

This Washington Post-Schar School poll was conducted by telephone April 25-May 2, 2019, among a random sample of 1,507 adult residents of the Washington area, with 75 percent of interviews conducted on cell phones and 25 percent on landlines. Results from the full sample have a margin of error of plus or minus 3.5. percentage points. Sampling, data collection and tabulation by Abt Associates of Rockville, Md.

In this survey, the Washington area includes the District of Columbia, Maryland suburbs (Montgomery and Prince George’s Counties) and Northern Virginia (Arlington, Fairfax, Loudon and Prince William counties along with the cities of Alexandria, Fairfax City, Falls Church, Manassas and Manassas Park).

	Sample size	Error margin	Weighted percent of sample
Washington area total	1,507	3.5	100%
District of Columbia	503	6	15%
Maryland suburbs	500	6	39%
Virginia suburbs	504	6	46%

(Full methodological details appended at the end.)

*= less than 0.5 percent

1. In the past 12 months, have you [ITEM] to get from one place to another in the Washington area?

Summary table Washington area - 5/2/19

	Yes	No	No opinion
a. driven your own car	85	15	0
b. walked	74	26	*
c. taken Uber, Lyft or a similar service	61	39	*
d. taken Metrorail	59	41	*
e. taken Metrobus	30	70	*
f. ridden a bicycle	24	76	*
g. ridden another local bus	17	83	*
h. taken MARC or VRE commuter rail	9	90	1
i. driven a car share like Zipcar or Car2Go	7	93	*
j. taken an electric scooter	7	93	0

Summary table - percent using each form of transportation - 5/2/19

	Total	D.C.	Md. suburbs	Va. suburbs
a. driven your own car	85	64	85	92
b. walked	74	89	71	72
c. taken Uber, Lyft or a similar service	61	73	54	63
d. taken Metrorail	59	77	57	54
e. taken Metrobus	30	62	32	18
f. ridden a bicycle	24	28	25	22
g. ridden another local bus	17	27	19	12
h. taken MARC or VRE commuter rail	9	15	9	6
i. driven a car share like Zipcar or Car2Go	7	14	8	4
j. taken an electric scooter	7	16	5	5

2. (IF TOOK EACH TYPE OF TRANSPORTATION) On average, how often do you [ITEM] to get from one place to another in the Washington area? More than once a day, about once a day, a few times a week, a few times a month, or less often than that?

Q1/Q2 Net table based on Washington area adults - 5/2/19

	NET	> 1X a day	About 1X a day	Few times a week	Few times a month	Less often	Don't use	No op.
----- NET Yes, do use each in past year -----								
a. drive own car	85	45	17	16	5	2	15	0
D.C.	64	24	10	21	8	2	36	0
Md. suburbs	85	46	17	17	4	2	15	0
Va. suburbs	92	51	20	14	5	2	8	0
b. walk	74	23	14	16	11	9	26	*
D.C.	89	41	20	17	6	5	11	0
Md. suburbs	71	22	13	18	11	6	29	*
Va. suburbs	72	18	13	14	12	13	28	0
c. take Uber, Lyft or similar	61	1	1	13	22	23	39	*
D.C.	73	4	3	24	29	12	27	0
Md. suburbs	54	2	*	11	19	21	46	0
Va. suburbs	63	*	1	11	21	30	37	*
d. take Metrorail	59	5	2	9	16	26	41	*
D.C.	77	13	5	21	21	17	23	0
Md. suburbs	57	5	1	9	18	23	43	0
Va. suburbs	54	2	2	4	14	31	46	*
e. take MetroBus	30	4	2	6	8	11	70	*
D.C.	62	6	6	19	16	14	38	0
Md. suburbs	32	5	1	7	7	13	68	0
Va. suburbs	18	2	*	2	5	8	82	0
f. ride a bicycle	24	1	1	6	8	9	76	*
D.C.	28	1	1	11	7	8	72	0
Md. suburbs	25	1	1	5	8	10	75	0
Va. suburbs	22	*	1	5	8	8	77	*
g. take another local bus system	17	2	*	4	4	8	83	*
D.C.	27	1	1	8	6	11	73	0
Md. suburbs	19	1	*	4	4	8	81	*
Va. suburbs	12	2	*	1	2	7	88	0
h. take MARC or VRE commuter rail	9	1	*	1	2	5	90	1
D.C.	15	1	0	3	1	9	85	0
Md. suburbs	9	1	*	1	2	5	90	1
Va. suburbs	6	*	0	1	2	3	92	1
i. drive car share like Zipcar or Car2Go	7	1	1	1	2	3	93	*
D.C.	14	*	1	4	4	5	86	0
Md. suburbs	8	1	1	*	3	3	91	*
Va. suburbs	4	1	*	*	1	2	96	0
j. take an electric scooter	7	*	*	1	3	3	93	0
D.C.	16	1	*	5	4	6	84	0
Md. suburbs	5	*	0	*	2	2	95	0
Va. suburbs	5	*	*	*	2	2	95	0

