



North Florida Transportation Survey

2008

A Survey of Residents of Clay, Duval, Nassau, and St. Johns Counties



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Background and Objectives of the Survey

In January 2008 the North Florida Transportation Planning Organization asked Ulrich Research Services, Inc. to conduct a public opinion survey on transportation issues among residents of the Jacksonville, Florida MSA. The purpose of the survey was to provide information to be used in the development of the North Florida Transportation Planning Organization's Long Range Transportation Plan.

The survey had the following specific objectives:

1. To profile the commuting behavior of residents who work outside of their home.
2. To measure public opinion on transportation issues and ideas that have been proposed to improve transportation in Northeast Florida.
3. To learn how the rising price of gasoline has affected or could affect the transportation habits of drivers in Northeast Florida.

Survey Method

- This report is based on a telephone survey of 331 residents of Clay, Duval, Nassau, and St. Johns counties between February 26 and March 15, 2008.
- The sampling frame for the study was an age-targeted random sample purchased from the Marketing Systems Group of Fort Washington, PA. While all residents age and over were eligible to participate in the survey, the sample was designed to efficiently reach residents age 18 to 65. The sample was also designed to ensure a minimum quota of 150 interviews in Duval County, and 50 each in Clay, Nassau, and St. Johns counties. The total survey results presented in the charts and detailed tables of findings were statistically weighted to represent the four counties in their correct relative proportions.
- All interviews were conducted by trained interviewers at Ulrich Research Services' telephone survey center in Orange Park, Florida.
- The range of error on the sample of 331 interviews is plus or minus 5.4% at the 95% level of confidence. The range of error on subsets of the sample, such as those who commute to work outside of the home, is wider and varies depending on the size of the subset.
- The percentages presented in this report may be subject to rounding error. On questions for which we accepted multiple responses, the percentages may sum to more than 100%.
- This report consists of a graphical review of the survey findings, detailed tables of findings and cross-tabulations by county, age, and household income, and a series of appendices listing respondents comments to open-ended questions on the survey. A copy of the survey questionnaire may be found at the end of the report.

Summary of Findings by Objective

1. To profile the commuting behavior of residents who work outside of their home.

- When the survey respondents chose their current neighborhood, three factors were more important to them than the neighborhood's proximity to their work: "the quality of schools," rated "very important" by 63% of the respondents, "the amount of space between houses" ("very important" to 53%), and "the size of your yard" ("very important" to 42%). 40% said that "proximity to your work" was "very important" in their choice of neighborhood. Less important factors included "proximity to shopping areas" ("very important" to 33%) and "proximity to mass transit" ("very important" to 13%).
- 60% of the respondents worked outside of their home. Among them, 98% traveled to work in their private car, while 2% traveled in a car or van pool and one person walked to work. None of the respondents said they traveled to work by bus or other public transportation.
- Most commuters left for work between 6 and 7 a.m. (22%) or between 7 and 8 a.m. (33%). The most common roads used to travel to work included I-95 (13% of the commuters), I-295 (8%), US 17 (8%), and Atlantic Boulevard (8%).
- 11% of the commuters said that traffic was "always backed up far below the speed limit" on the primary road they used to travel to work, and 19% said it was "usually below the speed limit, but it keeps moving." Although the number of respondents who used specific roads were small, commuters were most likely to report traffic below the speed limit on the most heavily used roads: Atlantic Boulevard (45% said traffic was "always" or "usually" below the speed limit), I-295 (40%), I-95 (36%), and US 17 (34%).
- Commuting times averaged 24 minutes overall, but were significantly longer among residents of Clay County (32 minutes) and Nassau County (30 minutes).

Summary of Findings by Objective

1. To profile the commuting behavior of residents who work outside of their home. (continued)

- 89% of those who worked outside of the home felt their commuting time was “acceptable,” while 11% said it was “unacceptable.” Most of those who had commutes of less than 40 minutes felt the time was acceptable, but 48% of those who traveled more than 40 minutes to work (14% of all commuters), felt that 40 minutes or more was an unacceptable commuting time.
- 74% said that a commuting time of up to 30 minutes would be acceptable to them, and an additional 16% would accept up to 45 minutes.
- 9% of all the survey respondents said they had used mass transit during the past year. The most common type of mass transit used was the bus (54% of those who had used mass transit), followed by the Skyway (29%), a van or shuttle service (21%), and the Trolley (11%).

Summary of Findings by Objective

2. To measure public opinion on transportation issues and ideas that have been proposed to improve transportation in Northeast Florida.

- Five ideas topped the list of “transportation issues that need to be addressed in Northeast Florida.” The first was relieving traffic congestion, mentioned by 21% of the respondents as the “most important” transportation issue in the region. 17% identified the need for an expanded bus system to serve more areas, 16% said the region needed more mass transit in general, 15% cited the need to expand and improve roads, and 12% mentioned the need to alleviate the congestion caused by road construction.
- Asked to rate 6 “ideas that have been proposed to improve transportation in Northeast Florida,” respondents overwhelmingly selected one as their “high priority:” 87% said it should be a high priority to provide “smooth-flowing traffic on local highways.” 62% said “encouraging people to carpool” should be a high priority, while 55% rated “providing convenient mass transit alternatives” and 53% said “encouraging people to use transportation alternatives to driving alone” as high priorities. The lowest-rated ideas included “reducing the need to use cars to get to everyday activities” (47%) and “encouraging people to walk or ride bicycles to their destinations” (29%).
- Only 33% of the respondents felt that there were “adequate” mass transit services in Northeast Florida. The most common suggestions for improving mass transit focused on bus service. 29% of those who felt that mass transit services were inadequate suggested expanding bus service by adding more routes to more areas, and 19% suggested improving current bus service by adding additional and more frequent stops to existing routes.
- Opinions were divided on the “best long-term solution to reducing traffic in your area.” 30% felt that “improving mass transit” would be the best solution, while 28% voted for “building new roads” and 26% advocated “developing communities where people don’t have to drive so much.”

Summary of Findings by Objective

2. To measure public opinion on transportation issues and ideas that have been proposed to improve transportation in Northeast Florida. (continued)

- 58% of the respondents were familiar with electronic tolling. Fewer than half were willing to pay tolls on new roads to shorten driving times, but 18% did say they were “very willing” and 29% were “somewhat willing,” for a total of 47%.
- Most respondents did not rate their community’s efforts to handle transportation issues as “excellent” or even “good.” They gave their highest ratings to their community for “providing parks and protecting open spaces” (9% “excellent” and 40% “good”). 40% rated their community’s efforts to provide “smooth-flowing traffic on local highways” as “excellent” or “good,” compared to 25% for “providing convenient mass transit,” 17% for “encouraging people to use transit, car pooling, and van pooling as alternatives to driving alone,” and 13% for “reducing the need to use cars to get to everyday activities.”

Summary of Findings by Objective

- 3. To learn how the rising price of gasoline has affected or could affect the transportation habits of drivers in Northeast Florida.**
- 58% of the respondents said that the current price of gasoline had already caused them to change their driving habits. Among them, 48% said they were trying to drive less in general, 23% had cut back on driving for non-essential purposes, and 21% were combining their outings for errands into fewer trips.
 - An additional 9% of the respondents felt that a gas price of \$4.00 per gallon would cause them to change their driving habits, and 10% said it would take \$5.00 per gallon to force them to change. 13% reported that they would not change their driving habits no matter how high the price rose, and 7% could not say what price would make them change. The changes they would make typically involved driving less, making fewer trips, or car pooling, rather than taking mass transit.
 - Respondents who worked outside of their home would be more willing to work from home than to join a car pool, take mass transit, or change their work hours. 60% would be “very” or “somewhat willing” to work from home when possible, compared to 52% who would join a car pool or van pool, 45% who would take mass transit to and from work, and 32% who would be willing to change their work hours.

Conclusions and Recommendations

1. Most residents were willing to trade their commuting time for high quality schools and suburban living space. A large majority of those who commuted to work found their commuting time to be acceptable, even if their commute was 30 minutes or longer. “Proximity to mass transit” was the least important of six factors in the respondents’ choice of neighborhood. It will be difficult to change consumer transportation patterns until more of them begin to factor transportation into their choice of neighborhoods.
2. Residents were more focused on the issue of relieving traffic congestion than on improving mass transit. However, 30% did feel that improving mass transit was the best long-term solution to reducing traffic, and only 33% felt that the region had an adequate mass transit system. Despite commuter preferences for driving to work in private cars from suburban homes, there is a sizable segment of the market in North Florida that recognizes the need to develop mass transit alternatives.
3. The segment of the market that expressed willingness to pay tolls to shorten driving times was not insignificant, at 47%. Even those who were not familiar with electronic tolling were nearly as likely to be willing to pay tolls. The survey results suggested that electronic tolling is an option that should be considered in transportation planning for North Florida.
4. A majority of the respondents rated their community’s efforts to handle transportation issues, including providing mass transit, encouraging people to seek alternatives to driving alone, and reducing the need to use cars to get to everyday activities, as only “fair” or “poor.” Public opinion in North Florida supports the need to improve transportation planning in the region.

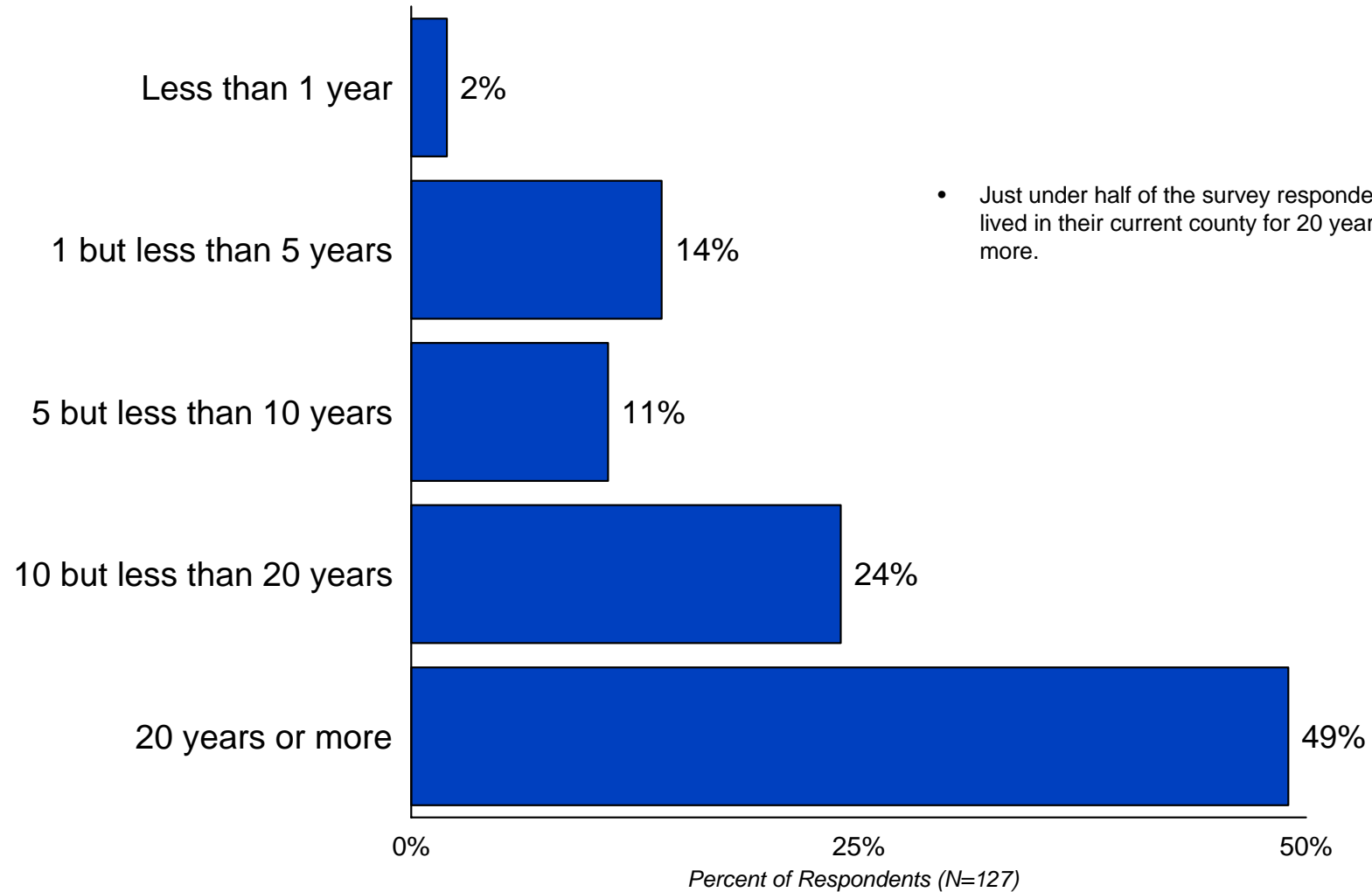
Conclusions and Recommendations

5. Most respondents (58%) felt they had already changed their driving habits in response to the price of gasoline, primarily by consolidating trips and trying to drive less. Another 19% said they would change their driving habits when the price reached \$4.00 or \$5.00 per gallon. Most of the remaining respondents would not change their driving habits no matter what the price. Therefore, \$5.00 per gallon appeared to be the price that would change the behavior of the highest percentage of drivers.

