Technical Report 6

Transportation:

Findings from the Rhode Island Voices Panel

Summary

Rhode Islanders rely heavily on personal vehicles for transportation, with two-thirds reporting that driving alone is their primary way of getting around. Reliance on other modes of transportation is more common among younger residents and those living in Core Cities, where fewer households have access to motorized vehicles and public transportation is used more frequently. Across the state, respondents prioritize being able to get where they need to go, speed and reliability, cost, flexibility, and safety when choosing how to travel. Transportation costs are a greater concern for younger residents and those living in Core Cities, who are also less likely to report being able to absorb an increase in transportation expenses.

Although relatively few residents currently use public transportation as their primary mode of travel, there is broad support for improving and expanding Rhode Island's public transportation system. Respondents identified travel time, limited routes and destinations, service availability, and access to stops as important barriers to regular bus use. Most agreed that expanded public transportation would benefit everyone, including those who do not personally use it, and nearly three-quarters considered increased state investment in public transportation a significant or top priority. Younger residents and those living in Core Cities generally expressed greater interest in expanded transit services and were more likely to say they would regularly use new services.

Key Findings

- Personal vehicles are the primary means of transportation for most Rhode Islanders.
    - Two-thirds of respondents (66%) reported driving alone as their primary mode of transportation, while 22% typically ride with family, friends, or coworkers.
    - Public transportation was the primary mode for 7%, with higher use among residents under age 50 (10%) and those living in Core Cities (17%).
    - Nearly 17% of Core City residents reported having no motorized vehicle available to their household, compared with 3% of residents in Non-Core Areas.
- Being able to reach a destination and getting there quickly and reliably are the most important considerations when choosing transportation.
    - More than three-quarters (78%) identified the ability to get where they need to go as important, followed by speed and reliability (69%).
    - Financial cost was important to nearly half (48.8%) overall, but substantially more often among residents under age 50 (63.5%) and those living in Core Cities (61%).

- Transportation costs create greater financial vulnerability for younger and Core City residents.
    - Nearly one-quarter of respondents described the amount their household spends on transportation as significant (19%) or burdensome (5%).
    - When asked whether they could afford an increase in transportation costs, 32% somewhat or completely disagreed; this rose to 42% among residents under age 50 and 43% among Core City residents.
- Most residents perceive few reliable alternatives to their current mode of transportation.
    - Overall, 87% completely or somewhat agreed that their current mode of transportation is the only reliable way to get where they need to go.
- Convenience, travel time, and service coverage are major barriers to regular bus use. Among respondents who do not primarily use public transportation, 82% identified being able to get somewhere more quickly by car as a major reason they do not regularly ride the bus.
    - Other major reasons included bus routes not serving desired destinations (41%), destinations being too far from bus stops (38.9%), limited service at needed times (32%), and inconveniently located stops (30%).
- Expanded public transportation has broad support, including among residents who may not use it themselves.
    - More than nine in ten respondents (92%) agreed that expanded access to public transportation would benefit everyone, even if they do not personally use it.
    - Nearly three-quarters (72%) viewed increased state investment in public transportation as a significant or top priority, and 85% wanted the same or a greater share of tax dollars devoted to improving public transportation.
- When asked to choose how to address traffic congestion, a majority favored investments in public transportation over additional road capacity.
    - Overall, 55% preferred focusing resources on making public transportation faster, more frequent, and available in more places, compared with 45% who preferred building or widening roads.
    - Support for public transportation was higher among residents under age 50 (60%) and those living in Core Cities (70%).
- Residents indicated that they would use new transit service if it were available.
    - About one-quarter said they would regularly use new public transportation to commute to work or school (26%), 25% would use it more for errands, and 26% would use it occasionally for activities such as attending events.
    - Regular use for commuting was particularly common among respondents under age 50 (40%) and those living in Core Cities (39%).
- Residents expressed interest in expanded, frequent, and varied transit options.
    - Three in five respondents (60%) supported service that runs all day and into the night.
    - If a new transit line were built, respondents most often supported regular RIPTA buses (64%) and small vans (60%), while nearly half supported light-rail trains or streetcars (48%).
    - In open-ended responses about improvements that would encourage greater transit use, common themes included expanding routes and coverage, increasing service frequency, investing in rail and other non-bus modes, improving affordability, and increasing reliability.