3. If D.C. area leaders could only focus on one of the following transportation issues, which should it be? (improving Metrorail), (improving local buses), (reducing traffic on roads), (improving the condition of roads), (making it easier to walk places), or (making it easier to bike places)?

	Improve Metrorail	Improve local buses	Reduce traffic	Improve roads	Make easier to walk	Make easier to bike	No op.
5/2/19	20	4	28	32	4	4	2
D.C.	23	9	18	30	4	10	1
Md. suburbs	19	4	24	39	5	4	2
Va. suburbs	21	3	34	28	4	3	2

4. Would you say you ride the Metrorail system (more often) now than you did five years ago, (less often), or hasn't your usage of Metrorail changed?

	More often	Less often	Hasn't changed	No opinion
5/2/19	16	40	39	5
D.C.	24	42	31	3
Md. suburbs	14	42	39	4
Va. suburbs	15	37	42	6

5. (AMONG THOSE WHO RIDE METRORAIL LESS) In just a few words, could you tell me why you ride Metrorail less often? (Open-end, up to two responses accepted)

Criticisms of Metro system	36
Inconvenient/Too far/hassle	8
Too expensive	6
Delays/Takes too long	6
Unreliable/Inconsistent	6
Shutdowns/Single tracking/Breakdowns	5
Crowded/Uncomfortable	4
Unsafe/Dangerous/Violent/Accidents	4
Metro doesn't go where I need to go	3
Other criticisms of Metro	4
Change in working/living situation	35
Retired/Older/Not working	13
Don't need to go where used to	9
Location of home changed/Moved	6
Location/schedule of work changed	5
Work from home	2
Switched to other types of transportation	21
Drive instead/Prefer driving	16
Take Uber/Lyft/Via/Rideshare instead	3
Take bus instead/Prefer bus	1
Walk instead	*
Bike instead	*
Use other ways to get around	*
Family/Health	6
Health issues/Disability	3
Family needs/Have children	3
Other	9

6. How would you rate the Metrorail subway system in the Washington D.C. region - excellent, good, not-so-good or poor?

	-----Positive-----			-----Negative-----			Never use	No op.
	NET	Excel.	Good	NET	Not so	Poor		
5/2/19	68	11	57	22	16	6	7	4
2017*	42	5	37	49	27	22	6	2

6/23/13** 71 15 56 16 12 3 13 1
 3/29/10 70 14 56 17 13 4 12 1
 1/31/05 75 25 50 12 9 3 12 *

*2017 Washington area results based on combination of separate polls in D.C., Md. and Va., weighted to reflect regional composition.

**2013 and previous "I would like you to rate some types of public transportation available in some parts of the greater Washington area. If you have NEVER USED this type of public transportation, just tell me and I will move on. Generally speaking, how would you rate the Metrorail subway system:"

D.C.:

	-----Positive-----			-----Negative-----			Never use	No op.
	NET	Excel.	Good	NET	Not so	Poor		
5/2/19	70	14	56	24	17	8	3	3
6/18/17	44	6	38	52	27	25	3	1
6/23/13*	71	16	56	20	16	4	7	2
3/29/10	69	11	58	18	12	6	10	3
1/31/05	72	25	47	16	13	3	12	0

Md. suburbs:

	-----Positive-----			-----Negative-----			Never use	No op.
	NET	Excel.	Good	NET	Not so	Poor		
5/2/19	68	10	58	19	14	5	9	4
3/19/17	41	5	35	53	27	25	5	1
6/23/13*	68	14	53	16	14	2	16	*
3/29/10	66	15	52	19	15	4	14	1
1/31/05	69	23	46	7	4	3	23	1

Va. suburbs:

	-----Positive-----			-----Negative-----			Never use	No op.
	NET	Excel.	Good	NET	Not so	Poor		
5/2/19	67	11	56	24	17	7	6	3
5/14/17	44	5	38	49	31	18	6	3
6/23/13**	73	14	59	14	10	4	12	1
3/29/10	75	15	60	15	12	3	10	*
1/31/05	69	20	49	9	7	2	21	*

**Va. suburbs results in 2017 and earlier included slightly different set of counties.

7. (AMONG THOSE WHO HAVE USED METRO) In the last two years, would you say the Metrorail system has (gotten better), (gotten worse) or stayed about the same?