6. Respondents were more willing to work from home than to take mass transit, join a car pool, or change their work hours. Telecommuting may become the most acceptable solution to rising energy prices and increasing traffic congestion.

Length of Residence in the County

"How long have you lived in ____ County?"

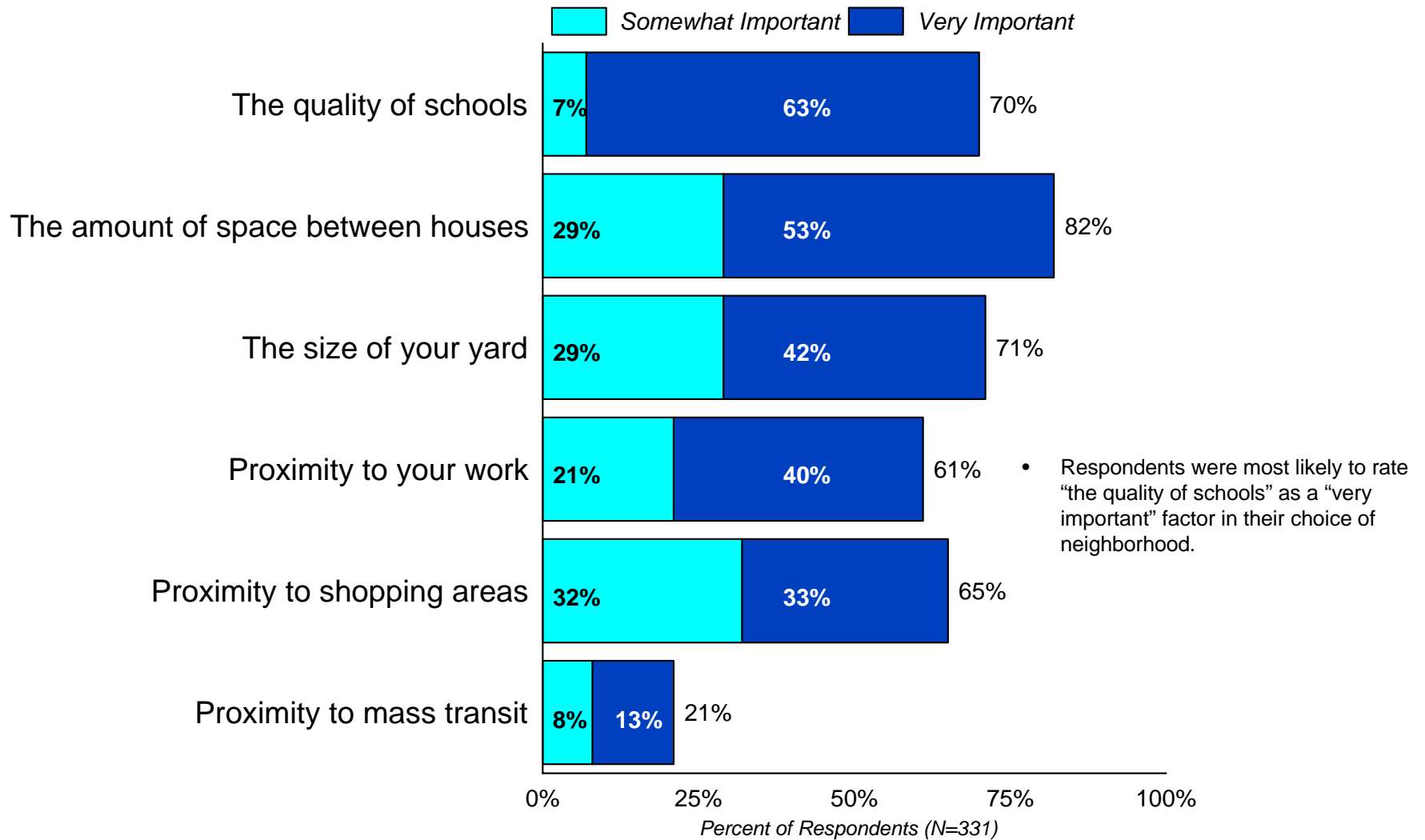


* = Statistically significant differences.

Importance of Factors in the Respondent's Choice of Neighborhood

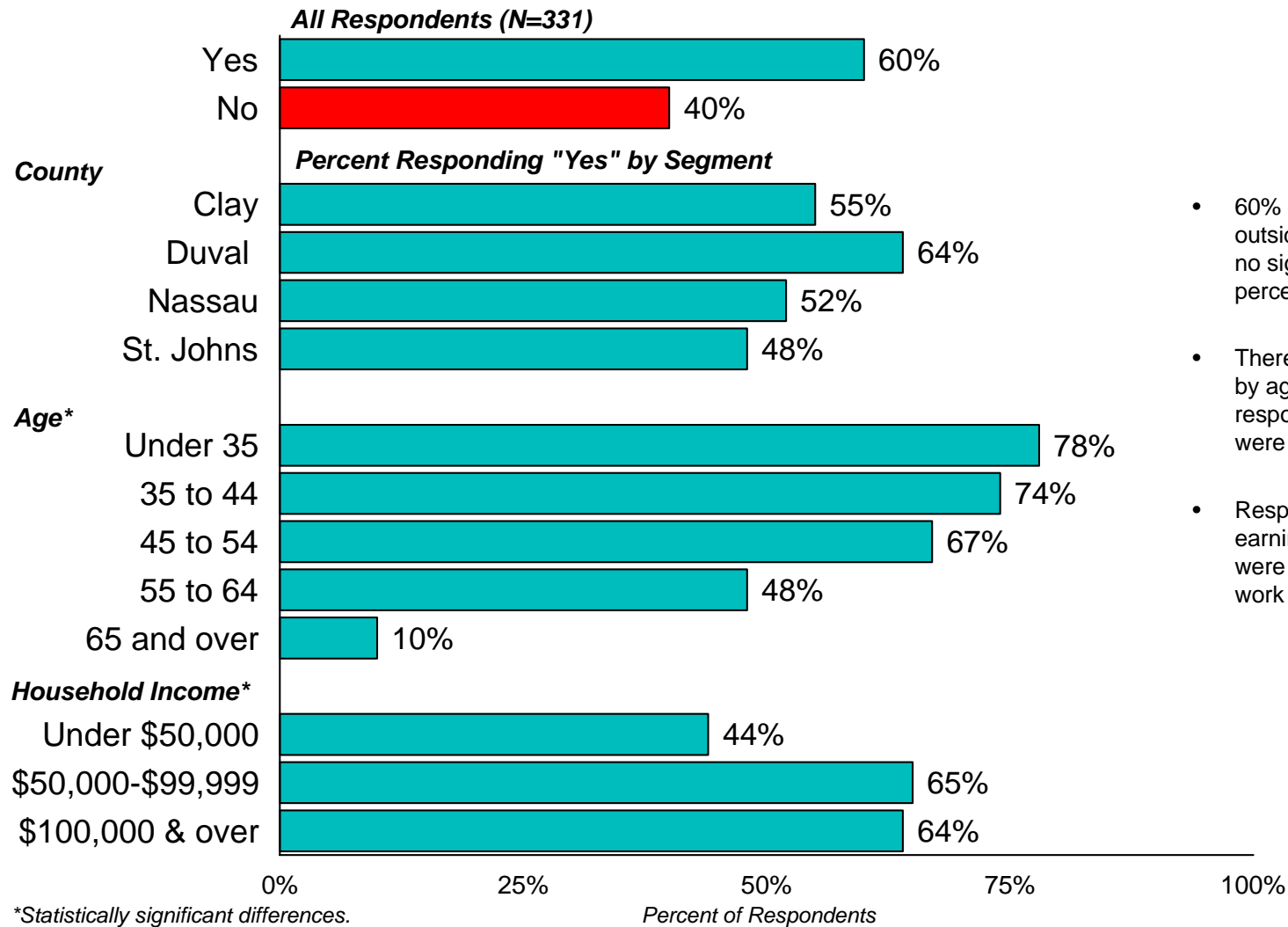
"How important were the following factors in your choice of neighborhood? Very important, somewhat important, not very important, or not at all important?"

Factors are sorted in descending order by the "Very Important" percentage.



Does the Respondent Work Outside the Home?

“Do you work outside of your home?”