Methods

Members of the *Rhode Island Voices* panel were invited to participate in a survey on transportation in Rhode Island on a rolling basis starting May 11, 2026, and ending July 31, 2026. A total of 721 of 1022 panel members completed the survey (70.6% response rate).

The analytic sample of 721 respondents was weighted to align with the demographic distribution of the Rhode Island population using iterative proportional fitting (raking) based on age, gender, educational attainment, race/ethnicity, and geographic location, using Public Use Microdata Areas (PUMAs), with benchmarks derived from the 2020-2024 American Community Survey (ACS) five-year estimates.

In the appendix, we provide basic frequency tabulations: overall, by age (<50 vs. 50+) and geographic location (residence in a core city vs. non-core area). Core cities are those which have the most children living below the federal poverty level (Central Falls, Newport, Pawtucket, Providence, and Woonsocket). All survey estimates are weighted to be representative of Rhode Island residents aged 18 and older. Additionally, open-ended questions were coded, and we provide the unweighted frequencies for each identified theme.

Suggested citation:

Rogers, Michelle L. and Melissa A. Clark. Transportation: Findings from the Rhode Island Voices Panel. Providence, RI: Survey, Qualitative, and Applied Data Research Core, Brown University School of Public Health and Blue Cross & Blue Shield of Rhode Island, 2026. https://rilifeindex.org/rivoices.

APPENDIX

Survey Frequencies Overall, by Age and by Geographic Location

Note: All numbers are percentages unless otherwise noted.

		Age		Geographic Location	
How many motorized vehicles are currently available for use by members of your household?	**Total** (N=721)	**<50** (N=349)	**50+** (N=372)	**Core City** (N=279)	**Non-Core Area** (N=442)
0	7.0	9.6	4.2	16.8	2.6
1	32.4	32.3	32.4	44.1	27.2
2	39.4	38.6	40.2	28.3	44.3
3	14.9	15.7	13.9	9.7	17.1
4 or more	6.4	3.7	9.2	1.0	8.8

		Age		Geographic Location	
How many bicycles are currently available for use by members of your household?	**Total** (N=720)	**<50** (N=348)	**50+** (N=372)	**Core City** (N=279)	**Non-Core Area** (N=441)
0	44.7	43.4	46.0	46.7	43.8
1	21.1	21.1	21.1	24.0	19.9
2	20.9	21.4	20.4	18.4	22.1
3	6.0	5.6	6.4	4.3	6.7
4 or more	7.3	8.5	6.1	6.7	7.5

		Age		Geographic Location	
What is your primary mode of transportation for most trips?	**Total** (N=720)	**<50** (N=349)	**50+** (N=371)	**Core City** (N=279)	**Non-Core Area** (N=441)
Drive alone	66.2	59.4	73.4	53.6	71.8
Ride with family, friends, or coworkers	21.7	22.6	20.7	14.9	24.7
Public transportation	6.8	9.8	3.6	16.8	2.3
Walk/roll	2.9	4.4	1.4	8.7	^
Ride-hailing (Uber/Lyft/taxi)	1.2	1.8	^	3.2	^
Bicycle	1.0	1.9	0.0	2.8	^
Other (please describe)	0.2	0.0	^	^	^

^: Less than 5 responses

		Age		Geographic Location	
How often do you use public transportation such as buses, trains, and ferries?[+]	**Total** (N=39)	**<50** (N=27)	**50+** (N=12)	**Core City** (N=30)	**Non-Core Area** (N=9)
More than twice per day, for multiple errands	22.2	12.5	^	15.9	^
About twice per day (one round-trip)	31.5	32.1	^	29.9	^
A few times per week	42.0	50.2	^	48.7	^
A few times per month	^	^	^	^	^
A few times per year	^	^	^	^	^

[+]Only respondents who indicated they use public transportation as their primary mode of transportation saw this question.

