

Way to Go Sausalito

PROGRAM REPORT & EVALUATION



May 2009

Prepared by Alta Planning + Design



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Way to Go Program Report

Introduction

In 2008, as part of the *Walk Bike Marin* (Nonmotorized Transportation Pilot Program) effort, the County of Marin launched an individualized marketing program in Sausalito, California. The objectives of the program were to increase the number of Sausalito residents walking, bicycling, and taking transit, as well as increase awareness of nonmotorized infrastructure improvements in the County of Marin. The pilot program was titled *Way to Go Sausalito (WTG)* and was based on the award-winning *SmartTrips* program in Portland, OR.

The program kicked off on July 1, 2008 and ended October 17, 2008. The target area included 5,402 households in Sausalito. The program offered the following materials and services to residents in the target area:

- **Newsletters:** These monthly mailings included information and resources on walking, bicycling, and taking transit in and around Sausalito, as well as order forms for customized information packets and news about program events.
- **Customized information packets (Go Kits):** Residents were invited to place a customized packet order through a form in the first newsletter, online, or by phone. *Way to Go* staff delivered orders to homes by bicycle.
- **Events:** The program held 18 guided walks and rides in and around the community and six classes and workshops.
- **Email communications:** Weekly email updates including event listings and other *Way to Go* news were sent to participants who submitted an email address.
- **Web site:** Web pages were developed on the *Walk Bike Marin* website (www.walkbikemarin.org) for the *Way to Go* program. Pages included the online order form for customized packets, event listings, electronic versions of materials, links to helpful resources, and general program information.
- **Other communications:** Event announcements and other program information were also communicated through community fliers, Sausalito's "In The Loop" e-mail news brief, the City of Sausalito and the Chamber of Commerce web calendars, the Marin IJ newspaper, the Marinscope newspaper, and Sausalito Community Magazine.

The program was a collaborative effort between the County of Marin, the City of Sausalito, and Alta Planning + Design. We would like to acknowledge the following members of the program team:

Craig Tackabery
Department of Public Works, County of Marin

Brent Schroeder
Community Development Department, City of Sausalito

Dan Dawson
Department of Public Works, County of Marin

Oonagh Kavanagh
Sausalito Chamber of Commerce

Events

The *Way to Go Sausalito* program held 24 events over 14 weeks with 105 total event attendees. The events are summarized in Tables 1 through 4.

Table 1. Sausalito Saturday Walks and Rides, 9:30 AM

Event	Date	No. of Participants
Morning Coffee and Sweet Treat Stroll	July 12	0
Discover Our Art Walking Tour	July 26	3
Hidden Staircases Walk	August 9	14
Celebrity Ride with Joe Breeze	August 23	9
Wooden Boat Tour	Sept 6	4
Boat Bike Bridge Adventure	Sept 20	12
Family Walk and Ride	Oct 4	0

Table 2. Tuesday Evening Guided Walks, 6 PM

Event	Date	No. of Participants
Kickoff Walk	July 1	14
Gallery Walk	July 8	7
Hill Walk #1	July 22	7
Houseboat Walk	August 5	7
Hill Walk #2	August 19	10
Waterfront Park Walk	Sept 2	7



Sausalito residents gather at the top of one of Sausalito's many hidden staircases during a Tuesday Hill Walk.

*"We had a great time on the walk. A few of us have organized a new walking group that will meet up every Tuesday! Thank you for the inspiration."
- Maeve M.*

Table 3. Tuesday Evening Guided Bicycle Rides, 6 PM

Event	Date	No. of Participants
Flat Ride	July 15	0
Hill Ride	July 29	0
Flat Ride	August 12	1
Hill Ride	August 26	0



A group of residents walk through Sausalito during the Way to Go Kickoff Event.



Joe Breeze, bicycle designer and advocate, leads program participants on an adventurous ride through southern Marin County.

Table 4. Thursday Evening Classes, 6 PM

Event	Date	No. of Participants
Commuting 101 Workshop	July 3	0
Bicycle Flat Repair Basics	July 17	1
Transit Essentials Workshop	July 31	1
Bicycle Fitting Workshop	August 14	0
Bicycling Street Skills Class	August 28	3
Walking for Fitness Class	Sept 11	5

“My mother in law made a friend from the flat walk of week 2. They now walk every day!” – Aaron R.

Tabling Events

Staff and interns represented *Way to Go Sausalito* at community events throughout the duration of the program. These events provided a venue to inform the public about the *Way to Go* program, answer questions about walking, bicycling, and transit, and distribute materials and free gifts. Table 5 summarizes these tabling events.

Table 5. Summary of *Way to Go Sausalito* Tabling Events

Community Event	Date	# Visiting Table	# Educated	# Receiving Materials
4 th of July Picnic and Parade	July 4	50	35	35
Farmers Market & Jazz and Blues by the Bay	July 17	35	15	25
Maritime Day	Aug 2	50	30	50
Farmers Market	Aug 15	10	10	10
Concert for Kids	Sept 13	15	10	10



The following materials and prizes were distributed at the *Way to Go* tabling events:

