9%	303
Race of Respondent	White	50.8%	24.6%	24.7%	851
	American Indian	39.3%	30.4%	30.4%	56

T2-e. Bicycle pathways

		Need for Additional Facilities for Bicycle Pathways			
		No	Yes	Don't Know	Total
		Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	29.6%	40.5%	29.9%	950
	Male	30.7%	43.7%	25.6%	449
	Female	28.5%	37.7%	33.7%	501
Age	18 - 29	43.9%	37.1%	18.9%	132
	30 - 44	28.0%	47.6%	24.4%	225
	45 - 59	27.4%	43.2%	29.4%	303
	60 +	26.6%	33.8%	39.7%	290
MDT Districts	District 1	32.8%	45.1%	22.2%	293
	District 2	27.0%	42.0%	31.0%	174
	District 3	31.2%	39.5%	29.3%	205
	District 4	28.8%	32.9%	38.4%	73
	District 5	25.9%	36.6%	37.6%	205
2004 Household Income	75k +	25.2%	49.0%	25.8%	155
	50k - 74k	34.9%	40.1%	25.0%	172
	35k - 49k	29.4%	34.6%	36.0%	136
	20k - 34k	31.6%	41.3%	27.1%	155
	< 20k	28.8%	41.8%	29.4%	177
Educational Attainment	No HS equivalent	31.7%	41.5%	26.8%	41
	HS grad or GED	29.9%	34.9%	35.2%	381
	Some post HS	30.7%	40.1%	29.2%	202
	College graduate	28.6%	48.2%	23.3%	301
Race of Respondent	White	29.9%	39.6%	30.5%	849
	American Indian	32.1%	50.0%	17.9%	56

T2-f. Pedestrian walkways

		Need for Additional Facilities for Pedestrian Walkways			
		No	Yes	Don't Know	Total
		Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	34.9%	48.8%	16.2%	950
	Male	35.5%	49.8%	14.7%	448
	Female	34.5%	48.0%	17.5%	502
Age	18 - 29	48.5%	44.8%	6.7%	134
	30 - 44	30.7%	53.8%	15.6%	225
	45 - 59	33.9%	52.8%	13.3%	301
	60 +	33.1%	42.8%	24.1%	290
MDT Districts	District 1	35.8%	50.2%	14.0%	293
	District 2	34.1%	48.3%	17.6%	176
	District 3	39.9%	47.8%	12.3%	203
	District 4	31.5%	45.2%	23.3%	73
	District 5	30.7%	49.8%	19.5%	205
2004 Household Income	75k +	35.9%	49.4%	14.7%	156
	50k - 74k	42.7%	44.4%	12.9%	171
	35k - 49k	30.9%	48.5%	20.6%	136
	20k - 34k	33.1%	52.6%	14.3%	154
	< 20k	34.6%	50.8%	14.5%	179
Educational Attainment	No HS equivalent	41.5%	43.9%	14.6%	41
	HS grad or GED	35.1%	45.0%	19.9%	382
	Some post HS	34.0%	49.0%	17.0%	200
	College graduate	34.1%	55.3%	10.6%	302
Race of Respondent	White	35.2%	47.9%	16.8%	849
	American Indian	33.9%	62.5%	3.6%	56

T2-g. Rest areas

		Need for Additional Facilities for Rest Areas			
		No	Yes	Don't Know	Total
		Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	32.0%	54.1%	13.9%	952
	Male	31.0%	57.0%	12.0%	449
	Female	33.0%	51.5%	15.5%	503
Age	18 - 29	42.5%	44.0%	13.4%	134
	30 - 44	33.3%	54.7%	12.0%	225
	45 - 59	28.1%	60.3%	11.6%	302
	60 +	30.2%	51.9%	17.9%	291
MDT Districts	District 1	38.2%	45.7%	16.0%	293
	District 2	32.4%	51.1%	16.5%	176
	District 3	22.2%	69.5%	8.4%	203
	District 4	35.1%	52.7%	12.2%	74
	District 5	31.6%	53.9%	14.6%	206
2004 Household Income	75k +	34.0%	57.1%	9.0%	156
	50k - 74k	34.1%	53.2%	12.7%	173
	35k - 49k	32.4%	58.1%	9.6%	136
	20k - 34k	33.1%	53.2%	13.6%	154
	< 20k	27.4%	54.2%	18.4%	179
Educational Attainment	No HS equivalent	39.0%	51.2%	9.8%	41
	HS grad or GED	35.1%	53.1%	11.8%	382
	Some post HS	24.8%	57.4%	17.8%	202
	College graduate	33.4%	53.0%	13.6%	302
Race of Respondent	White	32.7%	53.5%	13.9%	851
	American Indian	30.4%	58.9%	10.7%	56

T2-h. Bus depots

		Need for Additional Facilities for Bus Depots			
		No	Yes	Don't Know	Total
		Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	18.7%	33.5%	47.8%	942
	Male	21.0%	31.0%	48.0%	448
	Female	16.6%	35.8%	47.6%	494
Age	18 - 29	30.0%	26.2%	43.8%	130
	30 - 44	22.0%	37.7%	40.4%	223
	45 - 59	17.1%	32.8%	50.2%	299
	60 +	12.8%	34.5%	52.8%	290
MDT Districts	District 1	26.1%	30.2%	43.6%	291
	District 2	16.8%	35.3%	48.0%	173
	District 3	14.9%	35.1%	50.0%	202
	District 4	12.3%	35.6%	52.1%	73
	District 5	15.8%	34.5%	49.8%	203
2004 Household Income	75k +	21.4%	24.7%	53.9%	154
	50k - 74k	21.6%	24.6%	53.8%	171
	35k - 49k	18.8%	33.1%	48.1%	133
	20k - 34k	16.2%	39.6%	44.2%	154
	< 20k	18.5%	44.4%	37.1%	178
Educational Attainment	No HS equivalent	19.5%	39.0%	41.5%	41
	HS grad or GED	18.1%	32.8%	49.1%	381
	Some post HS	20.6%	35.7%	43.7%	199
	College graduate	18.6%	31.1%	50.3%	296
Race of Respondent	White	18.6%	31.9%	49.4%	842
	American Indian	19.6%	50.0%	30.4%	56

T3. Using the same 1-to-10 scale, how satisfied are you with the availability of service for each of the following?

a. Buses between cities

		How Satisfied With Service Availability for Buses Between Cities	
		Mean	**Count**
Sex of Respondent	Total	4.62	954
	Male	4.76	450
	Female	4.50	504
Age	18 - 29	5.61	134
	30 - 44	4.85	226
	45 - 59	4.35	303
	60 +	4.28	291
MDT Districts	District 1	4.97	293
	District 2	4.80	176
	District 3	4.17	205
	District 4	3.14	74
	District 5	5.13	206
2004 Household Income	75k +	5.14	156
	50k - 74k	4.72	173
	35k - 49k	3.79	136
	20k - 34k	4.89	155
	< 20k	4.88	179
Educational Attainment	No HS equivalent	5.77	41
	HS grad or GED	4.75	383
	Some post HS	4.55	202
	College graduate	4.40	303
Race of Respondent	White	4.61	853
	American Indian	4.54	56

T3-b. Taxis

		How Satisfied With Service Availability for Taxis	
		Mean	Count
Sex of Respondent	Total	4.60	954
	Male	4.53	450
	Female	4.68	504
Age	18 - 29	4.69	134
	30 - 44	4.42	226
	45 - 59	4.62	303
	60 +	4.70	291
MDT Districts	District 1	4.46	293
	District 2	4.69	176
	District 3	4.67	205
	District 4	3.53	74
	District 5	5.15	206
2004 Household Income	75k +	4.51	156
	50k - 74k	4.35	173
	35k - 49k	4.30	136
	20k - 34k	5.16	155
	< 20k	4.84	179
Educational Attainment	No HS equivalent	5.77	41
	HS grad or GED	4.53	383
	Some post HS	4.66	202
	College graduate	4.50	303
Race of Respondent	White	4.60	853
	American Indian	4.53	56

T3-c. Local bus or van service

		How Satisfied With Service Availability for Local Buses or Vans	
		Mean	Count
Sex of Respondent	Total	5.39	954
	Male	5.51	450
	Female	5.28	504
Age	18 - 29	5.87	134
	30 - 44	5.54	226
	45 - 59	5.07	303
	60 +	5.38	291
MDT Districts	District 1	5.52	293
	District 2	5.22	176
	District 3	5.30	205
	District 4	3.94	74
	District 5	6.09	206
2004 Household Income	75k +	5.66	156
	50k - 74k	5.06	173
	35k - 49k	5.29	136
	20k - 34k	5.32	155
	< 20k	5.76	179
Educational Attainment	No HS equivalent	6.56	41
	HS grad or GED	5.14	383
	Some post HS	5.57	202
	College graduate	5.40	303
Race of Respondent	White	5.33	853
	American Indian	5.44	56

T3-d. Air transportation to destinations within Montana

		How Satisfied With Service Availability for Air Transportation to Destinations Within Montana	
		Mean	Count
Sex of Respondent	Total	5.58	954
	Male	5.47	450
	Female	5.68	504
Age	18 - 29	6.05	134
	30 - 44	5.59	226
	45 - 59	5.49	303
	60 +	5.46	291
MDT Districts	District 1	5.61	293
	District 2	5.53	176
	District 3	5.14	205
	District 4	5.34	74
	District 5	6.11	206
2004 Household Income	75k +	5.40	156
	50k - 74k	5.49	173
	35k - 49k	5.25	136
	20k - 34k	5.69	155
	< 20k	6.07	179
Educational Attainment	No HS equivalent	6.00	41
	HS grad or GED	5.86	383
	Some post HS	5.33	202
	College graduate	5.32	303
Race of Respondent	White	5.56	853
	American Indian	5.53	56

T3-e. Air transportation to destinations outside Montana

		How Satisfied With Service Availability for Air Transportation to Destinations Outside Montana	
		Mean	Count
Sex of Respondent	Total	6.31	954
	Male	6.33	450
	Female	6.30	504
Age	18 - 29	6.72	134
	30 - 44	6.38	226
	45 - 59	5.95	303
	60 +	6.46	291
MDT Districts	District 1	6.35	293
	District 2	6.95	176
	District 3	5.54	205
	District 4	6.13	74
	District 5	6.58	206
2004 Household Income	75k +	5.88	156
	50k - 74k	6.38	173
	35k - 49k	6.22	136
	20k - 34k	6.18	155
	< 20k	6.87	179
Educational Attainment	No HS equivalent	6.76	41
	HS grad or GED	6.46	383
	Some post HS	6.14	202
	College graduate	6.21	303
Race of Respondent	White	6.31	853
	American Indian	6.34	56

T3-f. Passenger rail

		How Satisfied With Service Availability for Passenger Rail	
		Mean	Count
Sex of Respondent	Total	4.50	954
	Male	4.38	450
	Female	4.63	504
Age	18 - 29	5.88	134
	30 - 44	4.33	226
	45 - 59	4.04	303
	60 +	4.62	291
MDT Districts	District 1	5.31	293
	District 2	3.40	176
	District 3	4.78	205
	District 4	4.92	74
	District 5	3.45	206
2004 Household Income	75k +	4.20	156
	50k - 74k	4.31	173
	35k - 49k	4.41	136
	20k - 34k	4.53	155
	< 20k	4.83	179
Educational Attainment	No HS equivalent	6.22	41
	HS grad or GED	4.53	383
	Some post HS	4.39	202
	College graduate	4.36	303
Race of Respondent	White	4.45	853
	American Indian	4.95	56

T3-g. Freight rail

		How Satisfied With Service Availability for Freight Rail	
		Mean	Count
Sex of Respondent	Total	5.83	954
	Male	5.82	450
	Female	5.84	504
Age	18 - 29	6.57	134
	30 - 44	5.91	226
	45 - 59	5.66	303
	60 +	5.67	291
MDT Districts	District 1	6.28	293
	District 2	5.71	176
	District 3	5.66	205
	District 4	4.98	74
	District 5	5.92	206
2004 Household Income	75k +	5.99	156
	50k - 74k	5.54	173
	35k - 49k	5.85	136
	20k - 34k	6.19	155
	< 20k	5.85	179
Educational Attainment	No HS equivalent	4.95	41
	HS grad or GED	5.98	383
	Some post HS	5.39	202
	College graduate	5.98	303
Race of Respondent	White	5.79	853
	American Indian	6.18	56

T3-h. Transit for the elderly or disabled

		How Satisfied With Service Availability for Transit for Elderly or Disabled	
		Mean	Count
Sex of Respondent	Total	5.92	954
	Male	5.93	450
	Female	5.90	504
Age	18 - 29	6.03	134
	30 - 44	5.97	226
	45 - 59	5.57	303
	60 +	6.19	291
MDT Districts	District 1	5.53	293
	District 2	6.47	176
	District 3	5.46	205
	District 4	5.92	74
	District 5	6.36	206
2004 Household Income	75k +	5.97	156
	50k - 74k	5.92	173
	35k - 49k	5.51	136
	20k - 34k	6.15	155
	< 20k	6.19	179
Educational Attainment	No HS equivalent	6.57	41
	HS grad or GED	5.89	383
	Some post HS	6.02	202
	College graduate	5.79	303
Race of Respondent	White	5.91	853
	American Indian	5.93	56

T4. Again, using the same 1 to 10 scale, how satisfied are you with the OVERALL transportation system in Montana?

		How Satisfied With Overall Transportation System	
		Mean	Count
Sex of Respondent	Total	6.37	954
	Male	6.48	450
	Female	6.28	504
Age	18 - 29	6.70	134
	30 - 44	6.41	226
	45 - 59	6.30	303
	60 +	6.27	291
MDT Districts	District 1	6.41	293
	District 2	6.48	176
	District 3	6.20	205
	District 4	5.95	74
	District 5	6.58	206
2004 Household Income	75k +	6.61	156
	50k - 74k	6.40	173
	35k - 49k	6.12	136
	20k - 34k	6.52	155
	< 20k	6.33	179
Educational Attainment	No HS equivalent	6.88	41
	HS grad or GED	6.35	383
	Some post HS	6.29	202
	College graduate	6.44	303
Race of Respondent	White	6.40	853
	American Indian	5.91	56

T5. Next, I am going to list several areas that could be considered as possible problems with transportation in Montana. For each item I name, please tell me if you think it is:

a. Traffic congestion

		Traffic Congestion					
		Not a Problem	Small Problem	Moderate Problem	Serious Problem	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	23.4%	19.0%	34.0%	21.9%	1.7%	953
	Male	21.8%	21.6%	35.4%	18.9%	2.2%	449
	Female	24.8%	16.7%	32.7%	24.6%	1.2%	504
Age	18 - 29	29.9%	23.9%	32.8%	11.9%	1.5%	134
	30 - 44	23.0%	21.2%	35.0%	19.5%	1.3%	226
	45 - 59	21.2%	19.2%	37.1%	21.5%	1.0%	302
	60 +	23.0%	14.8%	30.6%	28.9%	2.7%	291
MDT Districts	District 1	11.3%	16.7%	34.5%	35.8%	1.7%	293
	District 2	17.0%	19.3%	36.9%	24.4%	2.3%	176
	District 3	31.4%	21.1%	35.8%	10.3%	1.5%	204
	District 4	62.2%	14.9%	14.9%	6.8%	1.4%	74
	District 5	24.3%	21.4%	35.9%	17.0%	1.5%	206
2004 Household Income	75k +	23.1%	21.8%	31.4%	23.7%	.0%	156
	50k - 74k	22.0%	22.5%	30.6%	22.5%	2.3%	173
	35k - 49k	27.9%	19.1%	38.2%	14.0%	.7%	136
	20k - 34k	18.7%	21.9%	40.0%	18.1%	1.3%	155
	< 20k	24.6%	15.6%	28.5%	28.5%	2.8%	179
Educational Attainment	No HS equivalent	34.1%	12.2%	14.6%	26.8%	12.2%	41
	HS grad or GED	24.3%	18.6%	33.5%	22.3%	1.3%	382
	Some post HS	25.2%	19.8%	28.7%	24.3%	2.0%	202
	College graduate	20.5%	20.1%	41.3%	17.8%	.3%	303
Race of Respondent	White	23.1%	19.1%	34.7%	21.6%	1.4%	852
	American Indian	23.2%	19.6%	33.9%	17.9%	5.4%	56

T5-b. Air quality impacts from highway maintenance (i.e., excessive dust caused by winter sanding materials)

		Air Quality Impacts From Highway Maintenance					
		Not a Problem	Small Problem	Moderate Problem	Serious Problem	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	39.3%	22.2%	24.3%	6.0%	8.3%	952
	Male	42.4%	22.4%	23.8%	5.8%	5.6%	450
	Female	36.5%	21.9%	24.7%	6.2%	10.8%	502
Age	18 - 29	41.0%	23.9%	20.9%	8.2%	6.0%	134
	30 - 44	41.2%	23.9%	19.9%	7.1%	8.0%	226
	45 - 59	33.0%	24.4%	29.4%	5.0%	8.3%	303
	60 +	43.6%	17.6%	23.9%	5.2%	9.7%	289
MDT Districts	District 1	32.4%	21.5%	28.3%	10.2%	7.5%	293
	District 2	43.4%	21.7%	21.7%	3.4%	9.7%	175
	District 3	43.4%	22.9%	26.8%	2.0%	4.9%	205
	District 4	58.1%	20.3%	6.8%	5.4%	9.5%	74
	District 5	34.6%	23.4%	24.4%	6.3%	11.2%	205
2004 Household Income	75k +	39.7%	24.4%	25.0%	5.8%	5.1%	156
	50k - 74k	38.2%	24.9%	23.7%	4.0%	9.2%	173
	35k - 49k	43.4%	23.5%	17.6%	4.4%	11.0%	136
	20k - 34k	41.6%	24.7%	24.0%	3.2%	6.5%	154
	< 20k	34.1%	20.1%	29.1%	8.4%	8.4%	179
Educational Attainment	No HS equivalent	41.5%	9.8%	17.1%	14.6%	17.1%	41
	HS grad or GED	40.3%	19.9%	24.9%	7.1%	7.9%	382
	Some post HS	41.1%	23.8%	22.3%	4.0%	8.9%	202
	College graduate	36.3%	26.4%	26.1%	4.3%	6.9%	303
Race of Respondent	White	39.7%	23.0%	23.9%	5.3%	8.1%	852
	American Indian	26.8%	19.6%	30.4%	14.3%	8.9%	56

T5-c. Vehicle damage from highway construction and maintenance

		Vehicle Damage From Highway Construction and Maintenance					
		Not a Problem	Small Problem	Moderate Problem	Serious Problem	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	27.5%	26.5%	29.6%	10.6%	5.8%	952
	Male	28.1%	31.0%	27.8%	9.4%	3.8%	449
	Female	27.0%	22.5%	31.2%	11.7%	7.6%	503
Age	18 - 29	22.4%	35.8%	26.1%	9.7%	6.0%	134
	30 - 44	27.4%	28.8%	31.0%	9.7%	3.1%	226
	45 - 59	18.9%	27.2%	35.8%	13.2%	5.0%	302
	60 +	39.0%	19.7%	23.8%	9.0%	8.6%	290
MDT Districts	District 1	28.7%	25.6%	23.9%	15.4%	6.5%	293
	District 2	30.7%	20.5%	32.4%	10.2%	6.3%	176
	District 3	26.3%	26.8%	32.2%	8.3%	6.3%	205
	District 4	25.7%	20.3%	37.8%	10.8%	5.4%	74
	District 5	25.0%	34.8%	29.9%	6.4%	3.9%	204
2004 Household Income	75k +	27.6%	25.6%	34.0%	10.9%	1.9%	156
	50k - 74k	27.2%	35.3%	25.4%	8.7%	3.5%	173
	35k - 49k	31.6%	25.7%	25.0%	10.3%	7.4%	136
	20k - 34k	27.3%	25.3%	31.2%	9.1%	7.1%	154
	< 20k	24.0%	23.5%	30.7%	14.0%	7.8%	179
Educational Attainment	No HS equivalent	29.3%	12.2%	19.5%	17.1%	22.0%	41
	HS grad or GED	26.5%	24.1%	30.4%	12.9%	6.0%	381
	Some post HS	25.7%	26.2%	32.7%	8.9%	6.4%	202
	College graduate	28.4%	32.0%	28.7%	8.3%	2.6%	303
Race of Respondent	White	28.4%	26.7%	28.9%	10.2%	5.8%	851
	American Indian	12.5%	21.4%	39.3%	19.6%	7.1%	56

T5-d. Too many driveways and approaches onto major highways

		Too Many Driveways and Highway Approaches					
		Not a Problem	Small Problem	Moderate Problem	Serious Problem	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	49.2%	16.3%	21.0%	8.7%	4.7%	951
	Male	48.9%	17.9%	21.0%	9.6%	2.7%	448
	Female	49.5%	14.9%	21.1%	8.0%	6.6%	503
Age	18 - 29	53.0%	18.7%	21.6%	5.2%	1.5%	134
	30 - 44	52.2%	18.3%	19.2%	7.6%	2.7%	224
	45 - 59	42.6%	17.8%	23.4%	10.6%	5.6%	303
	60 +	52.1%	12.1%	19.7%	9.3%	6.9%	290
MDT Districts	District 1	40.3%	18.4%	24.2%	11.9%	5.1%	293
	District 2	50.6%	6.8%	24.4%	10.2%	8.0%	176
	District 3	53.7%	17.7%	18.2%	6.4%	3.9%	203
	District 4	67.6%	14.9%	12.2%	4.1%	1.4%	74
	District 5	49.8%	20.5%	19.5%	6.8%	3.4%	205
2004 Household Income	75k +	51.9%	12.8%	25.6%	7.7%	1.9%	156
	50k - 74k	47.1%	19.2%	22.7%	7.6%	3.5%	172
	35k - 49k	54.8%	15.6%	16.3%	8.1%	5.2%	135
	20k - 34k	46.1%	22.7%	19.5%	7.8%	3.9%	154
	< 20k	47.5%	15.1%	21.2%	8.9%	7.3%	179
Educational Attainment	No HS equivalent	55.0%	10.0%	17.5%	7.5%	10.0%	40
	HS grad or GED	52.5%	14.9%	20.9%	7.6%	4.2%	383
	Some post HS	46.5%	20.0%	19.0%	8.5%	6.0%	200
	College graduate	47.2%	17.2%	24.1%	8.6%	3.0%	303
Race of Respondent	White	49.3%	16.6%	21.8%	7.8%	4.6%	850
	American Indian	44.6%	16.1%	19.6%	12.5%	7.1%	56