^: Less than 5 responses

What are the most common reasons for your trips?	Total (N=719)	Age <50 (N=349)	Age 50+ (N=370)	Geographic Location Core City (N=279)	Geographic Location Non-Core Area (N=440)
Shopping	77.5	73.1	82.2	74.4	78.9
Medical appointments	62.9	59.1	67.0	70.2	59.7
Going to work	56.3	71.4	40.3	61.8	53.8
Social/recreation	54.6	50.6	58.8	49.0	57.0
Childcare/school drop-off	14.9	24.5	4.8	19.2	13.0
Going to school	9.4	14.3	4.1	16.3	6.3
Other (please describe)*	5.9	3.4	8.5	6.7	5.5

*: "Other" responses included volunteering, fitness, family, and church

NOTE: Respondents were instructed to select all that apply.

In the past 12 months, how often have you missed work or been late because of delays in your commute to work?+	Total (N=419)	Age <50 (N=267)	Age 50+ (N=152)	Geographic Location Core City (N=177)	Geographic Location Non-Core Area (N=242)
Very often	5.7	6.7	3.9	7.2	5.0
Somewhat often	11.2	13.0	7.8	6.4	13.7
From time to time	29.9	33.2	23.6	35.7	26.9
Almost never	53.2	47.1	64.7	50.7	54.4

+Only respondents who selected 'going to work' as one of their most common reasons for their trips saw this question.

In the past 12 months, how often have you missed personal or family time because of delays in your commute from work?+	Total (N=419)	Age <50 (N=267)	Age 50+ (N=152)	Geographic Location Core City (N=177)	Geographic Location Non-Core Area (N=242)
Very often	6.2	7.3	3.9	9.8	4.3
Somewhat often	11.5	15.6	3.9	16.2	9.2
From time to time	25.7	28.4	20.6	26.7	25.2
Almost never	56.6	48.7	71.6	47.4	61.3

+Only respondents who selected 'going to work' as one of their most common reasons for their trips saw this question.

From door to door, about how long is your typical commute to work?+	Total (N=420)	Age <50 (N=267)	Age 50+ (N=153)	Geographic Location Core City (N=177)	Geographic Location Non-Core Area (N=243)
Less than 15 minutes	28.1	28.6	27.0	34.1	25.0
15-29 minutes	38.6	38.9	38.2	36.1	39.9
30-44 minutes	17.7	17.0	19.0	18.9	17.1
45-59 minutes	7.6	6.8	9.2	3.2	9.9
60 minutes or more	7.9	8.7	6.5	7.7	8.1

+Only respondents who selected 'going to work' as one of their most common reasons for their trips saw this question.

What are the most important factors for you when selecting a mode of transportation when you need to go someplace?	Total (N=718)	Age <50 (N=348)	Age 50+ (N=370)	Geographic Location Core City (N=277)	Geographic Location Non-Core Area (N=441)
Ability to get there	78.2	79.3	77.0	83.6	75.8
Speed and reliability	68.8	73.0	64.4	70.7	67.9
Financial cost	48.8	63.5	33.4	61.0	43.4
Flexibility	47.1	50.6	43.5	53.8	44.2
Safety in how to get there	42.3	43.8	40.8	49.3	39.3
Impact on the environment	17.9	26.1	9.3	23.4	15.5
Other (please describe)	1.5	1.6	1.4	1.6	1.4

NOTE: Respondents were instructed to select all that apply.