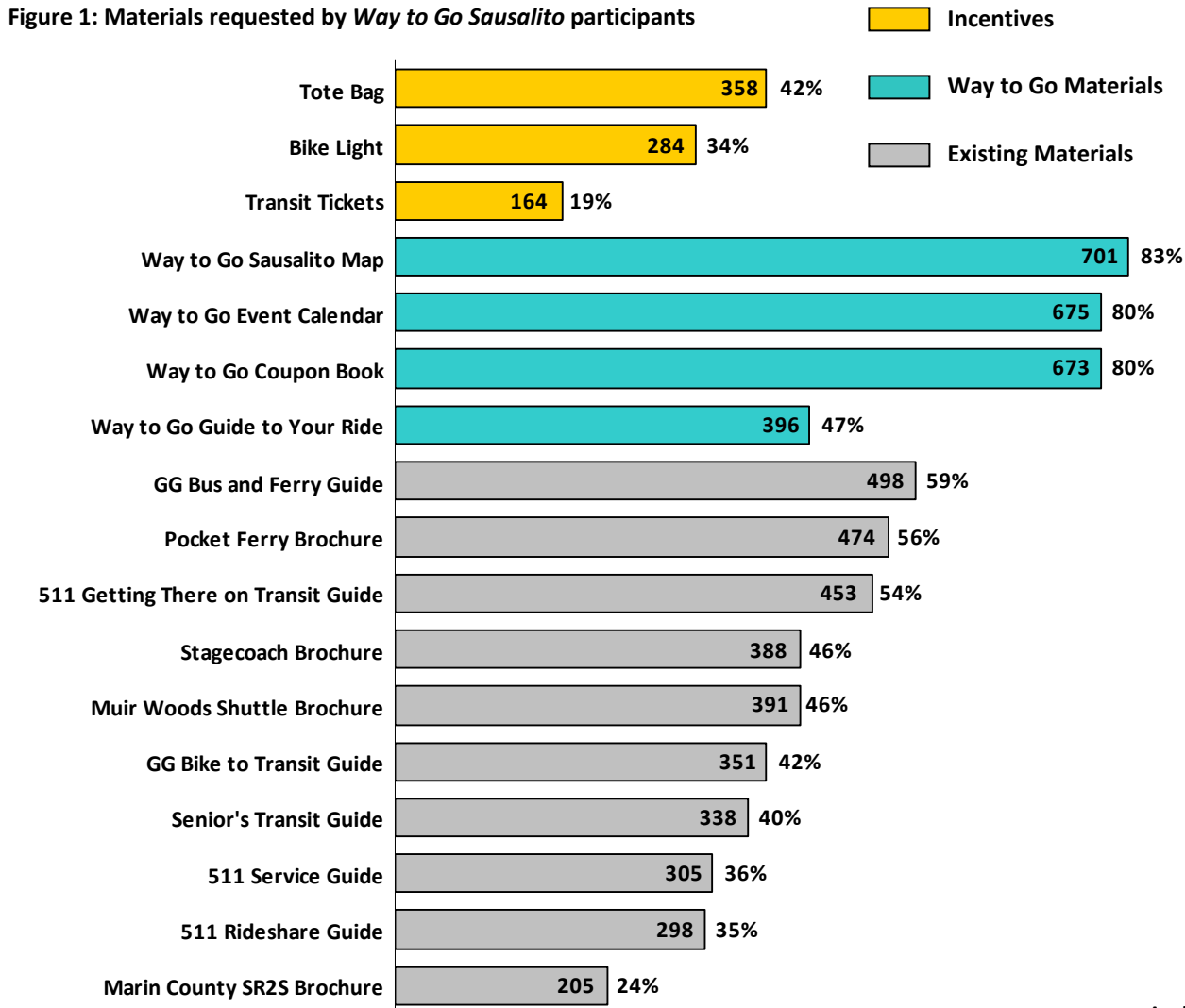
- *Way to Go* Guide to Your Ride brochures
- *Way to Go Sausalito* Walk/Bike/Ride Maps
- *Way to Go* event calendars
- MCBC bicycle maps
- Golden Gate Transit *Bikes on Transit* brochures
- Walking & Biking resource sheets
- *I Bike Marin* and *I Walk Marin* stickers
- Bicycle bells
- *Walk Bike Marin* reflective pant leg straps
- *Walk Bike Marin* flat repair kits
- *Walk Bike Marin* water bottles



***Way to Go* reached 50 Sausalito residents at the 4th of July Picnic and Parade.**

Packet Deliveries

Order forms for customized packets of information (Go Kits) were mailed to 5402 addresses in the target area. We received 844 orders for Go Kits, for an order return rate of 15.6%. Four-hundred seventy-five orders were received online, 238 by mail, and 131 by phone. Figure 1 shows the materials requested as a number and as a percentage of the total number of orders.



Requested materials were delivered to household by bicycle in a Way to Go tote bag.



Way to Go offered a map of Sausalito to participants, including paths, staircases, bus stops, and points of interest.

Materials Ordered – Trends

Materials created specifically for the *Way to Go* program – maps, event calendars, and coupon books – were the most popular materials, with over 80% of Go Kit recipients ordering them. Other popular items were the Golden Gate Bus and Ferry Guide, the Pocket Ferry Brochure, and the 511 Getting there on Transit brochure, all of which were ordered by over half of Go Kit recipients. Materials aimed at specific subgroups (such as seniors and families with children) were the least popular materials.

Follow-up Survey

An online post-program survey was sent to the 499 individuals on the *Way to Go Sausalito* email list. These individuals had opted-in to our email communications after participating in an event, requesting a packet of materials, or contributing to our coupon book (in the case of businesses). Eight-seven individuals responded to the survey, for a response rate of 17.4%. Below is a summary of the results.

Communications

Responses to questions regarding *Way to Go Sausalito* communications are summarized in Figures 2 through 4. For Figure 2, open-ended responses for “Other” included:

- Agency staff
- Chamber of Commerce
- City of Sausalito web page
- City of Sausalito “In the Loop” email brief
- Email
- Farmers market
- Local event
- Stranger on the street

For Figure 4, no respondents selected the choice “I did not find the web page to be useful.”

Customized Information Packets (Go Kits)

Seventy-eight respondents (89.7%) reported receiving a customized information packet. Responses evaluating the packets are summarized in Figure 5.

Events

Ten respondents (11.5%) reported attending events. All events were rated as either “Good” or “Great”, 1 or 2 on a scale of 1 to 5, with the exception of one “OK” or 3 rating for the Boat Bike Bridge Adventure. Reasons stated for not attending events are presented in Figure 6. Open-ended responses for “Other” included:

- Learned about events too late
- Didn’t know about events
- Out of town
- Didn’t plan well for them

Figure 2. Responses to “Where did you FIRST hear about the *Way to Go Sausalito* Program?”

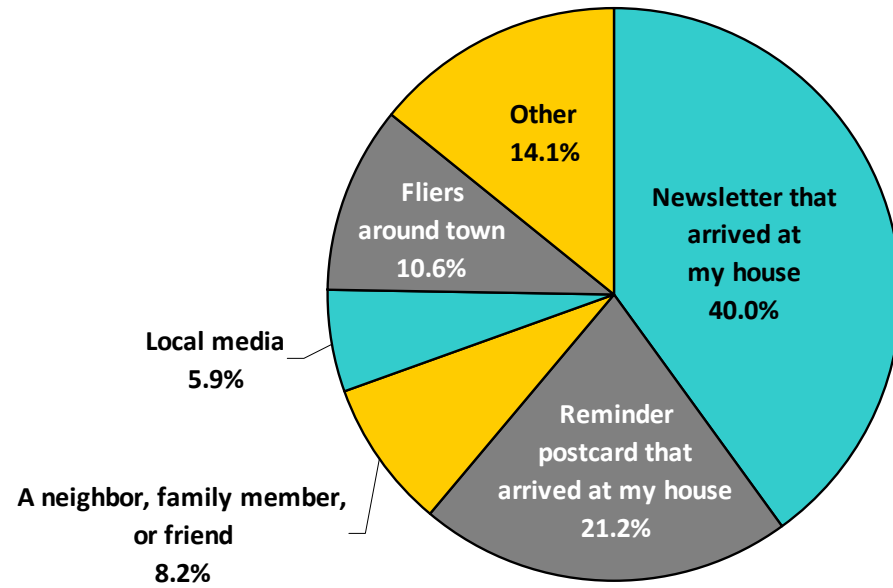


Figure 3. Responses to “How useful did you find the Way to Go Newsletters?”