	Better	Worse	Same	No opinion
5/2/19	26	18	47	8
D.C.	31	19	45	5
Md. suburbs	31	15	44	10
Va. suburbs	20	20	51	8

Compare to:

In the past five years, do you think the Metro rail system has gotten better, gotten worse, or stayed about the same?

	Better	Worse	Same	Never use	No opinion
3/19/17 Md. suburbs	20	41	34	3	2

8. (AMONG THOSE WHO HAVE USED METRO) If Metrorail [ITEM], would you probably ride it more often, or not?

5/2/19 - Summary table Washington area

	Would probably ride more often	Would not	No opinion
a. station locations were more convenient	69	28	3
D.C.	67	30	3
Md. suburbs	64	32	4
Va. suburbs	74	23	3
b. had fewer breakdowns	61	34	5
D.C.	65	31	4
Md. suburbs	59	35	5
Va. suburbs	62	33	5
c. trains arrived more frequently	58	38	4
D.C.	68	29	3
Md. suburbs	55	42	3
Va. suburbs	57	38	5
d. lowered parking prices at Metro stations	53	41	6
D.C.	39	48	13
Md. suburbs	58	38	4
Va. suburbs	54	41	5
e. trains ran later at night	49	49	3
D.C.	56	42	2
Md. suburbs	46	51	3
Va. suburbs	48	49	3
f. trains were less crowded	45	47	8
D.C.	49	45	6
Md. suburbs	50	45	6
Va. suburbs	40	50	10

9. Would you support or oppose a major local government investment to build a second Metro tunnel between Virginia and the District that would allow for more Metro trains to travel on the orange, silver and blue lines?

	Support	Oppose	No opinion
5/2/19	76	16	8
D.C.	72	18	9
Md. suburbs	72	18	10
Va. suburbs	80	15	6

10. Would you support or oppose Metro increasing fares to fund major improvements to the Metrorail system?

	Support	Oppose	No opinion
5/2/19	55	40	5
D.C.	52	43	4
Md. suburbs	52	42	6
Va. suburbs	58	37	5

11. (AMONG COMMUTERS) How do you usually get to work - do you drive alone, drive or ride with someone else, take a bus, take the Metrorail subway system, take other public transportation, ride a bike, walk or what? (IF MORE THAN ONE: Which do you consider to be the PRIMARY way you get to work?)

Washington area:

	5/2/19	6/23/13	3/29/10	1/31/05
Drive alone	71	67	65	70
Take the Metrorail subway system	9	11	13	14
Drive or ride with someone else	7	8	8	7
Take a bus	4	4	5	3
Walk	4	3	3	*
Take other public transportation	1	1	2	1
Ride a bike*	1	1	*	NA
Other (vol.)	*	1	1	*
More than one of the above (vol.)	2	4	2	4
No opinion	*	0	*	0

*3/29/10: bicycle a volunteered category

	Drive alone	Take Metro	Ride w/ someone	Take bus	Walk	Other transit	Ride bike	Other	More than 1	No op.
5/2/19	71	9	7	4	4	1	1	*	2	*
D.C.	41	24	7	8	13	*	2	1	3	*
Md. suburbs	70	9	8	5	2	1	2	*	3	0
Va. suburbs	81	5	6	2	2	1	*	1	1	0

12. (AMONG COMMUTERS) How many minutes does it usually take you to commute from home to work?

	Less than thirty	30-<60	60+	No opinion	Depends	Average minutes
5/2/19	44	39	15	1	1	35
D.C.	41	43	15	0	1	38
Md. suburbs	42	42	15	1	1	35
Va. suburbs	47	36	16	1	*	34

Washington area trend:

	Less than thirty	30-<60	60+	No opinion	Depends	Average minutes
5/2/19	44	39	15	1	1	35
9/16/12	43	39	16	*	2	34
3/29/10	39	44	16	*	*	35
1/31/05	38	43	18	1	0	40

13. The American Legion Bridge crosses the Potomac River on the western side of the I-495 Beltway between Maryland and Virginia. There are frequent traffic backups on the bridge. Considering local government budget priorities, do you think rebuilding the bridge to add more lanes is extremely important, very important, somewhat important, or not important at all?