About how much of your household's monthly income do you spend on transportation costs?	Total (N=720)	Age <50 (N=349)	Age 50+ (N=371)	Geographic Location Core City (N=278)	Geographic Location Non-Core Area (N=442)
An insignificant amount	19.5	16.1	23.0	18.9	19.7
A modest amount	51.7	51.4	52.1	47.5	53.6
A significant amount	19.1	17.6	20.6	21.2	18.1
A burdensome amount	4.9	9.0	0.6	5.5	4.6
Don't know	4.9	5.9	3.7	6.8	4.0

Please answer how much you agree or disagree with the following statement: My current mode of transportation is the only reliable form of transportation to get me where I need to go.	Total (N=718)	Age <50 (N=348)	Age 50+ (N=370)	Geographic Location Core City (N=277)	Geographic Location Non-Core Area (N=441)
Completely agree	58.4	54.2	62.8	47.1	63.4
Somewhat agree	28.1	27.8	28.3	35.1	24.9
Somewhat disagree	10.9	15.7	5.8	14.5	9.3
Completely disagree	2.7	2.4	3.0	3.3	2.4

Please answer how much you agree or disagree with the following statement: If my transportation costs were increased tomorrow (increase in gas prices, car maintenance, increased taxi/rideshare costs, increased bus fares), I would be able to afford the extra costs.	Total (N=719)	Age <50 (N=349)	Age 50+ (N=370)	Geographic Location Core City (N=278)	Geographic Location Non-Core Area (N=441)
Completely agree	29.8	20.9	39.1	25.9	31.4
Somewhat agree	38.6	37.4	39.8	31.5	41.6
Somewhat disagree	20.8	24.9	16.5	26.2	18.5
Completely disagree	10.9	16.8	4.6	16.3	8.5

How familiar are you with the public bus service (routes, stops) in your area?	Total (N=718)	Age <50 (N=349)	Age 50+ (N=369)	Geographic Location Core City (N=278)	Geographic Location Non-Core Area (N=440)
Not at all familiar	31.3	30.4	32.2	17.7	37.3
Somewhat familiar	39.2	35.1	43.5	44.5	36.9
Very familiar	22.1	28.0	15.9	37.8	15.2
There is no bus service	7.4	6.5	8.4	0.0	10.7

How close are bus stops to where you live?	Total (N=460)	Age <50 (N=244)	Age 50+ (N=216)	Geographic Location Core City (N=219)	Geographic Location Non-Core Area (N=241)
Within a 5-minute walk	49.5	52.2	46.4	59.9	42.1
Within a 6 to 10-minute walk	22.3	27.1	16.9	26.7	19.2
Within an 11 to 15-minute walk	8.9	8.3	9.6	8.6	9.1
More than a 15-minute walk	16.1	9.1	24.0	^	26.5
Don't know	3.2	3.4	3.1	^	3.1

^: Less than 5 responses

NOTE: Only respondents who indicated they were somewhat or very familiar with public bus service in their area saw this question.

Thinking about the closest bus stop to where you live, how difficult would it be to access that stop without a car?+	Total (N=461)	Age <50 (N=244)	Age 50+ (N=217)	Geographic Location Core City (N=219)	Geographic Location Non-Core Area (N=242)
Very difficult	11.7	7.1	16.7	^	19.0
Somewhat difficult	19.2	15.7	23.1	12.9	23.6
Not at all difficult	67.2	74.3	59.2	82.6	56.4
Don't know	2.0	^	^	^	^

^: Less than 5 responses

+Only respondents who indicated they were somewhat or very familiar with public bus service in their area saw this question.

How often do you see buses stop at the bus stop closest to where you live?+	Total (N=461)	Age <50 (N=244)	Age 50+ (N=217)	Geographic Location Core City (N=219)	Geographic Location Non-Core Area (N=242)
Very often	28.7	31.9	25.1	38.6	21.8
Somewhat often	32.9	33.1	32.7	37.1	30.0
From time to time	26.1	26.3	26.0	21.2	29.6
Almost never	12.3	8.7	16.2	3.1	18.7

+Only respondents who indicated they were somewhat or very familiar with public bus service in their area saw this question.