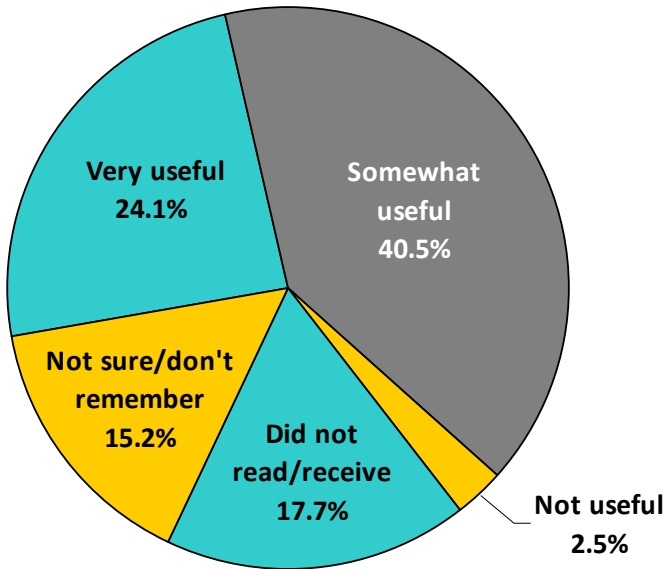


Figure 4. Responses to “How useful did you find the Way to Go web page?”

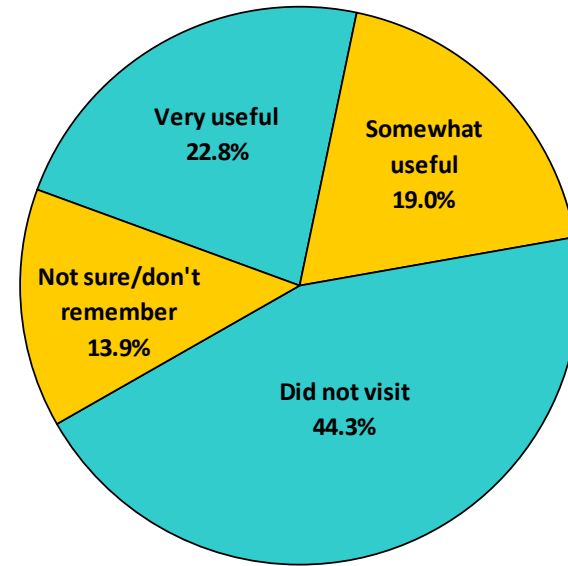


Figure 5. Responses to “If you received a Go Kit, how useful did you find it?”

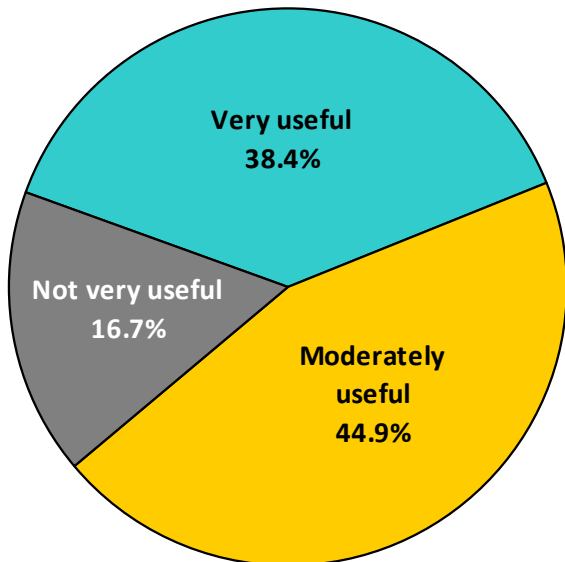
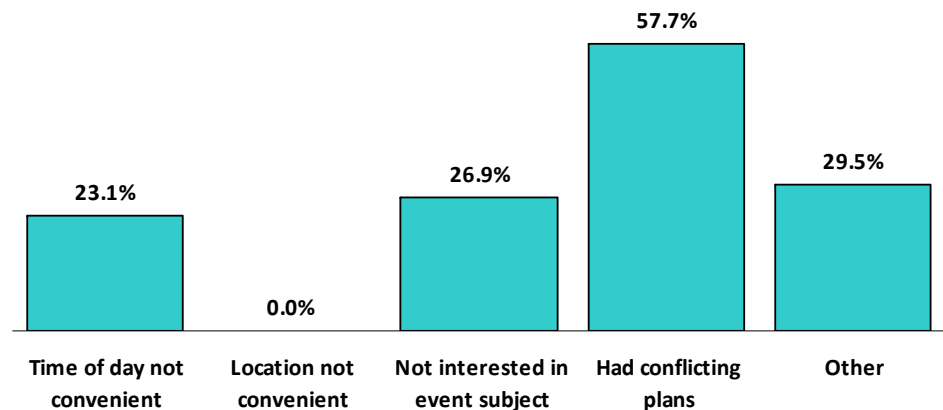


Figure 6. Responses to “For events you did not attend, what prevented you from attending?”



Overall Program Evaluation

Figures 7 through 9 summarize general program responses. For Figure 8, no one selected “More often” and for Figure 9, no one responded with “Somewhat disagree”.

Figure 7. Responses to “Did the Way to Go program motivate you to walk, bike, and take transit more, instead of driving?”

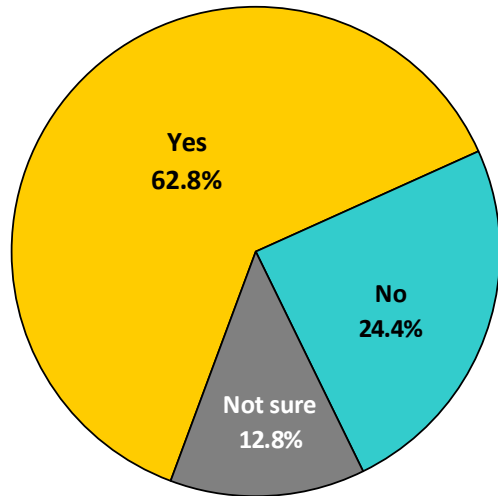


Figure 8. Responses to “Since receiving your Go Kit or attending Way to Go events, do you drive alone...”

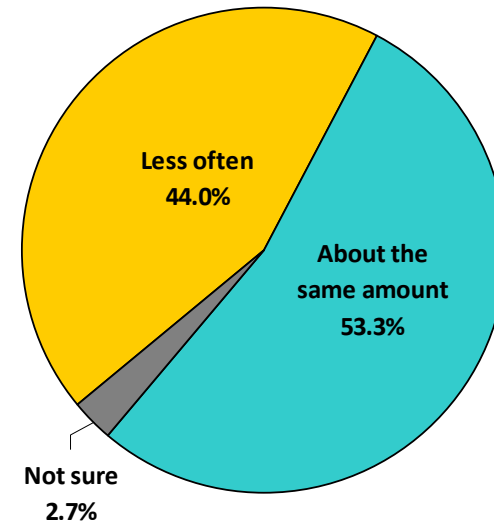
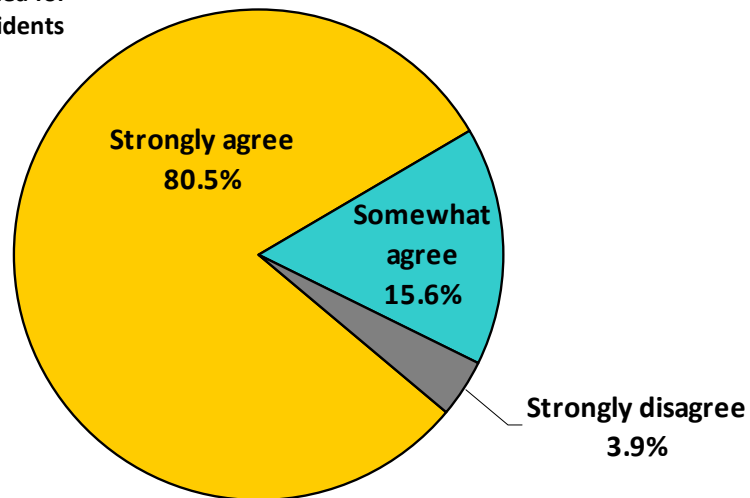