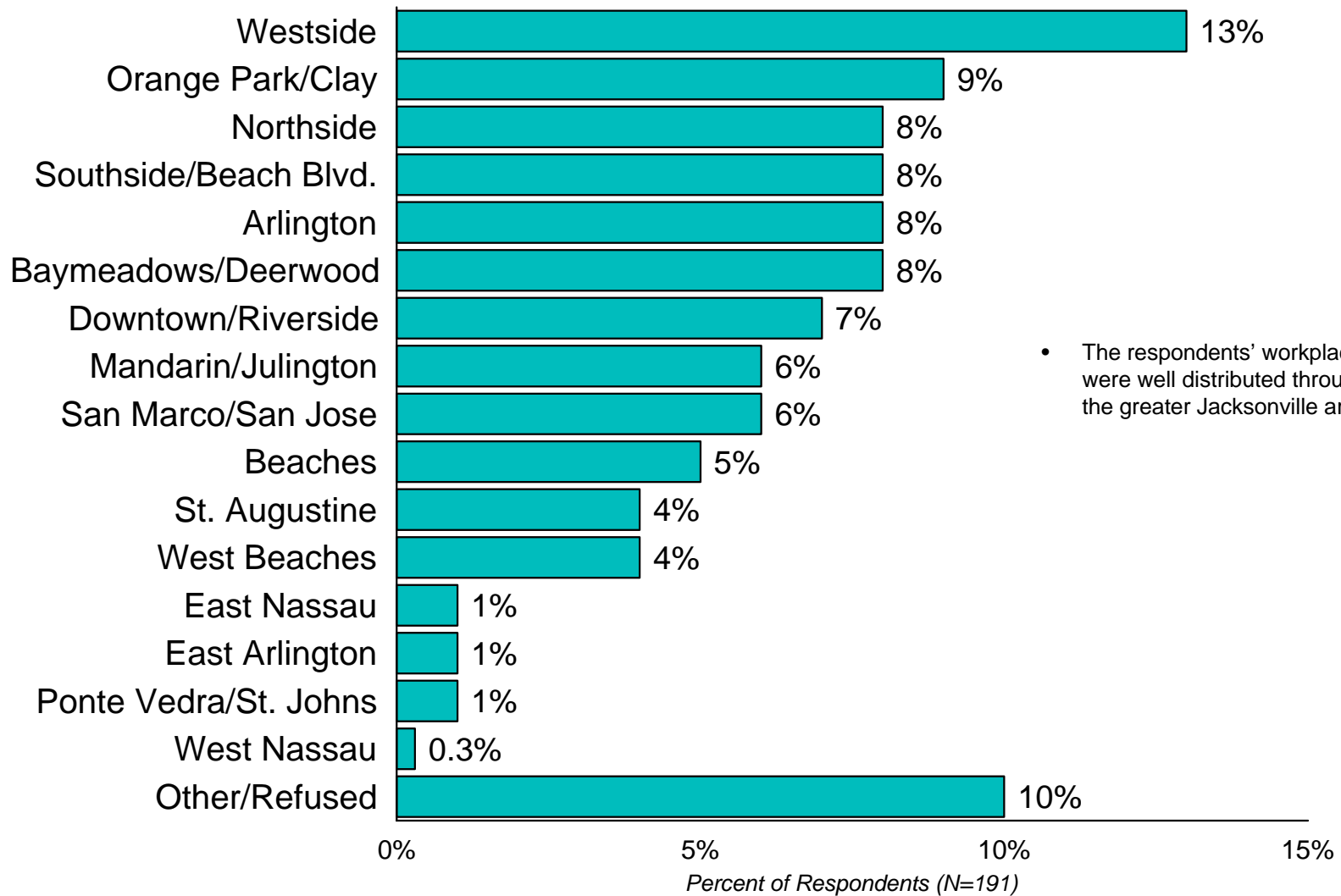


- 60% of the respondents worked outside their home. There were no significant differences in this percentage by county.
- There were significant differences by age. The younger the respondents, the more likely they were to work outside the home.
- Respondents in households earning \$50,000 or more per year were significantly more likely to work outside the home.

*Statistically significant differences.

Area of Respondent's Work

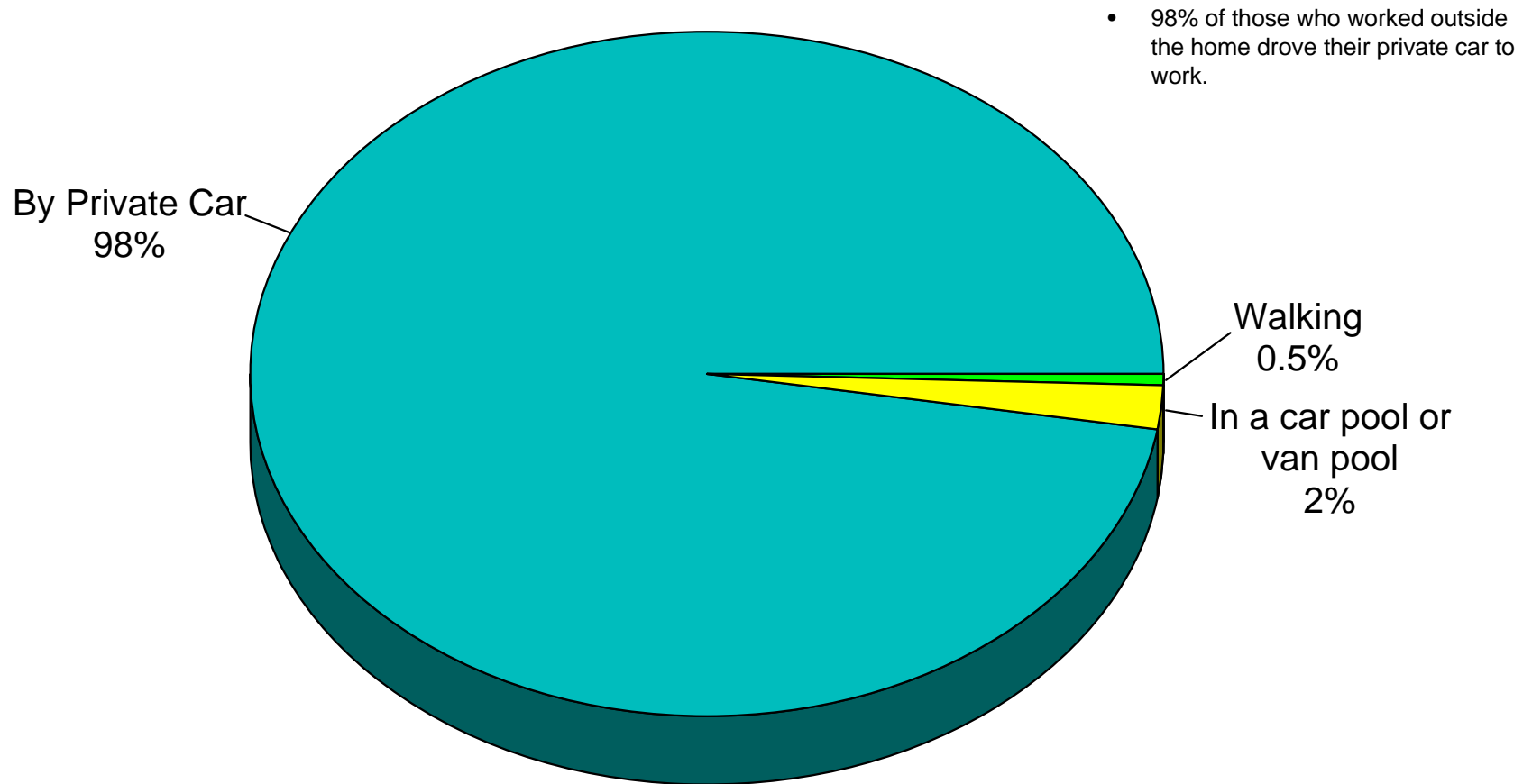
"In what zip code do you work?"



- The respondents' workplaces were well distributed throughout the greater Jacksonville area.

How Commuters Travel to Work

"How do you travel to and from your place of work?"

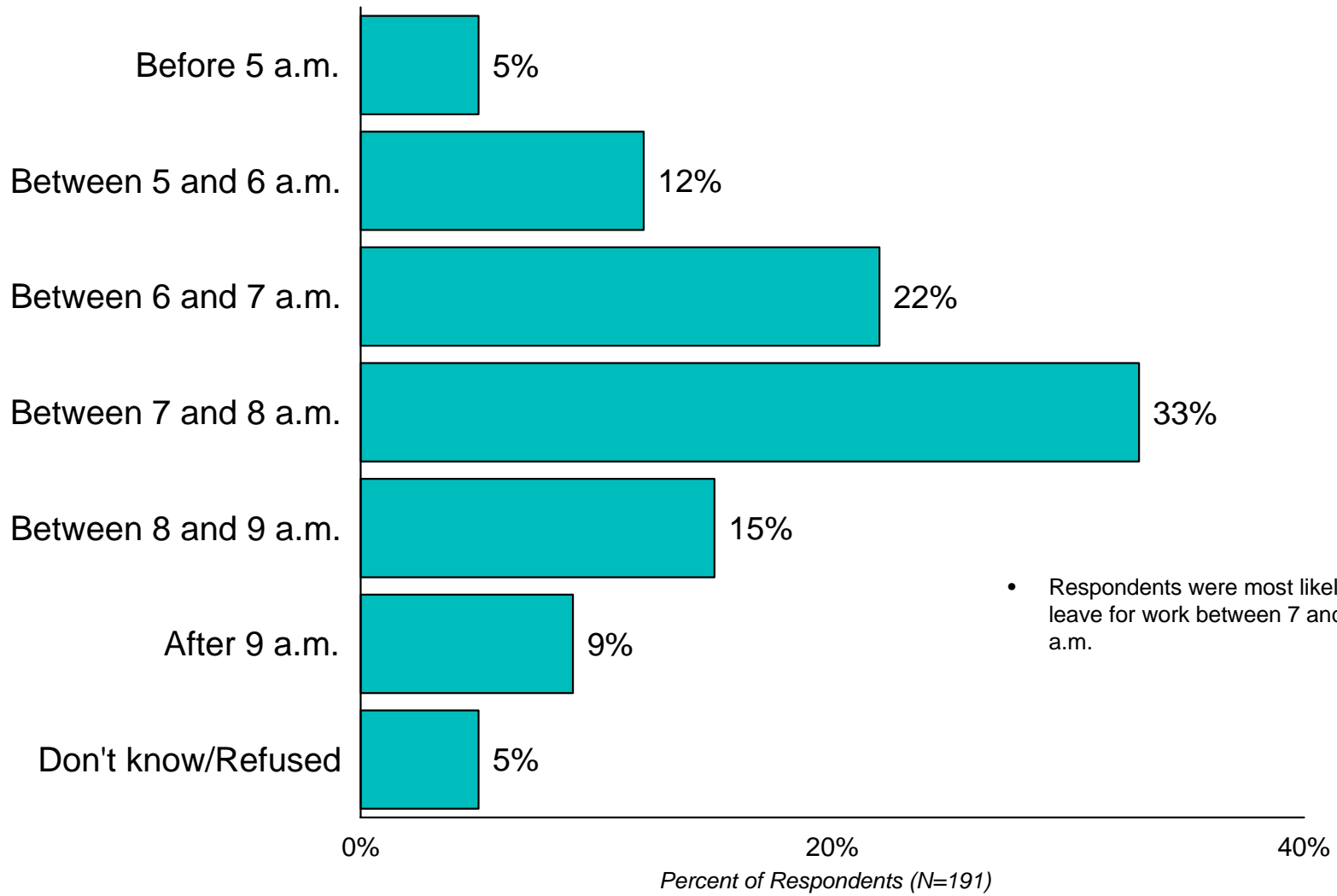


- 98% of those who worked outside the home drove their private car to work.