T5-e. Vehicle carbon monoxide emissions

		Vehicle Carbon Monoxide Emissions					
		Not a Problem	Small Problem	Moderate Problem	Serious Problem	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	36.4%	17.9%	25.9%	11.9%	7.9%	954
	Male	38.4%	19.3%	24.0%	11.8%	6.4%	450
	Female	34.5%	16.7%	27.6%	12.1%	9.1%	504
Age	18 - 29	27.6%	19.4%	25.4%	18.7%	9.0%	134
	30 - 44	34.1%	19.9%	24.3%	11.9%	9.7%	226
	45 - 59	32.7%	20.1%	30.0%	10.9%	6.3%	303
	60 +	46.0%	13.4%	23.0%	10.0%	7.6%	291
MDT Districts	District 1	31.7%	16.0%	27.6%	18.1%	6.5%	293
	District 2	38.1%	15.3%	26.7%	12.5%	7.4%	176
	District 3	38.0%	21.5%	23.4%	8.8%	8.3%	205
	District 4	60.8%	10.8%	20.3%	4.1%	4.1%	74
	District 5	31.1%	21.8%	27.2%	8.7%	11.2%	206
2004 Household Income	75k +	39.1%	17.9%	28.2%	9.6%	5.1%	156
	50k - 74k	37.6%	19.7%	26.6%	9.2%	6.9%	173
	35k - 49k	41.2%	17.6%	21.3%	9.6%	10.3%	136
	20k - 34k	33.5%	18.7%	31.6%	10.3%	5.8%	155
	< 20k	30.2%	17.3%	25.7%	17.3%	9.5%	179
Educational Attainment	No HS equivalent	48.8%	2.4%	12.2%	12.2%	24.4%	41
	HS grad or GED	38.1%	15.9%	25.3%	13.1%	7.6%	383
	Some post HS	34.7%	20.3%	24.3%	11.4%	9.4%	202
	College graduate	34.3%	21.8%	29.7%	8.9%	5.3%	303
Race of Respondent	White	36.8%	18.4%	26.1%	10.7%	8.0%	853
	American Indian	28.6%	16.1%	28.6%	19.6%	7.1%	56

T5-f. Timely resolution to safety issues

		Timely Resolution to Safety Issues					
		Not a Problem	Small Problem	Moderate Problem	Serious Problem	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	23.9%	15.0%	30.9%	12.0%	18.2%	952
	Male	25.8%	14.9%	29.8%	11.6%	17.8%	449
	Female	22.3%	15.1%	31.8%	12.3%	18.5%	503
Age	18 - 29	24.1%	17.3%	33.1%	5.3%	20.3%	133
	30 - 44	23.1%	20.9%	27.1%	11.6%	17.3%	225
	45 - 59	20.1%	13.9%	33.0%	14.2%	18.8%	303
	60 +	28.5%	10.7%	30.6%	13.1%	17.2%	291
MDT Districts	District 1	20.9%	14.0%	31.5%	16.1%	17.5%	292
	District 2	28.6%	11.4%	31.4%	8.0%	20.6%	175
	District 3	23.4%	14.1%	34.6%	10.2%	17.6%	205
	District 4	31.1%	16.2%	24.3%	10.8%	17.6%	74
	District 5	22.3%	19.9%	28.2%	11.7%	18.0%	206
2004 Household Income	75k +	26.3%	14.1%	29.5%	14.1%	16.0%	156
	50k - 74k	19.2%	19.8%	32.6%	8.1%	20.3%	172
	35k - 49k	24.3%	15.4%	28.7%	15.4%	16.2%	136
	20k - 34k	25.8%	13.5%	35.5%	7.7%	17.4%	155
	< 20k	24.6%	16.2%	29.6%	12.8%	16.8%	179
Educational Attainment	No HS equivalent	29.3%	4.9%	19.5%	19.5%	26.8%	41
	HS grad or GED	23.9%	14.2%	33.9%	12.1%	16.0%	381
	Some post HS	25.7%	16.3%	31.2%	11.4%	15.3%	202
	College graduate	21.5%	17.5%	29.0%	10.6%	21.5%	303
Race of Respondent	White	23.5%	15.4%	31.7%	10.6%	18.8%	851
	American Indian	25.0%	12.5%	21.4%	28.6%	12.5%	56

T5-g. Number and condition of rest areas

		Number and Condition of Rest Areas					
		Not a Problem	Small Problem	Moderate Problem	Serious Problem	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	30.9%	13.9%	28.8%	15.6%	10.7%	950
	Male	34.2%	14.8%	28.4%	15.0%	7.6%	447
	Female	28.0%	13.1%	29.2%	16.1%	13.5%	503
Age	18 - 29	35.3%	21.1%	27.1%	5.3%	11.3%	133
	30 - 44	35.0%	15.0%	30.1%	10.2%	9.7%	226
	45 - 59	25.6%	15.6%	28.9%	22.3%	7.6%	301
	60 +	31.4%	7.9%	28.6%	17.6%	14.5%	290
MDT Districts	District 1	32.3%	14.4%	29.9%	8.9%	14.4%	291
	District 2	36.4%	9.1%	29.0%	11.9%	13.6%	176
	District 3	21.1%	15.2%	29.9%	28.9%	4.9%	204
	District 4	37.8%	12.2%	32.4%	9.5%	8.1%	74
	District 5	31.7%	16.6%	24.9%	17.1%	9.8%	205
2004 Household Income	75k +	35.9%	17.9%	30.8%	10.3%	5.1%	156
	50k - 74k	30.1%	15.6%	31.2%	15.6%	7.5%	173
	35k - 49k	26.5%	14.0%	27.9%	19.1%	12.5%	136
	20k - 34k	30.5%	13.6%	29.2%	13.6%	13.0%	154
	< 20k	30.5%	12.4%	26.0%	18.6%	12.4%	177
Educational Attainment	No HS equivalent	31.7%	12.2%	26.8%	12.2%	17.1%	41
	HS grad or GED	32.6%	13.9%	28.4%	16.3%	8.7%	380
	Some post HS	29.2%	12.4%	27.7%	17.8%	12.9%	202
	College graduate	30.1%	14.9%	29.8%	13.9%	11.3%	302
Race of Respondent	White	31.1%	13.5%	29.1%	15.3%	11.0%	849
	American Indian	26.8%	14.3%	33.9%	17.9%	7.1%	56

T5-h. Debris on roadways

		Debris on Roadways					
		Not a Problem	Small Problem	Moderate Problem	Serious Problem	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	37.6%	25.6%	25.7%	8.8%	2.2%	952
	Male	36.8%	27.2%	26.1%	8.0%	1.8%	448
	Female	38.3%	24.2%	25.4%	9.5%	2.6%	504
Age	18 - 29	26.9%	35.1%	23.9%	11.2%	3.0%	134
	30 - 44	40.4%	25.3%	21.8%	10.2%	2.2%	225
	45 - 59	30.8%	27.5%	33.1%	7.3%	1.3%	302
	60 +	47.4%	19.6%	22.0%	8.2%	2.7%	291
MDT Districts	District 1	37.5%	24.2%	23.5%	11.9%	2.7%	293
	District 2	44.0%	21.1%	26.3%	5.7%	2.9%	175
	District 3	32.7%	28.3%	30.7%	7.8%	.5%	205
	District 4	35.6%	34.2%	19.2%	9.6%	1.4%	73
	District 5	37.9%	25.7%	25.7%	7.8%	2.9%	206
2004 Household Income	75k +	41.3%	27.7%	22.6%	7.7%	.6%	155
	50k - 74k	34.7%	33.5%	24.9%	6.4%	.6%	173
	35k - 49k	44.9%	23.5%	24.3%	5.1%	2.2%	136
	20k - 34k	36.1%	24.5%	29.0%	9.0%	1.3%	155
	< 20k	36.9%	24.6%	22.9%	10.1%	5.6%	179
Educational Attainment	No HS equivalent	43.9%	22.0%	12.2%	9.8%	12.2%	41
	HS grad or GED	36.0%	21.4%	29.0%	11.7%	1.8%	383
	Some post HS	37.6%	28.7%	26.7%	5.0%	2.0%	202
	College graduate	38.2%	30.2%	23.3%	6.6%	1.7%	301
Race of Respondent	White	38.0%	26.3%	26.1%	7.5%	2.1%	851
	American Indian	32.1%	19.6%	23.2%	21.4%	3.6%	56

T5-i. Number of vehicles with only one occupant

		Single-Occupant Vehicles					
		Not a Problem	Small Problem	Moderate Problem	Serious Problem	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	40.9%	16.8%	22.1%	11.4%	8.8%	952
	Male	40.8%	20.3%	21.8%	10.9%	6.2%	449
	Female	41.0%	13.7%	22.3%	11.9%	11.1%	503
Age	18 - 29	35.1%	20.9%	25.4%	11.2%	7.5%	134
	30 - 44	35.3%	16.1%	26.3%	11.2%	11.2%	224
	45 - 59	40.6%	20.1%	20.5%	13.2%	5.6%	303
	60 +	48.1%	12.0%	18.9%	10.0%	11.0%	291
MDT Districts	District 1	36.0%	15.4%	24.0%	15.4%	9.2%	292
	District 2	42.3%	16.0%	21.1%	12.6%	8.0%	175
	District 3	42.9%	18.0%	21.0%	8.8%	9.3%	205
	District 4	56.8%	12.2%	20.3%	5.4%	5.4%	74
	District 5	38.8%	19.9%	21.8%	9.7%	9.7%	206
2004 Household Income	75k +	41.0%	16.7%	25.6%	10.3%	6.4%	156
	50k - 74k	31.4%	28.5%	21.5%	12.2%	6.4%	172
	35k - 49k	48.1%	16.3%	19.3%	8.9%	7.4%	135
	20k - 34k	38.7%	20.0%	23.2%	11.6%	6.5%	155
	< 20k	41.3%	11.2%	22.9%	15.1%	9.5%	179
Educational Attainment	No HS equivalent	51.2%	2.4%	12.2%	7.3%	26.8%	41
	HS grad or GED	42.8%	14.9%	21.9%	12.3%	8.1%	383
	Some post HS	43.1%	18.8%	17.8%	10.9%	9.4%	202
	College graduate	35.9%	19.6%	26.9%	11.3%	6.3%	301
Race of Respondent	White	41.5%	16.6%	22.4%	10.8%	8.7%	851
	American Indian	41.1%	23.2%	16.1%	12.5%	7.1%	56

T5-j. Adequate road signs

		Adequate Road Signs					
		Not a Problem	Small Problem	Moderate Problem	Serious Problem	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	59.5%	17.1%	18.9%	2.6%	1.8%	951
	Male	59.6%	18.5%	18.3%	2.5%	1.1%	448
	Female	59.4%	15.9%	19.5%	2.8%	2.4%	503
Age	18 - 29	53.7%	21.6%	20.9%	1.5%	2.2%	134
	30 - 44	63.1%	17.8%	16.4%	1.8%	.9%	225
	45 - 59	56.0%	20.2%	18.5%	3.3%	2.0%	302
	60 +	63.1%	11.4%	20.3%	3.1%	2.1%	290
MDT Districts	District 1	60.1%	13.7%	20.3%	3.8%	2.1%	291
	District 2	63.4%	14.9%	17.1%	2.3%	2.3%	175
	District 3	56.6%	19.5%	21.5%	1.5%	1.0%	205
	District 4	67.6%	13.5%	16.2%	2.7%	.0%	74
	District 5	55.3%	22.8%	17.0%	2.4%	2.4%	206
2004 Household Income	75k +	63.0%	14.3%	20.1%	1.3%	1.3%	154
	50k - 74k	59.0%	19.7%	17.3%	2.9%	1.2%	173
	35k - 49k	57.4%	16.9%	20.6%	3.7%	1.5%	136
	20k - 34k	58.4%	22.1%	16.9%	2.6%	.0%	154
	< 20k	60.9%	13.4%	19.0%	2.8%	3.9%	179
Educational Attainment	No HS equivalent	62.5%	10.0%	12.5%	5.0%	10.0%	40
	HS grad or GED	61.3%	13.9%	20.7%	2.6%	1.6%	382
	Some post HS	58.4%	17.8%	20.3%	1.5%	2.0%	202
	College graduate	57.6%	22.5%	16.2%	3.0%	.7%	302
Race of Respondent	White	60.0%	16.7%	18.8%	2.8%	1.6%	850
	American Indian	53.6%	19.6%	23.2%	.0%	3.6%	56

T6. Now I will list actions that could be taken to improve the transportation system in Montana. Please tell me if you think the Department of Transportation should assign the following to each item:

a. Improving the physical condition of the interstates and major highways

		Improving the Physical Condition of Interstates and Major Highways						
		Very Low Priority	Some-what Low Priority	Medium Priority	Some-what High Priority	Very High Priority	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	7.8%	15.5%	38.0%	19.0%	15.7%	4.0%	953
	Male	8.2%	16.2%	40.2%	18.7%	14.4%	2.2%	450
	Female	7.4%	14.9%	36.0%	19.3%	16.9%	5.6%	503
Age	18 - 29	8.2%	20.1%	31.3%	20.1%	15.7%	4.5%	134
	30 - 44	8.0%	17.7%	34.1%	19.9%	17.3%	3.1%	226
	45 - 59	7.3%	17.2%	40.7%	17.9%	14.9%	2.0%	302
	60 +	7.9%	10.0%	41.2%	18.9%	15.5%	6.5%	291
MDT Districts	District 1	7.9%	15.8%	37.0%	18.2%	15.8%	5.5%	292
	District 2	6.3%	19.9%	40.9%	19.3%	10.2%	3.4%	176
	District 3	8.8%	12.2%	40.5%	21.5%	15.1%	2.0%	205
	District 4	13.5%	14.9%	35.1%	20.3%	14.9%	1.4%	74
	District 5	5.8%	15.0%	35.4%	17.0%	21.4%	5.3%	206
2004 House-hold Income	75k +	7.1%	14.8%	38.1%	23.9%	16.1%	.0%	155
	50k - 74k	7.5%	19.7%	39.3%	18.5%	12.1%	2.9%	173
	35k - 49k	8.1%	15.4%	42.6%	13.2%	16.2%	4.4%	136
	20k - 34k	6.5%	17.4%	37.4%	18.7%	18.7%	1.3%	155
	< 20k	10.6%	14.0%	33.5%	20.1%	14.0%	7.8%	179
Educational Attainment	No HS equivalent	2.4%	17.1%	36.6%	14.6%	17.1%	12.2%	41
	HS grad or GED	8.9%	14.1%	37.9%	18.8%	15.7%	4.7%	383
	Some post HS	7.4%	15.8%	37.1%	18.3%	16.8%	4.5%	202
	College graduate	7.6%	17.5%	38.4%	20.5%	14.2%	1.7%	302
Race of Respondent	White	7.3%	15.8%	38.7%	19.6%	14.7%	3.9%	852
	American Indian	16.1%	14.3%	21.4%	17.9%	23.2%	7.1%	56

T6-b. Improving the physical condition of other roads and streets

		Improving Physical Condition of Other Roads and Streets						
		Very Low Priority	Some-what Low Priority	Medium Priority	Some-what High Priority	Very High Priority	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	4.0%	7.1%	30.9%	29.4%	26.7%	1.9%	950
	Male	4.4%	6.0%	32.9%	29.8%	25.3%	1.6%	450
	Female	3.6%	8.0%	29.2%	29.0%	28.0%	2.2%	500
Age	18 - 29	4.5%	11.9%	25.4%	32.8%	23.9%	1.5%	134
	30 - 44	4.0%	7.1%	29.0%	30.8%	27.7%	1.3%	224
	45 - 59	3.6%	6.3%	32.5%	28.8%	27.8%	1.0%	302
	60 +	4.1%	5.5%	33.4%	27.2%	26.2%	3.4%	290
MDT Districts	District 1	4.5%	7.2%	31.8%	28.4%	25.0%	3.1%	292
	District 2	2.9%	8.6%	28.0%	29.7%	29.1%	1.7%	175
	District 3	1.5%	7.3%	33.2%	31.2%	25.9%	1.0%	205
	District 4	4.2%	4.2%	36.1%	30.6%	25.0%	.0%	72
	District 5	6.8%	6.3%	28.2%	28.2%	28.6%	1.9%	206
2004 House-hold Income	75k +	6.5%	5.8%	25.8%	34.8%	27.1%	.0%	155
	50k - 74k	2.9%	5.2%	37.0%	33.5%	20.2%	1.2%	173
	35k - 49k	4.4%	8.8%	30.9%	25.7%	27.2%	2.9%	136
	20k - 34k	3.3%	7.8%	37.3%	28.8%	22.9%	.0%	153
	< 20k	3.9%	6.2%	29.2%	24.7%	32.0%	3.9%	178
Educational Attainment	No HS equivalent	9.8%	14.6%	34.1%	19.5%	14.6%	7.3%	41
	HS grad or GED	4.5%	7.9%	30.4%	26.2%	28.3%	2.6%	381
	Some post HS	3.0%	5.0%	31.7%	33.7%	24.8%	2.0%	202
	College graduate	3.3%	5.3%	31.6%	32.9%	26.6%	.3%	301
Race of Respondent	White	3.6%	7.4%	31.4%	29.8%	25.9%	1.9%	850
	American Indian	8.9%	3.6%	30.4%	25.0%	30.4%	1.8%	56

T6-c. Ensuring adequate pedestrian facilities (i.e., sidewalks, footpaths, crossings)

		Ensuring Adequate Pedestrian Facilities						
		Very Low Priority	Some-what Low Priority	Medium Priority	Some-what High Priority	Very High Priority	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	11.3%	14.2%	29.7%	22.2%	19.3%	3.3%	953
	Male	12.4%	16.9%	30.0%	22.2%	16.4%	2.0%	450
	Female	10.3%	11.7%	29.4%	22.3%	21.9%	4.4%	503
Age	18 - 29	11.2%	19.4%	26.1%	22.4%	17.2%	3.7%	134
	30 - 44	8.8%	14.2%	27.4%	26.5%	20.4%	2.7%	226
	45 - 59	11.2%	13.5%	31.4%	23.4%	18.5%	2.0%	303
	60 +	13.4%	12.4%	31.4%	17.6%	20.3%	4.8%	290
MDT Districts	District 1	10.2%	14.0%	27.3%	24.6%	22.5%	1.4%	293
	District 2	9.1%	12.5%	31.8%	23.9%	17.0%	5.7%	176
	District 3	12.7%	10.8%	30.9%	25.0%	18.1%	2.5%	204
	District 4	20.3%	17.6%	24.3%	18.9%	16.2%	2.7%	74
	District 5	10.2%	18.0%	32.0%	16.0%	18.9%	4.9%	206
2004 House-hold Income	75k +	12.2%	19.9%	25.6%	21.2%	18.6%	2.6%	156
	50k - 74k	9.3%	16.3%	33.7%	27.3%	12.2%	1.2%	172
	35k - 49k	8.8%	9.6%	33.1%	23.5%	22.8%	2.2%	136
	20k - 34k	12.3%	11.6%	30.3%	21.9%	21.3%	2.6%	155
	< 20k	14.5%	14.5%	25.1%	16.8%	23.5%	5.6%	179
Educational Attainment	No HS equivalent	17.1%	14.6%	31.7%	9.8%	17.1%	9.8%	41
	HS grad or GED	10.5%	14.4%	32.2%	20.4%	18.8%	3.7%	382
	Some post HS	11.4%	13.9%	30.7%	19.3%	20.8%	4.0%	202
	College graduate	10.6%	14.5%	25.7%	28.7%	19.1%	1.3%	303
Race of Respondent	White	10.9%	14.4%	30.8%	22.5%	18.1%	3.3%	852
	American Indian	14.3%	8.9%	25.0%	17.9%	32.1%	1.8%	56

T6-d. Attempting to reduce single-occupancy vehicle use

		Attempting to Reduce Single-Occupancy Vehicle Use						
		Very Low Priority	Some-what Low Priority	Medium Priority	Some-what High Priority	Very High Priority	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	37.1%	16.5%	20.3%	11.5%	9.2%	5.3%	954
	Male	35.8%	16.7%	23.1%	10.2%	8.4%	5.8%	450
	Female	38.3%	16.3%	17.9%	12.7%	9.9%	5.0%	504
Age	18 - 29	30.6%	17.9%	20.9%	12.7%	11.2%	6.7%	134
	30 - 44	36.7%	15.0%	21.7%	12.4%	10.6%	3.5%	226
	45 - 59	35.0%	19.8%	20.1%	10.6%	10.6%	4.0%	303
	60 +	42.6%	13.4%	19.2%	11.3%	5.8%	7.6%	291
MDT Districts	District 1	33.1%	15.0%	22.5%	14.3%	9.6%	5.5%	293
	District 2	34.7%	18.8%	19.3%	12.5%	10.2%	4.5%	176
	District 3	42.0%	16.6%	20.5%	11.2%	6.8%	2.9%	205
	District 4	48.6%	9.5%	21.6%	2.7%	9.5%	8.1%	74
	District 5	35.9%	18.9%	17.5%	10.2%	10.2%	7.3%	206
2004 House-hold Income	75k +	37.2%	17.9%	19.2%	14.7%	8.3%	2.6%	156
	50k - 74k	32.9%	19.1%	25.4%	12.7%	7.5%	2.3%	173
	35k - 49k	41.2%	14.0%	17.6%	12.5%	9.6%	5.1%	136
	20k - 34k	40.0%	16.1%	25.8%	7.7%	6.5%	3.9%	155
	< 20k	33.5%	14.0%	17.3%	11.7%	15.1%	8.4%	179
Educational Attainment	No HS equivalent	43.9%	9.8%	9.8%	7.3%	9.8%	19.5%	41
	HS grad or GED	34.5%	18.3%	21.1%	11.7%	8.4%	6.0%	383
	Some post HS	42.6%	13.4%	17.8%	8.9%	11.9%	5.4%	202
	College graduate	36.3%	17.2%	22.4%	13.9%	8.6%	1.7%	303
Race of Respondent	White	38.1%	15.8%	20.3%	12.1%	8.8%	4.9%	853
	American Indian	33.9%	23.2%	17.9%	1.8%	14.3%	8.9%	56