Figure 9. Reported agreement with “I think it is a good idea for the City of Sausalito and the County of Marin to help residents walk, bike, and take transit more often.”

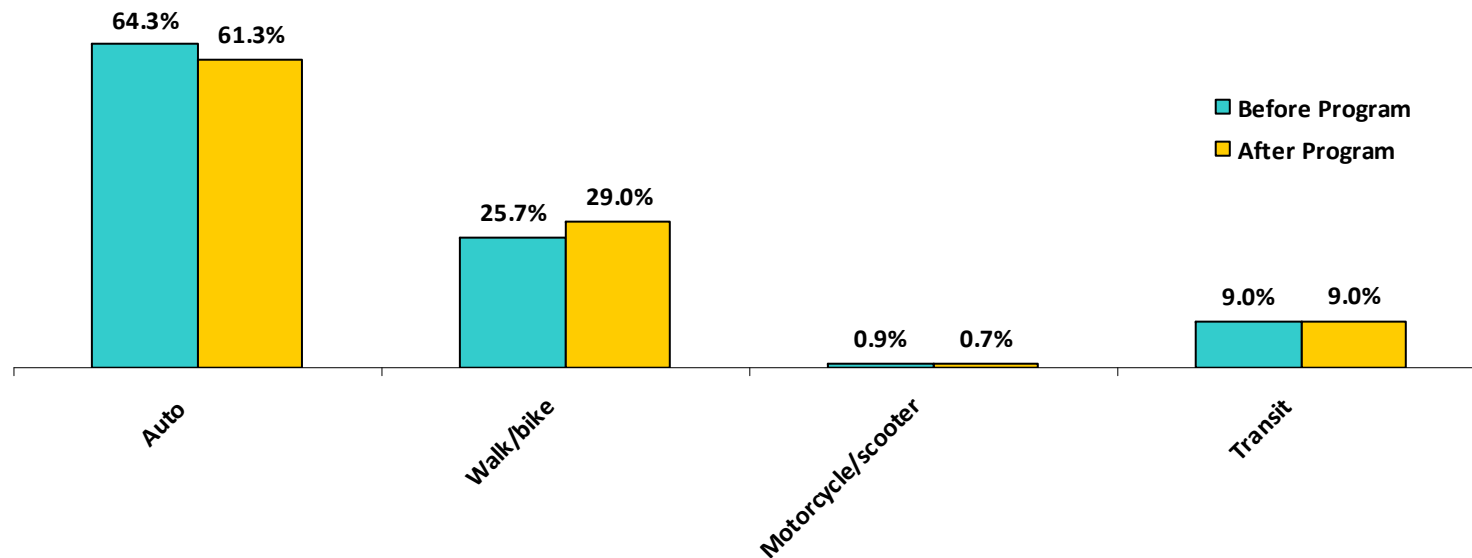


Sausalito Travel Survey

Travel Survey Overview

Two travel surveys were administered to random Sausalito residents; one prior to the *Way to Go* Sausalito individualized marketing program and one following the program. The following report identifies the methodology used in administering the survey and summarizes the survey findings. Figure 10 summarizes travel mode reported in both surveys.

Figure 10. Travel mode reported in the pre- and post-program surveys



Methodology

The pre-program and post-program surveys were mailed to 1525 Sausalito residents before and 1500 residents after the program, using a randomized number generator. Different households were selected for pre-and post-program evaluation. The pre-program survey was mailed on June 20, 2008 and the post-program survey was mailed on October 14, 2008. The survey asked questions regarding travel behavior and mode choice (in the form of a travel diary), opinion statements, and demographics. The response rates for the two surveys were 18% and 11% respectively. An example survey instrument is included in the Appendix at the end of this report.

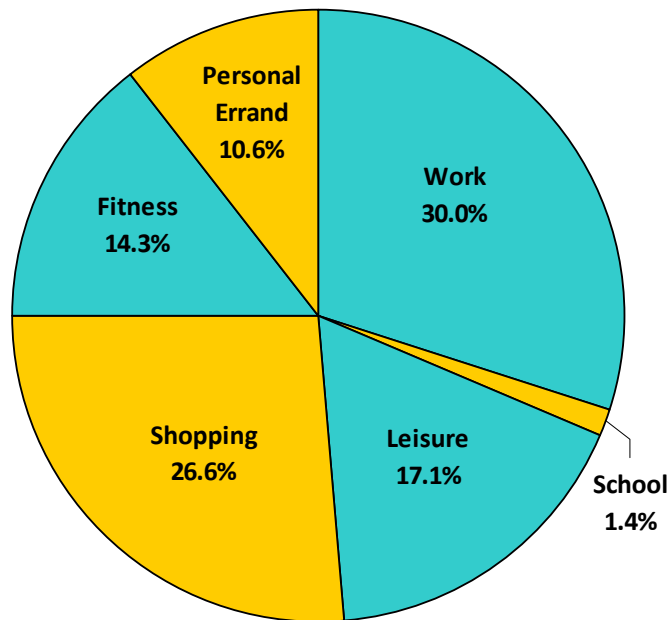
Summary Report

Trip Summary

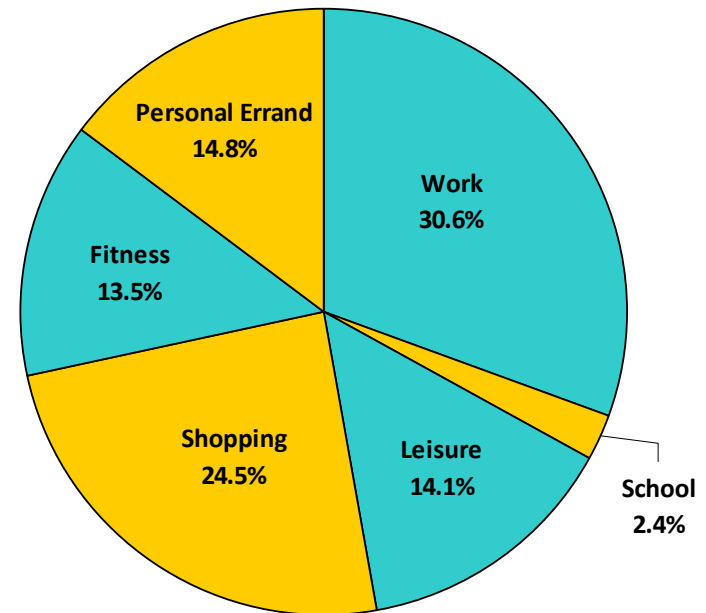
In the trip diary portion of the survey, respondents were asked to log all the trips they had made the previous day. A trip was defined as each time an individual left and arrived at a place. For example, if a person left home and walked to the post office, then walked home, that corresponds to two trips. The average number of daily trips for survey respondents was 4.5 in both surveys. Each trip was attributed one of six purposes: work, school, leisure, shopping, fitness, and personal errand. Figures 11a and 11b show the distribution of trip purposes reported by respondents in the pre- and post-program surveys.