Percent of Respondents (N=191)

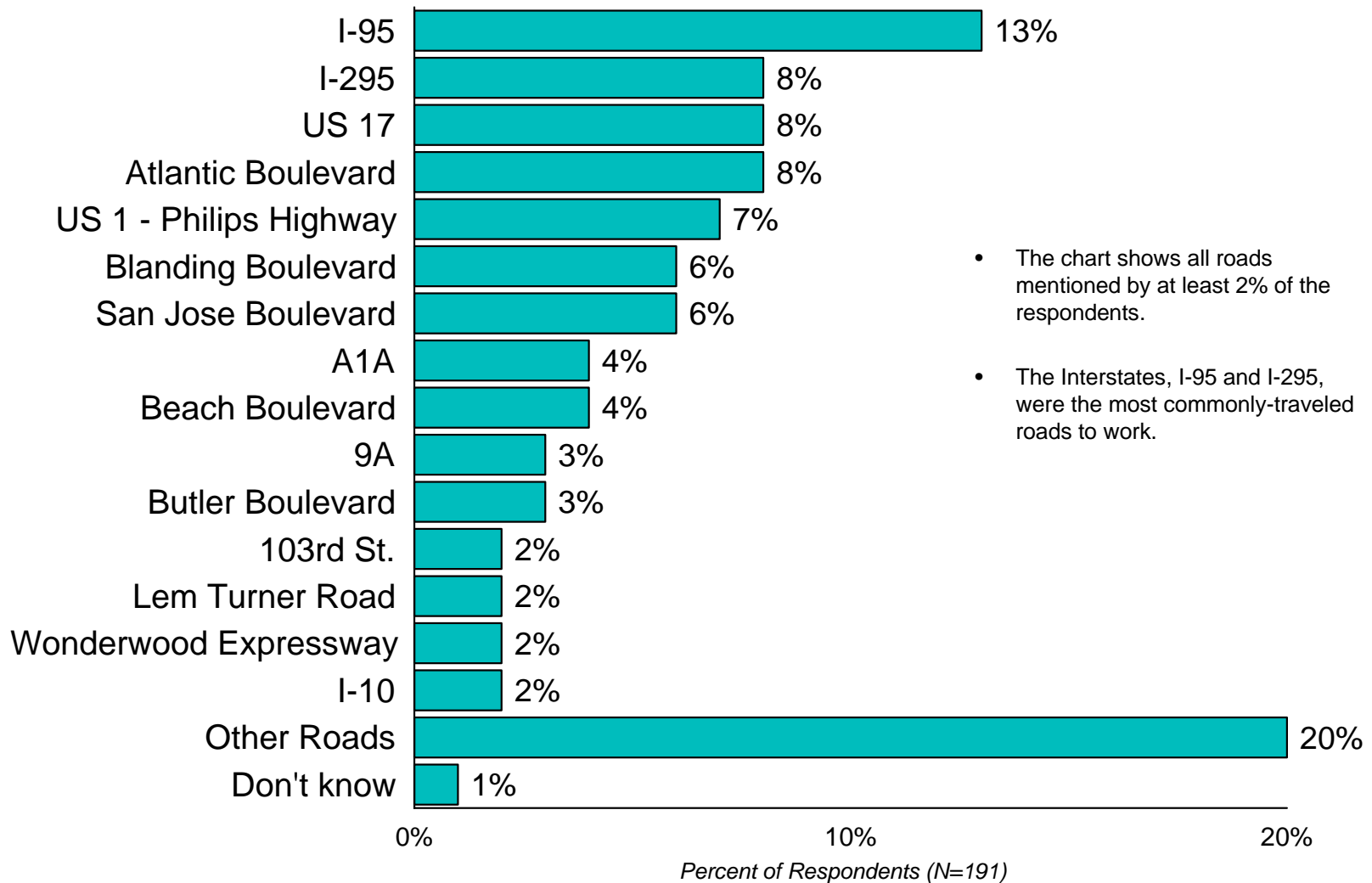
Time of Day Commuters Typically Leave for Work

“What time of day do you typically leave for work?”



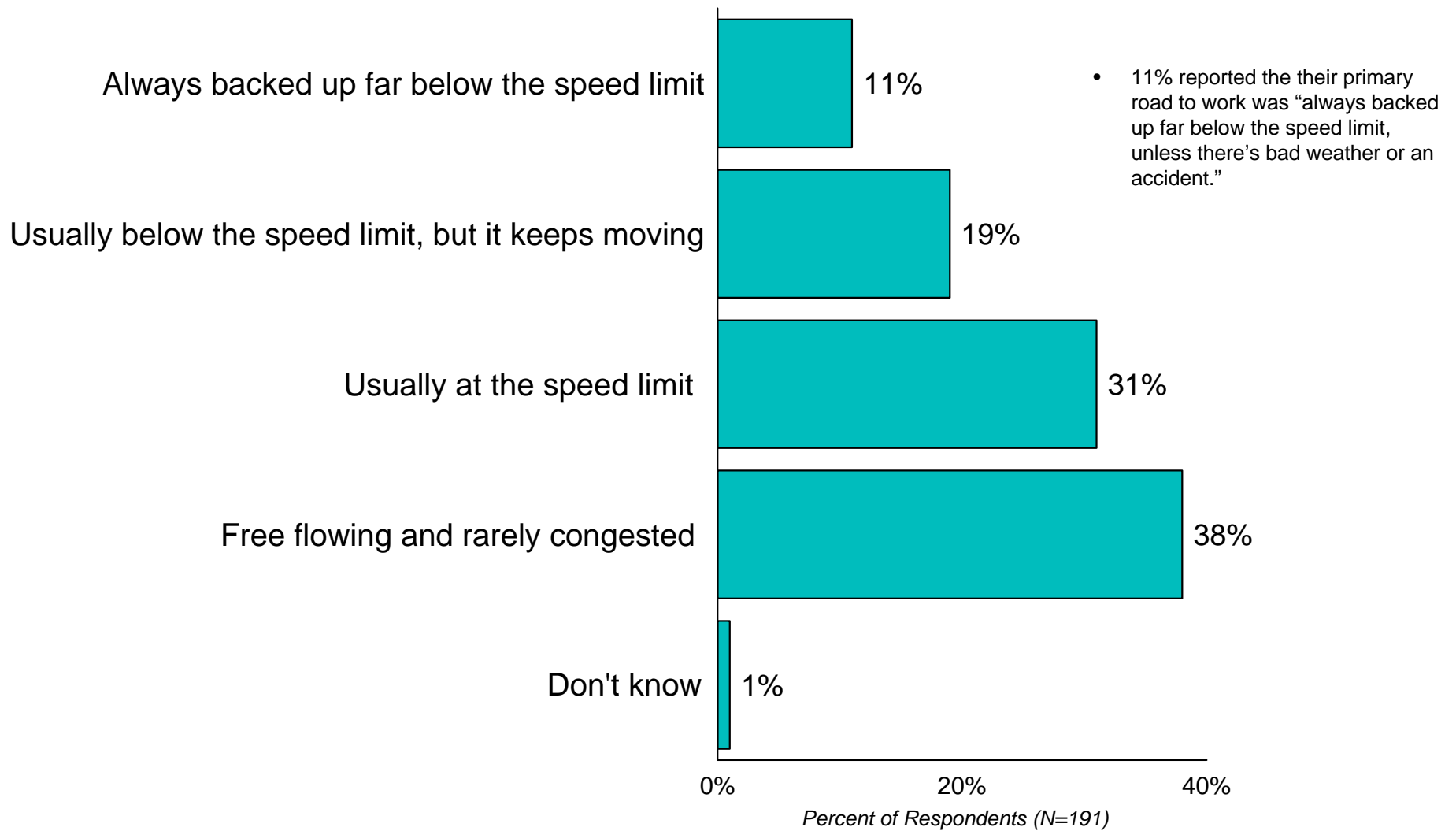
Primary Road Used to Travel to Work

“What is the primary road that you use to drive to work – that is, the one on which you spend the most driving time?”



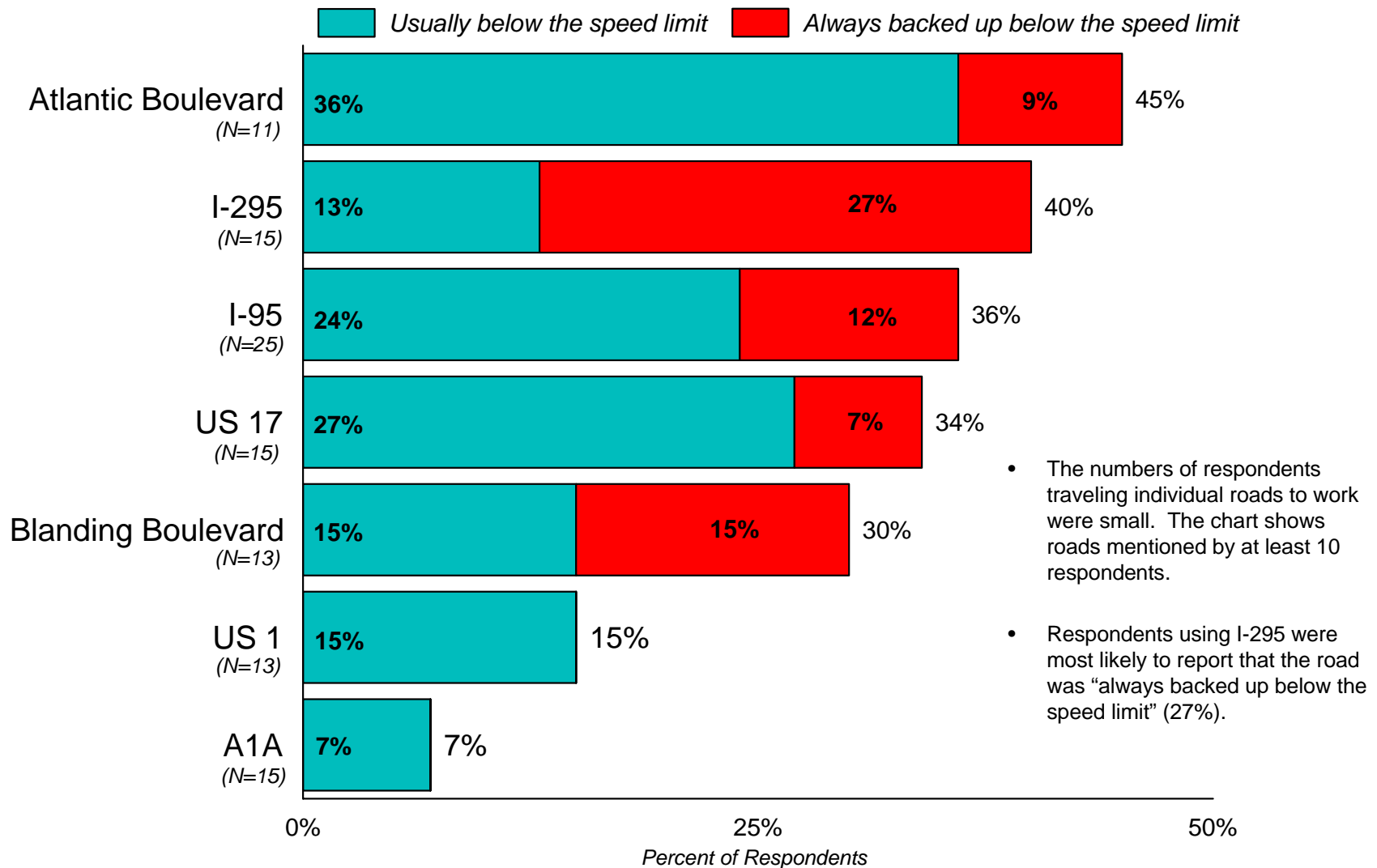
Level of Traffic Congestion on Primary Road to Work

“Which of the following best describes the level of traffic congestion on (that road) at the time you drive to work?”



