MUNICIPALITY OF ANCHORAGE

HOUSEHOLD TRAVEL SURVEY

Technical Report of Methods

September 26, 2002

NuStats

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INTRODUCTION

The Household Travel Survey for the Municipality of Anchorage entailed the collection of activity and travel information for household members (age 5 and older) during a specific 24-hour period. In addition to providing basic information about each household and its members, the survey documented specific characteristics of activities and trips made, including number, purpose, time of day, mode and questions specific to mode usage.

The study conformed to standard procedures for conducting a household travel behavior survey. These procedures included:

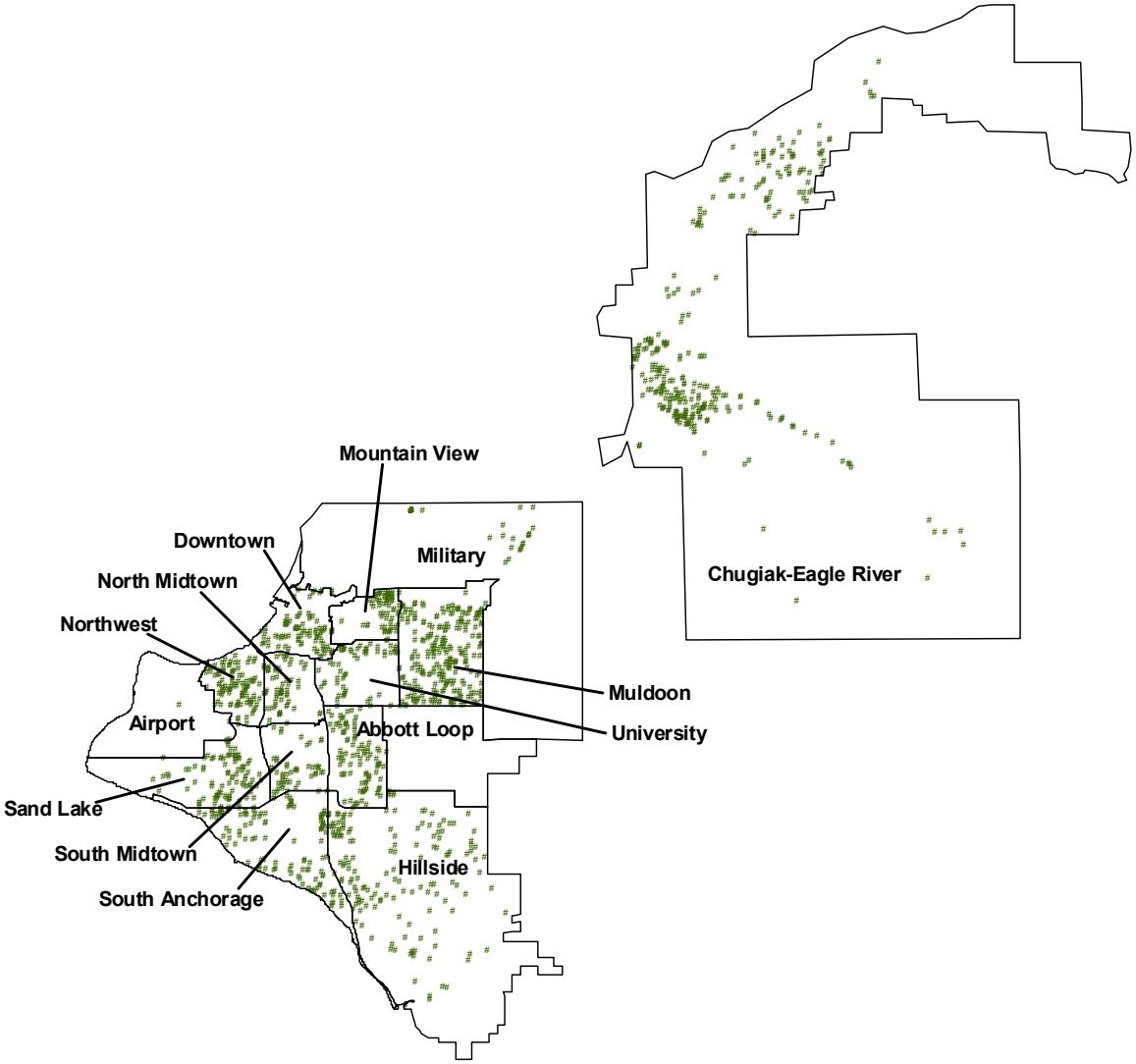
- Probability sample generation,
- Telephone interview to recruit household members to participate in the survey and to collect data about the households and their members,
- Travel diary packets mailed to recruited households,
- Reminder calls to recruited households prior to a randomly assigned travel day,
- Telephone call subsequent to travel day to collect activity and travel information,
- Geocoding of home, work, school, and other trip destination locations, and
- Data processing and editing for data file creation.

Travel days for the survey were spread across the pilot study (February 12-15, 2002) and the full study (April 1, 2002 - May 17, 2002). In total, 2,035 households were recruited to participate in the study. Of these 1,293 completed travel diaries, and the information was retrieved from all household members age five and older (see map on next page). These 1,293 completes included an over sample of 242 households in the Eagle River and Chugiak communities. These numbers ***do not*** include an intercept sample of 174 users of People Mover.

NuStats conducted the Household Travel Survey, in association with NuStats' DataSource, Cambridge Systematics, and CH2MHill. NuStats designed the survey, managed data collection, and analyzed the survey data. NuStats' DataSource conducted the telephone interviews and mailed the diary packets. CH2MHill's Anchorage office provided local support for the survey effort, while Cambridge Systematics produced a technical memorandum detailing the specifications for updating the travel-forecasting model.

The map below illustrates the home addresses of participating households in the study area.

FIGURE 1: GEOGRAPHIC DISTRIBUTION OF SAMPLED HOUSEHOLDS



STUDY PROCEDURES

SURVEY UNIVERSE

The survey universe for the Household Travel Survey was defined as all households with operational landline telephones located within municipality of Anchorage. According to Census 2000 data, there were 94,822 households located within the municipality.

SAMPLE DESIGN AND SELECTION

This sampling description provides information on how households were selected for the survey. A sample is the subset of the universe that is used to gain information about the entire population. The population of inference for the Household Travel Survey was all households with landline telephones in Anchorage. A probability design was used to select a sample that would truly represent all such households. The probability design ensured that each household with landline telephone service would have an equal chance of selection. The type of probability sample that was used was a random digit dial (RDD) sample, in which the primary sampling units were telephone numbers.

Both listed and unlisted telephone numbers were generated using random digit dial (RDD) procedures. Listed numbers were generated from working exchanges and blocks for the telephone numbers in the study area (FIPS code 02020). NuStats then generated all the possible combinations of telephone numbers within these working exchanges and blocks. Unlisted telephone numbers were randomly generated based on the telephone exchanges and blocks identified for the listed sample. All generated unlisted telephone numbers that were listed in the database were eliminated from the sampling frame. In all, 12,000 total telephone numbers were generated into 116 replicates. A replicate is a systematically selected sub-sample of the universe. The main benefit of using replicated samples is that the interviewers do not need to call the entire sample frame in order to ensure proper representation of the study area. When the quota of completed households is accomplished, it is only necessary to attempt to complete households in the current replicate that has been released or opened.

ENRICHMENT SAMPLES

The survey, using the sampling procedures described above, would result in a representative sample of households within the city. However, there were two enrichment samples added to the survey design through over sampling: (1) Households in Eagle River / Chugiak and (2) People Mover users.