Figures 11a and 11b. Trip purposes for all trips as reported in the pre-program and post-program surveys of Sausalito residents.

Trip Purposes Reported in Pre-Program Survey



Trip Purposes Reported in Post-Program Survey



What type of trips changed?

- School trips showed a 75% increase, from 1.4% to 2.4% of all trips; this is likely to be related to the survey timing
- Leisure trips declined from 17.1% to 14.1% of all trips, a decrease of 17.5%; this may be due to weather differences between June and October
- Personal errand trips increased 39.8%, from 10.6% to 14.8% of all trips.

Mode Share Summary

- Bicycle mode share for all trips increased from 3.5% to 6.7% between the pre-program survey and the post-program survey.
- Bicycle mode share for work trips increased from 3.4% to 8.7%.
- Carpool, walk, and motorcycle/scooter mode shares showed very little overall change between the two surveys.
- Transit trips (bus & ferry) did not change overall (9% vs. 8.9%), though the distribution between ferry and bus did change, with more bus use in the post survey.
- Ferry mode share for personal errand trips increased from 0.0% to 5.8%, or 0 to 6 trips.
- Changes in auto mode share for all trip purposes are shown in Table 6.
- Key findings regarding auto trips are summarized here:
 - Overall auto mode share declined 3% from 64.3% to 61.3%.
 - For work trips specifically, auto mode share dropped from 63.2% to 57.0%, a decrease of 9.8%.
 - Auto mode share for leisure trips dropped from 62.1% to 55.4%, a decrease of 9.4%.
 - Shopping was reported to have the highest auto mode share of any trip purpose excepting school trips, with 72.2% of shopping trips made by auto before and after the program.
 - The auto mode share was lowest for fitness and leisure trips. The auto mode share for fitness trips was 55.9% before the program and 46.9% after the program. For leisure trips, auto mode share was reported to be 62.1% before the program and 55.4% after the program.

Table 6. Auto Mode Share by Trip Purpose

Trip Purpose	Pre-Program Survey	Post-Program Survey	Absolute Change	Percent Change
Work	63.2%	57.0%	-6.2%	-9.8%
School	76.5%	100.0%	23.5%	30.8%
Shopping	72.2%	72.2%	0.0%	0.0%
Leisure	62.1%	55.4%	-5.7%	-9.4%
Fitness	55.9%	46.9%	-9.0%	-16.1%
Personal Errand	62.9%	67.3%	4.4%	7.0%
Total	64.3%	61.3%	-3.0%	-4.7%

Program Impact on Carbon Emissions and Vehicle Miles Traveled

Two different models were developed to quantify the total VMT (vehicle miles traveled) reduction seen between the pre- and post-program survey data. See Table 7 for a summary of trip purpose vs. distance.

The surveyed reduction in auto mode share was combined with average trip distance data from the 2001 National Household Travel Survey (NHTS) to calculate the change in distance local residents traveled by car. For all trips combined, this measures a decline in daily vehicle miles traveled (VMT) per household of 1.2 miles, from 26.3 before the program to 25.1 after the program. Because the VMT reduction was calculated from a random sample of Sausalito households, it can be deduced that across the program audience of 5400 households, this represents a total reduction of 6700 miles driven per day, or nearly 2.5 million miles per year. This reduction in auto trips also prevents more than 2 million pounds of carbon dioxide emissions per year.

An alternative model developed by the Transportation Authority of Marin (provided by Tho Do and Art Brook in January 2009) was developed to account for the longer travel distances incurred from trips made to destinations outside of Marin County. It also used data from the 2001 NHTS, but weighted each trip purpose in accordance to the percentage of those types of trips typically made to destinations in another county. For example, most school trips (91.5%) remain inside the county, but about 38% of work trips are made to destinations outside the county. This model calculates a daily household VMT reduction of 1.8 miles, from 38.6 to 36.8. This means 5400 households driving 3.6 million fewer miles each year, preventing 3 million pounds of carbon emissions.

Tables 8 and 9 show the effect of change in auto mode choice on vehicle miles traveled and carbon emissions. Both models show between two and three million pounds of carbon reduced as a result of decreased driving after the *Way to Go* program.

Table 7. Average Trip Distance (miles)

Trip Purpose	Base Model (NHTS 2001)	Adjusted Model
Work	11.9	18.5
School	5.9	6.0
Leisure	8.4	11.6
Shopping	6.9	11.0
Fitness	8.4	11.6
Personal Errand	8.9	11.0

Table 8. Daily Household VMT

Model	Before Program	After Program	Change
Base Model	26.3	25.1	-1.2
Adjusted Model	38.6	36.8	-1.8

Table 9. Annual Change Across Program Audience

Model	VMT	Carbon Emissions (pounds)
Base Model	-2,447,370	-2,080,265
Adjusted Model	-3,595,415	-3,056,103

These models provide estimates of how the community’s changes in mode choice affect the economic, social and environmental impact of transportation. However, the change in mode choice measured between the two surveys is not zero-sum, even though the average number of trips per household remained the same. For example, one 20-mile drive alone work trip prevented isn’t necessarily replaced by a 20-mile bicycle work trip. A shopping trip may be equally served by a 10-mile auto trip or a 2 mile walking trip, depending on geography and personal preference. Higher gas prices may be more of a factor in discouraging longer auto trips, while walking and bicycling may more commonly replace shorter auto trips. Because a reliable conversion factor for the distance of trips of the same purpose made by different modes is not available, the NHTS average trip distances are an established baseline for estimating the impact of the changes measured by the two surveys.

Other Factors Affecting Mode Choice

The *Way to Go* Sausalito program was specifically designed to reduce auto trips and encourage walking, bicycling and taking public transit. A secondary goal was to increase awareness of travel options and resources. More than half of survey respondents reported they had heard, read or seen information about alternative transportation in the past six months. More than 40% of respondents to the post-program survey reported driving less than they were three months before. However, the *Way to Go* program was not the only factor influencing changes in mode choice over the duration of the program.