	--- More Important ---	NET	Extremely	Very	NET	Less important	-----	No opinion
	NET	Extremely	Very	NET	Somewhat	Not at all	-----	No opinion
5/2/19	46	20	27	49	34	15	-----	5
D.C.	34	16	18	57	36	21	-----	9
Md. suburbs	49	20	30	47	31	16	-----	3
Va. suburbs	47	20	27	48	35	13	-----	5

14. There is a proposal to build an additional bridge across the Potomac, upriver from the American Legion Bridge, between Sterling in Virginia and Poolesville in Maryland. Considering local government budget priorities, do you think building this bridge is extremely important, very important, somewhat important, or not important at all?

	--- More Important ---	NET	Extremely	Very	NET	Less important	-----	No opinion
	NET	Extremely	Very	NET	Somewhat	Not at all	-----	No opinion
5/2/19	40	18	22	54	37	17	-----	6

D.C.	28	11	16	64	40	24	8
Md. suburbs	37	15	23	57	38	18	6
Va. suburbs	47	24	23	49	35	13	4

15. If this new bridge is built, do you support or oppose paying for it by [ITEM]?

a. charging a toll to cross the bridge

	Support	Oppose	No opinion
5/2/19	55	42	3
D.C.	54	41	5
Md. suburbs	52	45	2
Va. suburbs	57	40	4

b. raising local taxes

	Support	Oppose	No opinion
5/2/19	40	57	4
D.C.	32	62	5
Md. suburbs	37	60	3
Va. suburbs	44	52	3

16. In the Washington area, some highways have tolls that are more expensive when traffic is heavy and cheaper when traffic is light. There are proposals to increase the use of adjustable rate tolls - is this something you support or oppose?

	Support	Oppose	No opinion
5/2/19	43	53	5
D.C.	47	49	4
Md. suburbs	38	57	5
Va. suburbs	45	51	4

17. There is a proposal to add express lanes to I-270 and the Beltway in Maryland which drivers could use by paying a toll. The existing lanes would remain free, while the price of express lanes would adjust depending on traffic. Do you support or oppose adding express toll lanes?

	Support	Oppose	No opinion
5/2/19	61	34	4
D.C.	59	36	5
Md. suburbs	55	41	4
Va. suburbs	67	28	5

18. How concerned, if at all, are you that the express toll lanes will [ITEM]? Very concerned, somewhat concerned, not so concerned or not at all concerned?

a. require destruction of homes for highways to be widened

	----- Concerned -----			---- Less concerned ----			No opinion
	NET	Very	Somewhat	NET	Not so	Not at all	
5/2/19	73	42	32	24	10	14	2
D.C.	77	45	32	22	10	12	2
Md. suburbs	80	51	29	20	8	12	*
Va. suburbs	67	33	34	29	13	16	4

b. be too expensive to use

	----- Concerned -----			---- Less concerned ----			No opinion
	NET	Very	Somewhat	NET	Not so	Not at all	

5/2/19	69	39	30	29	12	16	2
D.C.	61	35	26	37	14	22	3
Md. suburbs	75	46	28	24	10	14	1
Va. suburbs	68	34	33	30	13	16	3

c. fail to reduce congestion on these highways

	----- Concerned -----			---- Less concerned ----			No
	NET	Very	Somewhat	NET	Not so	Not at all	opinion
5/2/19	68	35	33	29	14	15	3
D.C.	63	33	29	34	18	16	4
Md. suburbs	75	39	36	23	10	13	2
Va. suburbs	64	32	32	32	17	16	3

d. increase road noise in nearby neighborhoods

	----- Concerned -----			---- Less concerned ----			No
	NET	Very	Somewhat	NET	Not so	Not at all	opinion
5/2/19	47	20	27	51	21	30	2
D.C.	48	23	25	52	23	29	1
Md. suburbs	56	31	26	43	20	23	1
Va. suburbs	39	11	28	58	22	36	3

19. Do you support or oppose a policy that would charge vehicles a toll to drive into downtown Washington, D.C. during high-traffic times, in an effort to reduce traffic?