T6-e. Ensuring adequate bicycle facilities

		Ensure Adequate Bicycle Facilities						
		Very Low Priority	Some-what Low Priority	Medium Priority	Some-what High Priority	Very High Priority	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	18.7%	12.9%	28.1%	16.6%	17.7%	6.0%	951
	Male	22.0%	14.9%	26.3%	16.0%	16.3%	4.5%	449
	Female	15.7%	11.2%	29.7%	17.1%	18.9%	7.4%	502
Age	18 - 29	15.2%	12.9%	28.0%	15.2%	23.5%	5.3%	132
	30 - 44	16.4%	14.2%	24.4%	18.7%	21.3%	4.9%	225
	45 - 59	18.8%	14.2%	32.0%	12.9%	17.8%	4.3%	303
	60 +	22.0%	10.7%	26.8%	19.6%	12.0%	8.9%	291
MDT Districts	District 1	15.1%	11.6%	27.7%	19.9%	22.3%	3.4%	292
	District 2	12.5%	13.1%	25.6%	18.8%	22.7%	7.4%	176
	District 3	21.5%	13.2%	32.2%	14.6%	11.7%	6.8%	205
	District 4	34.2%	15.1%	19.2%	12.3%	12.3%	6.8%	73
	District 5	21.0%	13.7%	29.8%	13.7%	14.6%	7.3%	205
2004 House-hold Income	75k +	20.6%	13.5%	22.6%	19.4%	16.8%	7.1%	155
	50k - 74k	17.3%	12.7%	32.9%	20.8%	13.9%	2.3%	173
	35k - 49k	17.6%	11.0%	30.1%	14.7%	18.4%	8.1%	136
	20k - 34k	18.1%	14.2%	32.3%	19.4%	13.5%	2.6%	155
	< 20k	19.1%	10.1%	25.8%	10.1%	28.7%	6.2%	178
Educational Attainment	No HS equivalent	26.8%	4.9%	19.5%	19.5%	17.1%	12.2%	41
	HS grad or GED	21.5%	11.3%	27.3%	15.5%	17.8%	6.6%	381
	Some post HS	16.8%	13.9%	32.2%	15.3%	16.3%	5.4%	202
	College graduate	15.6%	14.9%	26.5%	19.5%	18.2%	5.3%	302
Race of Respondent	White	19.3%	13.2%	28.7%	16.7%	16.5%	5.8%	851
	American Indian	14.5%	7.3%	20.0%	16.4%	34.5%	7.3%	55

T6-f. Supporting efforts to increase the availability of scheduled airline service

		Promote Scheduled Airline Service						
		Very Low Priority	Some-what Low Priority	Medium Priority	Some-what High Priority	Very High Priority	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	12.0%	9.8%	26.0%	19.8%	19.3%	13.2%	950
	Male	14.3%	12.5%	28.5%	17.1%	16.9%	10.7%	449
	Female	10.0%	7.4%	23.8%	22.2%	21.4%	15.4%	501
Age	18 - 29	6.9%	9.9%	36.6%	19.1%	10.7%	16.8%	131
	30 - 44	13.7%	11.9%	30.1%	19.0%	15.5%	9.7%	226
	45 - 59	10.9%	9.6%	25.2%	19.5%	25.2%	9.6%	302
	60 +	14.1%	8.2%	18.9%	21.0%	19.9%	17.9%	291
MDT Districts	District 1	12.3%	12.3%	26.4%	17.8%	16.1%	15.1%	292
	District 2	11.9%	13.1%	25.0%	18.8%	18.8%	12.5%	176
	District 3	9.8%	5.9%	26.5%	24.0%	26.0%	7.8%	204
	District 4	16.4%	9.6%	17.8%	21.9%	12.3%	21.9%	73
	District 5	12.2%	7.3%	28.8%	18.5%	20.0%	13.2%	205
2004 House-hold Income	75k +	13.5%	9.6%	23.1%	25.0%	25.6%	3.2%	156
	50k - 74k	12.2%	10.5%	30.8%	23.8%	16.3%	6.4%	172
	35k - 49k	16.2%	8.8%	27.2%	12.5%	20.6%	14.7%	136
	20k - 34k	12.3%	5.2%	27.3%	22.7%	18.2%	14.3%	154
	< 20k	11.3%	11.9%	19.8%	19.2%	14.1%	23.7%	177
Educational Attainment	No HS equivalent	4.9%	17.1%	17.1%	9.8%	12.2%	39.0%	41
	HS grad or GED	12.1%	8.4%	26.8%	16.6%	18.7%	17.4%	380
	Some post HS	14.9%	7.4%	25.7%	24.8%	16.8%	10.4%	202
	College graduate	11.6%	11.3%	25.8%	23.2%	22.2%	6.0%	302
Race of Respondent	White	12.0%	9.5%	26.1%	20.5%	19.1%	12.7%	849
	American Indian	17.9%	12.5%	17.9%	8.9%	23.2%	19.6%	56

T6-g. Promoting the use of local transit systems like buses or vans

		Promote Use of Local Transit Systems						
		Very Low Priority	Some-what Low Priority	Medium Priority	Some-what High Priority	Very High Priority	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	12.5%	8.7%	27.0%	23.1%	22.3%	6.3%	951
	Male	14.1%	9.4%	28.6%	23.5%	19.7%	4.7%	447
	Female	11.1%	8.1%	25.6%	22.8%	24.6%	7.7%	504
Age	18 - 29	9.8%	10.5%	25.6%	24.8%	22.6%	6.8%	133
	30 - 44	12.8%	8.0%	25.2%	23.9%	25.2%	4.9%	226
	45 - 59	12.9%	9.3%	29.8%	22.8%	21.2%	4.0%	302
	60 +	13.1%	7.9%	26.2%	22.1%	21.0%	9.7%	290
MDT Districts	District 1	12.3%	6.2%	22.9%	26.0%	25.3%	7.2%	292
	District 2	12.1%	9.2%	27.0%	20.7%	25.9%	5.2%	174
	District 3	12.2%	11.7%	27.3%	22.4%	20.5%	5.9%	205
	District 4	17.6%	10.8%	27.0%	20.3%	18.9%	5.4%	74
	District 5	11.7%	8.3%	32.5%	22.8%	18.0%	6.8%	206
2004 House-hold Income	75k +	14.7%	7.7%	25.0%	24.4%	21.8%	6.4%	156
	50k - 74k	11.0%	9.3%	30.8%	22.7%	22.1%	4.1%	172
	35k - 49k	15.4%	5.9%	25.7%	25.0%	23.5%	4.4%	136
	20k - 34k	10.3%	12.3%	27.1%	20.6%	22.6%	7.1%	155
	< 20k	9.6%	6.2%	23.6%	25.8%	25.3%	9.6%	178
Educational Attainment	No HS equivalent	17.1%	17.1%	19.5%	12.2%	22.0%	12.2%	41
	HS grad or GED	12.1%	8.9%	27.3%	23.1%	20.7%	7.9%	381
	Some post HS	13.4%	9.4%	24.3%	23.3%	24.3%	5.4%	202
	College graduate	11.6%	6.6%	28.8%	25.5%	23.2%	4.3%	302
Race of Respondent	White	12.4%	8.8%	27.5%	23.6%	21.3%	6.4%	850
	American Indian	16.1%	7.1%	17.9%	19.6%	33.9%	5.4%	56

T6-h. Reducing the air quality impacts of roadway use

		Reduce Air Quality Impacts of Roadway Use						
		Very Low Priority	Some-what Low Priority	Medium Priority	Some-what High Priority	Very High Priority	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	19.1%	16.2%	28.0%	14.6%	15.1%	6.9%	952
	Male	20.9%	18.4%	26.4%	14.2%	14.2%	5.8%	450
	Female	17.5%	14.1%	29.5%	14.9%	15.9%	8.0%	502
Age	18 - 29	11.2%	19.4%	27.6%	16.4%	17.9%	7.5%	134
	30 - 44	16.4%	15.9%	32.3%	14.2%	15.0%	6.2%	226
	45 - 59	18.5%	17.2%	27.5%	16.2%	15.6%	5.0%	302
	60 +	25.5%	13.8%	25.5%	12.4%	13.4%	9.3%	290
MDT Districts	District 1	16.4%	12.7%	29.8%	16.1%	19.9%	5.1%	292
	District 2	17.6%	17.0%	26.7%	14.8%	15.9%	8.0%	176
	District 3	23.4%	18.5%	28.8%	12.7%	9.3%	7.3%	205
	District 4	32.9%	19.2%	23.3%	9.6%	6.8%	8.2%	73
	District 5	15.0%	17.0%	27.7%	16.0%	16.5%	7.8%	206
2004 House-hold Income	75k +	19.9%	23.1%	27.6%	13.5%	13.5%	2.6%	156
	50k - 74k	19.1%	14.5%	31.8%	15.6%	14.5%	4.6%	173
	35k - 49k	22.1%	16.2%	30.9%	11.8%	15.4%	3.7%	136
	20k - 34k	16.1%	14.8%	32.9%	18.1%	12.3%	5.8%	155
	< 20k	16.9%	12.9%	23.0%	12.9%	22.5%	11.8%	178
Educational Attainment	No HS equivalent	19.5%	17.1%	26.8%	2.4%	9.8%	24.4%	41
	HS grad or GED	20.2%	14.7%	28.9%	16.0%	13.4%	6.8%	381
	Some post HS	18.3%	14.9%	27.2%	13.9%	17.3%	8.4%	202
	College graduate	17.8%	18.8%	28.4%	15.5%	16.5%	3.0%	303
Race of Respondent	White	19.4%	16.2%	28.9%	14.7%	14.2%	6.6%	851
	American Indian	19.6%	14.3%	21.4%	14.3%	23.2%	7.1%	56

T6-i. Improving transportation safety

		Improving Transportation Safety						
		Very Low Priority	Some-what Low Priority	Medium Priority	Some-what High Priority	Very High Priority	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	7.3%	8.7%	26.9%	20.4%	33.4%	3.3%	951
	Male	8.7%	10.7%	30.5%	17.6%	30.1%	2.4%	449
	Female	6.0%	7.0%	23.7%	22.9%	36.5%	4.0%	502
Age	18 - 29	9.0%	9.0%	17.2%	22.4%	40.3%	2.2%	134
	30 - 44	7.1%	14.2%	22.7%	24.4%	28.4%	3.1%	225
	45 - 59	6.6%	7.6%	34.1%	17.2%	32.8%	1.7%	302
	60 +	7.2%	5.5%	27.2%	19.7%	34.8%	5.5%	290
MDT Districts	District 1	8.2%	8.2%	25.6%	18.8%	35.5%	3.8%	293
	District 2	7.4%	8.5%	24.4%	20.5%	35.8%	3.4%	176
	District 3	4.4%	9.9%	29.6%	22.2%	30.5%	3.4%	203
	District 4	13.7%	11.0%	26.0%	24.7%	21.9%	2.7%	73
	District 5	6.3%	7.8%	28.6%	19.4%	35.4%	2.4%	206
2004 House-hold Income	75k +	6.4%	14.1%	31.4%	21.2%	26.3%	.6%	156
	50k - 74k	5.8%	8.7%	29.7%	20.9%	33.1%	1.7%	172
	35k - 49k	7.4%	7.4%	28.9%	17.8%	35.6%	3.0%	135
	20k - 34k	6.5%	7.7%	25.2%	21.3%	37.4%	1.9%	155
	< 20k	8.9%	6.1%	22.3%	20.1%	38.0%	4.5%	179
Educational Attainment	No HS equivalent	7.3%	12.2%	17.1%	14.6%	36.6%	12.2%	41
	HS grad or GED	7.6%	7.3%	26.0%	21.3%	33.9%	3.9%	381
	Some post HS	6.9%	7.9%	25.2%	21.8%	35.6%	2.5%	202
	College graduate	7.0%	10.9%	29.8%	20.2%	30.8%	1.3%	302
Race of Respondent	White	6.9%	9.1%	28.1%	20.6%	32.4%	2.9%	850
	American Indian	12.5%	7.1%	10.7%	21.4%	42.9%	5.4%	56

T6-j. Supporting efforts to preserve existing passenger rail service

		Promote Preservation of Existing Passenger Rail Service						
		Very Low Priority	Some-what Low Priority	Medium Priority	Some-what High Priority	Very High Priority	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	7.6%	6.8%	15.9%	17.2%	40.8%	11.7%	948
	Male	11.4%	7.6%	15.7%	18.1%	36.9%	10.3%	447
	Female	4.2%	6.0%	16.2%	16.4%	44.3%	13.0%	501
Age	18 - 29	9.8%	16.5%	18.0%	15.8%	20.3%	19.5%	133
	30 - 44	9.8%	5.8%	19.6%	20.4%	32.4%	12.0%	225
	45 - 59	8.3%	6.6%	15.5%	19.1%	41.9%	8.6%	303
	60 +	4.2%	3.1%	12.5%	13.2%	55.7%	11.1%	287
MDT Districts	District 1	8.9%	7.5%	15.4%	15.8%	38.7%	13.7%	292
	District 2	8.5%	9.1%	13.6%	18.2%	36.4%	14.2%	176
	District 3	3.4%	3.4%	16.3%	19.7%	47.8%	9.4%	203
	District 4	4.2%	6.9%	12.5%	20.8%	48.6%	6.9%	72
	District 5	10.2%	6.8%	19.5%	14.6%	38.0%	10.7%	205
2004 House-hold Income	75k +	7.1%	9.0%	14.2%	22.6%	38.7%	8.4%	155
	50k - 74k	8.7%	7.5%	18.5%	23.1%	34.1%	8.1%	173
	35k - 49k	7.4%	4.4%	15.6%	19.3%	44.4%	8.9%	135
	20k - 34k	7.1%	6.5%	17.5%	9.7%	47.4%	11.7%	154
	< 20k	5.0%	4.5%	12.3%	16.8%	45.8%	15.6%	179
Educational Attainment	No HS equivalent	7.3%	4.9%	12.2%	14.6%	31.7%	29.3%	41
	HS grad or GED	7.9%	7.6%	14.2%	15.5%	42.5%	12.3%	381
	Some post HS	7.4%	5.0%	14.4%	17.3%	43.6%	12.4%	202
	College graduate	6.0%	6.7%	18.7%	21.0%	39.7%	8.0%	300
Race of Respondent	White	7.1%	6.6%	15.9%	18.0%	40.3%	12.0%	848
	American Indian	10.7%	8.9%	8.9%	8.9%	58.9%	3.6%	56

T6-k. Keeping current with new and innovative transportation technologies

		Keep Current With New Transportation Technologies						
		Very Low Priority	Some-what Low Priority	Medium Priority	Some-what High Priority	Very High Priority	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	4.7%	5.1%	22.8%	24.1%	36.9%	6.3%	950
	Male	4.9%	5.4%	22.4%	24.2%	37.4%	5.6%	446
	Female	4.6%	4.8%	23.2%	24.0%	36.5%	6.9%	504
Age	18 - 29	5.2%	6.7%	23.1%	23.9%	36.6%	4.5%	134
	30 - 44	3.6%	4.9%	25.9%	30.8%	30.8%	4.0%	224
	45 - 59	4.3%	6.3%	20.5%	23.8%	41.1%	4.0%	302
	60 +	5.9%	3.1%	22.8%	19.3%	37.6%	11.4%	290
MDT Districts	District 1	3.8%	7.9%	22.9%	21.2%	37.0%	7.2%	292
	District 2	5.1%	4.5%	18.8%	22.2%	40.9%	8.5%	176
	District 3	6.4%	2.9%	24.5%	27.0%	34.8%	4.4%	204
	District 4	6.9%	4.2%	27.8%	23.6%	33.3%	4.2%	72
	District 5	3.4%	3.9%	22.8%	27.2%	36.9%	5.8%	206
2004 House-hold Income	75k +	3.9%	3.9%	28.4%	24.5%	36.8%	2.6%	155
	50k - 74k	3.5%	8.1%	20.2%	30.6%	35.8%	1.7%	173
	35k - 49k	5.2%	3.0%	22.2%	27.4%	37.0%	5.2%	135
	20k - 34k	3.2%	2.6%	27.9%	24.7%	33.8%	7.8%	154
	< 20k	5.6%	6.7%	21.3%	15.7%	39.3%	11.2%	178
Educational Attainment	No HS equivalent	9.8%	.0%	34.1%	9.8%	26.8%	19.5%	41
	HS grad or GED	5.8%	5.2%	25.1%	21.7%	35.1%	7.1%	382
	Some post HS	2.0%	5.0%	22.9%	27.4%	35.8%	7.0%	201
	College graduate	4.3%	5.6%	18.9%	27.9%	40.2%	3.0%	301
Race of Respondent	White	4.9%	5.2%	23.4%	24.7%	35.5%	6.2%	849
	American Indian	3.6%	1.8%	25.0%	10.7%	53.6%	5.4%	56

T6-I. Regulating the number of highway approaches and driveways to preserve transportation corridors

		Regulating the Number of Highway Approaches and Driveways						
		Very Low Priority	Some-what Low Priority	Medium Priority	Some-what High Priority	Very High Priority	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	12.8%	13.1%	33.6%	18.6%	14.0%	7.9%	950
	Male	14.3%	14.3%	33.5%	18.3%	15.4%	4.2%	448
	Female	11.6%	12.0%	33.7%	18.9%	12.7%	11.2%	502
Age	18 - 29	14.9%	18.7%	31.3%	11.2%	15.7%	8.2%	134
	30 - 44	13.4%	15.6%	39.3%	18.3%	8.9%	4.5%	224
	45 - 59	12.2%	11.2%	34.3%	18.8%	16.2%	7.3%	303
	60 +	12.1%	10.4%	29.4%	22.1%	14.9%	11.1%	289
MDT Districts	District 1	10.3%	14.0%	33.9%	19.2%	15.4%	7.2%	292
	District 2	15.3%	8.5%	29.5%	22.2%	15.3%	9.1%	176
	District 3	9.3%	16.6%	34.1%	16.6%	14.1%	9.3%	205
	District 4	24.7%	19.2%	32.9%	8.2%	8.2%	6.8%	73
	District 5	13.7%	9.8%	36.3%	20.6%	12.7%	6.9%	204
2004 House-hold Income	75k +	10.9%	14.7%	36.5%	21.2%	14.1%	2.6%	156
	50k - 74k	11.0%	18.6%	36.6%	19.8%	11.6%	2.3%	172
	35k - 49k	12.5%	12.5%	36.8%	18.4%	16.2%	3.7%	136
	20k - 34k	13.6%	13.0%	35.1%	17.5%	13.0%	7.8%	154
	< 20k	16.9%	9.6%	23.6%	16.9%	16.3%	16.9%	178
Educational Attainment	No HS equivalent	14.6%	7.3%	34.1%	17.1%	9.8%	17.1%	41
	HS grad or GED	14.7%	12.9%	36.2%	13.4%	13.4%	9.4%	381
	Some post HS	10.4%	13.4%	35.8%	15.9%	14.9%	9.5%	201
	College graduate	12.2%	13.2%	29.4%	27.4%	14.9%	3.0%	303
Race of Respondent	White	12.6%	13.6%	34.2%	18.6%	13.3%	7.6%	850
	American Indian	19.6%	7.1%	17.9%	23.2%	23.2%	8.9%	56

T6-m. Reducing traffic congestion by increasing the capacity of the highway system

		Reduce Traffic Congestion by Increasing Capacity						
		Very Low Priority	Some-what Low Priority	Medium Priority	Some-what High Priority	Very High Priority	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	12.5%	11.3%	29.7%	20.0%	20.4%	6.0%	949
	Male	12.5%	12.5%	29.5%	22.6%	19.9%	2.9%	447
	Female	12.5%	10.2%	29.9%	17.7%	20.9%	8.8%	502
Age	18 - 29	16.5%	9.8%	29.3%	23.3%	17.3%	3.8%	133
	30 - 44	13.3%	14.7%	29.3%	20.0%	18.2%	4.4%	225
	45 - 59	11.6%	11.9%	33.1%	19.9%	19.2%	4.3%	302
	60 +	11.1%	8.7%	26.6%	18.7%	24.9%	10.0%	289
MDT Districts	District 1	7.9%	7.5%	31.2%	19.2%	27.1%	7.2%	292
	District 2	14.4%	8.6%	26.4%	21.3%	20.7%	8.6%	174
	District 3	10.7%	13.2%	28.3%	27.8%	15.1%	4.9%	205
	District 4	27.4%	16.4%	24.7%	11.0%	16.4%	4.1%	73
	District 5	14.1%	15.1%	33.7%	15.6%	17.6%	3.9%	205
2004 House-hold Income	75k +	11.0%	14.8%	27.7%	21.9%	22.6%	1.9%	155
	50k - 74k	8.8%	11.7%	32.7%	24.6%	19.3%	2.9%	171
	35k - 49k	15.4%	11.8%	26.5%	18.4%	22.1%	5.9%	136
	20k - 34k	16.9%	11.0%	29.9%	20.1%	16.9%	5.2%	154
	< 20k	12.3%	8.4%	27.9%	16.8%	23.5%	11.2%	179
Educational Attainment	No HS equivalent	14.6%	7.3%	22.0%	17.1%	24.4%	14.6%	41
	HS grad or GED	12.0%	9.7%	28.8%	21.5%	20.7%	7.3%	382
	Some post HS	13.9%	13.4%	27.9%	16.9%	19.9%	8.0%	201
	College graduate	12.0%	12.7%	33.0%	21.7%	19.0%	1.7%	300
Race of Respondent	White	12.4%	11.8%	30.7%	20.0%	19.5%	5.7%	848
	American Indian	10.7%	5.4%	17.9%	21.4%	35.7%	8.9%	56

T6-n. Improving the physical condition of bus depots

		Improve Physical Condition of Bus Depots						
		Very Low Priority	Some-what Low Priority	Medium Priority	Some-what High Priority	Very High Priority	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	9.5%	7.5%	20.0%	13.4%	15.8%	33.9%	950
	Male	12.3%	10.3%	21.7%	11.6%	10.7%	33.5%	448
	Female	7.0%	5.0%	18.5%	14.9%	20.3%	34.3%	502
Age	18 - 29	11.2%	10.4%	26.9%	9.0%	9.7%	32.8%	134
	30 - 44	8.1%	13.5%	20.6%	16.1%	13.5%	28.3%	223
	45 - 59	8.6%	4.6%	21.2%	15.9%	17.2%	32.5%	302
	60 +	10.7%	4.5%	15.1%	10.7%	18.9%	40.2%	291
MDT Districts	District 1	9.3%	7.6%	20.0%	10.7%	15.2%	37.2%	290
	District 2	6.8%	4.5%	21.6%	17.0%	18.2%	31.8%	176
	District 3	11.3%	8.8%	16.7%	16.2%	13.7%	33.3%	204
	District 4	8.1%	10.8%	13.5%	9.5%	18.9%	39.2%	74
	District 5	10.7%	7.3%	24.3%	12.6%	15.5%	29.6%	206
2004 House-hold Income	75k +	9.6%	10.9%	17.9%	10.9%	9.6%	41.0%	156
	50k - 74k	9.4%	8.2%	22.8%	12.9%	13.5%	33.3%	171
	35k - 49k	8.8%	5.1%	19.9%	19.1%	12.5%	34.6%	136
	20k - 34k	5.2%	7.1%	22.6%	15.5%	18.7%	31.0%	155
	< 20k	11.3%	9.0%	20.9%	11.3%	23.2%	24.3%	177
Educational Attainment	No HS equivalent	12.2%	7.3%	22.0%	9.8%	17.1%	31.7%	41
	HS grad or GED	9.8%	8.2%	19.5%	13.2%	15.0%	34.3%	379
	Some post HS	9.4%	5.9%	21.3%	16.8%	18.3%	28.2%	202
	College graduate	8.3%	7.9%	19.1%	12.2%	13.9%	38.6%	303
Race of Respondent	White	9.5%	7.4%	20.1%	13.7%	14.3%	35.0%	849
	American Indian	8.9%	8.9%	14.3%	10.7%	33.9%	23.2%	56