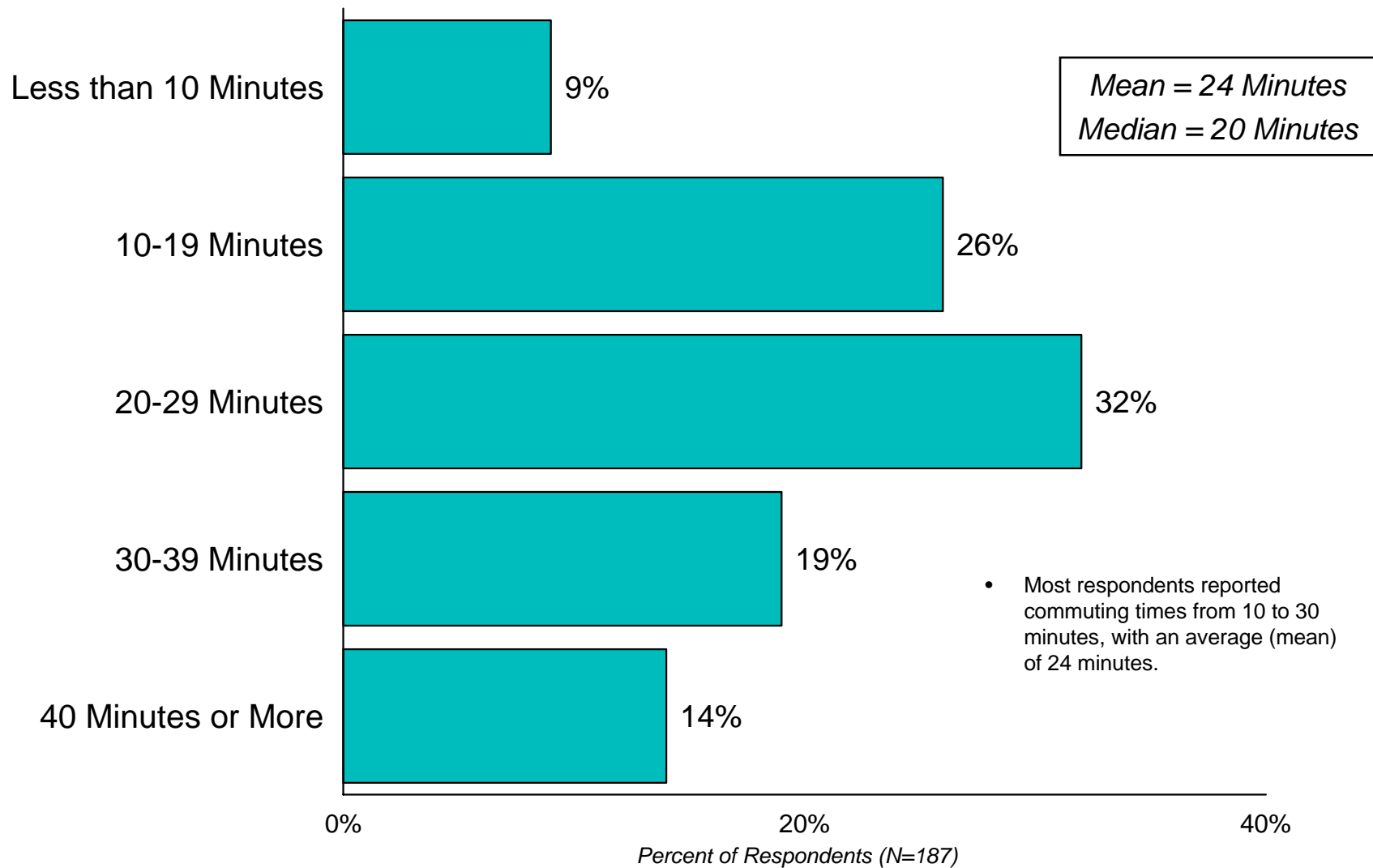
Level of Traffic Congestion on Major Roads to Work

“Which of the following best describes the level of traffic congestion on (that road) at the time you drive to work?”



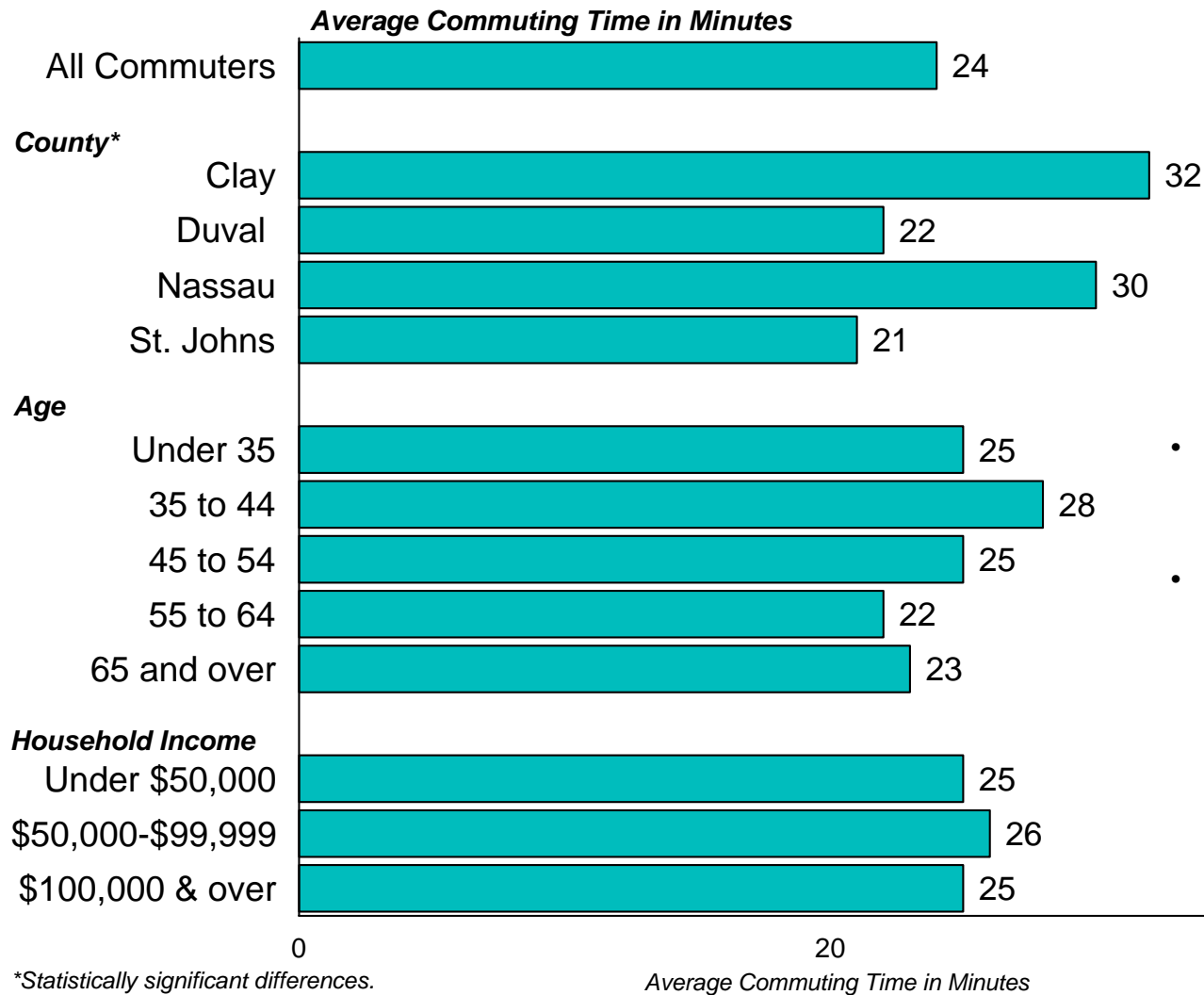
Commuting Time to Work

“What is your commuting time to work? Just give your best estimate in minutes.”



Average Commuting Time to Work by Market Segment

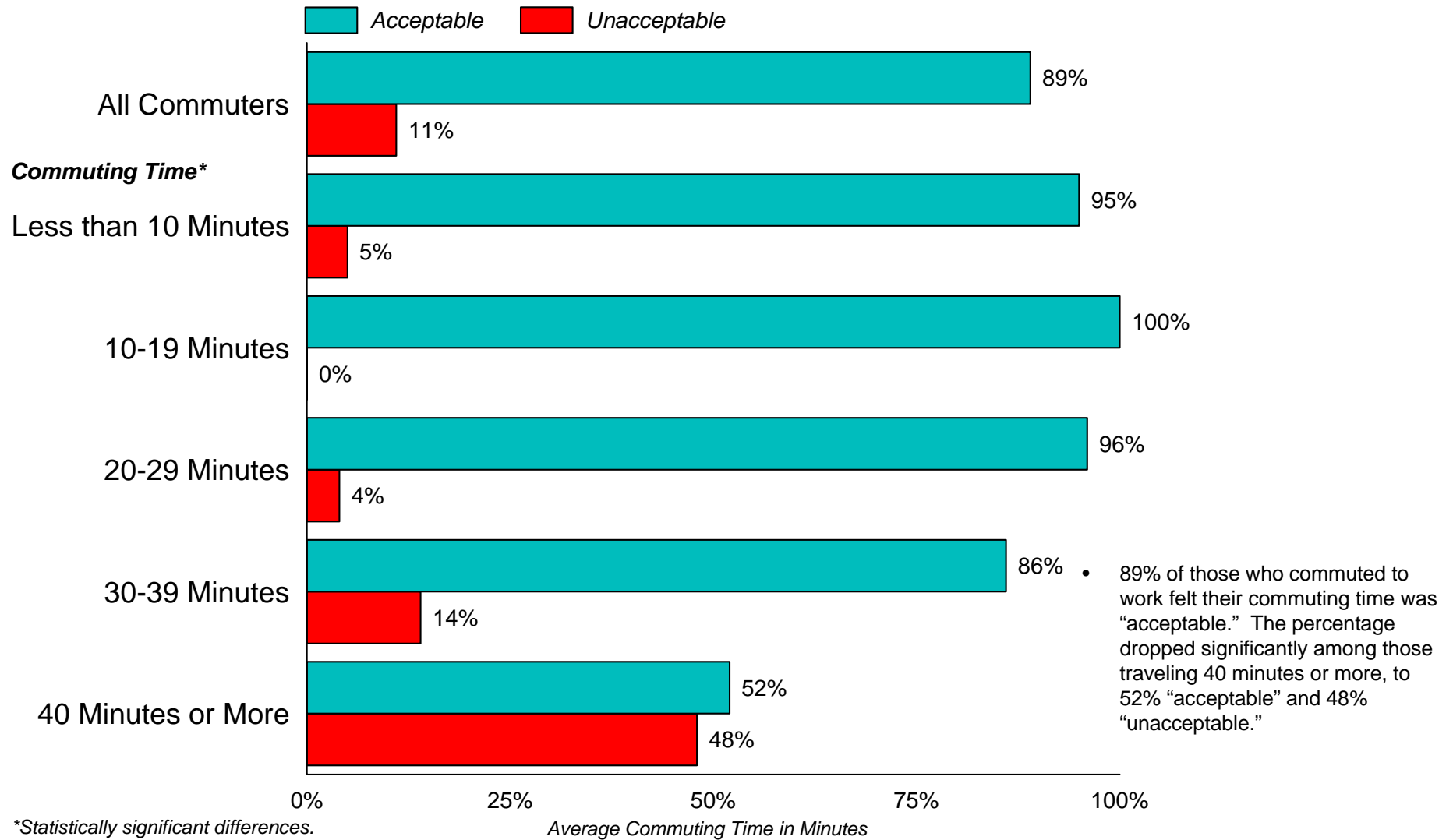
“What is your commuting time to work? Just give your best estimate in minutes.”



- The average commuting time varied significantly by county, but not by age or household income.
- Respondents in Clay County reported the longest average commuting time, at 32 minutes. Nassau County commuters followed closely at 30 minutes.