Upon review of population and demographic information by census tract for the study area and discussions with the client and expert consultants, it was decided that there would be value in over sampling census tracts representing Eagle River and Chugiak. Eagle River and Chugiak are located in a high-growth corridor that tends to attract high-income householders. It was assumed that these households would have significantly different travel patterns from those located in the Anchorage Bowl, and that it would be important to have sufficient households records for use in the update of the travel forecasting model. In generating the telephone numbers for the random sample, census tracts comprising the geography of Eagle River and Chugiak (i.e., 1.01, 1.02, 2.01, 2.02, 2.03, 2.04) were over sampled. While such households comprised 10 percent of total households in Anchorage, they were over sampled so that they would comprise 17 percent of the final sample.

TABLE 1: SAMPLE DISTRIBUTION BY AREA

Area	No. Households in Population	Percent of Total Population	Projected Sample	Percent of Projected Sample
Municipality of Anchorage	84,945	89.6	1,000	83.3
Eagle River / Chugiak Over Sample	9,877	10.4	200	16.7
Total	**94,822**	**100.0**	**1,200**	**100.0**

The survey included a second enrichment sample, that of People Mover users. The purpose for this enrichment sample was to ensure an adequate number of transit trips in the trip file for mode choice modeling. Due to the low incidence of transit riders in Anchorage, it would have been cost-prohibitive to locate these households through RDD methods.

Two intercept strategies were done. First, with the assistance of CH2MHill, transit users were identified via intercept interviews at transit centers in Anchorage. Contact information was collected so that these users could be recruited via telephone and then processed through the data collection effort in the same way as RDD sampled households. Unfortunately, the in-person screening intercept did not result in sufficient numbers of completed interviews and diaries with transit users.

Second, NuStats sent three experienced interviewers from NuStats DataSource to Anchorage to conduct in-person interviews with transit users at transit centers. This effort differed from the previous in that we did not just collect contact information but also collected data as in the recruitment and retrieval telephone questionnaires. The interviewers were supplied with paper questionnaires to collect demographic data about people and households, and diaries to record the riders' reported trips. In order to ensure that the data were collected on the spot, the interviewers asked the riders to reconstruct their travel for a transit-using day. In most cases this was the previous day. The interviewers guided the respondents through their travel day and were responsible for accurately recording the travel information. These data were gathered from one person in the household only – the transit-using person, which was sufficient for the mode choice modeling.

Tables presented in this report were based on the combined Anchorage and Eagle River/ Chugiak RDD samples. Because the transit data were gathered using non-probability sampling techniques, they cannot be reliably aggregated with the RDD samples. These transit data can be analyzed independently to derive insights on the characteristics of transit users.

THE SURVEY INSTRUMENTS

The objectives of the Household Travel Survey required comprehensive survey instruments to collect demographic and socioeconomic details about households and persons, vehicle information, details of school and work travel, and detailed data of all trips made on an assigned travel day. The survey instruments contained three components: (1) the recruitment questionnaire, (2) the travel log, and (3) the retrieval questionnaire. An overview of each is provided in the following sections. A complete list of variables collected in the survey is attached in Appendix A: Data Dictionary.

THE RECRUITMENT QUESTIONNAIRE AND INTERVIEW

The recruitment interview was administered using a computer-assisted telephone interviewing (CATI) program. At that time, each household was telephoned by an interviewer to determine if they qualified for the study. The respondent was then asked (on behalf of the entire household) to participate in the study. If the respondent agreed, demographic information was collected from the household including income, household size, vehicle ownership, and other household characteristics. In addition, demographic characteristics were obtained for each member of the household such as age, gender, employment and school status (see Appendix B for the recruitment questionnaire).

Each household was assigned a travel day. The distribution of household by travel day indicates that fewer households in the sample traveled on Wednesdays and Fridays.

TABLE 2: TRAVEL DAY DISTRIBUTION

TRAVEL DAY	PERCENT
Monday	22%
Tuesday	24%
Wednesday	16%
Thursday	23%
Friday	16%
Total	**100%**

Base: 1,293 RDD households.
May not add to 100 percent due to rounding.

In total 2,035 households were recruited using RDD sampling methods. Each recruited household was notified that it would receive a package in the mail that included a travel diary for each member in the household age five or older.

TABLE 3: RDD RECRUITED HOUSEHOLDS IN ANCHORAGE AND EAGLE RIVER / CHUGIAK

Sample Type	Recruited Households
Municipality of Anchorage	1,674
Eagle River / Chugiak Over Sample	372
Total	**2,035**

During the recruitment phase, 2,035 RDD households agreed to participate in the study for a recruitment response rate of 43 percent. About 16 percent refused to participate in the study. The response rate was calculated under standards of the Council of American Survey Research Organizations (CASRO). It was derived by dividing the number of households that agreed to participate by the sum of the total number of "eligible" households and a portion of the households for whom "eligibility" was unknown. This response rate formula is shown below. The final dispositions for the recruitment call attempts are indicated on the following page.

$$RR = \left(\frac{a}{A+(C * ER)} \right)$$

Where,

RR is the response rate,
a is the number of completed surveys,
A is the number of eligible telephone numbers,
C is the number of eligibility unknown, and
ER is the eligibility rate.

$$RR = \frac{2035}{4169+(2447*.34)} = \frac{2035}{3936+755} = \frac{2,035}{4,691} = 43\%$$

TABLE 4: RECRUITMENT CALL OUTCOMES

Call Outcome	Frequency
Recruited	2,035
Refused to participate	2,027
Partial completes	107
SUB-TOTAL ELIGIBLE	4,169
Ineligible Units	
Disconnected/non-working	4,613
Business/Government	645
Facsimile	600
Over Quota	2
Out of area	50
Communications Barrier	80
SUB-TOTAL INELIGIBLE UNITS	5,990
Eligibility Unknown Units	
No answer	1,147
Call Back	270
Answering machine	665
Busy	165
SUB-TOTAL ELIGIBILITY UNKNOWN UNITS	2,247
GRAND TOTAL:	**12,406**

TRAVEL LOG

A total of 2,035 travel-log packages were mailed to recruited households. These packages consisted of a letter signed by Mr. Lance Wilbur, Traffic Department Director for the Municipality of Anchorage, introducing the study; a brochure providing details about its objectives and methods; and one travel log for each member of the household age five or older. (See Appendix C for sample materials.) The travel log collected information about each trip made on the assigned travel day, including place name and address, time of travel, travel mode, and purpose. A reminder call was made to each recruited household prior to its assigned travel day. During that reminder call, the receipt of the package was confirmed, the assigned travel day acknowledged, and any questions were answered.

RETRIEVAL QUESTIONNAIRE AND INTERVIEW

The day following each household's assigned travel day, the household was contacted by telephone (or attempted to be contacted) to retrieve the travel information. (See Appendix D for the Retrieval questionnaire.) In total, 1,293 RDD households provided complete activity and travel information. For most of these households, the information was collected within seven days of the assigned travel day.

TABLE 5: COMPLETED HOUSEHOLDS BY SAMPLE TYPE

Sample Type	Number recruited	Number completed	Completion Rate
Municipality of Anchorage	1,644	1,051	64%
Eagle River and Chugiak Over Sample	391	242	62%
TOTAL	**2,035**	**1,293**	**64%**

The retrieval response rate was 64 percent. This rate was calculated following CASRO standards.

$$RR = \left(\frac{a}{A} \right)$$

Where,

RR is the response rate,
a is the number of completed surveys,
A is the number of eligible telephone numbers,

$$RR = \frac{1,293}{2,008} = 64\%$$

The final dispositions for the retrieval call attempts are indicated below.

TABLE 6: RETRIEVAL CALL OUTCOMES

Call Outcome	Frequency
Eligible Units	
Completed	1,293
Refused to participate	329
Partial completes	4
Non-contacts	165
Said they would mail diaries but didn't	218
SUB-TOTAL ELIGIBLE	2,008
Ineligible Units	
Disconnected/non-working	25
Facsimile	2
SUB-TOTAL INELIGIBLE UNITS	27
GRAND TOTAL:	**2,035**

Note: Households that did mail back their diaries are counted as completed.