T6-o. Improving rest areas (i.e., maintenance, more facilities)

		Improve Rest Areas						
		Very Low Priority	Some-what Low Priority	Medium Priority	Some-what High Priority	Very High Priority	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	10.7%	12.3%	27.6%	18.0%	24.6%	6.8%	953
	Male	12.2%	15.8%	28.2%	16.0%	22.2%	5.6%	450
	Female	9.3%	9.1%	27.0%	19.9%	26.6%	8.0%	503
Age	18 - 29	9.7%	19.4%	33.6%	9.7%	17.9%	9.7%	134
	30 - 44	9.7%	14.6%	29.2%	25.2%	16.4%	4.9%	226
	45 - 59	10.9%	11.6%	25.5%	20.5%	27.5%	4.0%	302
	60 +	11.7%	7.9%	25.8%	13.7%	30.9%	10.0%	291
MDT Districts	District 1	11.6%	17.4%	24.9%	17.1%	20.8%	8.2%	293
	District 2	11.4%	8.0%	26.7%	19.9%	24.4%	9.7%	176
	District 3	7.4%	10.8%	28.9%	18.6%	32.4%	2.0%	204
	District 4	13.5%	9.5%	32.4%	14.9%	20.3%	9.5%	74
	District 5	11.2%	11.2%	29.1%	18.4%	23.8%	6.3%	206
2004 House-hold Income	75k +	14.1%	14.7%	26.9%	21.2%	19.9%	3.2%	156
	50k - 74k	3.5%	13.9%	34.1%	22.0%	22.5%	4.0%	173
	35k - 49k	14.0%	13.2%	25.7%	14.7%	27.9%	4.4%	136
	20k - 34k	7.1%	13.5%	27.7%	21.9%	22.6%	7.1%	155
	< 20k	14.5%	7.8%	26.8%	14.0%	27.4%	9.5%	179
Educational Attainment	No HS equivalent	9.8%	4.9%	29.3%	22.0%	24.4%	9.8%	41
	HS grad or GED	11.7%	10.7%	26.6%	16.7%	27.9%	6.3%	383
	Some post HS	9.5%	13.9%	22.9%	19.4%	26.9%	7.5%	201
	College graduate	10.9%	13.9%	32.7%	18.8%	18.2%	5.6%	303
Race of Respondent	White	10.7%	12.4%	28.2%	18.7%	23.2%	6.8%	852
	American Indian	10.7%	12.5%	21.4%	12.5%	42.9%	.0%	56

T6-p. Keeping the public informed about transportation issues

		Keeping Public Informed About Transportation Issues						
		Very Low Priority	Some-what Low Priority	Medium Priority	Some-what High Priority	Very High Priority	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	3.9%	5.6%	26.4%	27.0%	34.9%	2.2%	951
	Male	4.7%	6.7%	28.5%	27.8%	29.8%	2.4%	449
	Female	3.2%	4.6%	24.5%	26.3%	39.4%	2.0%	502
Age	18 - 29	2.3%	5.3%	27.8%	23.3%	39.8%	1.5%	133
	30 - 44	4.4%	4.9%	27.0%	31.0%	31.4%	1.3%	226
	45 - 59	5.0%	7.0%	28.6%	28.9%	29.2%	1.3%	301
	60 +	3.1%	4.8%	23.0%	23.7%	41.2%	4.1%	291
MDT Districts	District 1	3.1%	5.8%	24.7%	28.1%	34.9%	3.4%	292
	District 2	2.9%	5.1%	26.3%	33.1%	30.3%	2.3%	175
	District 3	5.9%	5.4%	27.3%	23.4%	36.6%	1.5%	205
	District 4	4.1%	4.1%	27.0%	28.4%	32.4%	4.1%	74
	District 5	3.9%	6.3%	27.8%	23.4%	38.0%	.5%	205
2004 House-hold Income	75k +	7.1%	10.3%	28.2%	30.1%	23.7%	.6%	156
	50k - 74k	2.3%	7.6%	31.4%	30.8%	27.3%	.6%	172
	35k - 49k	3.7%	5.1%	25.0%	26.5%	39.0%	.7%	136
	20k - 34k	3.2%	1.9%	24.7%	30.5%	37.7%	1.9%	154
	< 20k	2.8%	3.9%	21.8%	21.8%	44.7%	5.0%	179
Educational Attainment	No HS equivalent	.0%	7.7%	23.1%	7.7%	46.2%	15.4%	39
	HS grad or GED	3.9%	4.7%	22.5%	27.2%	38.7%	2.9%	382
	Some post HS	3.5%	5.0%	25.2%	29.7%	35.6%	1.0%	202
	College graduate	4.6%	6.6%	32.3%	28.4%	27.7%	.3%	303
Race of Respondent	White	3.9%	6.0%	27.3%	27.0%	33.8%	2.0%	851
	American Indian	1.8%	.0%	16.1%	33.9%	44.6%	3.6%	56

S1. How much have you seen, read, or heard about the Montana Department of Transportation and its activities?

		How Much Heard About MDT and Its Activities?					
		Nothing at All	Not Much	Some	A Lot	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	10.4%	34.2%	39.5%	15.7%	.2%	950
	Male	9.2%	32.6%	39.1%	19.0%	.2%	448
	Female	11.6%	35.7%	39.8%	12.7%	.2%	502
Age	18 - 29	16.4%	41.8%	34.3%	7.5%	.0%	134
	30 - 44	9.8%	33.8%	36.0%	20.0%	.4%	225
	45 - 59	7.0%	32.0%	44.7%	16.3%	.0%	300
	60 +	11.7%	33.3%	39.2%	15.5%	.3%	291
MDT Districts	District 1	13.4%	34.6%	36.0%	15.4%	.7%	292
	District 2	10.3%	35.4%	39.4%	14.9%	.0%	175
	District 3	5.9%	28.3%	47.8%	18.0%	.0%	205
	District 4	12.3%	35.6%	30.1%	21.9%	.0%	73
	District 5	10.2%	38.0%	39.5%	12.2%	.0%	205
2004 House-hold Income	75k +	7.7%	31.4%	41.7%	19.2%	.0%	156
	50k - 74k	8.1%	32.6%	44.8%	14.5%	.0%	172
	35k - 49k	8.9%	32.6%	38.5%	20.0%	.0%	135
	20k - 34k	9.7%	33.5%	40.6%	16.1%	.0%	155
	< 20k	14.5%	36.9%	36.3%	12.3%	.0%	179
Educational Attainment	No HS equivalent	31.7%	31.7%	22.0%	14.6%	.0%	41
	HS grad or GED	10.5%	37.8%	37.5%	13.9%	.3%	381
	Some post HS	11.4%	29.9%	44.3%	14.4%	.0%	201
	College graduate	6.0%	32.5%	42.4%	19.2%	.0%	302
Race of Respondent	White	9.9%	33.9%	39.9%	16.2%	.1%	850
	American Indian	12.5%	35.7%	39.3%	12.5%	.0%	56

S2. How interested are you in the Montana Department of Transportation or any of its activities? Are you:

		How Interested in MDT and Its Activities?					
		Not at All	Not Very	Some-what	Very Interested	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N%	Count
Sex of Respondent	Total	3.6%	14.5%	58.7%	23.1%	.1%	950
	Male	3.6%	16.4%	52.5%	27.4%	.2%	446
	Female	3.6%	12.9%	64.3%	19.2%	.0%	504
Age	18 - 29	5.2%	28.4%	59.7%	6.7%	.0%	134
	30 - 44	2.2%	16.1%	57.1%	24.1%	.4%	224
	45 - 59	3.0%	10.3%	63.5%	23.3%	.0%	301
	60 +	4.5%	11.3%	54.6%	29.6%	.0%	291
MDT Districts	District 1	3.4%	14.5%	57.6%	24.1%	.3%	290
	District 2	4.5%	15.3%	60.2%	19.9%	.0%	176
	District 3	1.5%	15.7%	55.4%	27.5%	.0%	204
	District 4	4.1%	14.9%	59.5%	21.6%	.0%	74
	District 5	4.9%	12.6%	62.1%	20.4%	.0%	206
2004 House-hold Income	75k +	3.2%	9.0%	60.6%	27.1%	.0%	155
	50k - 74k	2.9%	12.7%	67.1%	17.3%	.0%	173
	35k - 49k	3.0%	10.4%	61.5%	25.2%	.0%	135
	20k - 34k	1.9%	18.8%	57.8%	21.4%	.0%	154
	< 20k	5.6%	18.4%	53.1%	22.9%	.0%	179
Educational Attainment	No HS equivalent	14.6%	29.3%	39.0%	17.1%	.0%	41
	HS grad or GED	4.2%	16.5%	56.2%	23.1%	.0%	381
	Some post HS	2.0%	10.0%	67.5%	20.5%	.0%	200
	College graduate	2.0%	12.2%	59.4%	26.4%	.0%	303
Race of Respondent	White	3.8%	14.0%	58.8%	23.4%	.0%	850
	American Indian	1.8%	14.3%	64.3%	19.6%	.0%	56

S3. Informing customers about MDT and its activities is a high priority to the Department. Listed below are some of the practices that can be used for public notification and information sharing. Please indicate whether or not you are aware of MDT using these practices.

a. Construction project public meetings

		Aware of Construction Project Public Meetings			
		No	Yes	Don't Know	Total
		Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	53.5%	45.9%	.6%	948
	Male	49.8%	49.3%	.9%	446
	Female	56.8%	42.8%	.4%	502
Age	18 - 29	76.5%	23.5%	.0%	132
	30 - 44	54.9%	44.2%	.9%	224
	45 - 59	47.5%	51.8%	.7%	303
	60 +	48.1%	51.2%	.7%	289
MDT Districts	District 1	51.9%	47.4%	.7%	291
	District 2	52.0%	46.8%	1.2%	173
	District 3	47.5%	52.0%	.5%	204
	District 4	60.8%	39.2%	.0%	74
	District 5	60.2%	39.3%	.5%	206
2004 Household Income	75k +	43.6%	56.4%	.0%	156
	50k - 74k	54.3%	45.7%	.0%	173
	35k - 49k	50.0%	50.0%	.0%	136
	20k - 34k	57.5%	42.5%	.0%	153
	< 20k	60.8%	37.5%	1.7%	176
Educational Attainment	No HS equivalent	71.8%	25.6%	2.6%	39
	HS grad or GED	60.4%	38.8%	.8%	381
	Some post HS	53.7%	45.8%	.5%	201
	College graduate	42.7%	57.3%	.0%	302
Race of Respondent	White	52.9%	46.6%	.5%	849
	American Indian	56.4%	41.8%	1.8%	55

S3-b. Newspaper advertisements for public meetings

		Aware of Newspaper Ads for Public Meetings			
		No	Yes	Don't Know	Total
		Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	43.8%	54.9%	1.3%	950
	Male	43.8%	54.6%	1.6%	447
	Female	43.7%	55.3%	1.0%	503
Age	18 - 29	62.7%	36.6%	.7%	134
	30 - 44	48.2%	50.4%	1.3%	224
	45 - 59	39.6%	59.7%	.7%	303
	60 +	36.0%	61.9%	2.1%	289
MDT Districts	District 1	45.4%	54.3%	.3%	291
	District 2	40.6%	56.6%	2.9%	175
	District 3	38.2%	59.8%	2.0%	204
	District 4	44.6%	54.1%	1.4%	74
	District 5	49.5%	50.0%	.5%	206
2004 Household Income	75k +	37.8%	60.9%	1.3%	156
	50k - 74k	41.6%	57.8%	.6%	173
	35k - 49k	41.5%	57.8%	.7%	135
	20k - 34k	44.8%	53.9%	1.3%	154
	< 20k	52.8%	45.5%	1.7%	178
Educational Attainment	No HS equivalent	50.0%	47.5%	2.5%	40
	HS grad or GED	45.3%	52.6%	2.1%	382
	Some post HS	45.5%	54.0%	.5%	202
	College graduate	37.9%	61.8%	.3%	301
Race of Respondent	White	43.2%	55.5%	1.3%	850
	American Indian	42.9%	57.1%	.0%	56

S3-c. Press releases to all media

		Aware of Press Releases to All Media			
		No	Yes	Don't Know	Total
		Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	54.7%	42.2%	3.1%	948
	Male	51.3%	44.8%	3.8%	446
	Female	57.8%	39.8%	2.4%	502
Age	18 - 29	70.9%	27.6%	1.5%	134
	30 - 44	58.5%	39.7%	1.8%	224
	45 - 59	52.3%	45.7%	2.0%	302
	60 +	46.9%	47.2%	5.9%	288
MDT Districts	District 1	59.4%	38.9%	1.7%	288
	District 2	53.7%	40.6%	5.7%	175
	District 3	45.9%	51.2%	2.9%	205
	District 4	60.8%	33.8%	5.4%	74
	District 5	55.8%	42.2%	1.9%	206
2004 Household Income	75k +	48.1%	49.4%	2.6%	156
	50k - 74k	54.7%	43.0%	2.3%	172
	35k - 49k	50.0%	47.1%	2.9%	136
	20k - 34k	57.8%	40.9%	1.3%	154
	< 20k	59.6%	37.6%	2.8%	178
Educational Attainment	No HS equivalent	60.0%	37.5%	2.5%	40
	HS grad or GED	58.8%	38.0%	3.2%	379
	Some post HS	55.4%	41.1%	3.5%	202
	College graduate	48.2%	49.8%	2.0%	303
Race of Respondent	White	53.3%	44.0%	2.7%	850
	American Indian	66.1%	32.1%	1.8%	56

S3-d. Special mailings

		Aware of Special Mailings			
		No	Yes	Don't Know	Total
		Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	79.9%	18.9%	1.3%	949
	Male	79.4%	19.5%	1.1%	447
	Female	80.3%	18.3%	1.4%	502
Age	18 - 29	83.6%	14.9%	1.5%	134
	30 - 44	81.3%	17.3%	1.3%	225
	45 - 59	81.7%	17.3%	1.0%	301
	60 +	75.1%	23.5%	1.4%	289
MDT Districts	District 1	81.7%	17.6%	.7%	290
	District 2	79.0%	19.3%	1.7%	176
	District 3	79.0%	18.5%	2.4%	205
	District 4	75.3%	21.9%	2.7%	73
	District 5	80.5%	19.5%	.0%	205
2004 Household Income	75k +	84.0%	16.0%	.0%	156
	50k - 74k	84.3%	15.1%	.6%	172
	35k - 49k	77.2%	22.1%	.7%	136
	20k - 34k	82.6%	16.1%	1.3%	155
	< 20k	78.0%	19.8%	2.3%	177
Educational Attainment	No HS equivalent	82.1%	17.9%	.0%	39
	HS grad or GED	80.3%	17.8%	1.8%	381
	Some post HS	76.2%	22.3%	1.5%	202
	College graduate	82.1%	17.5%	.3%	302
Race of Respondent	White	80.3%	18.5%	1.2%	849
	American Indian	83.9%	16.1%	.0%	56

S3-e. Public service announcements on radio, TV, and billboards

		Aware of Public Service Announcements			
		No	Yes	Don't Know	Total
		Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	23.5%	76.0%	.5%	949
	Male	19.2%	80.1%	.7%	447
	Female	27.3%	72.3%	.4%	502
Age	18 - 29	27.6%	72.4%	.0%	134
	30 - 44	21.0%	78.1%	.9%	224
	45 - 59	18.6%	81.1%	.3%	301
	60 +	28.6%	70.7%	.7%	290
MDT Districts	District 1	27.5%	72.2%	.3%	291
	District 2	21.1%	78.9%	.0%	175
	District 3	21.6%	78.4%	.0%	204
	District 4	26.0%	74.0%	.0%	73
	District 5	20.9%	77.2%	1.9%	206
2004 Household Income	75k +	25.0%	74.4%	.6%	156
	50k - 74k	19.8%	79.7%	.6%	172
	35k - 49k	20.0%	80.0%	.0%	135
	20k - 34k	22.1%	77.3%	.6%	154
	< 20k	21.3%	78.1%	.6%	178
Educational Attainment	No HS equivalent	35.0%	65.0%	.0%	40
	HS grad or GED	21.3%	78.2%	.5%	380
	Some post HS	22.9%	76.6%	.5%	201
	College graduate	23.8%	75.9%	.3%	303
Race of Respondent	White	22.6%	77.0%	.4%	849
	American Indian	26.8%	71.4%	1.8%	56

S3-f. MDT Internet Web site

		Aware of MDT Internet Site			
		No	Yes	Don't Know	Total
		Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	75.0%	24.1%	.8%	949
	Male	69.6%	29.0%	1.3%	448
	Female	79.8%	19.8%	.4%	501
Age	18 - 29	80.3%	18.9%	.8%	132
	30 - 44	68.9%	30.2%	.9%	225
	45 - 59	66.7%	33.3%	.0%	303
	60 +	86.2%	12.1%	1.7%	289
MDT Districts	District 1	77.3%	21.6%	1.0%	291
	District 2	77.6%	21.8%	.6%	174
	District 3	66.8%	32.2%	1.0%	205
	District 4	78.4%	20.3%	1.4%	74
	District 5	76.6%	22.9%	.5%	205
2004 Household Income	75k +	71.2%	28.8%	.0%	156
	50k - 74k	63.6%	35.3%	1.2%	173
	35k - 49k	75.6%	23.0%	1.5%	135
	20k - 34k	77.4%	21.3%	1.3%	155
	< 20k	80.7%	18.8%	.6%	176
Educational Attainment	No HS equivalent	85.0%	10.0%	5.0%	40
	HS grad or GED	78.2%	21.1%	.8%	380
	Some post HS	73.6%	25.9%	.5%	201
	College graduate	70.6%	29.0%	.3%	303
Race of Respondent	White	74.8%	24.4%	.8%	849
	American Indian	80.4%	19.6%	.0%	56

S3-g. Newspaper articles

		Aware of Newspaper Articles			
		No	Yes	Don't Know	Total
		Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	28.5%	71.1%	.4%	952
	Male	28.6%	70.8%	.7%	448
	Female	28.4%	71.4%	.2%	504
Age	18 - 29	42.5%	56.7%	.7%	134
	30 - 44	30.7%	68.9%	.4%	225
	45 - 59	24.8%	74.9%	.3%	303
	60 +	24.1%	75.5%	.3%	290
MDT Districts	District 1	29.6%	69.4%	1.0%	291
	District 2	28.4%	71.6%	.0%	176
	District 3	23.4%	76.6%	.0%	205
	District 4	31.1%	68.9%	.0%	74
	District 5	31.1%	68.4%	.5%	206
2004 Household Income	75k +	23.7%	76.3%	.0%	156
	50k - 74k	25.4%	74.6%	.0%	173
	35k - 49k	27.9%	72.1%	.0%	136
	20k - 34k	31.6%	67.1%	1.3%	155
	< 20k	32.6%	67.4%	.0%	178
Educational Attainment	No HS equivalent	42.5%	57.5%	.0%	40
	HS grad or GED	32.5%	67.3%	.3%	382
	Some post HS	30.7%	68.8%	.5%	202
	College graduate	18.2%	81.5%	.3%	303
Race of Respondent	White	28.2%	71.6%	.2%	852
	American Indian	23.2%	75.0%	1.8%	56

S3-h. Radio updates of current projects in area

		Aware of Radio Updates of Current Projects in Area			
		No	Yes	Don't Know	Total
		Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	33.0%	66.4%	.6%	949
	Male	29.8%	69.4%	.9%	447
	Female	35.9%	63.7%	.4%	502
Age	18 - 29	29.3%	70.7%	.0%	133
	30 - 44	32.0%	67.6%	.4%	225
	45 - 59	31.0%	68.6%	.3%	303
	60 +	37.5%	61.1%	1.4%	288
MDT Districts	District 1	37.4%	61.6%	1.0%	289
	District 2	29.0%	70.5%	.6%	176
	District 3	29.9%	70.1%	.0%	204
	District 4	45.9%	52.7%	1.4%	74
	District 5	28.6%	70.9%	.5%	206
2004 Household Income	75k +	32.7%	67.3%	.0%	156
	50k - 74k	29.5%	70.5%	.0%	173
	35k - 49k	31.1%	68.9%	.0%	135
	20k - 34k	32.9%	66.5%	.6%	155
	< 20k	33.3%	65.5%	1.1%	177
Educational Attainment	No HS equivalent	40.0%	57.5%	2.5%	40
	HS grad or GED	31.0%	68.5%	.5%	381
	Some post HS	35.1%	63.9%	1.0%	202
	College graduate	30.9%	69.1%	.0%	301
Race of Respondent	White	32.0%	67.5%	.5%	849
	American Indian	30.4%	67.9%	1.8%	56

S3-i. Weekly meetings for construction projects in urban areas

		Aware of Weekly Meetings for Construction Projects in Urban Areas			
		No	Yes	Don't Know	Total
		Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	79.0%	19.4%	1.6%	949
	Male	77.5%	21.0%	1.6%	448
	Female	80.4%	18.0%	1.6%	501
Age	18 - 29	85.1%	13.4%	1.5%	134
	30 - 44	84.4%	14.7%	.9%	225
	45 - 59	79.4%	19.3%	1.3%	301
	60 +	71.6%	26.0%	2.4%	289
MDT Districts	District 1	82.8%	15.8%	1.4%	291
	District 2	76.0%	22.3%	1.7%	175
	District 3	75.1%	23.4%	1.5%	205
	District 4	87.5%	12.5%	.0%	72
	District 5	77.2%	20.4%	2.4%	206
2004 Household Income	75k +	82.7%	16.7%	.6%	156
	50k - 74k	81.5%	17.3%	1.2%	173
	35k - 49k	78.5%	20.0%	1.5%	135
	20k - 34k	78.6%	19.5%	1.9%	154
	< 20k	76.4%	21.9%	1.7%	178
Educational Attainment	No HS equivalent	70.0%	27.5%	2.5%	40
	HS grad or GED	82.9%	16.3%	.8%	381
	Some post HS	73.6%	23.4%	3.0%	201
	College graduate	78.5%	20.5%	1.0%	302
Race of Respondent	White	78.7%	19.8%	1.5%	849
	American Indian	85.7%	14.3%	.0%	56

S5. How often have you, yourself, interacted with Montana Department of Transportation employees over the last year, that is, since June 20, 2004?