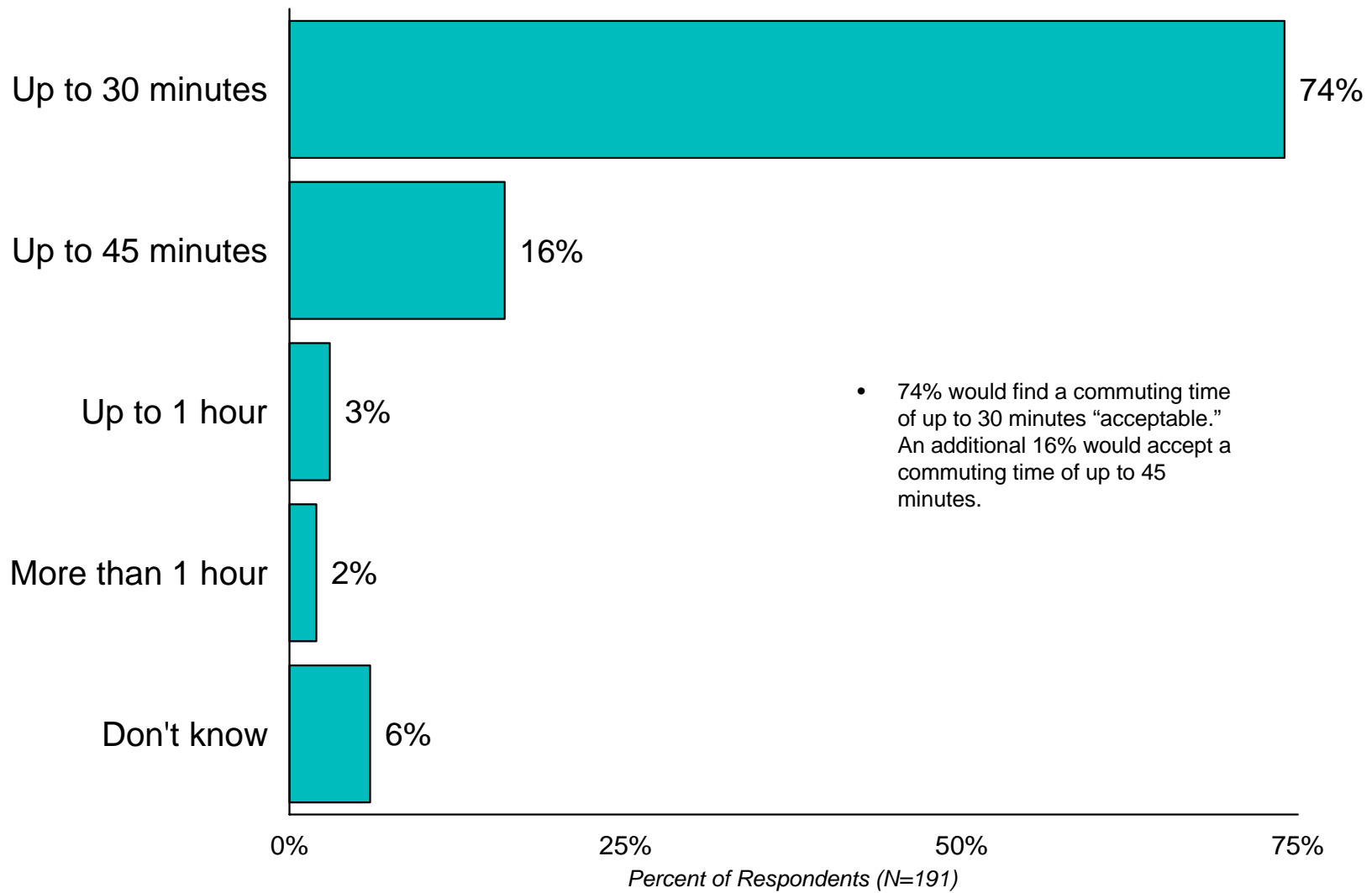
Is the Respondent's Current Commute Time Acceptable or Unacceptable?

"Is your current commute time acceptable or unacceptable to you?"



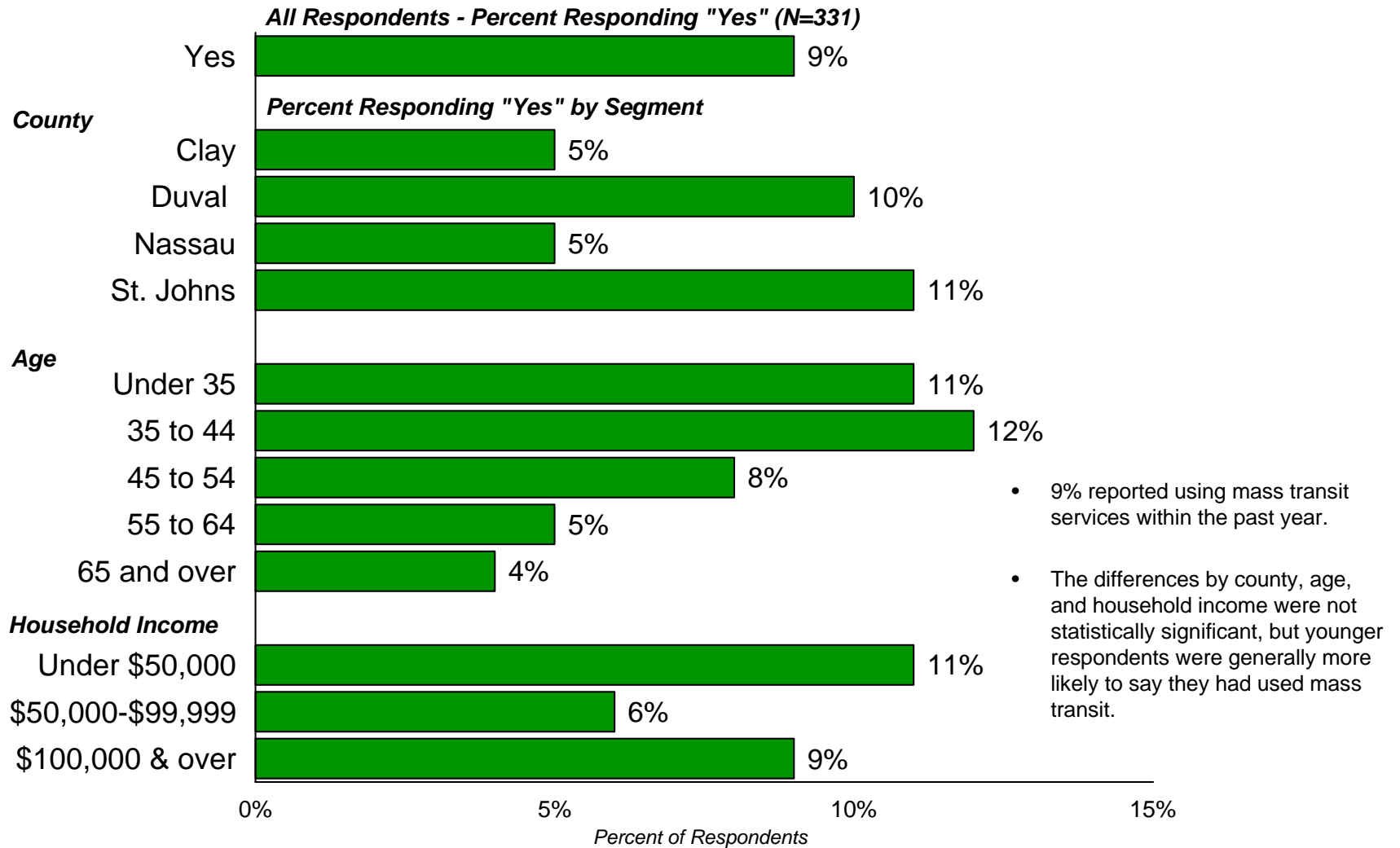
Acceptable Commuting Times

“Which of the following commuting times to work are acceptable to you?”



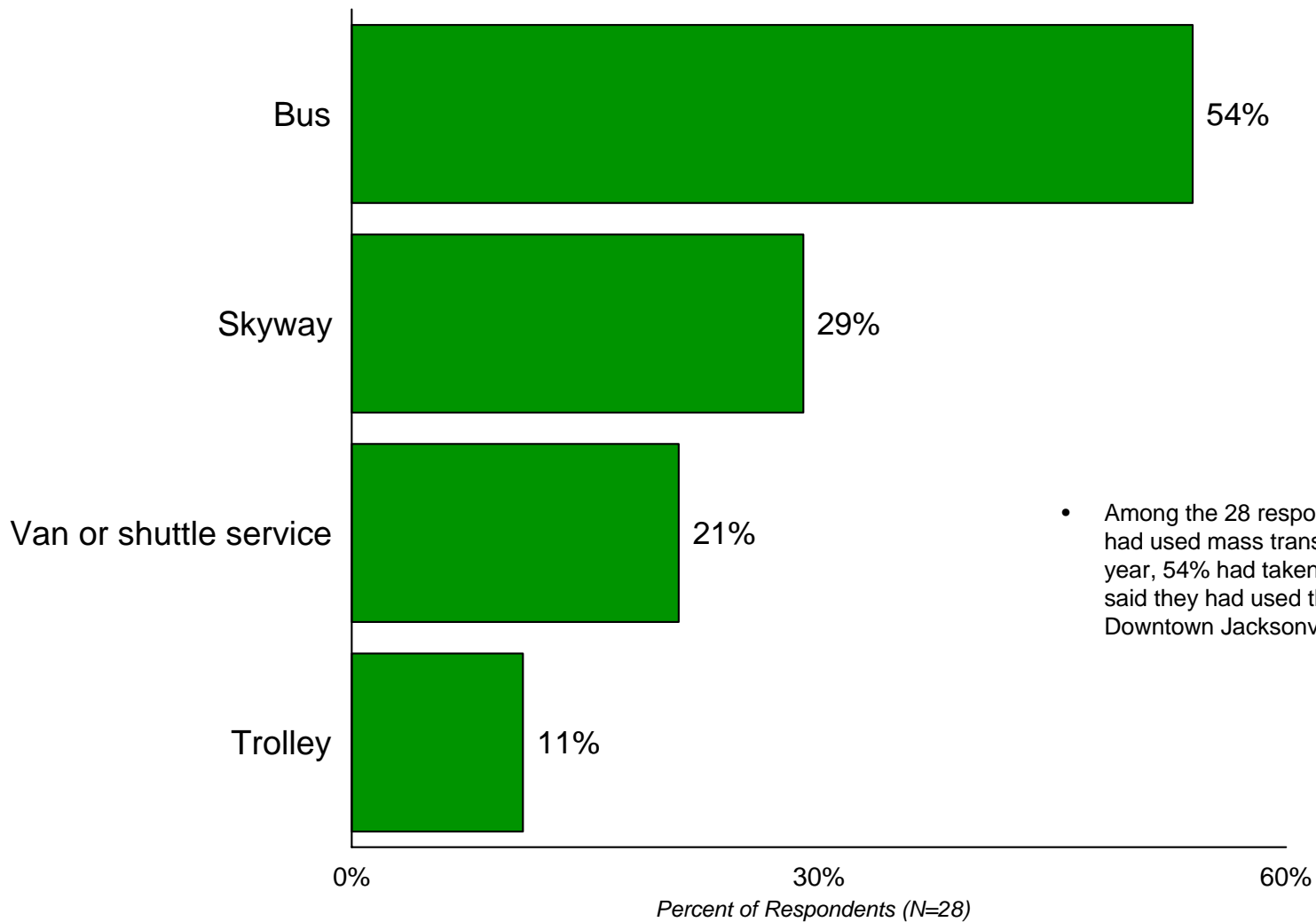
Usage of Mass Transit in the Past Year

“Did you use any form of mass transit such as a bus, trolley, Skyway, van or shuttle service to get to or from work, shopping, or any other destination in Northeast Florida during the past year?”