The overall response rate for the main study was calculated as the product of the response and retrieval rates (43% * 64%) for an overall rate of 28 percent.

DATA WEIGHTING

The final data set includes several weight variables that were developed to account for over sampling or under sampling of particular population segments. There is also an expansion weight that factors the sample data to represent total households in the Municipality of Anchorage. The 2000 data for the Municipality of Anchorage from the U.S. Bureau of the Census were used to calculate these weights and expansion factors. To compensate for the over sample of households in Eagle River and Chugiak, a geography weight (geowgt) was developed.

TABLE 7: GEOGRAPHY WEIGHT TO COMPENSATE FOR OVER SAMPLE OF EAGLE RIVER AND CHUGIAK HOUSEHOLDS

Area	No. Households in Population	Percent of Total Population	Final Sample	Percent of Final Sample	GeoWgt
Anchorage	84,945	89.6	1,051	81.3	1.1021
Eagle River / Chugiak	9,877	10.4	242	18.7	0.5561
Total	**94,822**	**100.0**	**1,293**	**100.0**	**---**

The final sample under represented larger (4+ person) households relative to the census data population parameters. To compensate for this, the sample was balanced relative to household size by developing a weight (hhswgt).

TABLE 8: HOUSEHOLD SIZE WEIGHT FOR COMBINED SAMPLE

Household Size	No. Households in Population	Percent of Total Population	Final Sample	Percent of Final Sample*	HHSWGT
One Person	22,142	23	341	26	.89
Two Persons	30,155	32	514	40	.80
Three Persons	16,942	18	199	15	1.16
Four Persons	14,795	16	161	13	1.25
Five Persons	6,696	7	60	5	1.54
Six Persons	2,536	3	11	1	3.0
Seven + Persons	1,556	2	7	1	3.2
Total	**94,822**	**100%**	**1,293**	**100**	**---**

May not equal to 100 percent due to rounding.

A composite weight (finwgt) was calculated that was the product of these two weights (geowgt * hhswgt). This weight was applied to the data when weighted sample statistics only were required.

The expansion factor (expfct) was calculated by dividing the total households based on Census 2000 data (94,822) by the number of households surveyed (1,293). When using the sample data to run population estimates, the final expansion factor was applied. This final expansion factor was the product of "finwgt" and "expfct". It is designated as "expwgt" in the data file.

GEOCODING

Geocoding was conducted using coverage files obtained from AMTS and CH2MHill. Home addresses and trip end addresses were geocoded subsequent to the retrieval interview. The retrieval interview collected multiple location information such as address, nearest landmark, nearest cross street or street intersection to facilitate geocoding. City name and zip code were used to distinguish duplicated street names in different geographies. U.S. Postal Office Standard Address Format, which matched the address style of the street network reference database, was used to record address information.

Out of the 7,545 addresses that were recorded by households as "traveled to", and were within the study area, 98 percent were successfully matched to some level of geography. Ninety-six percent were matched to an X/Y coordinate, 1.3 percent were matched to a zip code centroid, and 1.3 percent were matched to a city centroid. Table 9 presents geocode match rates by location type. As shown, the trip end addresses had the lowest overall match rate at 97 percent.

TABLE 9: GEOCODING MATCH RATES

Address Type	Total
Home	100%
Work	99%
School	100%
Trip Ends	97%

DATA FILE CREATION

After completion of data collection and data editing tasks, the survey data were contained in five files:

1. ***Household data file*** – the household is the unit of analysis, with 1,293 records. Contains data elements relating to household demographics such as household size, vehicles available to household and household income.

2. ***Person data file*** – persons within households are the units of analysis, with 3,029 records. Contains data elements relating persons, such as age, gender, work and school status.

3. ***Trip data file*** – trips made by persons within households are units of analysis, with 12,092 records. Contains information relating to travel, such as locations, purpose, mode, and time of travel.

4. ***Vehicle data file*** – vehicles owned by households are the units of analysis, with 2,561 records. Contains information relating to vehicles, such as make, model, and year.

5. ***Location data file*** – all locations pertinent to households and trips made by persons within households, with 7,677 records. Contains a location number that links to trip, person and household files.

All data files contain certain variables, such as sample number (unique number assigned to each household), and the weight variables “finwgt” and “expwgt”. A data dictionary for each of the files is presented in Appendix A.

ITEM COMPLETION RATES

Table 10 presents item completion rates for the most important variables. As shown, these rates are excellent.

TABLE 10: ITEM COMPLETION RATES (RDD ONLY)

Variable	Completion Rate	Refused/ Retrieved
Household Data		
Household Size	100.0%	0 / 1293
Use People Mover	99.8%	2 / 1291
Vehicles Available	100.0%	0 / 1293
Bikes Available	99.8%	2 / 1291
Use of Bikes Last Summer	100.0%	0 / 870
Why Use Bikes Last Summer	100.0%	0 / 623
Use of Bikes Upcoming Summer	100.0%	0 / 870
Why Use Bikes Upcoming Summer	100.0%	0 / 661
Residence Type	100.0%	0 / 1293
Own/Rent Status	99.1%	12 / 1281
Income	89.0%	141 / 1152
Person Data		
Gender	99.6%	12 / 3017
Age	98.3%	53 / 2976
Driver License	99.7%	7 / 2462
Employment Status	99.4%	14 / 2455
Type of Non-Employment	97.0%	18 / 587
Number of Jobs	99.7%	6 / 1858
Flexibility of Work Hours	97.2%	52 / 1812
Telework	97.4%	49 / 1815
How Often Telework	97.8%	6 / 267
Educational Attainment	98.1%	41 / 2091
Student Status	99.7%	9 / 3020
Trip Data		
Arrival Time	100.0%	0 / 12,092
Departure Time	100.0%	0 / 12,092
Trip Purpose	100.0%	0 / 12,092
Activity (*Both origins and destinations)	99.9%	12 / 15,019*
Mode	99.9%	13 / 12,083
Vehicle Data		
Year	96.9%	80 / 2481
Make	98.5%	39 / 2522
Model	95.3%	120 / 2441

SAMPLE VALIDATION

The sample was comprised of 1,293 completed households (including the records collected during the pretest), which is a reasonable representation of Anchorage area households. The following tables compare the sample distributions on key demographic variables with census data. (Note: The total percent figures are from geographically weighted data.)

The household size sample distribution differed from that of the census population parameters. The sample had more one and two-person households and fewer three and four-plus person households than the study area households did. Households in Eagle River and Chugiak were larger size than households in the Municipality of Anchorage, in general.

TABLE 11: HOUSEHOLD SIZE

Household Size	Municipality of Anchorage	ER/Chugiak Over Sample	Weighted Combined Percent	Census 2000*
One Person	29%	14%	28%	23%
Two Persons	40%	41%	40%	32%
Three Persons	14%	20%	15%	18%
Four + Persons	17%	26%	18%	27%
Total	**100%**	**100%**	**100%**	**100%**

Base: 1,293 Households. May not add to 100 percent due to rounding. Total Percent weighted by geography (geowgt).
**Census 2000 Summary File 2*

The sample under represented one-vehicle and over represents two-vehicle households. It represented zero-vehicle and three-plus vehicle households well. Vehicle ownership was higher among households in Eagle River and Chugiak than the municipality as a whole, with more than one-third of households owning three or more vehicles.

TABLE 12: HOUSEHOLD VEHICLES

Household Vehicles	Municipality of Anchorage	ER/Chugiak Over Sample	Weighted Combined Percent	Census 2000*
Zero Vehicle	3%	2%	3%	6%
One Vehicle	30%	15%	29%	36%
Two Vehicle	48%	48%	48%	41%
Three Vehicles	13%	22%	14%	13%
Four + Vehicles	5%	14%	6%	4%
Total	**100%**	**100%**	**100%**	**100%**

Base: 1,293 Households. May not add to 100 percent due to rounding. Total Percent weighted by geography (geowgt).
**Census 2000 Supplementary Survey Summary Tables*

The survey sample represented the Anchorage area income distribution fairly well. Eleven percent of all households interviewed refused to report household income, which is typical for household travel surveys.