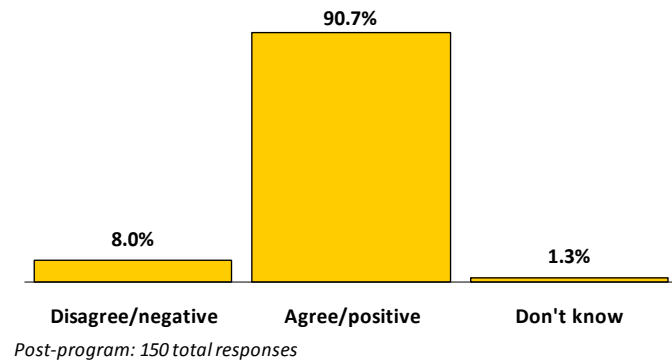
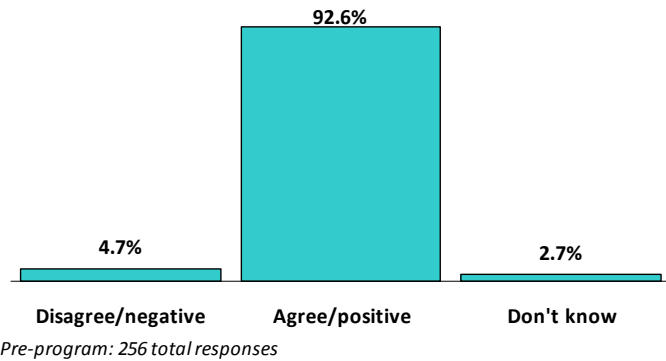
The cost of fuel is generally volatile, and the rate of increase was especially steep in summer 2008 during the implementation of the *Way to Go* program. Prices for regular unleaded gasoline in California averaged about \$4.50 per gallon for June and July 2008, up about \$1 per gallon from three months before. Even though the cost of fuel had begun to decrease while the post-program survey was conducted in October 2008, residents were still adjusting their habits in response to gas prices. When asked why they were driving less, 59% of respondents reported increased fuel costs were a factor. Golden Gate Bridge District staff report that private vehicle counts across the Golden Gate Bridge were also down during this time, which may be consistent with a general reduction in driving in Sausalito and Marin County.

After the post-program survey, California gas prices continued to decline until December 2008. Prices have recovered somewhat, but current prices are less than half what they were at their summer peak. Whether or not residents have again changed their transportation mode choice in response to fuel costs since the post-program survey is unknown.

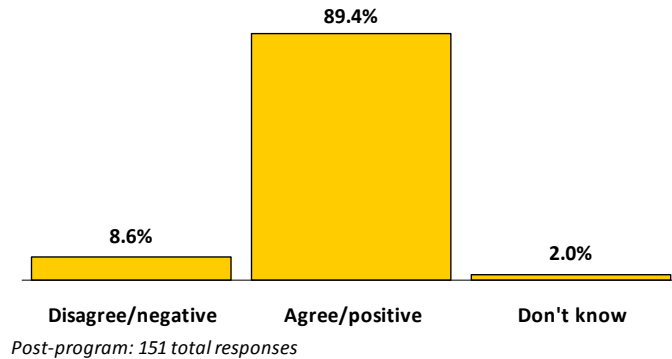
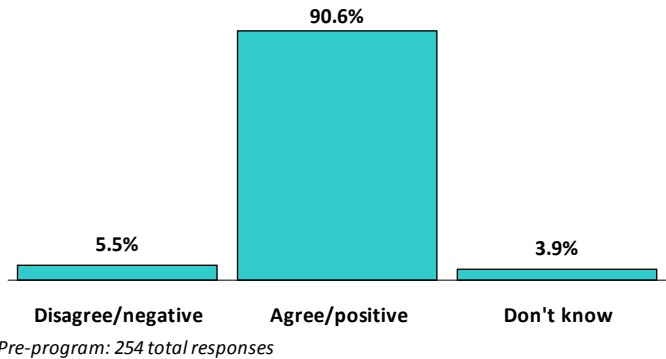
Responses to Opinion Questions

Survey participants were asked a series of questions about their feelings towards alternative transportation options. The responses from both the pre- and post-program surveys are summarized in Figures 12 through 19. The differences between “strongly disagree” and “disagree” were minor, as well as the differences between “agree” and “strongly agree,” so the responses have been classified as “agree/positive” and disagree/negative” to better display trends.

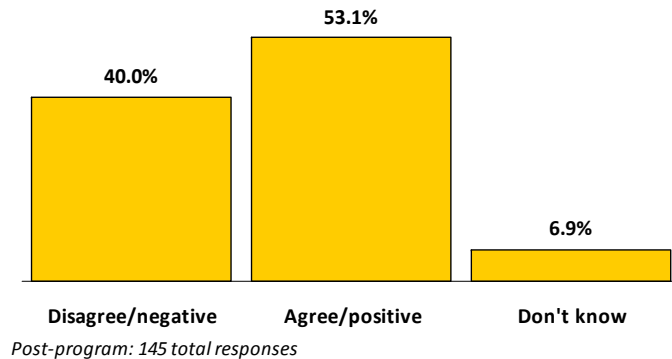
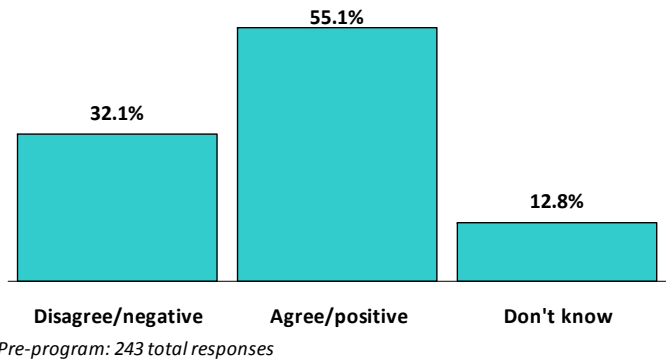
Figures 12a (pre-program) and 12b (post-program). Responses to the statement “It is important to me to do everything I can to reduce my personal carbon footprint.”



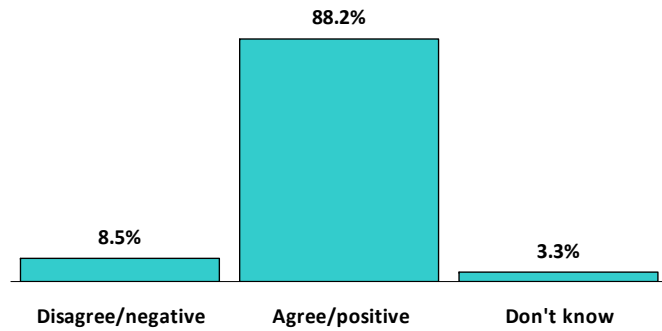
Figures 13a (pre-program) and 13b (post-program). Responses to the statement “I think it is a good idea for my town to make it easier for me to use public transportation.”