Forms of Mass Transit Used

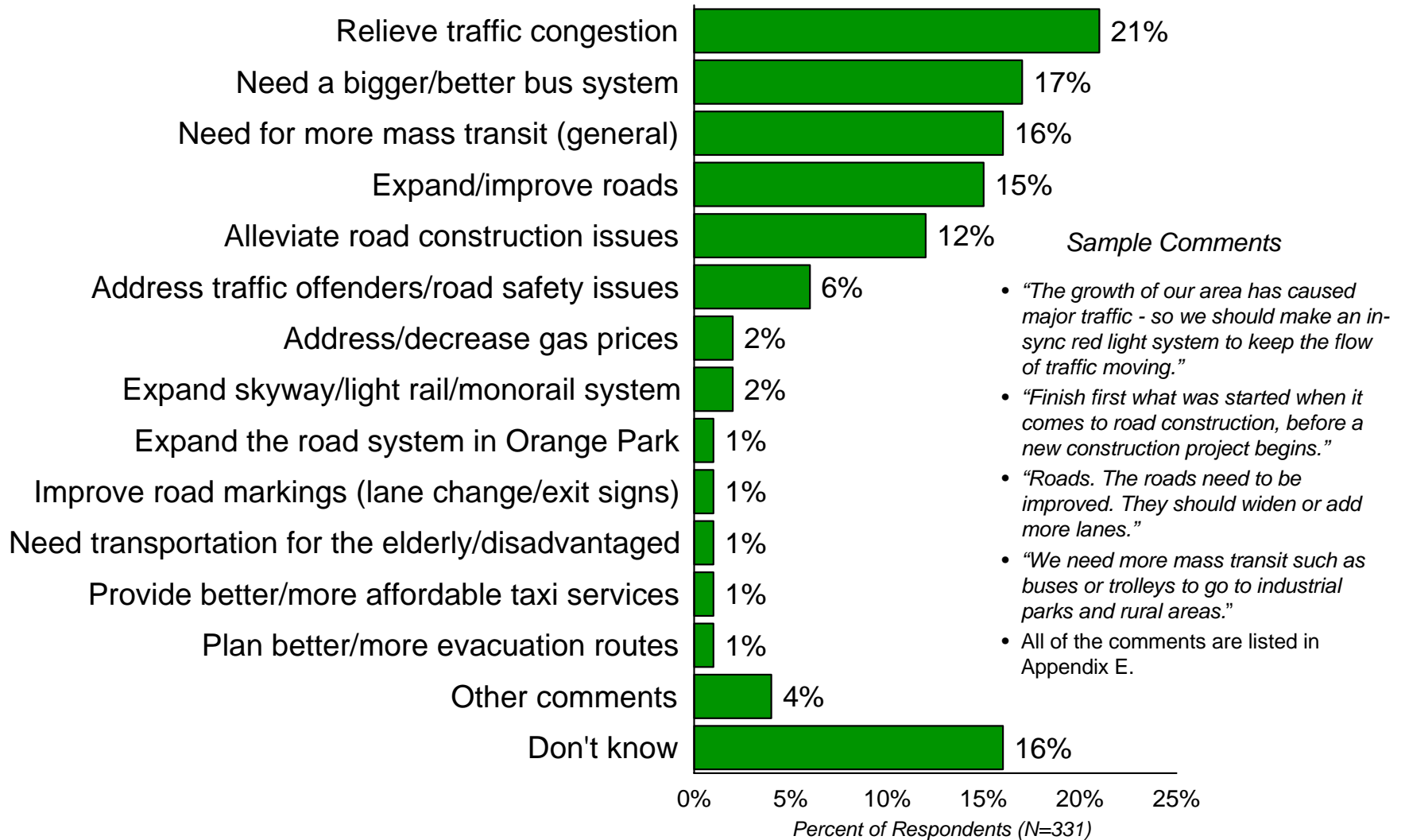
“What forms of mass transit did you use?”



- Among the 28 respondents who had used mass transit in the past year, 54% had taken a bus. 29% said they had used the Skyway in Downtown Jacksonville.⁷

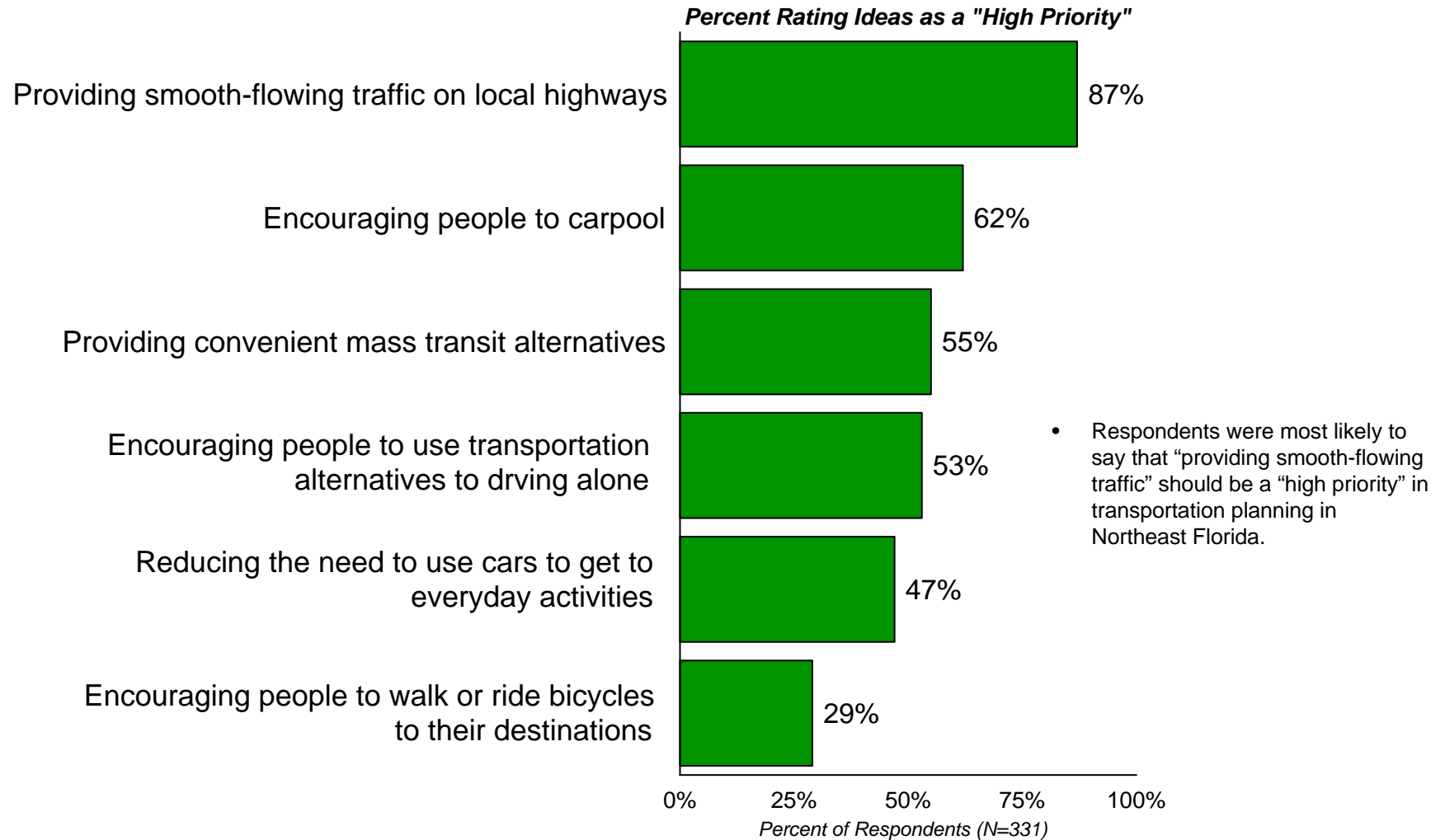
Most Important Transportation Issues in Northeast Florida

“What do you feel are the most important transportation issues that need to be addressed in Northeast Florida?”



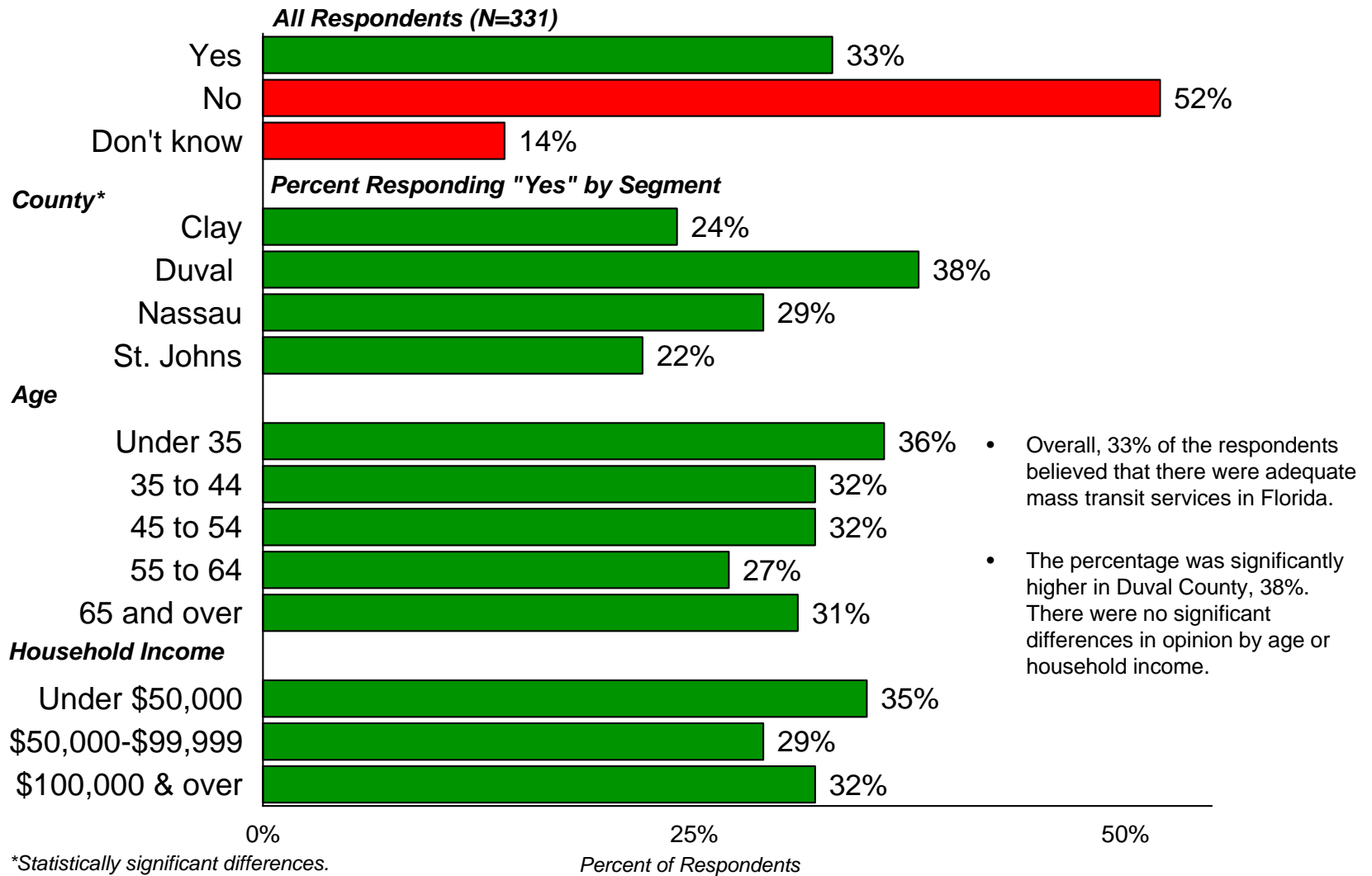
Transportation Priorities in Northeast Florida

"I'd like to read you some ideas that have been proposed to improve transportation in Northeast Florida. Please tell me if you think each idea should be a high priority, medium priority, or low priority in transportation planning for the region."