TABLE 13: HOUSEHOLD INCOME

Income	Municipality of Anchorage	ER/Chugiak Over Sample	Weighted Combined Percent	Census 2000*
Up to $9,999	3%	1%	2%	5%
$10,000 to $19,999	8%	4%	7%	9%
$20,000 to $29,999	10%	4%	8%	11%
$30,000 to $39,999	11%	7%	9%	11%
$40,000 to $49,999	11%	6%	9%	9%
$50,000 to $59,999	10%	10%	9%	11%
$60,000 to $69,999	13%	14%	11%	12%
$70,000 to $79,999	12%	15%	11%	5%
$80,000 to $89,999	5%	5%	4%	6%
$90,000 to $99,999	3%	10%	4%	5%
More than $100,000	15%	26%	15%	18%
Total	**100%**	**100%**	**100%**	**100%**

Base: 1,150 households providing income. May not add to 100 percent due to rounding.
*Total Percent weighted by geography (geowgt.) *March 2001 CPS Data Census (Current Population Survey)*

The sample majority (62 percent) resided in single-family dwellings. Nearly 90 percent of households sampled from Eagle River and Chugiak resided in single-family homes, compared with 59 percent for the municipality as a whole. This outcome may be an artifact of the survey methodology because mail delivery to apartment buildings can be problematic so that travel log packages are not received and then completed. Persons who live in apartment buildings may also be under represented in the final sample because these households tend to be more mobile with less stable addresses.

TABLE 14: RESIDENCE TYPE

Residence Type	Municipality of Anchorage	ER/Chugiak Over Sample	Weighted Combined Percent	Census 2000*
Single Family	59%	88%	62%	52%
Multi-family Attached	35%	9%	33%	42%
Mobile Home or Trailer	3%	3%	3%	6%
Group Quarters	3%	0%	2%	-
Other, Specify	0%	1%	0%	-
Total	**100%**	**100%**	**100%**	**100%**

*Base: 1,293 households reporting residence type. May not add to 100 percent due to rounding. Total Percent weighted by geography (geowgt.) *Census 2000 Supplementary Survey Summary Tables*

Nearly three-fourths of households in the sample resided in owner-occupied dwellings. Nine out of ten households in Eagle River and Chugiak were homeowners. In this statistic, the survey over represented homeowners, which is not unusual for these types of surveys. Homeowners are typically more connected to their communities and more likely to take the time to complete a travel log than are renters. The sample percent for homeowners (73 percent) was higher than that for households in single-family dwellings (62 percent), indicating a healthy percentage of owners of condos and duplexes in the sample.

TABLE 15: OWNER OR RENTER STATUS

Housing Tenure	Municipality of Anchorage	ER/Chugiak Over Sample	Weighted Combined Percent	Census 2000*
Owner	71%	91%	73%	60%
Renter	27%	8%	25%	40%
Other	2%	0%	2%	-
Total	**100%**	**100%**	**100%**	**100%**

*Base:1,293 households. Total Percent weighted by geography (geowgt.) *U.S. Census Bureau, Census 2000 – Anchorage Municipality, Alaska Profile of General Demographic Characteristics: 2000*

The sample is a good representation of the study area residents by age group. The single age range in which it differs significantly from population parameters is the range from 45 to 54 years.

TABLE 16: AGE OF MEMBERS OF HOUSEHOLDS IN THE SAMPLE

Age	Municipality of Anchorage	ER/Chugiak Over Sample	Weighted Combined Percent	Census 2000*
Under 5 years	4%	1%	3%	8%
5 years to 9 years old	7%	5%	7%	8%
10 years to 14 years old	8%	9%	8%	8%
15 years to 19 years old	7%	11%	7%	8%
20 years to 24 years old	6%	2%	6%	7%
25 years to 34 years old	16%	7%	15%	15%
35 years to 44 years old	18%	24%	19%	19%
45 years to 54 years old	19%	27%	20%	15%
55 years to 64 years old	10%	10%	10%	7%
65 years and older	7%	4%	7%	5%
Total	**100%**	**100%**	**100%**	**100%**

*Base: 2,976 Persons reporting age. May not add to 100 percent due to rounding. Total Percent weighted by geography (geowgt.) *Census 2000, Profile of General Demographic Characteristics*

The sample provided an excellent distribution of employed versus non-employed persons in the study area. It contained proportionately the same number of employed persons that are present in the population. The resulting data will provide unique information on the work trips of households in the Municipality of Anchorage.

TABLE 17: EMPLOYMENT STATUS

Employment Status	Municipality of Anchorage	ER/Chugiak Over Sample	Weighted Combined Percent	Census 2000*
Employed	76%	76%	76%	77%
Not employed	24%	23%	24%	23%
Total	**100%**	**100%**	**100%**	**100%**

*Base: 1,927 persons over age 15 reporting employment status. May not add to 100 percent due to rounding. Total Percent weighted by geography (geowgt.) *Census 2000 Supplementary Survey Summary Tables. Profile of Economic Characteristics: 2000.*

The sample also represented students well relative to the Census proportions of students versus non-students. Information on trips to school should be adequately covered.

TABLE 18: STUDENT STATUS

Student Status	Municipality of Anchorage	ER/Chugiak Over Sample	Weighted Combined Percent	Census 2000*
Enrolled	26%	30%	27%	31%
Not enrolled	74%	70%	73%	69%
Total	**100%**	**100%**	**100%**	**100%**

*Base: 2,380 persons over age 3 providing school enrollment status by level of school. Total Percent weighted by geography (geowgt.) *Census 2000 Supplementary Survey Summary Tables.*

CONCLUSION

By definition, household travel surveys seek information from a sample of households. Invariably, some members of the sample do not provide the desired information. There are many reasons why the relevant information may not be obtained. Given the wide range of potential outcomes of a data collection effort, it is important to document the outcomes and summarize the success of a survey in collecting data from members of the sample.

As the contents of this technical report indicate, the Anchorage Household Travel Survey sample was a reasonable representation of the study area population. The sample design was executed effectively so that adequate samples were obtained for each of the part of the study area. The sample is a good reflection of population parameters, with the exception of household size, vehicles available, and residence type. The sample can be reliably used for robust statistical analyses on survey results to provide usable information to transportation decision makers and planners.

APPENDIX A – DATA ITEMS

HOUSEHOLD VARIABLES

Name		Position
SAMPN	Unique sample number	1
SAMPTYPE	Sample type	2

Value	Label
1	RDD
2	Chugiak/Eagle River Over sample
3	Telephone Transit
4	On Site Transit

RSAMPTYP	Recode of sample type to classify households	3

Value	Label
1	Anchorage households
2	Chugiak-Eagle River households
3	Transit using households

TRANTRIP	Household with transit mode trip	4

Value	Label
1	Yes
2	No

CTFIP	County FIPS code	5
HHSIZE	Household Size	6

Value	Label
1	One
2	Two
3	Three
4	Four
5	Five
6	Six
7	Seven
8	Eight
9	Nine
10	Ten

PEOPMOVE	Used People Mover last year	7

Value	Label
1	Yes
2	No
9	DK/RF

TOTVEH Number of household vehicles available 8

Value	Label
0	Zero
1	One
2	Two
3	Three
4	Four
5	Five
6	Six
7	Seven
8	Eight
98	DK/RF

BIKES Number of bicycles in household 9

Value	Label
0	None
1	One
2	Two
3	Three
4	Four
5	Five
6	Six
7	Seven or more
98	DK/RF