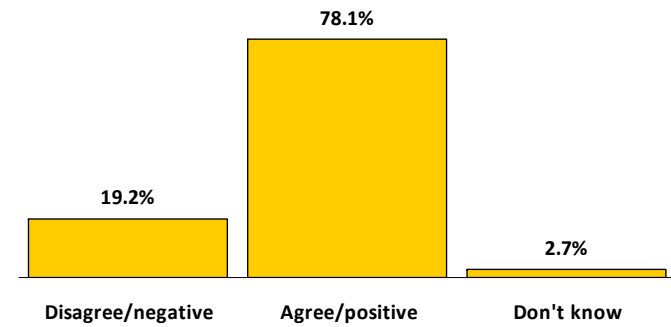
Figures 14a (pre-program) and 14b (post-program). Responses to the statement “I would walk and bike more if I had more information on existing routes and trails.”



Figures 15a (pre-program) and 15b (post-program). Responses to the statement “I would like to drive my car less.”

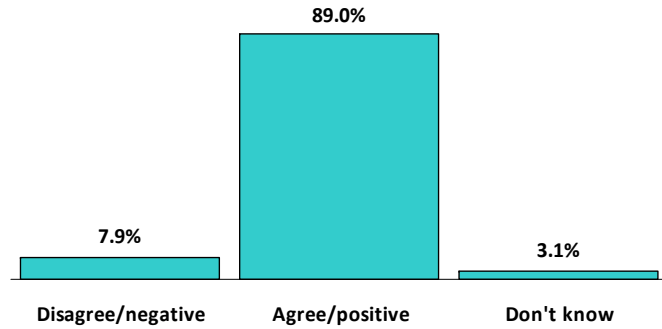


Pre-program: 246 total responses

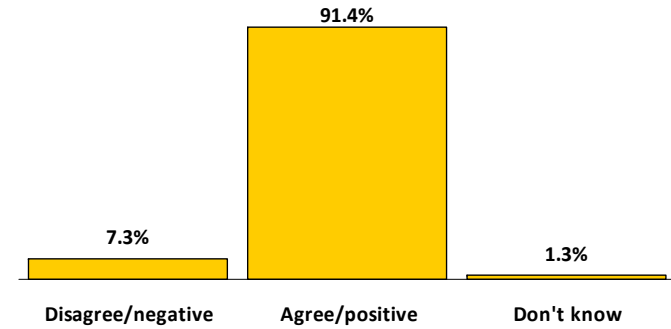


Post-program: 146 total responses

Figures 16a (pre-program) and 16b (post-program). Responses to the statement “I think it is a good idea for the City of Sausalito and the County of Marin to help residents walk or bike more.”

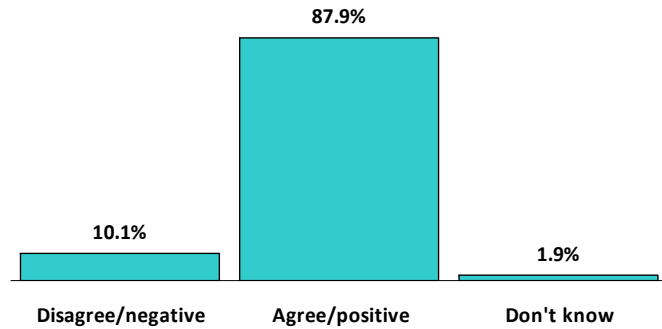


Pre-program: 254 total responses

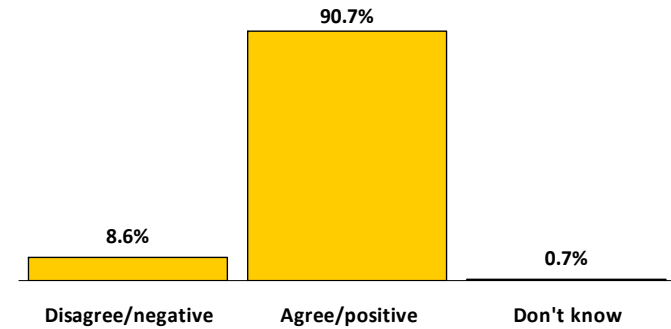


Post-program: 151 total responses

Figures 17a (pre-program) and 17b (post-program). Responses to the statement “I get 20 minutes or more of exercise most days of the week.”

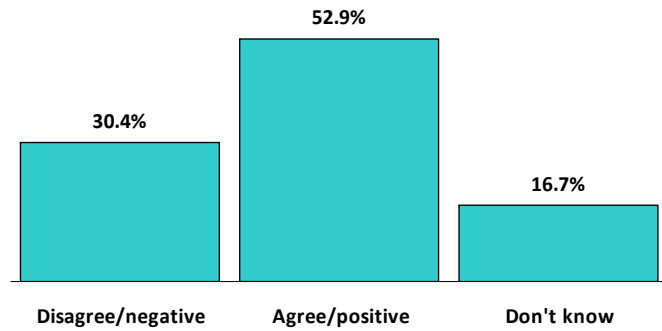


Pre-program: 257 total responses

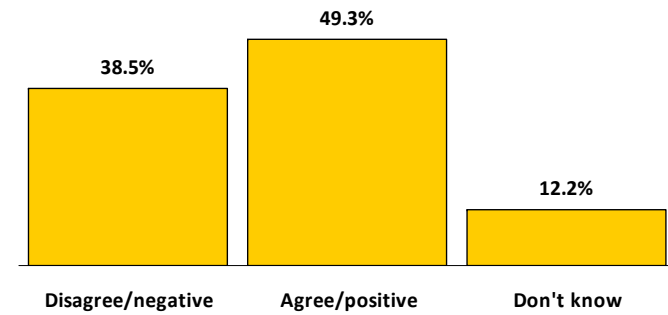


Post-program: 151 total responses

Figures 18a (pre-program) and 18b (post-program). Responses to the statement “If there were a local shuttle to the Ferry, I would use the Ferry more.”

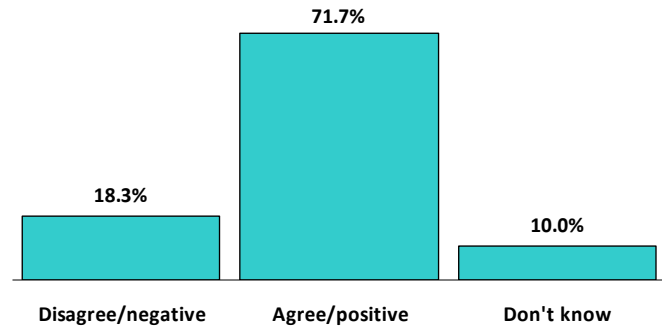


Pre-program: 240 total responses

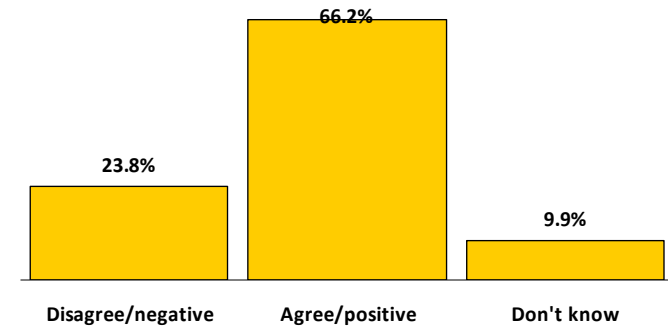


Post-program: 148 total responses

Figures 19a (pre-program) and 19b. Responses to the statement “If there were a free local shuttle bus (e.g. the Sally Shuttle), I would take the shuttle sometimes instead of driving.”