		How Often Have You Interacted With MDT Employees Over the Last Year?							
		Not at All	A Few Times	About Once a Month	Two to Three Times a Month	About Once a Week	More Than Once a Week	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	58.1%	24.3%	6.7%	3.4%	3.3%	3.4%	.8%	950
	Male	48.7%	27.6%	8.5%	4.7%	4.9%	4.7%	.9%	446
	Female	66.5%	21.4%	5.2%	2.2%	1.8%	2.2%	.8%	504
Age	18 - 29	62.7%	24.6%	6.7%	2.2%	.7%	2.2%	.7%	134
	30 - 44	48.9%	27.6%	8.4%	4.4%	4.9%	4.0%	1.8%	225
	45 - 59	53.5%	26.2%	7.3%	5.0%	4.0%	3.0%	1.0%	301
	60 +	67.9%	19.7%	4.8%	1.4%	2.4%	3.8%	.0%	290
MDT Districts	District 1	59.6%	20.5%	7.5%	3.8%	4.1%	3.1%	1.4%	292
	District 2	54.9%	30.3%	4.6%	2.9%	2.3%	4.6%	.6%	175
	District 3	60.5%	22.9%	7.8%	2.4%	2.4%	3.9%	.0%	205
	District 4	41.1%	34.2%	6.8%	11.0%	4.1%	2.7%	.0%	73
	District 5	62.4%	22.4%	6.3%	1.5%	3.4%	2.4%	1.5%	205
2004 Household Income	75k +	52.9%	24.5%	6.5%	5.8%	5.8%	3.2%	1.3%	155
	50k - 74k	52.0%	23.7%	11.6%	4.6%	2.3%	5.2%	.6%	173
	35k - 49k	53.7%	22.8%	9.6%	3.7%	6.6%	2.9%	.7%	136
	20k - 34k	55.5%	28.4%	3.2%	2.6%	3.9%	5.8%	.6%	155
	< 20k	67.2%	23.2%	4.0%	2.3%	1.7%	1.7%	.0%	177
Educational Attainment	No HS equiv.	61.0%	22.0%	7.3%	2.4%	2.4%	2.4%	2.4%	41
	HS grad or GED	62.7%	22.0%	5.5%	3.7%	1.8%	3.9%	.3%	381
	Some post HS	54.0%	24.8%	6.9%	4.5%	5.0%	4.0%	1.0%	202
	College graduate	55.3%	27.5%	7.6%	2.6%	4.3%	2.3%	.3%	302
Race of Respondent	White	58.7%	24.4%	6.2%	3.3%	3.2%	3.8%	.5%	849
	Amercn Indian	53.6%	21.4%	14.3%	3.6%	5.4%	.0%	1.8%	56

S6. Please indicate your priority for the following actions that could be taken by MDT to improve the function of Montana's roadways. Please assign the following to each effort:

a. More illumination (lighting) of roadways.

		More Illumination of Roadways						
		Very Low Priority	Some-what Low Priority	Medium Priority	Some-what High Priority	Very High Priority	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	14.5%	16.1%	28.5%	21.7%	17.6%	1.6%	950
	Male	18.6%	19.2%	26.4%	20.6%	14.1%	1.1%	447
	Female	10.9%	13.3%	30.4%	22.7%	20.7%	2.0%	503
Age	18 - 29	17.2%	16.4%	28.4%	21.6%	14.9%	1.5%	134
	30 - 44	17.0%	16.5%	22.3%	23.7%	19.2%	1.3%	224
	45 - 59	11.6%	17.9%	31.5%	21.2%	16.9%	1.0%	302
	60 +	14.5%	13.8%	30.3%	20.7%	18.3%	2.4%	290
MDT Districts	District 1	16.1%	19.9%	24.7%	18.2%	18.5%	2.7%	292
	District 2	15.5%	17.8%	25.9%	23.0%	17.2%	.6%	174
	District 3	11.2%	14.1%	31.2%	26.3%	16.6%	.5%	205
	District 4	20.5%	11.0%	23.3%	21.9%	20.5%	2.7%	73
	District 5	12.6%	13.1%	35.4%	20.9%	16.5%	1.5%	206
2004 House-hold Income	75k +	14.1%	19.2%	32.7%	17.3%	16.0%	.6%	156
	50k - 74k	17.3%	20.2%	30.1%	22.0%	10.4%	.0%	173
	35k - 49k	11.8%	14.7%	29.4%	24.3%	19.9%	.0%	136
	20k - 34k	12.3%	15.5%	20.6%	29.0%	21.3%	1.3%	155
	< 20k	15.3%	11.9%	30.5%	17.5%	22.6%	2.3%	177
Educational Attainment	No HS equivalent	17.1%	17.1%	24.4%	24.4%	12.2%	4.9%	41
	HS grad or GED	13.9%	14.4%	31.0%	20.5%	18.4%	1.8%	381
	Some post HS	12.9%	14.9%	25.2%	27.2%	18.8%	1.0%	202
	College graduate	14.5%	18.8%	30.0%	19.8%	16.5%	.3%	303
Race of Respondent	White	14.7%	16.7%	29.8%	21.6%	16.2%	.9%	850
	American Indian	7.1%	12.5%	17.9%	26.8%	32.1%	3.6%	56

S6-b. More directional/informational signs (i.e., stop signs, speed limit, and route markers)

		More Directional/Informational Signs						
		Very Low Priority	Some-what Low Priority	Medium Priority	Some-what High Priority	Very High Priority	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	19.1%	16.6%	26.7%	19.4%	16.9%	1.4%	949
	Male	21.0%	18.3%	24.2%	21.0%	14.8%	.7%	447
	Female	17.3%	15.1%	28.9%	17.9%	18.7%	2.0%	502
Age	18 - 29	19.4%	13.4%	25.4%	24.6%	17.2%	.0%	134
	30 - 44	18.7%	20.4%	25.3%	20.0%	13.8%	1.8%	225
	45 - 59	22.7%	19.0%	26.0%	18.0%	14.3%	.0%	300
	60 +	15.5%	12.8%	29.0%	17.9%	21.7%	3.1%	290
MDT Districts	District 1	19.6%	16.5%	28.5%	16.2%	17.9%	1.4%	291
	District 2	21.3%	19.5%	22.4%	23.0%	12.1%	1.7%	174
	District 3	17.1%	15.1%	29.8%	21.0%	16.6%	.5%	205
	District 4	23.0%	17.6%	25.7%	16.2%	16.2%	1.4%	74
	District 5	17.1%	15.6%	24.9%	20.5%	20.0%	2.0%	205
2004 House-hold Income	75k +	20.5%	19.2%	23.1%	20.5%	16.7%	.0%	156
	50k - 74k	19.7%	20.2%	26.0%	20.2%	13.3%	.6%	173
	35k - 49k	14.7%	14.0%	28.7%	20.6%	20.6%	1.5%	136
	20k - 34k	13.6%	18.8%	31.8%	19.5%	15.6%	.6%	154
	< 20k	22.5%	14.0%	24.2%	16.3%	20.8%	2.2%	178
Educational Attainment	No HS equivalent	19.5%	9.8%	19.5%	29.3%	17.1%	4.9%	41
	HS grad or GED	20.2%	16.8%	25.7%	18.1%	18.4%	.8%	381
	Some post HS	15.3%	16.8%	29.2%	19.8%	17.3%	1.5%	202
	College graduate	20.5%	17.8%	28.1%	19.8%	13.5%	.3%	303
Race of Respondent	White	19.5%	17.1%	26.9%	19.5%	15.9%	1.1%	850
	American Indian	14.5%	12.7%	25.5%	20.0%	25.5%	1.8%	55

S6-c. More pavement markings (i.e., shoulder lines, lane arrows)

		More Pavement Markings						
		Very Low Priority	Some-what Low Priority	Medium Priority	Some-what High Priority	Very High Priority	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	17.0%	15.6%	22.3%	22.5%	21.7%	.9%	948
	Male	17.2%	17.4%	19.0%	25.1%	20.4%	.9%	447
	Female	16.8%	14.0%	25.1%	20.2%	23.0%	1.0%	501
Age	18 - 29	17.2%	17.9%	23.9%	22.4%	18.7%	.0%	134
	30 - 44	17.8%	18.2%	21.8%	21.3%	19.6%	1.3%	225
	45 - 59	17.7%	15.7%	25.4%	20.4%	20.7%	.0%	299
	60 +	15.5%	12.4%	18.6%	25.5%	25.9%	2.1%	290
MDT Districts	District 1	20.3%	14.8%	21.3%	17.2%	25.8%	.7%	291
	District 2	16.2%	16.8%	22.0%	27.7%	16.2%	1.2%	173
	District 3	14.1%	15.1%	24.9%	25.4%	20.5%	.0%	205
	District 4	23.0%	23.0%	17.6%	18.9%	17.6%	.0%	74
	District 5	13.7%	13.7%	22.9%	23.9%	23.4%	2.4%	205
2004 House-hold Income	75k +	17.3%	19.9%	21.8%	21.8%	19.2%	.0%	156
	50k - 74k	17.4%	19.2%	20.3%	23.8%	19.2%	.0%	172
	35k - 49k	14.7%	9.6%	21.3%	29.4%	24.3%	.7%	136
	20k - 34k	16.2%	19.5%	22.7%	20.1%	20.8%	.6%	154
	< 20k	16.3%	12.9%	24.7%	16.9%	28.1%	1.1%	178
Educational Attainment	No HS equivalent	12.2%	12.2%	31.7%	12.2%	24.4%	7.3%	41
	HS grad or GED	17.3%	15.5%	23.4%	22.0%	21.5%	.3%	381
	Some post HS	16.8%	13.9%	20.3%	26.2%	21.8%	1.0%	202
	College graduate	17.5%	17.5%	21.5%	22.5%	20.5%	.3%	302
Race of Respondent	White	16.8%	16.3%	23.8%	22.5%	19.8%	.8%	849
	American Indian	20.0%	12.7%	3.6%	21.8%	41.8%	.0%	55

S6-d. Wider roadways

		Wider Roadways						
		Very Low Priority	Some-what Low Priority	Medium Priority	Some-what High Priority	Very High Priority	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	7.8%	8.7%	20.4%	26.1%	35.5%	1.4%	949
	Male	7.4%	12.1%	18.8%	26.8%	33.5%	1.6%	448
	Female	8.2%	5.8%	22.0%	25.5%	37.3%	1.2%	501
Age	18 - 29	9.7%	12.7%	20.1%	28.4%	28.4%	.7%	134
	30 - 44	6.7%	10.3%	21.0%	29.5%	30.4%	2.2%	224
	45 - 59	8.3%	8.3%	21.3%	24.3%	36.9%	1.0%	301
	60 +	7.2%	6.2%	19.3%	24.5%	41.4%	1.4%	290
MDT Districts	District 1	10.7%	11.4%	20.7%	22.8%	33.8%	.7%	290
	District 2	8.6%	10.9%	16.0%	26.3%	35.4%	2.9%	175
	District 3	6.8%	9.3%	18.5%	31.7%	33.2%	.5%	205
	District 4	5.4%	5.4%	21.6%	31.1%	35.1%	1.4%	74
	District 5	4.9%	3.9%	25.4%	23.4%	40.5%	2.0%	205
2004 House-hold Income	75k +	7.1%	7.1%	21.9%	29.0%	34.2%	.6%	155
	50k - 74k	8.1%	11.0%	15.6%	31.2%	33.5%	.6%	173
	35k - 49k	6.6%	6.6%	22.8%	33.1%	30.1%	.7%	136
	20k - 34k	6.5%	12.3%	22.1%	23.4%	35.1%	.6%	154
	< 20k	9.5%	7.3%	22.9%	18.4%	39.7%	2.2%	179
Educational Attainment	No HS equivalent	9.8%	7.3%	22.0%	24.4%	31.7%	4.9%	41
	HS grad or GED	7.1%	7.6%	20.7%	27.5%	36.4%	.8%	382
	Some post HS	8.4%	7.9%	17.3%	25.7%	39.1%	1.5%	202
	College graduate	7.6%	9.9%	23.4%	26.1%	32.0%	1.0%	303
Race of Respondent	White	7.6%	8.7%	20.9%	27.8%	33.8%	1.2%	850
	American Indian	7.1%	5.4%	23.2%	7.1%	57.1%	.0%	56

S6-e. More guardrails and crash cushions

		More Guardrails and Crash Cushions						
		Very Low Priority	Some-what Low Priority	Medium Priority	Some-what High Priority	Very High Priority	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	10.1%	12.0%	23.9%	22.3%	28.6%	3.1%	948
	Male	12.3%	17.0%	27.0%	19.4%	21.7%	2.7%	448
	Female	8.2%	7.6%	21.2%	24.8%	34.8%	3.4%	500
Age	18 - 29	7.5%	14.3%	21.1%	23.3%	31.6%	2.3%	133
	30 - 44	9.8%	14.7%	22.2%	23.1%	27.1%	3.1%	225
	45 - 59	10.6%	11.3%	26.9%	23.9%	24.6%	2.7%	301
	60 +	11.1%	9.7%	23.5%	19.4%	32.5%	3.8%	289
MDT Districts	District 1	9.3%	12.1%	24.1%	21.7%	29.7%	3.1%	290
	District 2	14.3%	12.6%	20.0%	25.7%	22.3%	5.1%	175
	District 3	7.8%	12.3%	23.0%	26.5%	29.4%	1.0%	204
	District 4	12.2%	14.9%	25.7%	17.6%	28.4%	1.4%	74
	District 5	9.3%	10.2%	27.3%	17.6%	31.7%	3.9%	205
2004 House-hold Income	75k +	9.0%	15.4%	29.5%	17.3%	27.6%	1.3%	156
	50k - 74k	12.3%	14.0%	29.2%	25.7%	17.0%	1.8%	171
	35k - 49k	9.6%	11.8%	25.7%	22.1%	30.1%	.7%	136
	20k - 34k	9.0%	14.2%	16.8%	22.6%	34.8%	2.6%	155
	< 20k	11.7%	10.6%	19.0%	15.6%	36.3%	6.7%	179
Educational Attainment	No HS equivalent	12.2%	12.2%	17.1%	26.8%	29.3%	2.4%	41
	HS grad or GED	10.5%	8.1%	23.6%	23.6%	31.7%	2.6%	382
	Some post HS	8.9%	11.9%	26.2%	20.8%	28.7%	3.5%	202
	College graduate	10.3%	16.9%	25.2%	21.3%	23.6%	2.7%	301
Race of Respondent	White	10.0%	12.4%	24.6%	22.9%	27.2%	2.8%	848
	American Indian	10.7%	12.5%	14.3%	16.1%	44.6%	1.8%	56

S6-f. More traffic signals and left-turn bays

		More Traffic Signals and Left-Turn Bays						
		Very Low Priority	Some-what Low Priority	Medium Priority	Some-what High Priority	Very High Priority	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	12.5%	12.8%	22.7%	24.2%	24.4%	3.4%	949
	Male	15.0%	15.0%	23.4%	23.4%	20.1%	3.1%	448
	Female	10.4%	10.8%	22.0%	25.0%	28.3%	3.6%	501
Age	18 - 29	12.8%	10.5%	22.6%	27.1%	24.1%	3.0%	133
	30 - 44	14.7%	16.4%	20.9%	27.1%	18.7%	2.2%	225
	45 - 59	10.6%	13.6%	26.2%	25.5%	21.5%	2.6%	302
	60 +	12.8%	10.0%	20.4%	19.4%	32.2%	5.2%	289
MDT Districts	District 1	14.8%	13.7%	20.3%	22.7%	24.7%	3.8%	291
	District 2	10.9%	11.4%	26.9%	25.1%	23.4%	2.3%	175
	District 3	10.8%	14.2%	20.1%	28.4%	23.5%	2.9%	204
	District 4	14.9%	18.9%	27.0%	18.9%	13.5%	6.8%	74
	District 5	11.7%	8.8%	23.4%	23.4%	29.8%	2.9%	205
2004 House-hold Income	75k +	15.4%	13.5%	17.3%	28.8%	23.7%	1.3%	156
	50k - 74k	15.0%	17.9%	20.8%	22.5%	23.1%	.6%	173
	35k - 49k	10.4%	6.7%	24.4%	29.6%	24.4%	4.4%	135
	20k - 34k	9.7%	15.5%	23.2%	21.9%	26.5%	3.2%	155
	< 20k	12.9%	12.4%	25.3%	19.1%	27.0%	3.4%	178
Educational Attainment	No HS equivalent	12.2%	2.4%	22.0%	34.1%	19.5%	9.8%	41
	HS grad or GED	13.1%	11.8%	23.0%	23.6%	24.9%	3.7%	382
	Some post HS	11.9%	11.4%	21.3%	24.3%	28.2%	3.0%	202
	College graduate	12.6%	16.2%	23.8%	23.8%	21.5%	2.0%	302
Race of Respondent	White	12.6%	13.4%	22.7%	23.8%	24.0%	3.4%	849
	American Indian	10.7%	3.6%	23.2%	28.6%	32.1%	1.8%	56

S6-g. Increase shoulder widths to accommodate bicyclists

		Increase Shoulder Widths to Accommodate Bicyclists						
		Very Low Priority	Some-what Low Priority	Medium Priority	Some-what High Priority	Very High Priority	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	12.0%	7.3%	17.6%	22.3%	39.2%	1.6%	948
	Male	13.6%	9.4%	19.0%	23.5%	33.1%	1.3%	447
	Female	10.6%	5.4%	16.4%	21.2%	44.7%	1.8%	501
Age	18 - 29	13.5%	9.8%	15.0%	24.1%	36.8%	.8%	133
	30 - 44	8.5%	8.0%	20.1%	24.6%	37.5%	1.3%	224
	45 - 59	10.6%	9.0%	20.6%	18.3%	40.9%	.7%	301
	60 +	15.5%	3.8%	13.8%	23.8%	40.0%	3.1%	290
MDT Districts	District 1	11.8%	7.6%	14.9%	23.2%	41.5%	1.0%	289
	District 2	9.7%	4.0%	14.9%	24.6%	44.0%	2.9%	175
	District 3	12.3%	10.3%	20.6%	19.1%	37.3%	.5%	204
	District 4	20.3%	6.8%	25.7%	18.9%	25.7%	2.7%	74
	District 5	11.2%	6.8%	18.0%	23.3%	38.8%	1.9%	206
2004 House-hold Income	75k +	11.5%	9.6%	19.9%	16.7%	40.4%	1.9%	156
	50k - 74k	9.8%	8.1%	16.2%	28.3%	37.0%	.6%	173
	35k - 49k	11.1%	8.9%	20.0%	20.0%	39.3%	.7%	135
	20k - 34k	12.3%	4.5%	14.2%	24.5%	43.2%	1.3%	155
	< 20k	11.2%	6.7%	16.2%	18.4%	44.7%	2.8%	179
Educational Attainment	No HS equivalent	17.1%	9.8%	14.6%	7.3%	46.3%	4.9%	41
	HS grad or GED	14.9%	6.8%	17.5%	24.0%	34.7%	2.1%	383
	Some post HS	9.9%	5.4%	20.3%	22.8%	40.6%	1.0%	202
	College graduate	8.3%	8.6%	16.6%	22.5%	43.4%	.7%	302
Race of Respondent	White	11.6%	7.5%	18.0%	23.2%	38.1%	1.5%	850
	American Indian	12.5%	3.6%	12.5%	10.7%	60.7%	.0%	56

G1. How would you grade MDT's overall performance during the past year, since June 2004?

		MDT Overall Performance During the Last Year						
		F	D	C	B	A	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	.7%	3.2%	35.0%	47.3%	8.2%	5.6%	949
	Male	1.1%	2.9%	34.6%	49.1%	7.6%	4.7%	448
	Female	.4%	3.4%	35.3%	45.7%	8.8%	6.4%	501
Age	18 - 29	.8%	4.5%	30.1%	51.1%	5.3%	8.3%	133
	30 - 44	.4%	3.6%	34.7%	50.7%	5.3%	5.3%	225
	45 - 59	1.0%	2.3%	33.4%	51.7%	7.9%	3.6%	302
	60 +	.7%	3.1%	39.1%	38.4%	12.1%	6.6%	289
MDT Districts	District 1	1.4%	3.8%	36.6%	42.4%	8.3%	7.6%	290
	District 2	.6%	2.9%	29.3%	48.9%	12.1%	6.3%	174
	District 3	.0%	2.4%	34.1%	53.2%	8.8%	1.5%	205
	District 4	.0%	4.1%	35.1%	47.3%	9.5%	4.1%	74
	District 5	1.0%	2.9%	38.3%	47.1%	3.9%	6.8%	206
2004 House-hold Income	75k +	.0%	3.2%	35.3%	47.4%	9.6%	4.5%	156
	50k - 74k	.0%	1.7%	28.9%	60.1%	5.8%	3.5%	173
	35k - 49k	.7%	2.2%	32.4%	50.7%	8.1%	5.9%	136
	20k - 34k	.0%	1.3%	34.2%	52.3%	8.4%	3.9%	155
	< 20k	2.2%	6.2%	37.1%	38.2%	9.6%	6.7%	178
Educational Attainment	No HS equivalent	.0%	9.8%	34.1%	41.5%	4.9%	9.8%	41
	HS grad or GED	.8%	3.1%	43.6%	37.6%	11.5%	3.4%	383
	Some post HS	1.0%	3.5%	29.7%	55.0%	4.5%	6.4%	202
	College graduate	.0%	2.3%	27.5%	56.6%	7.3%	6.3%	302
Race of Respondent	White	.6%	3.1%	34.6%	48.2%	8.4%	5.2%	850
	American Indian	3.6%	7.1%	30.4%	44.6%	10.7%	3.6%	56

G2. What grade would you give MDT on the quality of service it provides?

		MDT Quality of Service						
		F	D	C	B	A	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	.4%	2.7%	29.0%	47.7%	11.0%	9.2%	949
	Male	.4%	2.7%	31.4%	48.8%	10.2%	6.5%	449
	Female	.4%	2.8%	26.8%	46.8%	11.6%	11.6%	500
Age	18 - 29	.7%	.7%	23.9%	56.7%	8.2%	9.7%	134
	30 - 44	.0%	4.0%	31.1%	47.6%	9.3%	8.0%	225
	45 - 59	.7%	3.3%	27.5%	47.7%	12.9%	7.9%	302
	60 +	.3%	2.1%	31.3%	43.8%	11.5%	11.1%	288
MDT Districts	District 1	.3%	3.8%	31.4%	42.8%	11.7%	10.0%	290
	District 2	.6%	1.1%	25.9%	47.1%	13.8%	11.5%	174
	District 3	1.0%	2.4%	25.4%	53.2%	11.2%	6.8%	205
	District 4	.0%	2.7%	33.8%	45.9%	12.2%	5.4%	74
	District 5	.0%	2.9%	30.1%	50.5%	6.8%	9.7%	206
2004 House-hold Income	75k +	.0%	1.3%	25.6%	47.4%	15.4%	10.3%	156
	50k - 74k	.0%	1.7%	28.9%	54.9%	8.1%	6.4%	173
	35k - 49k	.7%	1.5%	35.3%	45.6%	8.8%	8.1%	136
	20k - 34k	.6%	2.6%	21.4%	56.5%	9.7%	9.1%	154
	< 20k	.6%	5.6%	29.6%	44.1%	12.8%	7.3%	179
Educational Attainment	No HS equivalent	.0%	4.9%	24.4%	48.8%	7.3%	14.6%	41
	HS grad or GED	.3%	2.9%	34.6%	43.2%	12.6%	6.5%	382
	Some post HS	.0%	3.0%	28.7%	50.0%	7.9%	10.4%	202
	College graduate	.7%	1.7%	22.8%	53.1%	11.9%	9.9%	303
Race of Respondent	White	.2%	2.4%	29.1%	48.2%	11.0%	9.0%	851
	American Indian	3.6%	9.1%	21.8%	49.1%	12.7%	3.6%	55

G3. Overall, how would you grade the current quality of service provided by MDT compared with the quality of service five years ago, in 2000?