BIKEPAST Used bike last summer 10

Value	Label
1	Yes
2	No
9	DK/RF

WHYBIK Purpose bike was used to travel 11

Value	Label
1	Work
2	School
3	Shopping
4	Visiting
5	Recreation/Exercise
7	Multi purpose
9	DK/RF

BIKEFUT Will use bike this next summer 12

Value	Label
1	Yes
2	No
9	DK/RF

WILBIK Purpose for using bike to travel this summer 13

Value	Label

	1 Work	
	2 School	
	3 Shopping	
	4 Visiting	
	5 Recreation/Exercise	
	7 Multi purpose	
	9 DK/RF	
HHADDR	Home address reference number	14
RESTYPE	Type of dwelling unit	15
	Value Label	
	1 Unattached Single Family Home	
	2 Duplex	
	3 Apartment	
	4 Condominium or Townhouse	
	5 Mobile home or Trailer	
	6 Group quarters (dorms, barracks, etc.)	
	7 Other, specify	
	9 DK/RF	
O_RESTYP	Other dwelling unit type	16
OWN	Own/rent status	24
	Value Label	
	1 Own/buying	
	2 Rent	
	3 Military	
	4 Church	
	5 Government	
	7 Other, specify	
	8 DK	
	9 RF	
O_OWN	Other own/rent status	25
INCOM	Household Income	33
	Value Label	
	1 Up to $9,999	
	2 $10,000 - $19,999	
	3 $20,000 - $29,999	
	4 $30,000 - $39,999	
	5 $40,000 - $49,999	
	6 $50,000 - $59,999	
	7 $60,000 - $69,999	
	8 $70,000 - $79,999	
	9 $80,000 - $89,999	
	10 $90,000 - $99,999	
	11 More than $100,000	
	98 DK/RF	

ASSN Travel day - assignment number 34

Value	Label
543	Tuesday, February 12
544	Wednesday, February 13
545	Thursday, February 14
546	Friday, February 15
592	Monday, April 1
594	Wednesday, April 3
595	Thursday, April 4
596	Friday, April 5
599	Monday, April 8
600	Tuesday, April 9
601	Wednesday, April 10
602	Thursday, April 11
603	Friday, April 12
606	Monday, April 15
607	Tuesday, April 16
608	Wednesday, April 17
609	Thursday, April 18
610	Friday, April 19
613	Monday, April 22
614	Tuesday, April 23
615	Wednesday, April 24
616	Thursday, April 25
617	Friday, April 26
620	Monday, April 29
621	Tuesday, April 30
622	Wednesday, May 1
623	Thursday, May 2
624	Friday, May 3
627	Monday, May 6
628	Tuesday, May 7
629	Wednesday, May 8
630	Thursday, May 9
631	Friday, May 10
634	Monday, May 13
635	Tuesday, May 14
636	Wednesday, May 15
637	Thursday, May 16
638	Friday, May 17

FUTCALL Willing to participate in future survey 35

Value	Label
1	Yes
2	No
9	DK/RF

NTRIPS Number of trips per household 36

TRIPGROU Category of number of household trips 37

Value	Label

	1 No trips	
	2 1-5 trips	
	3 6-10 trips	
	4 11-15 trips	
	5 16-20 trips	
	6 More than 20 trips	
NWORK	Number of household workers	38
NSTUD	Number of household students	39
CLASS	Household class	40
	Value Label	
	1 No Workers + School Age Kids	
	2 1 Worker + School Age Kids	
	3 2+ Workers + School Age Kids	
	4 No Workers, No Kids	
	5 1 Worker, No Kids	
	6 2+ Workers, No Kids	
	7 Retired	
	8 Children but not of school age	
RTOTVEH	Recode of totveh for 5+	41
RHHSZ	HH Size - Recoded	42
	Value Label	
	1.00 One	
	2.00 Two	
	3.00 Three	
	4.00 Four	
	5.00 Five	
	6.00 Six	
	7.00 Seven or More	
FINWGT	Weight used for sample statistics (Product of geowgt*hhswgt)	43
EXPWGT	Weight used for population estimates (finwgt*expfactor)	44
SUBAREA	SUBAREA	45
	Value Label	
	1 Military	
	2 Downtown	
	3 Mountain View	
	4 Muldoon	
	5 Airport	
	6 Northwest	
	7 North Midtown	
	8 University	
	9 Sand Lake	
	10 South Midtown	
	11 Abbott Loop	
	12 South Anchorage	
	13 Campbell Tract	
	14 Chugiak-Eagle River	

	99 Missing	
NKID_RE	num kids recode	46
	Value Label	
	.00 zero	
	1.00 one or more	
NUM_KIDS	Number of school age kids in household	47
NWORK_RE	nwork recode	48
	Value Label	
	.00 zero	
	1.00 one	
	2.00 two	
	3.00 three or more	
TVEH_RE	total vehicles recoded	49
	Value Label	
	.00 zero	
	1.00 one	
	2.00 two	
	3.00 three	
	4.00 four or more	
HHSWGT	Household size weight	50
GEOWGT	Geographic weight to compensate for over sample of ER / Chug	51

PERSON VARIABLES

Name		Position
SAMPN	Unique sample number	1
PERNO	Person number	2
WADDR	Work address reference number	3
SADDR	School address reference number	4
RESP	Respondent flag	5

Value	Label
1	Yes
2	No

RELAT	Relationship to respondent	6

Value	Label
1	Self
2	Spouse/partner
3	Son/daughter
4	Mother/father/mother-in-law/father-in-law
5	Other relative
6	Live-in help
7	Not related
9	DK/RF

GENDER	Gender	7

Value	Label
1	Male
2	Female
8	DK
9	RF

AGE	Age	8

Value	Label
0	Under 1 year
998	DK/RF

AGEGROUP	Age category	9

Value	Label

	1 <5 years	
	2 5-17 years	
	3 18-24 years	
	4 25-34 years	
	5 35-44 years	
	6 45-54 years	
	7 55-64 years	
	8 65+ years	
	9 DK/RF	
LIC	Licensed driver	10
	Value Label	
	1 Yes	
	2 No	
	9 DK/RF	
EMPLY	Employment status	11
	Value Label	
	1 Yes, Full-time	
	2 Yes, Part-time	
	3 Yes, both full and part time	
	4 No	
	9 DK/RF	
NOEMPLY	Primary activity	12
	Value Label	
	1 Retired	
	2 Disability status	
	3 Homemaker	
	4 Unemployed and looking for work	
	5 Unemployed and not looking for work	
	7 Other, specify	
	9 DK/RF	
O_NOEMPL	Other primary activity	13
JOBS	Number of paying jobs	28
	Value Label	
	1 One	
	2 Two	
	3 Three or more	
	9 DK/RF	
WORKHRS	Variable work schedule	29
	Value Label	
	1 Hours fixed and the same every day	
	2 Hours vary at my choice	

	3 Hours allowed to vary within fixed limits	
	4 Fixed starting time, but variable ending time	
	5 Fixed hours, but different hours on different days	
	6 Variable, depending on work	
	7 Other, specify	
	9 DK/RF	
O_WORKHR	Other work schedule	30
TELEWORK	Telecommute	37
	Value Label	
	1 Yes	
	2 No	
	9 DK/RF	
HOWOFTEN	How often telecommute	38
	Value Label	
	1 Almost every day	
	2 Once a week or more	
	3 Once a month or more	
	4 Only a few times a year	
	8 DK	
	9 RF	
EDUCATT	Highest level of education completed	39
	Value Label	
	1 11th grade or less	
	2 High school graduate	
	3 2 years of college or Associates Degree	
	4 4 years of college or Bachelor's Degree	
	5 Post-graduate/Graduate degree	
	6 Vocational school	
	7 Other, specify	
	9 DK/RF	
STUDENT	Student status	40
	Value Label	
	1 Yes	
	2 No	
	9 DK/RF	
SLEEPTIM	Time went to sleep	41
	Value Label	
	9999 DK/RF	
TOTPL	Total places visited	42