	Support	Oppose	No opinion
5/2/19	34	63	3
D.C.	40	57	3
Md. suburbs	32	66	1
Va. suburbs	34	62	4

20. Would you support or oppose switching a lane of traffic on some busy non-highway roads in the D.C. area during rush hour into [ITEM]?

a. a bus-only lane

	Support	Oppose	No opinion
5/2/19	56	39	5
D.C.	66	30	4
Md. suburbs	55	41	5
Va. suburbs	54	41	5

b. bicycle lanes

	Support	Oppose	No opinion
5/2/19	42	55	3
D.C.	50	46	4
Md. suburbs	42	55	3
Va. suburbs	40	57	3

21. Changing subjects, do you think Amazon building its second headquarters in Northern Virginia will mainly have a (good) impact or a (bad) impact on the region overall?

	Good	Bad	Neither (vol.)	No opinion
5/2/19	69	21	2	7
D.C.	67	22	2	9
Md. suburbs	69	21	2	9
Va. suburbs	71	21	3	6

22. Do you think the new Amazon headquarters will result in [ITEM] in the D.C. region, or not?

a. significant economic growth

	Will	Will not	No opinion
5/2/19	74	21	5
D.C.	68	27	5
Md. suburbs	73	21	7
Va. suburbs	77	20	3

b. significantly higher costs of living

	Will	Will not	No opinion
5/2/19	63	32	5
D.C.	63	32	6
Md. suburbs	59	33	7
Va. suburbs	67	30	3

23. How often do you think [ITEM] violate traffic laws in the D.C. area – almost all of the time, very often, sometimes, or not often at all?

Summary table Washington area - 5/2/19

	NET	At least Almost all of the time	Very often	NET	Less often Sometimes	Not often at all	No opinion
a. drivers in cars	59	24	35	39	33	6	2
D.C.	59	23	35	40	34	5	1
Md. suburbs	59	25	35	38	32	6	3
Va. suburbs	58	23	35	39	34	5	2
b. bicyclists	49	22	27	47	33	13	4
D.C.	61	32	29	38	29	9	1
Md. suburbs	48	20	28	47	32	15	5
Va. suburbs	47	20	26	49	36	13	4
c. pedestrians	48	22	26	49	38	11	2
D.C.	54	25	28	46	37	9	1
Md. suburbs	49	21	28	48	38	10	3
Va. suburbs	45	21	24	52	39	13	3
d. electric scooter riders	43	21	22	40	24	17	17
D.C.	58	31	27	32	19	12	10
Md. suburbs	43	18	24	41	22	19	17
Va. suburbs	38	19	19	43	26	16	19

END

METHODOLOGICAL DETAILS

This poll was sponsored and funded by The Washington Post and George Mason University's Schar School of Policy and Government and is a random sample of adults in Virginia.

This questionnaire was administered in English with the exact questions in the exact order as appears in this document unless otherwise noted. Demographics are not shown.

If a question was asked of a reduced base of the sample, a parenthetical preceding the question identifies the group asked. Phrases surrounded by parentheticals within questions indicate clauses that were randomly rotated for respondents.

A dual frame landline and cellular phone telephone sample was generated Survey Sampling International using Random Digit Dialing (RDD) procedures within area codes in the Washington area, as well as a supplemental listed sample of cell phone numbers outside of Washington regional area codes that are associated with addresses in the region. Interviewers called landlines phone numbers, first requesting to speak with the youngest adult male or female at home. For cellular numbers, interviews were conducted with an answering adult. The final sample included 380 interviews completed on landlines and 1,127 interviews completed via cellular phones, including 631 interviews with adults in cell phone-only households.

This survey uses statistical weighting to compensate for sample design and non-response. The sample was weighted to match adult population parameters for the region. A two-stage weighting procedure was used to weight this dual-frame sample. The first stage of weighting corrects for different probabilities of selection based on whether respondents were contacted by cell phone RDD, landline RDD or the listed sample, as well as the types of phones respondents use (whether they have only a landline phone, only a cell phone, or both).

The second stage of weighting balances sample demographics to target population benchmarks. The sample is balanced to match population benchmarks for the region for sex, age, race/ethnicity, education the part of the Washington area they live in. The weighting parameters were derived from the U.S. Census Bureau's 2017 American Community Survey (ACS) data. The telephone usage parameter came from an analysis of National Health Interview Survey data.

All error margins have been adjusted to account for the survey's design effect, which is 1.8 for this survey. The design effect is a factor representing the survey's deviation from a simple random sample and takes into account decreases in precision due to sample design and weighting procedures. Surveys that do not incorporate a design effect overstate their precision.

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