		MDT Quality of Service Compared With Quality of Service 5 Years Ago						
		F	D	C	B	A	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	.7%	3.2%	35.0%	47.3%	8.2%	5.6%	949
	Male	1.1%	2.9%	34.6%	49.1%	7.6%	4.7%	448
	Female	.4%	3.4%	35.3%	45.7%	8.8%	6.4%	501
Age	18 - 29	.8%	4.5%	30.1%	51.1%	5.3%	8.3%	133
	30 - 44	.4%	3.6%	34.7%	50.7%	5.3%	5.3%	225
	45 - 59	1.0%	2.3%	33.4%	51.7%	7.9%	3.6%	302
	60 +	.7%	3.1%	39.1%	38.4%	12.1%	6.6%	289
MDT Districts	District 1	1.4%	3.8%	36.6%	42.4%	8.3%	7.6%	290
	District 2	.6%	2.9%	29.3%	48.9%	12.1%	6.3%	174
	District 3	.0%	2.4%	34.1%	53.2%	8.8%	1.5%	205
	District 4	.0%	4.1%	35.1%	47.3%	9.5%	4.1%	74
	District 5	1.0%	2.9%	38.3%	47.1%	3.9%	6.8%	206
2004 House-hold Income	75k +	.0%	3.2%	35.3%	47.4%	9.6%	4.5%	156
	50k - 74k	.0%	1.7%	28.9%	60.1%	5.8%	3.5%	173
	35k - 49k	.7%	2.2%	32.4%	50.7%	8.1%	5.9%	136
	20k - 34k	.0%	1.3%	34.2%	52.3%	8.4%	3.9%	155
	< 20k	2.2%	6.2%	37.1%	38.2%	9.6%	6.7%	178
Educational Attainment	No HS equivalent	.0%	9.8%	34.1%	41.5%	4.9%	9.8%	41
	HS grad or GED	.8%	3.1%	43.6%	37.6%	11.5%	3.4%	383
	Some post HS	1.0%	3.5%	29.7%	55.0%	4.5%	6.4%	202
	College graduate	.0%	2.3%	27.5%	56.6%	7.3%	6.3%	302
Race of Respondent	White	.6%	3.1%	34.6%	48.2%	8.4%	5.2%	850
	American Indian	3.6%	7.1%	30.4%	44.6%	10.7%	3.6%	56

G4. What grade would you give MDT on overall quality of planning to meet statewide transportation needs?

		MDT Overall Quality of Planning						
		F	D	C	B	A	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	1.2%	7.0%	31.8%	38.5%	8.3%	13.3%	949
	Male	1.1%	6.5%	32.1%	41.5%	7.4%	11.4%	448
	Female	1.2%	7.4%	31.5%	35.7%	9.2%	15.0%	501
Age	18 - 29	.0%	3.7%	26.9%	49.3%	10.4%	9.7%	134
	30 - 44	1.3%	8.0%	37.3%	36.4%	5.8%	11.1%	225
	45 - 59	1.3%	7.3%	31.2%	37.9%	9.0%	13.3%	301
	60 +	1.4%	7.3%	30.4%	35.6%	8.7%	16.6%	289
MDT Districts	District 1	1.4%	9.3%	32.0%	31.6%	7.2%	18.6%	291
	District 2	.6%	7.5%	29.3%	42.5%	9.8%	10.3%	174
	District 3	.5%	4.9%	32.7%	44.4%	10.7%	6.8%	205
	District 4	1.4%	6.8%	21.6%	48.6%	9.5%	12.2%	74
	District 5	2.0%	5.4%	36.6%	35.1%	5.9%	15.1%	205
2004 House-hold Income	75k +	.6%	8.3%	32.1%	38.5%	10.3%	10.3%	156
	50k - 74k	.0%	5.2%	37.6%	40.5%	7.5%	9.2%	173
	35k - 49k	2.2%	8.1%	32.4%	39.7%	6.6%	11.0%	136
	20k - 34k	.6%	3.9%	25.8%	42.6%	14.2%	12.9%	155
	< 20k	1.7%	8.4%	31.8%	33.5%	7.8%	16.8%	179
Educational Attainment	No HS equivalent	.0%	7.3%	34.1%	24.4%	7.3%	26.8%	41
	HS grad or GED	1.0%	5.7%	34.7%	38.9%	8.1%	11.5%	383
	Some post HS	1.5%	7.9%	29.7%	44.1%	5.0%	11.9%	202
	College graduate	.7%	7.3%	31.1%	36.1%	10.9%	13.9%	302
Race of Respondent	White	.9%	7.2%	30.9%	38.9%	8.7%	13.3%	850
	American Indian	1.8%	5.4%	48.2%	28.6%	7.1%	8.9%	56

G5. What grade would you give the Montana Department of Transportation for its responsiveness to customer ideas and concerns?

		MDT Responsiveness to Customer Ideas and Concerns						
		F	D	C	B	A	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	1.7%	6.6%	28.5%	22.8%	6.1%	34.4%	945
	Male	1.8%	8.7%	30.3%	22.6%	6.1%	30.5%	446
	Female	1.6%	4.6%	26.9%	22.8%	6.2%	37.9%	499
Age	18 - 29	.7%	2.2%	26.1%	29.1%	8.2%	33.6%	134
	30 - 44	.9%	8.0%	33.3%	22.2%	4.4%	31.1%	225
	45 - 59	3.4%	6.4%	23.8%	22.5%	6.0%	37.9%	298
	60 +	1.0%	7.6%	30.6%	20.5%	6.6%	33.7%	288
MDT Districts	District 1	2.4%	6.6%	29.1%	19.7%	6.6%	35.6%	289
	District 2	1.1%	5.7%	28.2%	24.7%	9.2%	31.0%	174
	District 3	1.5%	5.4%	30.4%	26.0%	6.4%	30.4%	204
	District 4	1.4%	6.8%	28.4%	25.7%	2.7%	35.1%	74
	District 5	1.5%	8.3%	26.0%	21.1%	3.9%	39.2%	204
2004 House-hold Income	75k +	.6%	7.7%	30.8%	19.9%	7.1%	34.0%	156
	50k - 74k	1.7%	7.0%	27.9%	19.8%	4.7%	39.0%	172
	35k - 49k	2.2%	5.9%	28.1%	21.5%	7.4%	34.8%	135
	20k - 34k	1.3%	7.1%	27.7%	25.2%	9.7%	29.0%	155
	< 20k	.6%	6.7%	30.7%	24.6%	5.6%	31.8%	179
Educational Attainment	No HS equivalent	.0%	4.9%	26.8%	26.8%	9.8%	31.7%	41
	HS grad or GED	2.1%	8.1%	31.7%	22.8%	6.0%	29.3%	382
	Some post HS	1.5%	4.5%	28.5%	22.0%	5.0%	38.5%	200
	College graduate	.7%	6.6%	25.1%	22.4%	6.6%	38.6%	303
Race of Respondent	White	1.4%	6.5%	28.0%	22.7%	6.0%	35.3%	849
	American Indian	1.8%	10.7%	39.3%	23.2%	8.9%	16.1%	56

G6. What grade would you give MDT on its efforts to keep customers fully informed of all relevant information and upcoming decisions related to the transportation system?

		MDT Efforts to Keep Customers Informed						
		F	D	C	B	A	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	1.7%	7.6%	32.9%	34.2%	12.2%	11.3%	947
	Male	1.6%	9.8%	33.1%	34.0%	12.5%	8.9%	447
	Female	1.8%	5.6%	32.8%	34.4%	12.0%	13.4%	500
Age	18 - 29	2.2%	4.5%	32.8%	35.8%	14.9%	9.7%	134
	30 - 44	1.3%	14.2%	26.2%	37.3%	10.7%	10.2%	225
	45 - 59	1.0%	7.4%	34.1%	32.4%	14.4%	10.7%	299
	60 +	2.4%	4.2%	37.0%	32.9%	10.0%	13.5%	289
MDT Districts	District 1	1.4%	6.9%	33.4%	34.1%	12.4%	11.7%	290
	District 2	2.3%	6.9%	30.5%	37.9%	11.5%	10.9%	174
	District 3	2.5%	8.9%	34.0%	34.0%	15.8%	4.9%	203
	District 4	.0%	12.2%	35.1%	28.4%	12.2%	12.2%	74
	District 5	1.5%	6.3%	32.5%	33.5%	9.2%	17.0%	206
2004 Household Income	75k +	.6%	7.7%	38.5%	34.0%	12.8%	6.4%	156
	50k - 74k	.6%	9.8%	30.6%	37.0%	12.1%	9.8%	173
	35k - 49k	.7%	6.7%	33.3%	37.0%	12.6%	9.6%	135
	20k - 34k	1.9%	6.5%	21.3%	42.6%	16.8%	11.0%	155
	< 20k	3.9%	7.8%	33.0%	26.8%	13.4%	15.1%	179
Educational Attainment	No HS equivalent	2.4%	2.4%	31.7%	29.3%	12.2%	22.0%	41
	HS grad or GED	1.0%	8.1%	35.8%	33.2%	11.7%	10.2%	383
	Some post HS	2.0%	8.0%	35.3%	36.8%	8.5%	9.5%	201
	College graduate	1.7%	7.6%	28.7%	34.7%	15.5%	11.9%	303
Race of Respondent	White	1.6%	7.1%	32.8%	34.8%	12.5%	11.2%	850
	American Indian	.0%	14.3%	41.1%	32.1%	8.9%	3.6%	56

G7. What grade would you give MDT on the extent of inconvenience caused by construction or maintenance projects?

		Extent of Inconvenience Caused by Construction or Maintenance						
		F	D	C	B	A	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	3.4%	7.4%	37.8%	37.4%	9.4%	4.6%	947
	Male	3.1%	7.8%	34.0%	41.8%	9.8%	3.4%	447
	Female	3.6%	7.0%	41.2%	33.4%	9.0%	5.8%	500
Age	18 - 29	4.5%	8.2%	38.1%	38.1%	7.5%	3.7%	134
	30 - 44	2.2%	9.3%	40.4%	36.9%	6.7%	4.4%	225
	45 - 59	3.3%	9.0%	39.5%	34.4%	9.7%	4.0%	299
	60 +	3.8%	3.8%	33.9%	40.5%	12.1%	5.9%	289
MDT Districts	District 1	2.4%	5.2%	39.8%	38.1%	9.3%	5.2%	289
	District 2	5.2%	6.9%	34.5%	35.1%	10.9%	7.5%	174
	District 3	3.4%	9.3%	36.8%	36.8%	11.8%	2.0%	204
	District 4	6.8%	10.8%	32.4%	36.5%	9.5%	4.1%	74
	District 5	1.9%	7.8%	40.8%	39.3%	5.8%	4.4%	206
2004 Household Income	75k +	3.2%	10.3%	36.1%	36.8%	9.7%	3.9%	155
	50k - 74k	4.0%	4.0%	34.1%	46.8%	9.2%	1.7%	173
	35k - 49k	2.2%	10.3%	32.4%	42.6%	9.6%	2.9%	136
	20k - 34k	3.2%	6.5%	45.8%	31.0%	10.3%	3.2%	155
	< 20k	5.6%	6.1%	34.6%	37.4%	8.9%	7.3%	179
Educational Attainment	No HS equivalent	4.9%	2.4%	31.7%	31.7%	17.1%	12.2%	41
	HS grad or GED	2.1%	8.4%	40.7%	34.7%	9.7%	4.4%	383
	Some post HS	4.0%	9.4%	36.6%	38.1%	6.4%	5.4%	202
	College graduate	4.3%	6.0%	35.8%	41.1%	10.3%	2.6%	302
Race of Respondent	White	3.2%	7.4%	36.8%	38.8%	9.8%	4.1%	851
	American Indian	1.8%	5.5%	50.9%	27.3%	9.1%	5.5%	55

G8. What grade would you give MDT on its overall highway maintenance and repair?

		MDT Overall Highway Maintenance and Repair						
		F	D	C	B	A	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	1.1%	5.7%	34.3%	45.8%	11.1%	2.0%	947
	Male	1.3%	6.9%	30.6%	48.3%	11.6%	1.1%	447
	Female	.8%	4.6%	37.6%	43.6%	10.6%	2.8%	500
Age	18 - 29	.7%	5.2%	30.6%	47.8%	14.2%	1.5%	134
	30 - 44	1.8%	5.8%	30.7%	52.0%	6.7%	3.1%	225
	45 - 59	.3%	7.0%	33.4%	45.8%	11.7%	1.7%	299
	60 +	1.4%	4.5%	39.8%	40.1%	12.5%	1.7%	289
MDT Districts	District 1	.3%	7.2%	34.8%	45.2%	10.3%	2.1%	290
	District 2	1.1%	2.9%	30.5%	49.4%	13.8%	2.3%	174
	District 3	.0%	6.4%	38.2%	43.1%	11.8%	.5%	204
	District 4	2.7%	4.1%	39.2%	43.2%	8.1%	2.7%	74
	District 5	2.4%	5.9%	31.2%	47.3%	10.2%	2.9%	205
2004 House-hold Income	75k +	.0%	8.3%	34.0%	42.9%	13.5%	1.3%	156
	50k - 74k	1.2%	4.1%	29.7%	55.2%	9.9%	.0%	172
	35k - 49k	1.5%	2.9%	39.0%	49.3%	6.6%	.7%	136
	20k - 34k	.6%	5.2%	36.1%	43.2%	13.5%	1.3%	155
	< 20k	1.7%	6.7%	30.2%	43.6%	14.0%	3.9%	179
Educational Attainment	No HS equivalent	7.3%	2.4%	29.3%	41.5%	14.6%	4.9%	41
	HS grad or GED	1.0%	6.0%	38.6%	41.5%	12.0%	.8%	383
	Some post HS	1.0%	5.9%	33.7%	50.5%	5.0%	4.0%	202
	College graduate	.0%	6.0%	28.8%	50.0%	13.9%	1.3%	302
Race of Respondent	White	.9%	5.8%	33.6%	46.6%	11.4%	1.6%	850
	American Indian	.0%	7.1%	37.5%	44.6%	8.9%	1.8%	56

G9. Overall, what grade would you give MDT on the convenience of travel through construction zones?

		Convenience of Travel Through Construction Zones						
		F	D	C	B	A	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	1.9%	6.7%	31.8%	44.4%	13.0%	2.3%	947
	Male	1.8%	6.5%	31.3%	43.6%	14.8%	2.0%	447
	Female	2.0%	6.8%	32.2%	45.0%	11.4%	2.6%	500
Age	18 - 29	.7%	9.0%	34.3%	40.3%	14.2%	1.5%	134
	30 - 44	2.7%	4.9%	32.6%	47.8%	9.8%	2.2%	224
	45 - 59	1.7%	6.7%	29.7%	48.0%	12.0%	2.0%	300
	60 +	2.1%	6.9%	32.2%	39.8%	15.9%	3.1%	289
MDT Districts	District 1	2.1%	5.9%	31.5%	46.7%	11.4%	2.4%	289
	District 2	1.1%	6.3%	29.9%	41.4%	18.4%	2.9%	174
	District 3	2.9%	6.4%	34.3%	41.2%	13.7%	1.5%	204
	District 4	4.1%	5.4%	32.4%	40.5%	16.2%	1.4%	74
	District 5	.5%	8.7%	31.1%	48.1%	8.7%	2.9%	206
2004 House-hold Income	75k +	4.5%	10.3%	25.6%	48.7%	10.3%	.6%	156
	50k - 74k	1.7%	4.0%	31.8%	48.0%	13.9%	.6%	173
	35k - 49k	2.2%	5.9%	27.9%	46.3%	16.9%	.7%	136
	20k - 34k	1.3%	7.1%	36.1%	38.7%	14.2%	2.6%	155
	< 20k	1.1%	5.0%	31.3%	44.7%	13.4%	4.5%	179
Educational Attainment	No HS equivalent	2.4%	.0%	31.7%	39.0%	22.0%	4.9%	41
	HS grad or GED	1.8%	7.8%	34.7%	41.3%	12.8%	1.6%	383
	Some post HS	1.0%	6.9%	35.1%	41.1%	12.9%	3.0%	202
	College graduate	2.6%	5.6%	25.4%	52.1%	12.5%	1.7%	303
Race of Respondent	White	1.8%	6.6%	31.1%	45.4%	13.0%	2.1%	851
	American Indian	3.6%	5.4%	37.5%	33.9%	19.6%	.0%	56

G10. What grade would you give MDT on its public notification process about construction projects in your area?

		Public Notification Process About Construction Projects						
		F	D	C	B	A	Don't Know	Total
		Row N %	Row N %	Row N %	Row N %	Row N %	Row N %	Count
Sex of Respondent	Total	2.1%	7.0%	29.4%	36.5%	15.0%	9.9%	945
	Male	2.0%	7.6%	32.1%	35.9%	15.7%	6.7%	446
	Female	2.2%	6.4%	27.1%	37.1%	14.4%	12.8%	499
Age	18 - 29	3.7%	7.5%	35.1%	32.1%	12.7%	9.0%	134
	30 - 44	3.1%	12.1%	29.5%	31.3%	14.3%	9.8%	224
	45 - 59	1.7%	5.7%	27.4%	38.5%	16.7%	10.0%	299
	60 +	1.0%	4.2%	28.8%	40.6%	14.9%	10.4%	288
MDT Districts	District 1	2.1%	6.9%	30.9%	35.1%	15.3%	9.7%	288
	District 2	1.1%	5.2%	26.4%	38.5%	16.1%	12.6%	174
	District 3	2.0%	7.4%	30.5%	38.4%	13.8%	7.9%	203
	District 4	2.7%	10.8%	27.0%	36.5%	13.5%	9.5%	74
	District 5	2.9%	6.8%	29.6%	35.0%	15.5%	10.2%	206
2004 House-hold Income	75k +	.6%	5.1%	30.8%	35.9%	19.2%	8.3%	156
	50k - 74k	2.3%	6.4%	32.4%	33.5%	17.3%	8.1%	173
	35k - 49k	2.2%	6.7%	31.9%	38.5%	14.1%	6.7%	135
	20k - 34k	2.6%	5.8%	23.2%	43.2%	14.8%	10.3%	155
	< 20k	3.9%	10.1%	26.8%	31.3%	15.6%	12.3%	179
Educational Attainment	No HS equivalent	2.4%	2.4%	31.7%	31.7%	12.2%	19.5%	41
	HS grad or GED	1.0%	8.1%	31.2%	36.6%	13.6%	9.4%	382
	Some post HS	5.0%	7.4%	33.7%	36.6%	10.9%	6.4%	202
	College graduate	1.7%	5.6%	23.8%	37.6%	20.1%	11.2%	303
Race of Respondent	White	2.0%	6.7%	28.5%	37.3%	15.8%	9.8%	850
	American Indian	3.6%	5.4%	42.9%	33.9%	10.7%	3.6%	56

Appendix C

Open-Ended Questions

T7. Are there any other transportation-related issues that you think need to be addressed by the Montana Department of Transportation?

	Frequency	Percent	Valid Percent	Cumulative Percent
Add 4-lane between Missoula and Great Falls	2	.2	.2	.2
Add 4-lane between Billings and Great Falls	1	.1	.1	.3
Add additional left-turn bays and lights	2	.2	.2	.5
Add guardrails	3	.3	.3	.8
Add MDT employees to keep up with work load	1	.1	.1	.9
Add pedestrian overpasses on busy urban streets	2	.2	.2	1.2
Add sidewalks in residential areas	2	.2	.2	1.4
Add traffic lights	3	.3	.3	1.7
Ban cell phones	2	.2	.2	1.9
Build Kalispell bypass	2	.2	.2	2.1
MDT doing a good job	8	.8	.8	2.9
Don't make Highway 2 four-lane	1	.1	.1	3.0
Encourage alternative fuel vehicles	3	.3	.3	3.4
Encourage non-motorized transportation use	2	.2	.2	3.6
Enforce seat belt laws better	3	.3	.3	3.9
Fix bridges	1	.1	.1	4.0
Fix other major highways	9	.9	.9	4.9
Fix potholes	6	.6	.6	5.6
Fix Reserve and Mullan	2	.2	.2	5.8
Fix roads	9	.9	.9	6.7
Get better/new MDT management	3	.3	.3	7.0
Give public more information on MDT activities	4	.4	.4	7.4
Improve/increase city bus service	3	.3	.3	7.8
Improve city streets	6	.6	.6	8.4
Improve condition of interstate	3	.3	.3	8.7
Improve construction signs	3	.3	.3	9.0
Improve county roads	13	1.4	1.4	10.4
Improve dirt/back roads	6	.6	.6	11.0
Improve driver courtesy	9	.9	.9	11.9
Improve emergency communication system for travelers	1	.1	.1	12.1
Improve highway reflectors/lane markers	6	.6	.6	12.7

	Frequency	Percent	Valid Percent	Cumulative Percent
Improve passenger air service	4	.4	.4	13.1
Improve/increase passenger rail service	25	2.6	2.6	15.7
Improve safe operation of trucks	6	.6	.6	16.4
Improve safety of motorcycle use	5	.5	.5	16.9
Improve snow plowing/de-icing	5	.5	.5	17.4
Improve traffic flow at on/off-ramps	2	.2	.2	17.6
Improve transportation for elderly and disabled	4	.4	.4	18.0
Improve transportation planning for population growth	11	1.2	1.2	19.2
Improve truck inspections	1	.1	.1	19.3
Improve young driver education	2	.2	.2	19.5
Improve/add bike paths	9	.9	.9	20.4
Increase availability of city parking	1	.1	.1	20.5
Increase carpooling	1	.1	.1	20.6
Increase mass/public transit	11	1.2	1.2	21.8
Increase number of intercity buses	8	.8	.8	22.6
Increase number of MHP/other law enforcement	6	.6	.6	23.3
Increase number/quality of rest stops	15	1.6	1.6	24.8
Reduce speeding/increase fines	22	2.3	2.3	27.1
Increase train transport of wheat to market	1	.1	.1	27.3
Keep bicycles off highways	2	.2	.2	27.5
MDT using too much land to make roads safe	1	.1	.1	27.6
More Amber Alert signs	1	.1	.1	27.7
More railroad over/underpasses	1	.1	.1	27.8
More street lights	2	.2	.2	28.0
More/improved road signs	6	.6	.6	28.6
Obtain more funding	1	.1	.1	28.7
Protect highway construction workers better	1	.1	.1	28.8
Reduce chip sealing	1	.1	.1	28.9
Reduce danger from animals on roads	4	.4	.4	29.4
Reduce drinking and driving	7	.7	.7	30.1
Reduce fuel tax	1	.1	.1	30.2
Reduce noise pollution	2	.2	.2	30.4
Reduce roadside weeds	2	.2	.2	30.6
Reduce single-occupant vehicles like SUVs	1	.1	.1	30.7

	Frequency	Percent	Valid Percent	Cumulative Percent
Reduce smog in cities	1	.1	.1	30.8
Reduce traffic congestion	8	.8	.8	31.7
Reduce use of corrosive de-icers	1	.1	.1	31.8
Regulate elderly drivers more strongly	1	.1	.1	31.9
Repeal idling law	1	.1	.1	32.0
Roundabouts and boulevard landscaping not needed	2	.2	.2	32.2
Slopes on roadsides too steep	1	.1	.1	32.3
Stop MHP/local police harassment of drivers	3	.3	.3	32.6
Stop weighing trucks	1	.1	.1	32.7
Suspend construction speed zones at night	1	.1	.1	32.8
Widen approaches	1	.1	.1	32.9
Widen road to Big Sky	2	.2	.2	33.1
Widen/Improve Highway 2	9	.9	.9	34.1
Widen/Improve Highway 93	12	1.3	1.3	35.3
Widen two-lane highways	13	1.4	1.4	36.7
Other	28	2.9	2.9	39.6
No Answer/Don't Know	576	60.4	60.4	100.0
Total	954	100.0	100.0	

G11. Any comments or suggestions on MDT's customer service?