Please let us know whether each of the following are major or minor reasons why you don't ride the bus regularly, or if they are not a reason at all.[+]	Overall (N=677) % Major reason	% Minor reason	% Not a reason	Age <50 % Major reason (N=321)	Age 50+ % Major reason (N=356)	Geographic Location Core City % Major reason (N=246)	Geographic Location Non-Core Area % Major reason (N=431)
I can get where I want to go much quicker in a car than by riding the bus.	81.9	7.4	10.7	81.4	82.3	80.9	82.2
The bus routes do not service the places that I want to go.	40.9	25.3	33.8	38.5	43.4	40.6	41.1
The places I am most interested in going to are too long a walk from the bus stops servicing them.	38.9	23.2	37.9	35.8	41.9	24.8	44.1
The times of day when I usually need to travel are times when there's little if any bus service available.	32.0	27.1	40.9	34.3	29.7	32.2	31.9
The bus stops I'm aware of are not conveniently located for me.	29.9	21.6	48.6	26.8	32.9	15.6	35.2
There is no place to be protected from bad weather at the stops I'm familiar with.	26.3	32.8	40.9	26.8	25.7	38.7	21.6
I don't think I'd feel safe riding the bus regularly.	22.3	27.1	50.6	25.7	19.1	32.4	18.6
There aren't many people I know who ride the bus.	19.4	18.9	61.8	19.7	19.1	15.6	20.8
I think RIPTA is a poorly run agency.	18.0	22.5	59.5	22.4	13.7	23.8	15.8
There's no place to sit at the bus stops I'm familiar with.	17.4	30.4	52.2	20.7	14.2	28.1	13.4
I don't know how to find out when bus service is available in my area.	13.8	19.3	66.9	18.1	9.6	14.8	13.4
There aren't many people like me who ride the bus.	13.5	12.8	73.7	13.3	13.7	12.1	14.0
I don't know how you pay to ride the bus.	9.7	18.8	71.5	10.6	8.8	10.9	9.2
The buses are not clean.	10.9	30.9	58.3	15.8	6.1	18.5	8.0

[+]Only respondents who did not identify public transportation as their primary mode of transportation saw this question.

Are there other reasons that you do not ride the bus regularly in Rhode Island?+	Total (N=672)	Age <50 (N=319)	Age 50+ (N=353)	Geographic Location Core City (N=244)	Geographic Location Non-Core Area (N=428)
No	67.3	67.4	67.2	66.0	67.8
Yes (please describe)	32.7	32.6	32.8	34.0	32.2

+Only respondents who did not identify public transportation as their primary mode of transportation saw this question.

Coded responses include:	Frequency
Lack of/limited bus routes	53
Faster to drive/Owns a car	40
Long bus travel time	36
Other	30
Lack of direct routes (need for transfers)	27
Accessibility & health-related concerns	24
frequency of buses	23
Safety concerns	21
Bus schedule	18
Easier/Faster to walk or bike	15
Convenience	13
Inconvenient	11
Difficult to figure out bus routes	11
Flexibility	9
Commutes out of state	7

NOTE: Only respondents who did not identify public transportation as their primary mode of transportation saw this question.

If you had more positive feelings about riding the bus regularly in Rhode Island, what are the activities you would be most interested in accessing through riding a bus?+	Total (N=635)	Age <50 (N=302)	Age 50+ (N=333)	Geographic Location Core City (N=233)	Geographic Location Non-Core Area (N=402)
Childcare/school drop-off	1.3	2.6	^	^	^
Social/recreation	37.6	39.7	35.5	38.9	37.1
Going to work	25.9	38.1	13.9	33.6	23.0
Medical appointments	13.3	7.9	18.5	11.7	13.9
Shopping	12.2	6.7	17.6	7.0	14.2
None/Not interested in riding the bus*	5.9	1.6	10.2	1.6	7.6
Other (please describe)	2.5	1.4	3.5	2.5	2.5
Going to school	1.3	2.0	^	^	^

^: Less than 5 responses

*: Coded from "Other" responses

+Only respondents who identified a major or minor reason for not riding the bus regularly saw this question.