NTRIPS	Total trips taken	43

Value	Label
99	Under 5 years old

NOTRIPS	Reason for no trips	44
FINWGT	Weight used for sample statistics	59
EXPWGT	Weight used for population estimates	60
SUBAREA	SUBAREA	61

Value	Label
1	Military
2	Downtown
3	Mountain View
4	Muldoon
5	Airport
6	Northwest
7	North Midtown
8	University
9	Sand Lake
10	South Midtown
11	Abbott Loop
12	South Anchorage
13	Campbell Tract
14	Chugiak-Eagle River

TRIP VARIABLES

Name		Position
SAMPN	Unique Sample number	1
PERNO	Person number	2
TRIPNO	Trip number	3
DEPART	Departure time (military time)	4
DEPHOUR	Departure time (hour within)	5
DEPRANGE	Departure Time Range	6

Value	Label
1	Midnight 12 am to 7 am
2	AM Peak 7 to 9 am
3	Midday 9 am to 3 pm
4	PM Peak 3 to 6 pm
5	Evening 6 pm to 12 Midnight

OPTYPE	Origin Place Type	7

Value	Label
1	HOME
2	WORK
3	SCHOOL
4	PREVIOUSLY ENTERED PLACE
5	NEW PLACE
6	OUT OF TRAVEL STUDY AREA

OLOCNO	Origin Location Number	8
OACT1	Origin Activity: Primary	9

Value	Label
1	At home activities
2	Working at home
3	Work, including regular volunteer work
4	Work related
5	Attending school
6	School related activities
7	Childcare
8	Quick stop for gas, coffee, ATM, etc.
9	Shopping

10	Visit friends/relatives
11	Personal business
12	Eat meal outside of home
13	Entertainment/Recreation/Fitness
14	Civic/Religious activities
15	Pick up or drop off passenger
16	Other, specify
17	Change mode of transportation
99	DK/RF

OACT2 Origin Activity: Secondary 10

Value	Label
1	At home activities
2	Working at home
3	Work, including regular volunteer work
4	Work related
5	Attending school
6	School related activities
7	Childcare
8	Quick stop for gas, coffee, ATM, etc.
9	Shopping
10	Visit friends/relatives
11	Personal business
12	Eat meal outside of home
13	Entertainment/Recreation/Fitness
14	Civic/Religious activities
15	Pick up or drop off passenger
16	Other, specify
17	Change mode of transportation
99	DK/RF

DPTYPE Destination Place Type 11

Value	Label
1	HOME
2	WORK
3	SCHOOL
4	PREVIOUSLY ENTERED PLACE
5	NEW PLACE
6	OUT OF TRAVEL STUDY AREA

ARRIVE Arrival time (military time) 12

TRIPPURP Trip Purpose 13

Value	Label
1	Work
2	Education
3	Personal business/other
4	Shopping
5	Visit/recreation
6	Meal
7	Serve passenger

	8 Work/school-based	
	9 Other	
MODE	Travel mode	14
	Value Label	
	1 Walk	
	2 Bike	
	3 Auto/Van/Truck - Driver	
	4 Auto/Van/Truck - Passenger	
	5 Public bus	
	6 School bus	
	7 Taxi/Shuttle/Limo	
	8 Motorcycle	
	97 Other, specify	
	99 DK/RF	
GETTO	Bus access	15
	Value Label	
	1 Walk	
	2 Drove and parked	
	3 Was dropped off	
	4 Rode bike	
	7 Other, specify	
	9 DK/RF	
	97 Other, specify	
PARKNRD1	Park and Ride lot 1	16
	Value Label	
	9 DK/RF	
ROUTE	Bus route	17
	Value Label	
	1 Record response	
	9 DK/RF	
GETFR	Bus egress	18
	Value Label	
	1 Walk	
	2 Pick up car and drove	
	3 Was picked up	
	4 Rode bike	
	7 Other, specify	
	9 DK/RF	
PARTY	Number of people on trip (not including self)	19
HHMEM	Number of household members on trip	20

Value	Label
99	DK/RF

PERTP Household members on trip 21

Value	Label
99	DK/RF

NONHH Number of non-household members on trip 22

Value	Label
98	DK/RF

SPDFLAGS Speedflags 23

Value	Label
0	No speed violation
1	Respondent Error - same area/different trip (miles = 0)
2	Add 5 minutes and will pass speed check
3	Add 10 minutes and will pass speed check-geocoding verified
4	Add 15 minutes and will pass speed check- geocoding verified
5	Unresolved speed violation

DLOCNO Destination Location Number 24

DACT1 Destination Activity: Primary 25

Value	Label
1	At home activities
2	Working at home
3	Work, including regular volunteer work
4	Work related
5	Attending school
6	School related activities
7	Childcare
8	Quick stop for gas, coffee, ATM, etc.
9	Shopping
10	Visit friends/relatives
11	Personal business
12	Eat meal outside of home
13	Entertainment/Recreation/Fitness
14	Civic/Religious activities
15	Pick up or drop off passenger
16	Other, specify
17	Change mode of transportation
99	DK/RF

DACT2 Destination Activity: Secondary 26

Value	Label
1	At home activities
2	Working at home
3	Work, including regular volunteer work

4	Work related
5	Attending school
6	School related activities
7	Childcare
8	Quick stop for gas, coffee, ATM, etc.
9	Shopping
10	Visit friends/relatives
11	Personal business
12	Eat meal outside of home
13	Entertainment/Recreation/Fitness
14	Civic/Religious activities
15	Pick up or drop off passenger
16	Other, specify
17	Change mode of transportation
99	DK/RF

TRPDUR Trip Duration (Computed = DEPART - ARRIVE) 27

ACTDUR Activity Duration 28

TRPDURGR Trip Duration Category 29

Value	Label
1	Less than 15 minutes
2	15-30 minutes
3	31-60 minutes
4	More than 60 minutes

FINWGT Weight used for sample statistics 30

EXPWGT Weight used for population estimates 31

HSUBAREA Household Subarea 32

Value	Label
1	Military
2	Downtown
3	Mountain View
4	Muldoon
5	Airport
6	Northwest
7	North Midtown
8	University
9	Sand Lake
10	South Midtown
11	Abbott Loop
12	South Anchorage
13	Campbell Tract
14	Chugiak-Eagle River
99	Missing

AGEGROUP Age Group 33

Value	Label
1	<5 years
2	5-17 years
3	18-24 years
4	26-64 years
5	65+ years
6	DK/RF

TMODEB Trip Mode Recode 34

Value	Label
1.00	SOV
2.00	HOV 2
3.00	HOV 3+
4.00	Transit
5.00	Non-Motorized
6.00	DK/RF

OSUBAREA Origin Subarea 35

Value	Label
1	Military
2	Downtown
3	Mountain View
4	Muldoon
5	Airport
6	Northwest
7	North Midtown
8	University
9	Sand Lake
10	South Midtown
11	Abbott Loop
12	South Anchorage
13	Campbell Tract
14	Chugiak-Eagle River

DSUBAREA Destination Subarea 36

Value	Label
1	Military
2	Downtown
3	Mountain View
4	Muldoon
5	Airport
6	Northwest
7	North Midtown
8	University
9	Sand Lake
10	South Midtown
11	Abbott Loop
12	South Anchorage
13	Campbell Tract
14	Chugiak-Eagle River

AVOFLAG Vehicle Occupancy Flag 37

Value	Label
1	All Non-Household Members
2	All Household Members
3	Both Household & Non-Household

TPURPB Trip Purpose 38

Value	Label
1.00	Work (to or from Work)
2.00	School (to or from School)
3.00	Personal Business
4.00	Shopping
5.00	Recreation
6.00	Eat Out
7.00	Serve Passenger
8.00	Other