Pre-program: 251 total responses



Post-program: 151 total responses

Opinion Question Summary

In general, Sausalitans display a remarkably strong positive agreement with statements relating to multimodal transportation. The before and after surveys showed approximately 90% agreement in both before and after surveys for the following statements:

“It is important to me to do everything I can to reduce my personal carbon footprint.”

“I think it is a good idea for my town to make it easier for me to use public transportation.”

“I think it is a good idea for the City of Sausalito and the County of Marin to help residents walk or bike more.”

“I get 20 minutes or more of exercise most days of the week.”

The minor changes in before and after are not significant; what is noteworthy is that Sausalito residents strongly support carbon emissions reduction, public transportation, walking and bicycling, and active lifestyles, both before and after the program, to a far greater degree than most towns and cities.

Statements that displayed a lower degree of positive response include:

“I would walk and bike more if I had more information on existing routes and trails.” (About half the respondents agreed in both pre and post surveys, but the disagree statement increased from 32.1% to 40.0% during the post survey)

“I would like to drive my car less.” (Positive response dropped ten points, from 88% to 78%, while negative responses increased from 8.5% to 19.2%)

“If there were a local shuttle to the Ferry, I would use the Ferry more.” (About half the respondents agreed in both pre and post surveys, but the disagree statement increased from 30.4% to 38.5% during the post survey)

“If there were a free local shuttle bus (e.g. the Sally Shuttle), I would take the shuttle sometimes instead of driving.” (Agree statements dropped slightly from 71.7% to 66.2% while disagree statements increased slightly from 18.3% to 23.8%)

These results indicate that while Sausalitans support transportation options and healthy lifestyles, they have some mixed feelings about driving less and about the feasibility of shuttle service. In addition, they may not perceive that lack of information is a barrier to walking and bicycling.

Conclusion

The *Way to Go* Sausalito program was specifically designed to reduce auto trips and encourage walking, bicycling and taking public transit in Sausalito, CA, and was implemented community-wide during the summer of 2008.

The *Way to Go* post-program survey in Sausalito showed a 3% reduction in drive-alone trips, with a comparable increase in walking/bicycling trips. This translates to an annual community-wide VMT (vehicle miles traveled) reduction of between 2.4 and 3.5 million miles, and an annual reduction in carbon emissions of between 2.1 and 3.1 million pounds. More than 40% of respondents to the post-program survey reported driving less than they were three months before.

More than half of survey respondents reported they had heard, read or seen information about alternative transportation in the past six months, and an overwhelming majority (approximately 90%) of both pre- and post-program survey participants agreed with statements supporting carbon emission reduction, public transportation, walking and bicycling, and active lifestyles.

The *Way to Go* program was well-received in Sausalito and was a good match with residents' support of multimodal transportation options. After the program completed, residents reported driving less and reported bicycling and walking more.

Appendix: Survey Instrument



Win a \$25 gift certificate!

Marin County is conducting a survey on transportation and travel habits of Sausalito area residents. All responses will be kept strictly confidential and anonymous, and will be used for research purposes only. This survey should take approximately 5 minutes to complete. For more information, please contact Dan Dawson, Marin County Public Works department, 415-499-8287.

All households returning a survey by July 5th will be entered into a raffle to win a \$25 gift certificate at Mollie Stones.

1. Travel Diary

Please fill out the following travel diary for all trips you made yesterday.

- A trip is counted as each time you leave and arrive at a place.
- If you took two types of transportation (e.g. biked to the ferry, then put bike on the ferry) on your trip, record both types.
- Trip purpose might be:
 - o Work, or work related
 - o School/education
 - o Leisure (movie, eating, coffee, etc)
 - o Shopping
 - o Fitness, recreation (walk, walking dog, bike ride, etc)

Example: If you left home and walked to the post office, then walked home, that counts as two trips. If you then drove from home to work, that is a third trip.

Trip #	Origin	Destination	Purpose	Transportation type (circle one or more)						
Sample	Home	Gym	Fitness	Drive alone	Carpool	Bus	Ferry	Walk	Bicycle	Motorcycle / scooter
				Drive alone	Carpool	Bus	Ferry	Walk	Bicycle	Motorcycle / scooter
				Drive alone	Carpool	Bus	Ferry	Walk	Bicycle	Motorcycle / scooter
				Drive alone	Carpool	Bus	Ferry	Walk	Bicycle	Motorcycle / scooter
				Drive alone	Carpool	Bus	Ferry	Walk	Bicycle	Motorcycle / scooter
				Drive alone	Carpool	Bus	Ferry	Walk	Bicycle	Motorcycle / scooter
				Drive alone	Carpool	Bus	Ferry	Walk	Bicycle	Motorcycle / scooter
				Drive alone	Carpool	Bus	Ferry	Walk	Bicycle	Motorcycle / scooter
				Drive alone	Carpool	Bus	Ferry	Walk	Bicycle	Motorcycle / scooter
				Drive alone	Carpool	Bus	Ferry	Walk	Bicycle	Motorcycle / scooter

2. Please rank the following statements according to how strongly you agree or disagree.

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree	Don't Know
It is important to me to do everything I can to reduce my personal carbon footprint.					
I think it is a good idea for my town to make it easier for me to use public transportation.					
I would walk and bike more if I had more information on existing routes and trails.					
I would like to drive my car less.					
I think it is a good idea for City of Sausalito and County of Marin to help residents walk or bike more.					
I get 20 minutes or more of exercise most days of the week.					
If there were a local shuttle to the Ferry, I would use the Ferry more.					
If there were a free local shuttle bus (e.g. the Sally Shuttle), I would take the shuttle sometimes instead of driving.					

DEMOGRAPHICS

3. In the past six months, do you remember reading, seeing, or hearing any information from the City of Sausalito or County of Marin specifically about alternative means of transportation available in your neighborhood? Yes No
4. Do you think you are driving alone to places more often, less often, or about the same number of times each month as you were three months ago? (check one)
More often Less often About the same number of times
5. How many, if any, cars, trucks, SUVs, or vans do you have at your residence?
___ # of vehicles
6. Do you personally own at least one bike? Yes No Not Sure
7. How many people live in your household?
___ number of people (over age of 18) ___ children
8. What is your age? ___ Years

Please fill out contact info to be entered into the raffle:
Name: _____
Address: _____

Please return this survey in the enclosed postage-paid envelope.
The County of Marin thanks you for participating in this survey!