How safe do you think it is to ride the bus in Rhode Island?	Total (N=713)	Age <50 (N=345)	Age 50+ (N=368)	Geographic Location Core City (N=275)	Geographic Location Non-Core Area (N=438)
Very unsafe	7.1	5.7	8.6	6.0	7.6
Somewhat unsafe	17.5	24.7	10.2	24.2	14.5
Somewhat safe	48.7	48.5	48.8	44.7	50.5
Very safe	26.7	21.1	32.3	25.1	27.3

Our public transit service, Rhode Island Public Transit Authority, charges a $2 one-way fare and $70 a month for an unlimited bus pass. If everyone in your household had a monthly bus pass, would this cost be more, less, or about the same as you currently pay for transportation?	Total (N=716)	Age <50 (N=347)	Age 50+ (N=369)	Geographic Location Core City (N=276)	Geographic Location Non-Core Area (N=440)
More	22.3	24.9	19.6	30.0	18.9
About the same	23.7	21.9	25.6	23.4	23.8
Less	39.7	41.3	38.1	33.0	42.7
Don't know	14.3	12.0	16.7	13.6	14.6

Transit Forward Rhode Island (TFRI) plans to expand public transportation services in Rhode Island by 2040 including improving existing routes to make it faster, creating new routes to reach more places, and making it easier to get to public transit. Here is a webpage that summarizes key elements of the Transit Master Plan.	Total (N=713)	Age <50 (N=346)	Age 50+ (N=367)	Geographic Location Core City (N=275)	Geographic Location Non-Core Area (N=438)
Yes, I've engaged with the plan (such as attending a public meeting, making comments)	4.7	5.6	3.7	7.2	3.6
Yes, I've seen the plan somewhere but did not engage in it further	14.7	17.4	12.0	17.5	13.5
No	80.6	77.0	84.3	75.3	82.9

If new transit services were to be established in your community, what level of service would you support?	Total (N=709)	Age <50 (N=346)	Age 50+ (N=363)	Geographic Location Core City (N=274)	Geographic Location Non-Core Area (N=435)
Service that runs all day and into the night	59.9	68.5	50.7	70.9	55.0
Service that runs only when people need it (on demand)	14.8	10.9	19.0	11.4	16.4
Service that runs only when people go to and from work or school	14.6	16.1	12.9	13.0	15.3
None of the above	10.7	4.5	17.3	4.7	13.4

If a new transit line were ready to be built in your community, what type of service would you support?	Total (N=712)	Age <50 (N=347)	Age 50+ (N=365)	Geographic Location Core City (N=275)	Geographic Location Non-Core Area (N=437)
Regular RIPTA buses	64.1	70.9	57.0	73.3	60.1
Small vans	59.8	58.8	60.8	59.9	59.7
Light-rail trains/streetcars	48.1	57.3	38.3	62.3	41.7
Regional/commuter trains	40.6	49.9	30.8	46.1	38.2
Heavy-rail metro/subway	31.1	48.4	12.7	45.5	24.7
None of the above	7.5	2.9	12.3	3.0	9.5

NOTE: Respondents were instructed to select all that apply.

If a new transit line were ready to be built in your community, how close would you like to live to this new public transportation service?	Total (N=712)	Age <50 (N=347)	Age 50+ (N=365)	Geographic Location Core City (N=274)	Geographic Location Non-Core Area (N=438)
A few blocks away from the line that I can walk to	51.9	52.1	51.7	55.1	50.5
Directly along the line and closest to the nearest stop	21.9	28.2	15.3	32.9	17.0
I do not want to live near transit service	18.3	12.7	24.2	6.6	23.5
Further away from the line that I can drive to	7.9	7.0	8.9	5.4	9.0