TPURPC Purpose Recode 39

Value	Label
1.00	Home-Based Work (to work from home)
2.00	Home-Based Other (to all else from home)
3.00	Non-Home Based (trips not starting from home)

FWFLAG Trips from work 40

TWFLAG Trips to work 41

VEHICLE VARIABLES

Name		Position
SAMPN	Unique sample number	1
VEHNO	Vehicle number	2
YEAR	Vehicle year	3
MAKE	Vehicle make	4

Value	Label
1	Acura
2	Audi
3	BMW
4	Buick
5	Cadillac
6	Chevrolet
7	Chrysler
8	Dodge
9	Ford
10	Geo
11	GMC
12	Harley Davidson
13	Honda
14	Hyundai
15	Infiniti
16	Isuzu
17	Jaguar
18	Jeep
19	Kawasaki
20	Kia
21	Lexus
22	Lincoln
23	Mazda
24	Mercury
25	Mercedes
26	Mitsubishi
27	Nissan
28	Oldsmobile
29	Plymouth
30	Pontiac
31	Porsche
32	Range Rover
33	Saab
34	Saturn
35	Subaru
36	Suzuki
37	Toyota
38	Volkswagon
39	Volvo
40	Yamaha
41	Daewoo

	97 Other, specify	
	98 DK	
	99 RF	
O_MAKE	Other vehicle make	5
MODEL_1_	Vehicle model	13
O_MODEL_	Other vehicle model	17
FINWGT	Weight used for sample statistics	25
EXPWGT	Weight used for population estimates	26

LOCATION VARIABLES

Name		Position
LOCNO	Unique Location Reference Number	1
LOCTYPE	Location Type	2

Value	Label
1	Home
2	Primary workplace
3	School
4	Secondary workplace
5	Previously entered place/Someone else's habitual address
6	New place
7	Out of the travel study area but in AK
9	Out of the travel study area and not in AK

NAME	Location Name	3
ADDRESS	Location Street Address	12
SUITE	Location number/suite	19
XSTREET	Closest cross street(s)	20
LANDMARK	Closest landmark	29
CITY	Location city	38
COUNTY	Location borough	42
STATE	Location state	45
ZIP	Location zip code	48
AV_STATU	ArcView status	49
XCORD	Location latitude	51
YCORD	Location longitude	52

APPENDIX B – RECRUITMENT SCRIPT

Hi, my name is _____ and I'm calling on behalf of the Municipality of Anchorage. May I speak with the head of the household?

We are conducting a study of travel patterns in Anchorage. The study is purely a research effort and any information you provide will be kept strictly confidential. Your information will be combined with that of 1,400 other households in the area to help your local government improve the transportation system. Let me assure you that we are not trying to solicit or sell you anything.

Your participation will involve your recording your travel for one day in a specially prepared travel log, which we will mail to you. In order to prepare the logs, I need to ask a few questions about your household's vehicles and the members of your household.

«HHSIZ »
How many people, including yourself, live in your household? IF NEEDED: This includes all persons who sleep there at least 3 nights per week.

«TRANS »
Does anyone in your household ride People Mover within the last year? PEOPLEMOVER IS THE ANCHORAGE PUBLIC TRANSIT SYSTEM.

«HHVEH »
Next, how many vehicles are available to members of your household? (This number should include all cars, trucks, vans, motorcycles and recreational vehicles, whether owned or leased or provided by an employer and in working condition.)

<VEHNO>
Now I need to get some information about each vehicle. Starting with the vehicle that is driven the most, what is the vehicle year, make, and model?

«BIKES »
How many bicycles in working condition are available to your household for traveling to work, school, shopping or other travel purpose?

«BIKEU »
Last summer, did anyone in your household use one of the bicycles to travel to work, school, shopping or some other activity?

YES	1	
NO	2	=> USEBK
DK/RF	9	=> USEBK

«WHYBK »
For what purpose was the bike used to travel?

Work	1	
School	2	
Shopping	3	
Visiting	4	
Recreation/Exercise	5	
OTHER, SPECIFY	7	O
DK/RF	9	

«USEBK »
Next summer, does anyone in your household plan to use one of the bikes to travel to work, school, shopping or some other activity next summer?

YES	1	
NO	2	=> RESTY
DK/RF	9	=> RESTY

«WILBK »
For what purpose will the bike used?

Work	1	
School	2	
Shopping	3	
Visiting	4	
Recreation/Exercise	5	
OTHER, SPECIFY	7	O
DK/RF	9	

«RESTY »
Do you live in a...

Unattached Single Family Home	1	
Duplex	2	
Apartment	3	
Condominium or townhouse	4	
Mobile home or trailer	5	
Group quarters (dorms, barracks, etc)	6	
OTHER, SPECIFY	7	O
DK/RF	9	

«HADDR »
Where is your home located?
PHYSICAL ADDRESS. NO P.O. BOXES ALLOWED

«HXSTR »
What is the closest intersection to where you live?

«HLAND »
Is there a recognizable landmark nearby, such as a park, major employer, or other popular destination?

«OWN »
Do you own or rent this home?

Own/buying	1	
Rent	2	
OTHER, SPECIFY	7	O
DK	8	
RF	9	

Now I need to get some information about each person in your household, so I can prepare individual diaries. Again, I want to assure you that this information is for research purposes only and will be held in strict confidence. Earlier you indicated that there were<HHSIZ>persons in your household.

«RELAT »
What is<FNAME >'s relationship to you? DON'T ASK FOR RESPONDENT

SELF	1
Spouse/partner	2
Son/Daughter	3
Mother/Father/Mother In-law/Father In-law	4
Other relative	5
Live-in Help	6
Not Related	7
DK/RF	9

«GEND »
What is<YOUR >gender? DON'T ASK FOR RESPONDENT

MALE	1
FEMALE	2
DK/RF	9

«AGE »
What is<YOUR>age, in years?
IF LESS THAN 1, ENTER 0 RANGE: 0 - 105

DK	998
RF	999

«LIC »
Do/Does<YOU >have a valid driver's license?

Yes	1
No	2
DK/RF	9

«EMPLY »
Are/Is<YOU>employed full-time or part-time?

Yes, Full-time	1	=> JOBS
Yes, Part-time	2	=> JOBS
Yes, Both Full- and Part-time	3	=> JOBS
No	4	
DK/RF	9	

«PRIMA »
Which of the following best describes<YOUR >current situation?

Retired	1	
Disability status	2	
Homemaker	3	
Unemployed and looking for work	4	
Unemployed and not looking for work	5	
OTHER, SPECIFY	7	O
DK/RF	9	

«JOBS »
How many paying jobs do/does<YOU >hold?

ONE	1
TWO	2
THREE OR MORE	3
DK/RF	9

«HRVR1 »
How would you describe<YOUR>work schedule at<YOUR>job? YOU MAY USE MULTIPLE RESPONSE FOR MORE THAN 1 JOB
NUMBER OF JOBS:<JOBS >

Hours fixed and the same every day	1	
Hours vary at my choice	2	
Hours allowed to vary within fixed limits	3	
Fixed starting time, but variable ending time	4	
Fixed hours, but different hours on different days	5	
Variable, depending on work	6	
OTHER, SPECIFY	7	O
DK/RF	8	

«TELEC »
Do/Does<YOU >ever telecommute, that is work at home instead of traveling to<YOUR >usual place of employment?

YES	1	
NO	2	=> EDUCA
DK	8	=> EDUCA
RF	9	=> EDUCA

«TELEO »
How often?

Almost every day	1
Once a week or more	2
Once a month or more	3
Only a few times a year	4
DK	8
RF	9

«EDUCA »
What is the highest level of education<YOU >have/has attained?