	Frequency	Percent	Valid Percent	Cumulative Percent
MDT doing a good job	29	3.0	32.6	32.6
Fix roads	1	.1	1.1	33.7
Get better/new MDT management	1	.1	1.1	34.8
Give public more info on MDT activities	15	1.6	16.9	51.7
Improve constructions signs	1	.1	1.1	52.8
Improve county roads	4	.4	4.5	57.3
Improve safe operation of trucks	1	.1	1.1	58.4
Improve snow plowing/de-icing	3	.3	3.4	61.8
Improve/add bike paths	1	.1	1.1	62.9
Increase number/quality of rest stops	1	.1	1.1	64.0
Reduce speeding/increase fines	1	.1	1.1	65.2
More/improved road signs	1	.1	1.1	66.3
Reduce danger from animals on roads	1	.1	1.1	67.4
Return customer calls/respond to requests/be polite/listen	17	1.8	19.1	86.5
Suspend construction speed zones at night	1	.1	1.1	87.6
Widen two-lane highways	2	.2	2.2	89.9
Other	8	.8	9.0	98.9
No Answer/Don't Know	1	.1	1.1	100.0
Total	89	9.3	100.0	
System	865	90.7		
Total	954	100.0		

S4. Are there other ways of public notification that you would like MDT to use?

Other Ways of Public Notification
ATVs, more Web cams on the Internet.
Better newspaper coverage.
Brief direct mail saying “here is what we are and here is what we do” would help me.
Camera on Roger's Pass, and there's never a camera on that pass.
Construction, make signs (detour) bigger—many people miss them because they're so little and so far away.
Direct mail to residents who would be impacted by local construction.
Doing pretty good job.
Doing pretty good job.
E-mail.
Establish a list serve who are interested on site for notification and warn people about computer viruses.
Evening and morning news are the best, on television, or the reader boards like the one going to Livingston which is always broken.
Existing media we have.
Full coverage for everyone's area.
Get it on the radio and in the papers.
Get it out into smaller communities.
Get news on the college radio station and NPR.
Hands-on with programs.
He uses the Internet for information.
I'd like to see a map of some kind, so it would be easy to look at and say “there is a construction project” and some kind of timetable with when it will be completed.
I think the TV commercials they have really do a good job. I think that’s a good way and most people would pay attention.
If it's going to impact a particular neighborhood, notify the people, map alternative routes. I want to be informed in advance.
If it's going to involve a specific population of a subdivision, they should have a flyer. I would more apt to read that than a notice in the paper.
If they were blocking my ability to move around, and [I] thought that they were doing a bad job, I would be very aware of all these things; and since I'm not, that is a good thing.
In other states they have billboards for proposed projects with dates.
Internet is a good source.
Just put it in the local papers.
Keep maintain priority on radio and TV.
Kept a record of what [is] going on around our state and put in the newspapers and on the Net.
Likes the idea of a weekly notice in newspaper for area construction or maintenance projects.
Local areas on TV.
Local news channels.
Local newspapers, use more on newscasts also.
Local newspapers, because there's no TV.
Mail.
Mail out public transportation schedules and when they make changes to the schedule.

Other Ways of Public Notification
Mailing more info and billboards.
Mailing to individual households inside affected areas of construction.
Mailings.
Mailings would be nice.
Maybe a newsletter.
Maybe do make notice not a classified ad in back page, make more obvious.
Maybe door-to-door.
More advertising in paper and on newscast.
More air time and television info.
More cops arresting these people, people who run stop signs, etc.
More flashing info sign for drivers.
More in the local newspapers in the areas.
More in the newspapers and local stations.
More information flooding the place. Example, like Malfunction Junction. They were very informed.
More information in the local newspaper, the Big Fork Eagle, and the local TV channels.
More local newspapers if they have something going on in our area.
More media input—television and local newspaper giving what their priorities are and plus's and minus's as far as why rest stops are closed in wintertime when they are most needed, what kind of shape our bridges are within the state, up-feed about what they know that the public doesn't know.
More newspaper advertisements.
More notification if major highway closed.
More on local TV and newspaper.
More on news on television in the local area.
More on the radio when construction coming through.
More on TV.
More people need to be made aware of the 800 road-report line and the Web site for road and travel information—or links from city Chamber of Commerce Web sites or links from other Montana government sites.
More public notices on radio and TV for construction projects. Need to improve reporting winter driving conditions—Department is too slow. He has to check surrounding states' Web sites because information on Montana's site is so outdated.
More radio.
More radio.
More radio advertisement, more consistent, more on TV.
More radio and television notification.
More radio on more channels in the area.
More radio or more in the paper.
More radio stations.
More radio, get in touch with people through mailings.
More reader boards.
More TAP.
More television.
More television announcements for public meetings and road projects.
More TV.

Other Ways of Public Notification
n/a
n/a
n/a
n/a
Need information on TV—like the news programs. Said he seldom reads the newspaper and the articles for MDT are usually in the back of the paper.
Need to advertise around town more.
Need to be on radio more.
Neighborhood groups.
Newspaper and radio is best for her.
News.
News front media full blown all over the state would be better for travelers through the state.
News media.
News on television.
Newspaper and TV.
Newspaper is sufficient.
Not enough billboards.
Not pretend that what they do is sacred. Be open and honest.
Notified personally if it affects you.
Ofrum [?] on the Web to give input.
Only interested in ones in area, and they have public meetings when in area.
Publicize in paper more.
Pad of sketch of state map with construction projects statewide.
Paper.
Personal letter if the individual is affected by projects.
Person's own responsibility.
Post fliers in post office where rural people go.
Post meetings at post office.
Public radio.
Put it in the paper.
Radio.
Radio.
Radio and the TV are the best route to be honest.
Radio and TV.
Radio and TV and newspapers are the biggest.
Radio and TV—that's the biggest thing for people traveling through.
Radio is the best.
Regular news.
Rely less on newspaper and rely more on radio and TV.
Road signs in enough advance like detours.
Send out fliers or questionnaires, or a vote.
Send things to libraries to make the information public.
Senior centers' bulletin boards.

Other Ways of Public Notification
Should be into paper updates about projects, road closings, and delays. Said hear on radio but not everyone listens to radio.
Should expand their radio systems for weather system.
Sign up or register for updates to be sent to e-mail addresses.
Some papers and some radio stations don't get coverage.
Someone to call business/residences when they will be affected by MDT activities.
Something needs to draw people's attention.
Something that gets something that gets people's attention—an article on the front page of the newspaper. When she is busy, she only reads the front page (in the corner of the front page).
Special fliers.
Special mailings in the rural areas would be the way to go.
Special mailings of projects going on in my area.
Spend the money doing the projects instead of telling about them.
Start getting the word out to smaller newspapers.
Television.
Television.
Television.
Television is a good one.
The newsletter is good and more people should get it.
There's not enough public dissemination about the laws (highway use and drivers on the road). Perhaps there should be more signs about spreading noxious weeds, what is hazardous materials, and how they should be transported.
They'd reach a lot of people on the TV.
They announce plenty—they inform the public.
They do a good job.
They have everything covered except I never see it.
Through mail.
Through the media.
TV.
TV.
TV.
TV and radio and newspapers.
TV and the paper are good.
TV especially.
TV news.
TV, radio, Web site, newsletters.
TV seems to be the major way of getting everything through. I would like to see more on TV about them and why they are closing roads and having detours for so long.
Update their records.
Usually hears about public meetings after the fact.
Web site is the best place.
Web site.
Web site helpful for highway construction sites.

S7. Do you have any other suggestions for ways MDT can improve the function of Montana's roadways?

Other Ways MDT Can Improve Montana's Roadways
A little more room for bicyclists would be good.
A lot of congestion in main areas that don't flow as well as they could. The lights are never timed right.
About the Web site—when they give road info, give it as current as possible. Update every hour or so if they can.
Accelerate rate of construction.
Address the cell phone safety issue.
All lighting—direct it down and not up.
All of engineering and mechanical things they do well. They miss the boat on cultural and environmental concerns—many of their highways are ugly.
Area by area instead of one huge—do it in pieces and really look at what goes on in the area.
Arrows for curve on pass going to Helena.
Ask people what they think—[they] do stuff and don't ask.
Basic maintenance because some areas are in worse shape than others, and around Billings they are making more lanes, so that is good. It's really going to tie things up in those high traffic areas.
Better enforcement of overweight.
Better markings and more rest areas.
Better markings and striping.
Better planning.
Better roads and highways.
Better winter service—not a lot of plowing on secondary roads.
Bicycle markings are in white. I think that the color for the bicycle lane should be in red, blue, something that is clearly visible to the driver that won't fade away after the rain.
Bicycle paths from Stevensville is sublime.
Bicycles are in danger—they need wider shoulders.
Bicycling on highways should be illegal. Dirt bikes should be able to be ridden on Montana dirt highways in the mountains, leasing land out to cattle farmers does more harm than dirt bikes and ATVs. He pays taxes on those roads and he wants to be able to use them.
Bicyclists off the roadways.
Bike lanes need to be on every road.
Bike paths. Access to Big Sky through Ennis.
Blacktop the county roads.
Build an Interstate between Great Falls and Billings.
Build separate roads for campers and motor homes.
Build them right, don't cut the corners right, flip a lot of vehicles.
Build them wide enough to accommodate the demand 5–10 years in the future instead of always playing catch-up.
Bicyclists should need to have more rules to follow. It's a safety issue.
City limit of Missoula fix Reserve and Broadway.
Connecting Helena with an Interstate.
Control the potholes.
Control and enforce speed limits.
Correct potholes, bumps are annoying, aren't fixed quickly.
Could be more driver awareness on weather changes.

Other Ways MDT Can Improve Montana's Roadways
Could use a lot more striping.
Create more truck routes to get them away from small towns.
Cut down speed limit on number of roads to improve safety and gas mileage; for example, 75 miles an hour between Kalispell and Whitefish.
De-ice roads, fix potholes, more bike facilities.
Directional info sign to know what highway you are on, and which one you are looking for.
Do a good job.
Do away with cellular phones in cars, they are a hazard, people talk on the phone and they never look either way, they just talk on the phone.
Doesn't approve of DOT weights.
Doing pretty good.
Draw better lines, sometimes it's a double yellow line, and if you followed the line you wouldn't be able to turn left, more illumination.
Driving lessons to more people, road etiquette.
Driving while intoxicated, and speeding is a huge problem.
Easement on and off highways.
Elevation and population signs like Wyoming when you come into town. Should have yield right-of-way signs to the Interstate.
Employ more people, larger labor force.
Enforcing the speed limit.
Few more walkways and bike trails.
Figure out public transportation between Big Sky and Bozeman area and get trucks off of there.
Find an alternative to the big "rocks" they put down on the road in the winter. Use sand.
Fines for people who litter.
Fix more potholes.
Fix our road to our summer home.
Fix them so they don't fall apart in the winter.
Four-lane highways have no median.
Frontage road in 82 death trap. No shoulder or guards.
Get more money to the federal government.
Get rid of cell phone users.
Get the bicycles off of the roads.
Get the word out to people traveling through the state that there is a speed limit. There are not enough signs at entrances to the state.
Give bicyclists own path.
Give counties more money.
Good job, city, state, county.
Good job, more speed-limit signs.
Guardrail should be box-type, does not catch snow.
Have separate highway for trucks.
Highway 78 between Columbus and Absarokee (?), there should be no passing.
How fund.
Highway 2 can use a lot more passing lanes and three lanes. More improvement on the flowing of traffic.
Hire more employees.

Other Ways MDT Can Improve Montana's Roadways
I'd like to see them use some other type of material for de-icing the roads in the winter.
I think they need to keep bicyclists off the roads. They don't pay taxes—maybe keep them off Highways 93, 37 and through Glacier. In some areas they shouldn't even allow them.
I would like to see cameras at different intersections, so they can see who has run the red lights.
I would like to see more bike paths and walks that are safely next to the road.
I'm impressed with the service.
Improve major thoroughfares in Billings metro area.
Improve so they can hire more highway patrolmen because they are so short-handed.
Improve the county roads.
Improve the drivers.
Improve the truck route north on 16 through Sidney.
In town and along Highway 93, the constant construction is really bad—maybe work at night instead of daytime
In wintertime they need to sand more. Know 2 or 3 people who have gotten hurt because bridges weren't sanded. A lot killed from sliding off the road. Big Horn County has a lot of area to cover without manpower, but a lot of areas on Interstate not very good.
Increase speed limit.
Increase shoulder width and cut grass to prevent deer on road.
Increase speed limit.
Intersections need more lane arrows.
Invent something that scares the deer off the roadways, that's a huge hazard.
It's a hard one, isn't it? Increasing usage makes it harder.
Just get construction done.
Just get some kind of bus system.
Just look at the explosion of population and know to plan twenty-five years ahead.
Just widen the roads and make it safe.
Keep county numbers on license plates, even personal plates.
Keep in good repair.
Keep men working.
Keep the bikes off.
Keep them in good repair.
Keep them in good repair.
Keep them in good repair.
Keep them patched up.
Keep up the highways when they break up in the spring.
Keep updating.
Keep weeds cut down, they cause blinds spots.
Left turn at stop lights.
Less directional signals—more highways with controlled access.
Lighted highways, hourly weather forecasts and road reports, and more cameras on passes. Improve the rest areas so people would use.
Limit bicyclists through the Swan.
Long-term maintenance. Have good long-term plan.

Other Ways MDT Can Improve Montana's Roadways
Lower speed limits further out before you get to a town or housing area.
Lower speed limits on secondary.
Lower the speed limit, 70 is way too high.
Magnesium chloride.
Maintenance.
Maintenance.
Maintenance [for] smaller highways, better communication between county and state.
Maintenance needs to be kept up with.
Make signs more obvious.
Make sure highway patrol does their job; and if needed, put more highway patrol out there to make our highways safer.
More lighting where animals cross.
More access to Interstate.
More aesthetic, more planting or planting continue the wildflower mix, widen secondary roads.
More bicycle paths.
More bike paths off by themselves; more left-turn bays with traffic signals in heavy traffic areas; have better traffic lights near the airport on Highway 2 east; Four Corners at Kalispell needs improvement—needs to have the speed limit reduced and better signage there for people coming off the highway turning left.
More communication with the public.
More emphasis on the secondary roads.
More grading on rural roads, and some roads are managed good, and the public has plenty of opportunity to see what's going on.
More highway patrol.
More highway patrolmen and stop drunk driving.
More lanes; put away the cell phones.
More local activity in the area of improvements, more local input.
More passing lanes to get around trucks; three lanes so you can get around and not wait; it makes people drive faster.
More passing lanes. Need a law for slow traffic vehicles to have to pull over and let others through.
More patrolmen.
More payment out to rural areas.
More rest areas.
More stop signs. They need to be in conjunction with the speed limit signs and seat belt signs. Having the sign put up like before you enter the highway.
More street lights.
More thought should be put into highway reconstruction, especially Highway 83 summer's junction, Bigfork Junction.
More traffic lights.
More trucks out there.
More turn-only signal lights (green arrows) in town.
More upkeep on potholes.
More visibility.
More walkways.
Need a lot of work, corners, maintenance.

Other Ways MDT Can Improve Montana's Roadways
Need more passing lanes or more four-lane roads. Helena and Bozeman. Highway 12 east.
Need more reflectors for people who don't see well.
Need to accommodate pedestrians and bicycles, if they want transportation to improve people have to be safe, all new roads need to have a shoulder, it's just not safe having no shoulder for bicycle travelers.
Need to clear plants and bushes from in front of existing road signs, and need tougher laws for bicyclists to have bicycles licensed. Bicyclists should be stopped from weaving in and out of traffic and changing lanes suddenly.
Need to have more off-shoulder places to park.
Need to widen and put ditches farther off the road. It is the most cause for deaths on the roads.
Need to widen them more all across Montana.
Nicer drivers.
No-passing zones should be better marked/signed. Maintain secondary roads with seal coatings and markings. Keep grass mowed better—that is a major problem.
No, they do as much as they can.
No, too much time spent on roads and not enough on the city.
None. What I see them doing, they are doing a good job—we are getting a first-hand look here in Polson.
Not a lot of road.
Not enough left turns on Griffin and 7th.
On the two-lane highways, fix potholes.
Outside stripes are inadequate, white lines on shoulders need to be improved.
Prioritize congestion on secondary roads. There are congested areas in these too, more accidents.
Put bike trails in along main roads.
Put in more roundabouts.
Put Interstate Three Forks junction to Helena.
Put the bicyclists on their own paths.
Put turning lanes in.
Put turning signs farther away from the turns.
Put up deer fences.
Put up more signs to tell people to pull over if there's people behind them and drive on the right side of the road.
Raise the taxes for project moneys.
Really widen the roadways and where the highways are narrow and left turners carrying heavy loads.
Rearrange the way the roads go parallel and diagonal in Missoula and Malfunction Junction, but it looks like it is being worked on.
Regular bike safety programs.
Repainting lines on roads.
Repair the roads.
Respond to citizens who call and suggest certain things that need attending to.
Roads on reservations need improvement.
Sales tax for highway moneys.
Send out their snowplows at an earlier hour, they start far too late.

Other Ways MDT Can Improve Montana's Roadways
Should be four lanes between Havre and Great Falls. Two years ago the road was chipped at Fort Benton, the first exit from Great Falls has no turn lane, people going around the turning vehicle have to enter the opposite lane.
Sidewalks in residential area.
Signs and arms close to railroad tracks no matter where they are.
Some roads are in need of bicycle lanes.
Somehow message should get out to people to car pool or drive less (planning trips).
Speed bumps along the edge of roads, for going off the road is good idea.
Speed limits are a little high and people do not adhere to the posted speed limit.
Standardized criteria for speed limits for secondary roads, timing of traffic lights. I drive through the city often and notice that traffic lights are not synchronized. Some days you can drive through lights and some you can't.
Start doing things right the first time and stop sucking.
State does a great job.
Talk to the people.
Teens need more education on road rules, elderly should have restrictions after a certain age. Cell phone should not be allowed while driving.
The little trails for bikes and joggers should do everywhere.
The material used for winter sanding should be a finer aggregate. Said don't want to follow trucks because of larger rocks in sanding truck—has lost several windshields broken by rocks (1/2 inch to 1 inch diameter). During construction projects, more attention paid to placement to signs. Said near Ronan project is finished but 35-mile sign is still there. When projects are finished the signs are not removed in timely manner. Said also lower speed signs are often too close together (65 to 55 to 45).
The side roads need help, like here to Great Falls.
They're trying.
They gotta pay attention to what they got.
They need to paint the lines more.
Think they really need to handle traffic in town six for four, four for two.
Totally separate bike lanes from highway.
Trailer better tail lights and better reflectors on them.
Try to enforce the laws and the speed limit, enforce drunk driving laws.
Turnoff spots are needed.
Update the county roads North Meadow Creek.
Web cameras for more areas.
Weekly tips for using roadways; for example, how to use a 4-way stop, or what the stop on the school bus really means.
West Central Avenue in Great Falls needs to be taken care of.
When developing highway projects other people are developing a bike system. Build more bike and pathways to shopping centers.
When I had a horse, I was always wishing there was a bridal path somewhere, but they don't seem to put bridal paths in. If you have a horse, you are on the road or you trailer up and go to the hills. They put the bicycle paths in, but they don't seem to do anything else.
When speed limit changes, there should be a flashing light at the new speed limit sign or other way to catch the driver's attention and alert driver to speed limit change.
When they chip em your headlights.

Other Ways MDT Can Improve Montana's Roadways
When you drive through Anaconda, they have a ridiculous speed limit in my opinion. I think they should revisit some of the speed limits in rural areas as things change.
Widen roadway shoulders and barrow pits on secondary roads.
Widen roadways for bicycles, but there are more important safety issues.
Widen secondary roads and drunk driving law to remove drunk drivers.
Wider.
Wider bridges.
Wider roads, abrupt drop-off on the shoulder of the road, better coverage of the no-passing zone.
Wider shoulders would make wheelchair access easier for us to go on the roads, sidewalks would be good, curb cuts at intersections, making sure the ruts are leveled out so I don't bounce over the streets in my wheelchair. Add a little more time to the green signal lights, so it doesn't turn red when I'm halfway across the street.
Wildlife crossings.
Winter days 1-90 isn't taken care of—very serious problem.
Winter snows and sanding removes the center markings, these are not replaced until late summer or early fall, these markings should be replaced sooner.
Work harder.
Work on the rest spots.

G1a. What could MDT do to improve its overall performance?

What Could MDT Do to Improve Its Overall Performance?
Addressing all these issues.
Better highways, better roads.
Cleaning up the roadsides, bottle laws, and getting projects done that need to be done instead of putting them aside. Passing lanes.
Do more work on reducing traffic rather than accommodating it.
Fix streets.
Fix the roads.
Get the county roads updated.
High education on technology to improve roadways.
Highways and Interstates.
Illumination at night; phone system for breakdowns; try to be timely on street repairs.
Improve the road structure around Bozeman, more amber alert signs (what signs there are are only on Interstates).
Keep better eye on road construction crews and companies.
Make people more aware of things going on.
Need to keep the streets up.
Patch more holes up.
Poor condition of county roads—need to fix them.
Rebuild Highway 2.
Start rebuilding some of the highways.
They take too long to finish projects.
Too much at once.
Widen the road between Malta and Havre, Highway 2.
Work on Highway 313.

G2a. What could MDT do to improve its quality of service?