To what extent would you change how you would use public transportation if this new service were available?	Total (N=708)	Age <50 (N=347)	Age 50+ (N=361)	Geographic Location Core City (N=274)	Geographic Location Non-Core Area (N=434)
I would regularly use public transportation for commuting to work or school	25.9	40.1	10.5	39.4	19.8
I would use public transportation occasionally such as attending an event	25.6	20.6	30.9	22.2	27.0
I would use public transportation more for running errands	25.1	23.7	26.7	29.9	23.0
I would still not use public transportation	23.4	15.6	31.9	8.5	30.1

How much of your tax dollars do you want to go towards improving public transportation options in Rhode Island, including building towards the Transit Forward plan?	Total (N=704)	Age <50 (N=344)	Age 50+ (N=360)	Geographic Location Core City (N=275)	Geographic Location Non-Core Area (N=429)
MORE than is currently being allocated towards public transportation	42.0	46.3	37.5	49.7	38.6
SAME amount that is currently being allocated towards public transportation	43.0	41.6	44.4	42.6	43.1
LESS than is currently being allocated towards public transportation	15.0	12.1	18.0	7.7	18.3

If you had to choose between options to reduce traffic congestion in your community, do you think there should be more resources and money focused on:	Total (N=708)	Age <50 (N=344)	Age 50+ (N=364)	Geographic Location Core City (N=273)	Geographic Location Non-Core Area (N=435)
Better public transportation systems (making the system faster, expanding to more places, and coming more frequently)	55.0	59.7	50.1	69.8	48.5
Better road networks (build more roadways and widen existing ones)	45.0	40.3	49.9	30.2	51.5

How much do you agree or disagree with the following statement: Expanded access to public transportation would benefit everyone, even if I do not use it.	Total (N=712)	Age <50 (N=345)	Age 50+ (N=367)	Geographic Location Core City (N=274)	Geographic Location Non-Core Area (N=438)
Completely agree	60.1	69.2	50.7	77.1	52.8
Somewhat agree	32.2	28.7	35.8	21.3	36.9
Somewhat disagree	4.5	1.1	8.1	^	6.2
Completely disagree	3.2	^	5.5	^	4.1

How much of a priority do you think it should be for the State of Rhode Island to increase its investment in public transportation?	Total (N=710)	Age <50 (N=344)	Age 50+ (N=366)	Geographic Location Core City (N=273)	Geographic Location Non-Core Area (N=437)
Not a priority at all	5.3	2.2	8.5	2.0	6.7
A minor priority	22.5	20.3	24.8	11.5	27.2
A significant priority	56.4	56.1	56.7	58.6	55.5
A top priority	15.8	21.4	10.0	27.8	10.6

Do you think your town or city is doing enough to pressure the State to ensure there is adequate and reliable public transportation in your community?	Total (N=710)	Age <50 (N=345)	Age 50+ (N=365)	Geographic Location Core City (N=272)	Geographic Location Non-Core Area (N=438)
Yes	10.8	10.6	10.9	15.8	8.5
No	37.7	43.0	32.1	47.0	33.6
Don't know	51.1	46.4	57.0	37.2	57.9

If you could wave a magic wand, what would you like to see our government do to change public transportation that would make you want to use it more?

Coded responses include:	Frequency
Expand routes and coverage	
General	113
Low coverage / rural areas specifically	25
Interstate/regional connections specifically	10
Increase service frequency	85
Invest in rail and non-bus modes	82
Improve affordability	76
Improve safety and security	
General	34
Onboard safety and security presence	16
Safety at stops and hubs	13
Improve reliability	54
Vehicle and fleet improvements	38
Funding and governance	
Efficiency and accountability	22
Increase funding	14
On-demand and flexible service	32
Faster transportation	31
Improve cleanliness	30
Road and non-transit infrastructure	29
Improve ease of use and access to information	29
More direct routes	29
Improve bus stop conditions	
Weather shelter	18
General	9
Expand hours of service	24
Add stops	21
Improve comfort and convenience	19
Decentralizing Kennedy Plaza	18
Pedestrian and bicycle access	18
External system as model	17
Fewer transfers	9
Shorter routes	5
Other	12
Not interested in using public transportation	23