11th grade or less	1	
High school graduate	2	
2 years of college or Associate's Degree	3	
4 years of college or Bachelor's Degree	4	
Post-graduate/Graduate Degree	5	
Vocational school	6	
OTHER, SPECIFY	7	O
DK/RF	9	

«STUDE »
Are/Is<YOU>currently enrolled in any type of school?

YES	1
NO	2
DK/RF	9

«INCOM »
Was your household's total annual income last year from all sources before taxes, for all members of your household, above or below $50,000?

BELOW 50K	1	=> INCB5
ABOVE 50K	2	=> INCA5
DK/RF	9	
THEY ABSOLUTELY WILL NOT SAY WHAT THEIR INCOME IS	9	=> /INCOM

I'm going to read a series of income ranges. Please stop me when I get to the range closest to your household's.

INCOME	
Up to $9,999	01
$10,000 - $19,999	02
$20,000 - $29,999	03
$30,000 - $39,999	04
$40,000 - $49,999	05
$50,000 - $59,999	06
$60,000 - $69,999	07
$70K to $79,999	08
$80K to $89,999	09
$90K to $99,999	10
More than $100K	11
DK	98
RF	99

«ASSN »
Okay, your household will keep track of their travel on READ DATE.

PRESS ENTER TO CONTINUE Thank you very much for helping us. We'll call you on the day before <ASSN> to make sure you received your logs and to answer any questions you might have. Thank you again and have a nice day. Goodbye.
END OF SURVEY 1 D

«THANK »

APPENDIX C – DIARY PACKET MATERIALS

APPENDIX D – RETRIEVAL SCRIPT

Hi - my name is _____ and I'm calling on behalf of the Municipality of Anchorage about the travel survey your household recently completed. May I please speak with someone over the age of 18?

I'm calling to collect your travel information. Our records show that you traveled on<ASSN

«TOTPL »
How many total places did<YOU >visit over the course of the travel day?
DK/RF 999

«PTYPE »
IF PLACE 1: Okay - Where were/was<YOU >at 3 am on...
OTHERWISE: Where did you go next?

HOME	01	=> TIME1
WORK	02	=> TIME1
SCHOOL	03	=> TIME1
PREVIOUSLY ENTERED PLACE. IE MOM DROPS KIDS OFF AT SCHOOL.	04	
NEW PLACE (ASK IF THAT IS IN THE ANCHORAGE BOWL. IF NOT, IT'S OUT OF THE STUDY AREA SO, SELECT #6)	05	
OUT OF THE TRAVEL STUDY AREA	06	

«LOCAT »
Does the place have a name?

«ADDR »
What is the street address of that place?
Is there a suite or apartment number?

«XSTRT »
What is the nearest cross street or cross streets to that place? FORMAT: STREET1/STREET2

«LAND »
What is the nearest major landmark? THIS CAN BE ANYTHING THAT WE CAN USE TO TRY TO FIND THIS PLACE. EXAMPLE: 7-11 ON THE CORNER OF XYZ STREET, STORE, ETC

«ARRTM »
IF PLACE 1, ENTER 0300
OTHERWISE: What time did<YOU >get there? ENTER IN MILITARY TIME, HHMM 0000-MIDNIGHT, 1200-NOON, 2359-11:59PM, 0030-12:30AM

«TRPDR »
COMPUTED TRIP DURATION

«MODE »
How did<YOU >get there?

Walk	01
Bike	02
Driver-Auto/Van/Truck	03
Passenger-Auto/van/truck	04
Public bus	05
School bus	06
Taxi/Shuttle/Limo	07
Motorcycle	08

OTHER, SPECIFY	97	O
DK/RF	99	

«GETTO »
How did<YOU >get to the bus stop?

Walk	1	
Drove and parked	2	
Was dropped off	3	
Rode bike	4	
OTHER, SPECIFY	7	O
DK/RF	9	

«PKRD1 »
Did<YOU >use a Park and Ride lot? Which one?

«ROUTE »
Which bus route(s) did<YOU >use? NOTE: SEPARATE MULTIPLE ROUTES WITH COMMAS (,).
FOR EXAMPLE: 2, 11, 213

«GETFR »
How did<YOU >get from the bus stop?

Walk	1	
Picked up car and drove	2	
Was picked up	3	
Rode bike	4	
OTHER, SPECIFY	7	O
DK/RF	9	

«PKRD2 »
Did<YOU >use a Park and Ride lot? Which one?

«VEHNO »
Which vehicle did<YOU >use?
PRESS ALTV TO REFER TO VEHICLE LIST

NON-HOUSEHOLD VEHICLE	97
DK/RF	99

«OTHTR »
How many others traveled with<YOU2 >? NOT INCLUDING THE PERSON YOU'RE ON

DK/RF	99

«HHMEM »
How many household members, if any, traveled with<YOU2 >? RANGE: 0 - 8

NONE	00
DK/RF	99

Who was/were the person(s)? PERSON #s OF HOUSEHOLD MEMBERS TRAVELING ALONG
USE ALTP TO LOOK UP PERSON NUMBERS

«NONHH »
COMPUTED NON-HHMEMBERS

DK/CAN'T TELL	98

«TPUR1 »
What was<YOUR >your main purpose for traveling there? DO NOT READ LIST. SELECT BEST MATCH AND CONFIRM.

NO OTHER ACTIVITIES	00	N
AT HOME ACTIVITIES	01	
WORKING AT HOME	02	
WORK	03	
WORK RELATED	04	
ATTENDING SCHOOL	05	
SCHOOL-RELATED ACTIVITIES	06	
CHILDCARE	07	
QUICK STOP FOR GAS, COFFEE, ATM, ETC	08	
SHOPPING	09	
VISIT FRIENDS/RELATIVES	10	
PERSONAL BUSINESS	11	
EAT MEAL OUTSIDE OF HOME	12	
ENTERTAINMENT/RECREATION/FITNESS	13	
CIVIC/RELIGIOUS ACTIVITES	14	
PICK-UP OR DROP-OFF PASSENGER	15	
OTHER, SPECIFY	16	O
CHANGE MODE OF TRANSPORTATION	17	
DK/RF	99	

«TPUR2_01 »
«TPUR2_02 »
«TPUR2_03 »
And what other activities did<YOU >do there?

NO OTHER ACTIVITIES	00	X
AT HOME ACTIVITIES	01	
WORKING AT HOME	02	
WORK	03	
WORK RELATED	04	
ATTENDING SCHOOL	05	
SCHOOL-RELATED ACTIVITIES	06	
CHILDCARE	07	
QUICK STOP FOR GAS, COFFEE, ATM, ETC	08	
SHOPPING	09	
VISIT FRIENDS/RELATIVES	10	
PERSONAL BUSINESS	11	
EAT MEAL OUTSIDE OF HOME	12	
ENTERTAINMENT/RECREATION/FITNESS	13	
CIVIC/RELIGIOUS ACTIVITES	14	
PICK-UP OR DROP-OFF PASSENGER	15	
OTHER, SPECIFY	16	O
CHANGE MODE OF TRANSPORTATION	17	
DK/RF	99	X

Did<YOU >go anywhere else that day? IF THEY WENT OUT OF THE STUDY AREA, ASK IF THEY CAME BACK INTO THE STUDY AREA THAT DAY. IF THEY SAY "YES", SELECT "Yes". OTHERWISE, SELECT "No"

«DEPTM »
IF LAST PLACE OF THE DAY, ENTER 0259 OTHERWISE: What time did<YOU >leave for the next place? ENTER IN MILITARY TIME,
HHMM 0000-MIDNIGHT, 1200-NOON, 2359-11:59PM, 0030-12:30AM

«NOGO »
So,<YOU >made no trips, including for work or school?
TRUE: Why not? 1 O
FALSE 2 => CHECK

«FOLOW »
Okay, great. Those are all the questions I have for you today. Would you be interested in participating in a follow-up survey on the topic of transportation?
YES 1
NO 2
DK/RF 9