What Could MDT Do to Improve the Quality of Its Service?
Be more public aware.
County roads.
Don't block up so many roads.
During the winter they need to get snowplows out earlier, fix potholes, get construction done in timely manner.
Fix the roads.
Hardly ever see them.
Highway 90 is a huge problem—they have been working on it forever. They need a better contractor.
Keep on top of the roadways.
Learn to be more responsive to public.
More buses so you can go north and south.
More communication.
More interaction with the public.
More money and clean it up.
More sanding in the winter on the Interstates.
Pay more attention to people about water haulers on Havre highway more signs coming out of metropolitan area to dry-land farms.
Quit taking so many breaks and go to work.
Snow plow and removal.
They are behind on everything.
Wider highways and bridges.
Wider roads.

G3a. What could MDT do to improve the current quality of service compared with the quality of service five years ago in 2000?

What Could MDT Do to Improve the Current Quality of Service?
Be more efficient.
Better communication with people in Sheridan and Alder.
Have the plows out early in the morning.
It's gone down.
Look at the roads better, do their job, make it better for the kids when they get older.
Messing with Highway 90 forever, and it was never that bad to begin with. Montana seems to be a lot worse than other states.
Not concentrate so much on the Interstates. Stop neglecting secondary roads.
Not sure, seems like many construction projects started at once, when the projects could have been staggered.
Probably get more money in the budget.
Remove divots in road over the passes.
Take care of roads better, do their job.
They only do so much each day, they stop when they do, and if you're close to town they take care of themselves first.
Update roads, get them wider.
Well, I think they could reponsed [?] to snowplowing and grading of highways need to improve.
When you're out of state, you always know when you hit Montana because the roads are crappy.
Worse because of more people.

G4a. What could MDT do to improve the overall quality of planning to meet statewide transportation needs?

What Could MDT Do to Improve the Quality of Its Planning?
"Too many chiefs, not enough Indians."
Always playing catch-up.
Between Lewistown and Great Falls should be a wide two-lane or at least a three-lane. We have very poor roads from Lewistown past Hobson, through Eddy's Corner is really bad, all the semis, the pavement is dissed, and they've tried cutting the top off of it, and it's still not good. All highways between Lewistown and Great Falls are too narrow, especially through Ranger Canyon.
Better road maintenance.
Consider all the people in the state rather than sections. For example, on 93, part of road is under too strenuous environmental restrictions. Need to avoid special interests in different areas of state.
Coordinate with city planners where there's considerable congestion.
Do better job of planning.
Do it right the first time (19th Street).
Doesn't think any planning is done. Should start by doing long-range planning. Need frontage roads for new businesses going into existing areas.
Fill the potholes in on city streets and back roads.
Focus on high-accident areas and also better scheduling of projects (start projects in timely manner—as planned).
Follow through with plans.
Get more money! More financial support.
Get out and see what the consumer needs, then prioritize them.
Have more local meetings, and get more input from the people.
Have more meetings.
I think they need to plan more ahead of time.
In eastern Montana are sort of forgotten, although it's getting better.
Increase[d] congestion on the highways. We need more ways off the highway because it's getting worse.
Interstate system other than during peak months.
Just get with it, the 20th century, keep up with population growth.
Keep up maintenance of roads.
Keep up with growing population needs.
Large manufacturing companies to raise revenue so that we have the money to do the improvements we discussed before.
Lighting.
Make more lanes on roads.
Make roads wider.
Make the roads safer.
Make wider shoulders on High Line or go further to make it more convenient.
More pothole filling and sanding.
More public transportation buses and rail service.
More ways of transportation for people who don't drive statewide.

What Could MDT Do to Improve the Quality of Its Planning?
Need better funding.
Need to improve.
Need to plan ahead far enough to accommodate growth.
Need to survey the people statewide.
Not exactly sure.
Not waiting until population is way ahead of the roads, then act faster.
Nothing has changed in ten years as far as I can tell. They should fix the highways and get high-speed trains.
Passenger rail would be so great.
Pay attention to what they're doing and the people who are on the road at that time.
Plan better.
Planning.
Plan ahead.
Quit fighting with the feds so much, so much red tape.
Room for real growth there.
Rural highways.
Is not sure.
Spend more money, have wider roads, two-lane needs to be reviewed.
Spent too much money on guardrails when there was need for road repair and blacktop.
Take a trip to Florida or Southern California to see how growth here needs to happen. Take a trip to Las Vegas. It's the fastest growing city in the nation, and you can get across that city faster than you can get across Missoula.
Target the rural areas.
The maintenance/upkeep needs [to] improve.
The whole construction debacle—there is so much construction going all at once.
There is too much fighting in city planning and government, and we just need to get the job done.
Transit in between some of the towns.
Try to plan ahead and look at the places where it really needs it.
Widen the roads where they need to be widened—like Highway 93 from the Idaho border to Florence.
Wider roads.
Wider roads, lighting, etc.
Wider roads, more rest areas, larger work force.
Work harder on widening roadways in eastern Montana.

G5a. What could MDT do to improve its responsiveness to customer ideas and concerns?

What Could MDT Do to Improve Its Responsiveness?
Ask local people what the problem is [rather] than somebody out of state.
Ask the people in the area before they do stuff.
Because they have not responded to a request for a sign on a corner for 30 years.
Because we have a dangerous road, and we have not been worked on and put off for five years.
Better contact, more public places for suggestion[s], on-line, through mail, etc.
Better relationships working with public.
Dirt roads need to be oiled.
Don't resolve issues.
Find a way to become more responsive.
Fix the roads, adjust speed limits (some roads need higher speeds, for example, Lake Elmo Drive is marked 25 but should be 30 to 35 because that is what everyone is driving anyway).
Follow up.
Get more info to the public.
He did not know about the public meetings, said MDT needs more input from the community, MDT needs to listen and follow what the local people want.
Highway 78.
In Laurel.
Lack of response.
Listen.
Listen and look around on what the local public says what's happening in that area right away.
Listen better, get a clue when someone tells you about the issues.
Listen more to local people.
Listen more to local public in all areas of Montana.
Listen more to the local community.
Listen more to the local public.
Listen more to the local people about the changes they need in those areas across Montana.
Listen to consumer.
Listen to local people and look.
Listen to people, maybe they will get an idea.
Listen to the customers when they complain.
Listen to the ideas and complaints. The people who complain are the people dealing with the problem everyday.
Listen to the people more.
Listen to the people, not just businesses, read letters to editors.
Listen to the suggestions, i.e., complete section around Interstate that was wrapped around the culvert that collapsed. They could of taken care of it but didn't and could have lost lives if it wasn't for a trucker.
Listen more.
Maintain more historical dimensions, less pavement, traffic calming, and nongrowth strategy planning.

What Could MDT Do to Improve Its Responsiveness?
Make me feel not important.
Make the streets work.
More responsive.
More efficient and faster.
More inspections on their contractors.
More prompt action, and don't drag their feet when something needs to be done.
More public meetings.
More timely fashion in answering public's need for safer highway space.
Need to come more into the rural areas and understand our needs. Play too much politics with big cities and small towns that are dying.
Need to listen.
Need to listen more to general public about what is needed.
No comment.
Not listening to the people, they're doing what they want to do.
Phone calls from customers should be returned.
Potholes! The side streets need it a lot more than the main roads.
Problems with who owns what; whether it's county, city, or state.
Quit pretending to listen. Get along with the public.
Rural highways.
Should listen more.
Some more positive responses when someone writes about an issue.
Talk to a lot of drivers.
Their response polite over the phone, but their action says something different.
They're looking at easy jobs and don't have much concern for places that really need the work.
They cannot improve!
They have not addressed my concerns.
They need to listen more to the community.
Very bad response from them. The road is supposed to be paved but is not. Paved an area instead because someone more important in area.
Well, they could at least have public meetings so people could talk about issues.

G6a. What could MDT do to improve its efforts to keep customers fully informed of all relevant information and upcoming decisions related to the transportation system?

What Could MDT Do to Improve Its Efforts to Keep Customers Informed?
Additional info in the mail.
Be more informative for customers.
Because this first one heard from survey. Door to door.
Better communications with public.
Better info before start and where.
Better job on stories.
Don't know where to get info.
Don’t see it. Do something we will notice—direct mails.
Find better ways to keep us informed instead of taking long detours.
Get articles in the paper.
Get hold of people who are affected.
Get info out to the public.
Get more info out to public.
Get the word out.
Go to newspapers and make it known and radio and TV.
Have a better relationship with the public media to get messages more prominently displayed; like getting stories on front page.
Have a few meetings which are better publicized. People have the time to read the newspaper every day and often miss the evening news. Said MDT needs to listen to residents in areas for new roads because they are living with the roads.
Have bigger news articles so people notice them.
He doesn't ever hear about projects.
Hire someone to inform people.
I get frustrated because we get forgotten. We get delayed because of where we live.
I have no idea.
Inform the public a lot better.
Inform the public.
Inform the public more—secondary roads more work.
Informing people better.
Let people know more about it.
Let the elderly know and have available transportation for them when needed.
Listen more to local public.
Listen to people, to what the public needs.
Locally there has been no communication.
Make more news releases highlighting what they have done. Never hear anything about improvements, only run into construction.
Make the public more aware.
Map or flyer or diagram indicating projects.
Media—newspaper and television, attempting to get the word out. We have very good coverage of local road conditions in city of Billings, but we don't get very good coverage of road conditions outside—a lot of it is outdated.

What Could MDT Do to Improve Its Efforts to Keep Customers Informed?
More ads.
More ads and public stuff.
More advertisement in newspaper or TV.
More announcements on radio and mail.
More in papers.
More information.
More information before the meetings.
More informative.
More meetings with local officials.
More notice in the paper.
More notification of what's going on in those areas in each county. Let the individual counties [know] what need to be done in that county.
More public announcements.
More public notice.
More radio.
More signs on highway to inform use of future road plans and construction.
Most people just aren't aware.
Need more information.
Need to keep the local public informed.
Need to keep the public more informed in all areas and ways.
Need to let people know way beforehand of what they are doing.
Need to let the public know when and where.
Need to make weekly meetings more public.
Need to talk more about what they are doing more often on the radio and TV.
Not keep us in the dark.
Pay attention and listen to the people.
Put out more information.
Quit talking and start working.
Somebody doesn't know tiddly squat, etc.
They could have more meetings. They could actually listen to the people at the meetings instead of patronizing us.
They should have more radio time and more commercials for conditions and news.
They should send letters to property owners and be honest about time lengths.
Try to inform people.
Try to let everybody know a month or two in advance.
Use e-mail.
When they have construction, they need to inform the public better.

G7a. What could MDT do to improve the extent of inconvenience caused by construction or maintenance projects?

What Could MDT Do to Reduce the Inconvenience Caused by Projects?
There's a lot of smart people there; they should be able to figure something out.
Better routes around construction areas.
Construction around them about put business out of business.
Construction projects, lot of roads block[ed] off, no work being done.
Detours not in enough advance.
Do one major project in one area at a time. Think about traffic patterns before closing roads.
Don't rip up everything at once, do one at a time.
Faster.
Finish the job with more punctuality.
Finish the projects a little quicker, some projects are quite prolonged.
Fix potholes.
Get done faster.
Get it done faster, but keep the quality.
Get it done quicker.
Get it done quicker and keep it where people can travel comfortably.
Get it done quicker, don't tear up all at once.
Get rid of bonuses, and don't allow one company to have all the projects.
Get the job done.
Get the word out.
Getting to Missoula to Hamilton is a huge hassle—need to get it done.
Give more notice.
Have better exit routes to get around construction with better access to major highways and better detours.
Have better planning—took forever to blacktop, so they had no time to seal it, so it came apart.
Have people working on the construction rather than having sites just sitting there with the roads torn up for weeks and sometimes months without any progress. Our road has been torn up since February or March with no progress. Our cars are filthy, and its not good for the vehicles to have that much dust coming up into the engines, and the signage is really bad. Sometimes we don't even know which route we are allowed to be on, whether we are in the correct lane. Sometimes they move the stop signs and you can tell and sometimes you can't tell. As a matter of fact, I ran off the road in the middle of the night because I couldn't see where I was supposed to go, and I had to be towed out from the ditch, and I had not been drinking, I was coming home from work.
Hurry it along, construction is annoying.
Improve.
Isn't anything they do the best they can?
Keep maintenance posted until they can clean up roads better and make sure people abide by the speed limits because I've had a lot of cracked windshields. Also, during maintenance, make sure there are not big rocks on the road.
Less long waits at sites, work different hours.
Less; not all major roadways.
Letting people know.

What Could MDT Do to Reduce the Inconvenience Caused by Projects?
Live near construction area. Seems like there are a few guys working while the cars are waiting. Wants more people working to make project finish faster.
Maintaining of stronger steady flow.
Make better detour signs and give notice of them.
Make people more aware of construction.
Make sure everyone knows about construction, so they can plan trip times in advance.
Maps to alert people and consideration for time—15 minutes maximum wait time.
More inspections; flagging. Waiting time needs to be shorter.
More night work.
More planning so it doesn't cause congested traffic.
More roads during construction to go around it.
Need to have priority in the completeness of getting it do[ne] quicker.
Need to put signs farther away from work site. For example, on way from Havre to Billings, post work signs at junctions so drivers could chose a different route. She has been late to medical appointments in Great Falls because of delays at road construction sites.
No idea, but it's really bad.
Not necessary to block off five miles or so when don't have to, inconvenience.
Not work during the winter, fix pothole and get done at a reasonable amount of time.
Occurring sooner than signs say.
Often a lot of construction that you don' t know about and would like to be more informed, especially when traveling the state, more resources.
Pay more attention to people that have to use the road every day instead of construction deadlines.
Plan it better, stop fixing the same road over and over.
Put signs farther down the road so people are prepared.
Schedule work day in evenings and use lights.
Short season to do things, but they try and spread themselves way too thin.
Shorter stretches—they have 20 miles blocked off but aren't working on the whole thing.
Should get it done on time, by the deadline.
Should get the projects done quicker on Highway 323.
Stagger it more—season is long.
Stop blocking off so much road and taking too much time.
Stretch of highway near his area, said there has been no progress on completion, and it is hard to get through with trucks and large trailers.
Stretches of work are so long and do shorter stretches of work instead.
Such a pain in the ass.
Take into consideration the line of waiting cars.
The contractor should be responsible for keeping the roads open in bad weather.
They do six different spots instead of working in just one area at a time.
They need to start their construction earlier in the city and get it done quicker.
They shut down a lot of main streets at the main time. That causes a lot of congestion.
Too many projects at the same time; have too many roads closed; makes getting places difficult.

What Could MDT Do to Reduce the Inconvenience Caused by Projects?
Too much at one time, and condition of detour.
Too much traffic for them to do anything.
Trying to do too much at a time. Reroute them to secondary roads.
Used to be contract administrator. Contractors have no responsibility for time scheme.
Well.
When road was tore up, both lanes were torn up (Florence to Stevensville) instead of leaving old road to use and working on new road like the section from Lolo to Missoula.
Work 24 hours a day if they are going to take a main street out.
You see signs and have to slow down where nothing is going on.

G8a. What could MDT do to improve overall highway maintenance and repair?

What Could MDT Do to Improve Highway Maintenance and Repair?
[Should] be more markings, snow removal, striping.
Be more timely in fixing bad roads—not waiting for them to crash down. Try to upgrade more often.
By the time the roads are widened, they are already obsolete because of the population growth in the Bitterroot Valley. Maybe coordinate with anticipated growth with possibly economic development, basically whoever figures out what is going to be happening with population growth in the area. They might want to consider it before they make these plans and having inadequate roads to subdivisions.
Cost too much money that we don't have, fix potholes and that kind of stuff.
Do a better job in patching the road with asphalt or concrete, so it would last longer.
Do it right the first time.
Do more road repairs—but the season is short.
Do more work.
Do more work on them.
Don't let systems that need to be fixed go for months.
Drive the highways themselves.
Fix roads, potholes.
Fix the roads.
Fix the roads better.
Fix the roads well the first time so it lasts.
Follow through.
Get a bigger budget.
Get more detours at construction sites.
Get more employees.
Get more workers out there working instead of standing around.
Get on it a little more, snow plows are not up early enough.
Get rid of some of the potholes and widen roads.
Have you seen the roads lately?
If they would fix potholes at end of summer instead of in rain.
Improve on snow removal, sanding information to the Internet.
In some areas in Montana, need to widen the roads and maintain them.
Increase pothole control and tire mark ruts.
Learn from own mistakes.
Maintain better and earlier.
More employees.
More inspections, quality control on contractors.
More regular maintenance.
Need to be more responsible to getting it done.
Need to keep winter condition of road better.
Need to more improvement on road maintenance in the cities.
Need to repair it more and more often.

What Could MDT Do to Improve Highway Maintenance and Repair?
No specific suggestions for improvement.
Not stand on the shovel for so long.
Pay more of out tax dollar to repair roadways.
Prioritize the congestions that come in or out of secondary roads. Interstates are better maintained. Montana is so rural.
Quality of work.
Repair Highway 313.
Repair more.
Reprioritize their budget and money and what they need to have and try not to get political.
Section of I-90 about shakes the door off vehicles (Frenchtown to Bonner).
Talk to the people.
Talking about county roads—have someone come out to inspect the potholes and road sloughing off after a complaint is filed. Was told road would be repaired after July 4th, but it is still bad. Hole is deep enough that an accident could kill a motorcyclist if hit hole.
Their planning is bad.
They don't get those potholes filled up.
They need to have better flow of traffic and it's more regulated and construction is more straightened out.
Widen roads.
Work faster.

G9a. What could MDT do to improve the convenience of travel through construction zones?

What Could MDT Do to Improve Convenience of Travel Through Construction Zones?
Alternate routes.
Always a hundred projects going—seems inconvenient all the time.
Be a little more awake when they put cones out—they block hospital exits.
Be a little more careful with markers and cones and more warning.
Be attentive to people's needs trying to get through that area. They communicated construction delays very well in the past.
Better detours.
Better marking of reducing speed coming into construction areas.
Better markings on the road.
Better planning, better detours, less simultaneous construction projects.
Better routing for comfort.
Better traffic flow, construction is necessary.
Car is really bounced around on trip from Hamilton to Missoula—road is too rough.
Clear signs, speeding up the process, and posting speed limits exp. 65 speed limits then 20 yards later you are supposed to be going 25, so there is no progression, and if you aren't used to the road you don't know it's coming.
Come up with something that works better for the public.
Do the construction at night even if it costs more.
Don't go down to the very rock bottom, it's hard to drive.
Don't make it so long.
Finish quicker construction projects.
Get the word out so people can go around it.
Go to contractor. Need to ensure that when road is blocked, construction Is happening.
Gotta fix something, you gotta fix something.
Have more lanes open.
Hire a better contractor.
Keep one lane open a little better.
Less of a wait.
Less time spent with the flagmen.
Main road has been narrowed to one lane—it gets backed up.
Make construction faster.
Make it more user friendly, wider lanes, less time under construction and diversion.
Mark it clearer, put up lights, more flaggers—too dark at night to see.
Minimize wait time for flag cars.
More smooth.
Move construction signs a little closer to where the construction is.
Need more flaggers and pilot cars. Have a different reroute that [is] more convent.
Need more flaggers and pilot cars.
Night time construction is better, keep it open during the day.
Not a whole lot more you can do.
Not do work during vacation season.

What Could MDT Do to Improve Convenience of Travel Through Construction Zones?
Not have alternative routes under construction at the same time.
Not single lane-ing the traffic so far ahead of [where] work really is.
Nothing, not their fault.
On the Interstate don't make us stop.
Put more troopers at danger points in construction areas.
Quality control, inspections.
Same as before.
Signage for impending construction and when and where in future. Courtesy of construction personnel. More information.
Slow. Need more flaggers and pilot cars.
Tear out one lane at a time rather than both lanes.
They don't warn you in time.
They tear roads up before work on bypass. Should have to have bypass first.
Too much at one time.
Totally bypass construction zone with a detour rather than holding up drivers with flags. Some waits have been up to 45 minutes to an hour. Giving people a choice about where to wait if the delay will be very long—have signs posted with estimated wait. She sometimes travels at night to avoid construction.
Try to provide different route/better routes around construction.
Warn people further in advance, like a mile down the road, instead of just being right there.
Widen the areas.
Work at night.
Work at night.
Work ‘em faster.

G10a. What could MDT do to improve its public notification process about construction projects in your area?

What Could MDT Do to Improve Its Public Notification Process in Your Area?
Advertise better.
Advertise on the radio.
Again, put out more information, especially on the radio and Internet.
Because don't see it, need to see it.
Better notification of where and when.
Detour signs and notices in time.
Direct mailings.
Do a little more info work—even if it's just lights.
Doesn't know about construction projects until on way to school and finds streets torn up. Do all [the] work at one time rather than blocking off sections. Seems like the work on Central between Shiloh and 24th has been going on a long time—also the work from Broadwater on Shiloh to Rimrock. Poly also has been a mess.
Don't think public is informed of the details of what is happening. Get out info better.
Door to door.
Even just more radio or increase newspaper advertising.
Faster rate of completion.
Get the word out.
Get the word out by more/different means.
Give more information.
Have proposals posted at public places.
Haven't noticed any.
I have not heard of anything about road repairs anywhere, so try to notify people.
Informing us better through the mail.
Let more people know about it.
Let people know.
Let people know, not just when they get to the mess.
Let us know what is going on.
Letting us know what [is] going on more.
Make more known.
Make public more aware through radio, local papers.
Media could be told.
More advance notice.
More announcements, especially on radio because people listen in cars.
More in newspapers.
More informing when, where, and how long before they start doing it.
More mailings.
More newspaper announcements and also on TV—what kind of construction is happening and what delays can be expected.
More notification in the mail.

What Could MDT Do to Improve Its Public Notification Process in Your Area?
More notification to rural areas and more information about rural projects that are going on. We get press releases that there will be construction, we don't know how long, where it's going to be from one day to next.
More public notification.
More radio.
Need a better relationship with local media.
Need to do a better job of notifying the individuals involved.
Need to inform people where, when, and how long.
Need to keep the local public better informed where, when, and how long; also, more radio broadcasting.
Need to keep the local public better informed where, when, and how long before it starts.
Need to keep the local public informed—more broadcasting in that area where they are working.
Need to let people know. Send out letters or put it in the paper if you don't know.
Never heard of any projects before they happened.
Notify us about six months in advance.
Posting at the post office doesn't work. Try special mailings in the rural areas.
Public announcement on radio and news.
Put more notices out.
Put out more flyers on what they're doing, saying WHAT they're doing not just where.
Put signs where a person could choose an alternate route.
Quality control, more inspections.
Radio.
Send a newsletter.
Send out flyers—really not sure.
She never knows.
Should spend more efforts studying historical, cultural, and environmental strategies as opposed to only speeding up traffic and making it safer.
Somehow make it more known.
Stop in the store and tell you if they're going to do something strange. Inform local population, instead of paper.
Tell more people.
Tell us what's going on.
They could notify people by mail.
They don' t listen.
Trains hold up emergency traffic.
Use the radio and local newspapers.

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