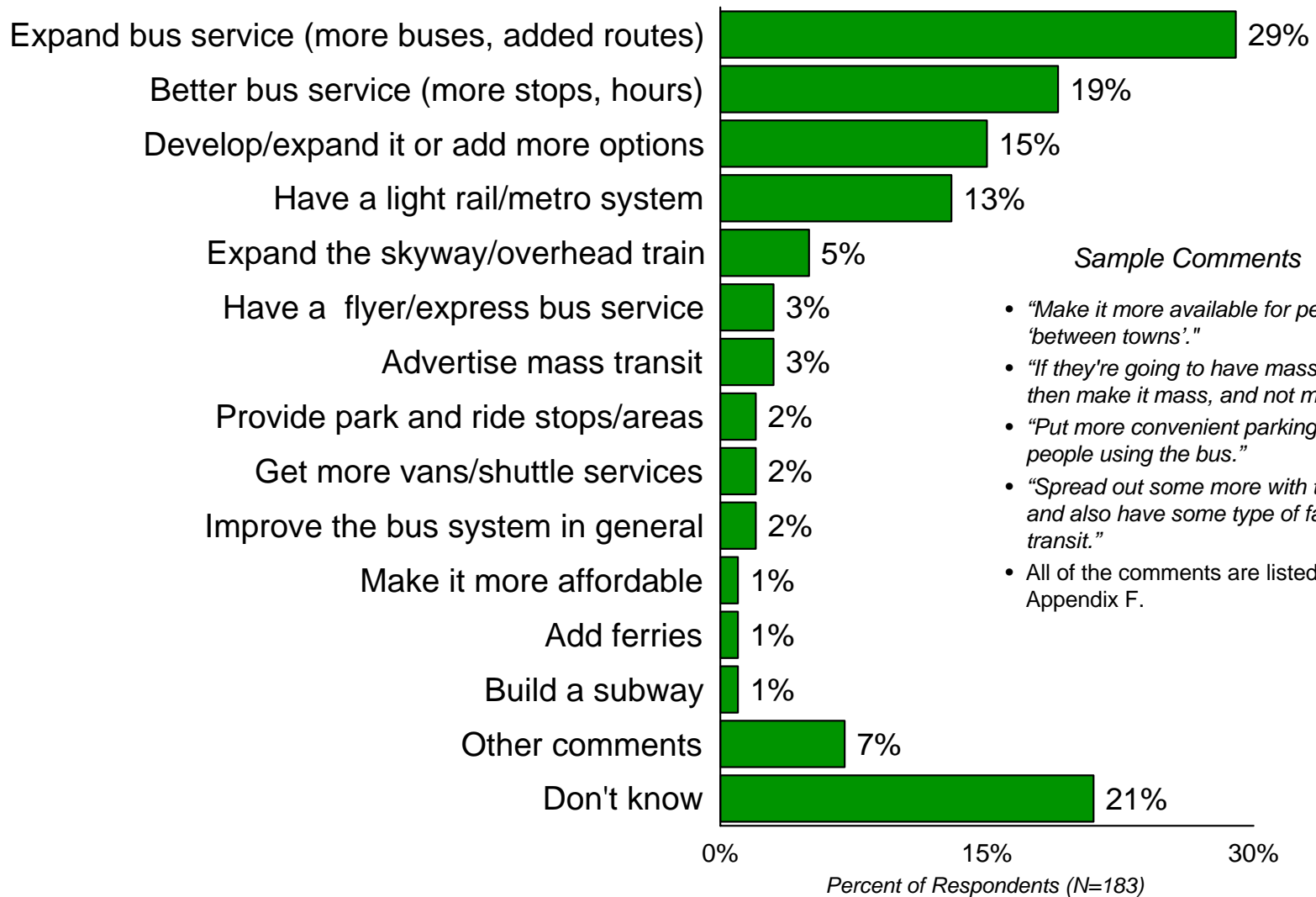
Are There Adequate Mass Transit Services in Northeast Florida?

“Do you think there are adequate mass transit services in Northeast Florida?”



What Should the Region Do to Improve Mass Transit?

“What do you think the region should do to improve mass transit?”

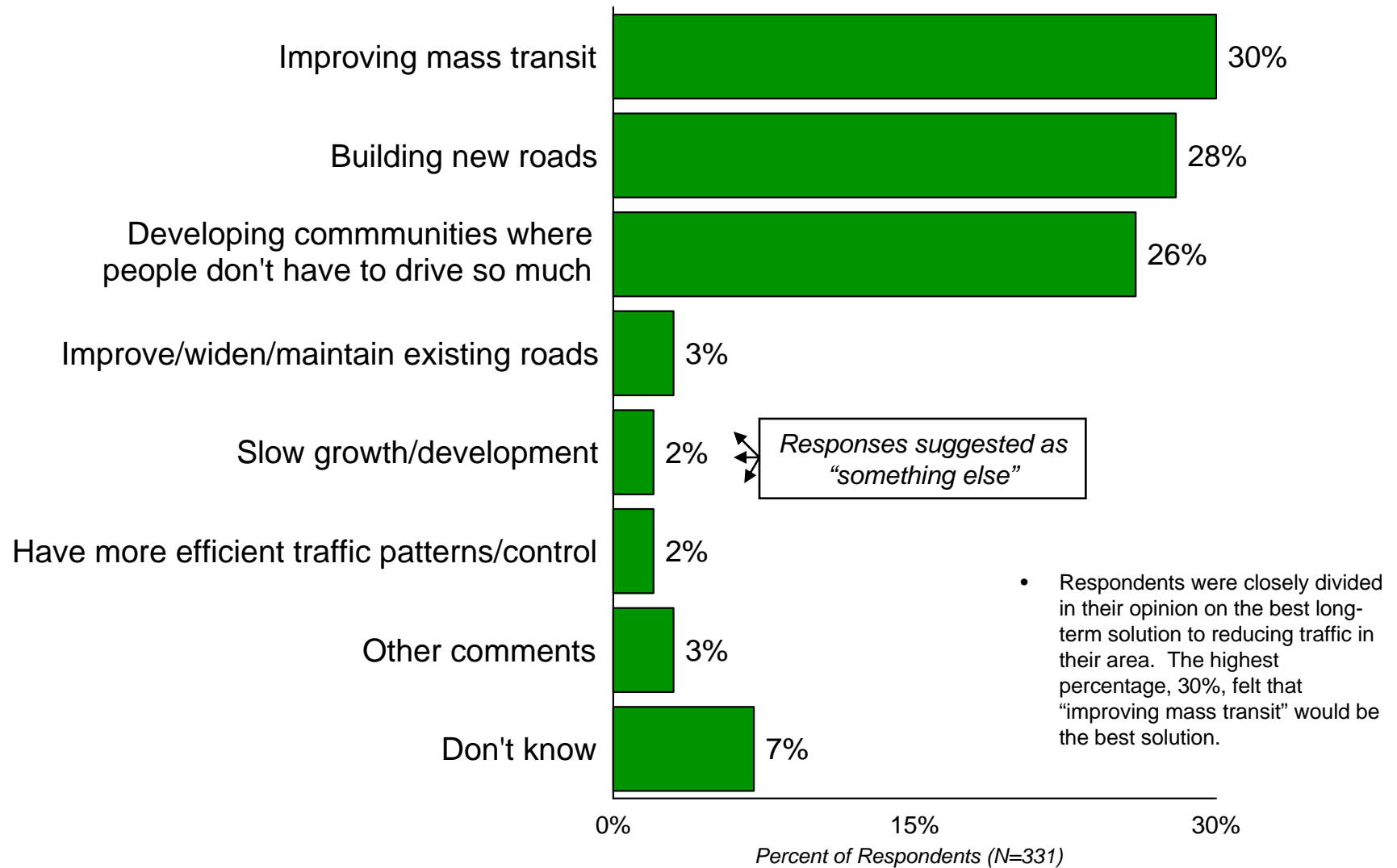


Sample Comments

- “Make it more available for people ‘between towns’.”
- “If they’re going to have mass transit then make it mass, and not minimal.”
- “Put more convenient parking for people using the bus.”
- “Spread out some more with the buses and also have some type of fast track transit.”
- All of the comments are listed in Appendix F.

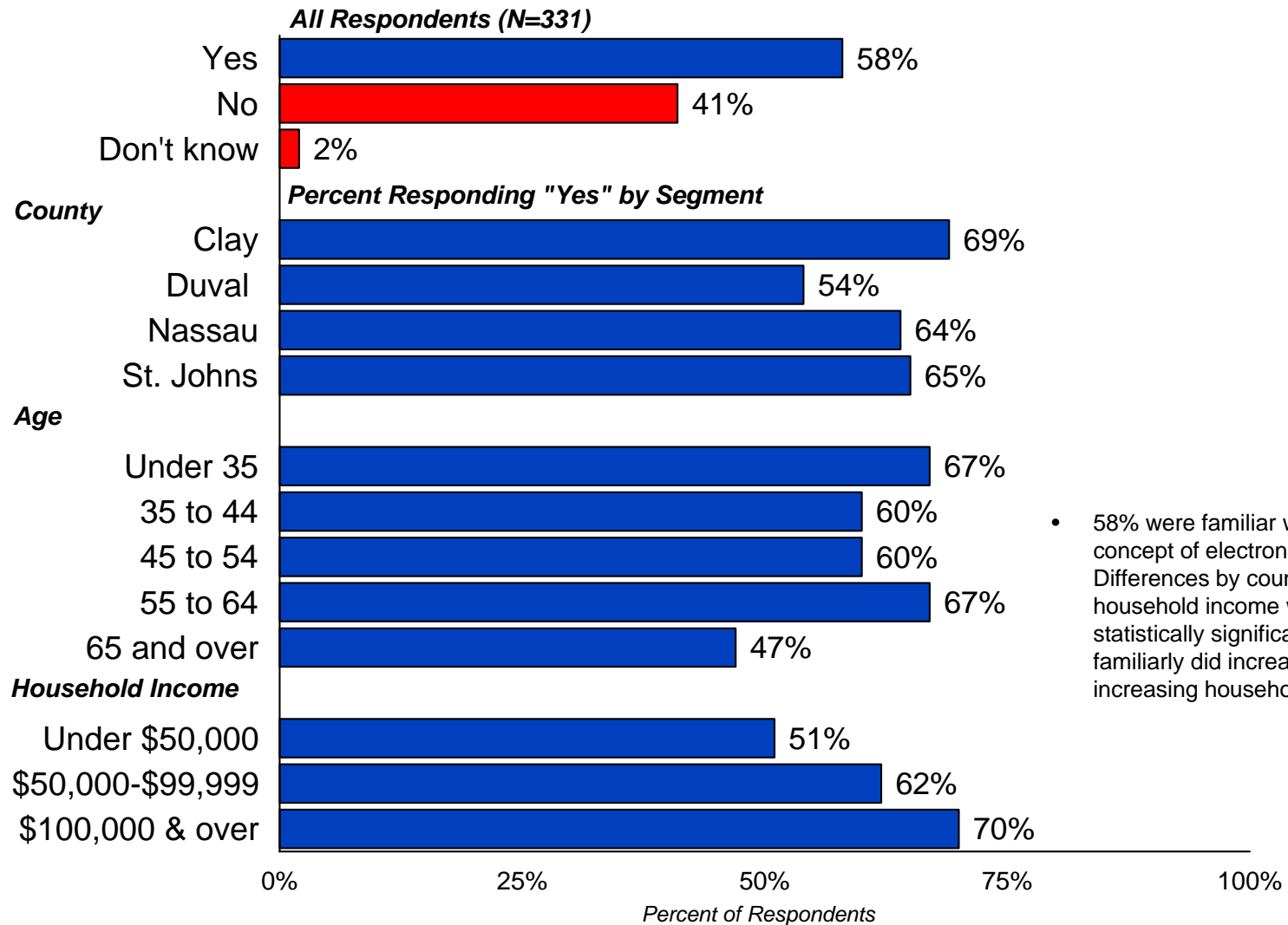
What is the Best Long-Term Solution to Reducing Traffic?

“Which of the following is the best long-term solution to reducing traffic in your area?”



Familiarity With Electronic Tolling

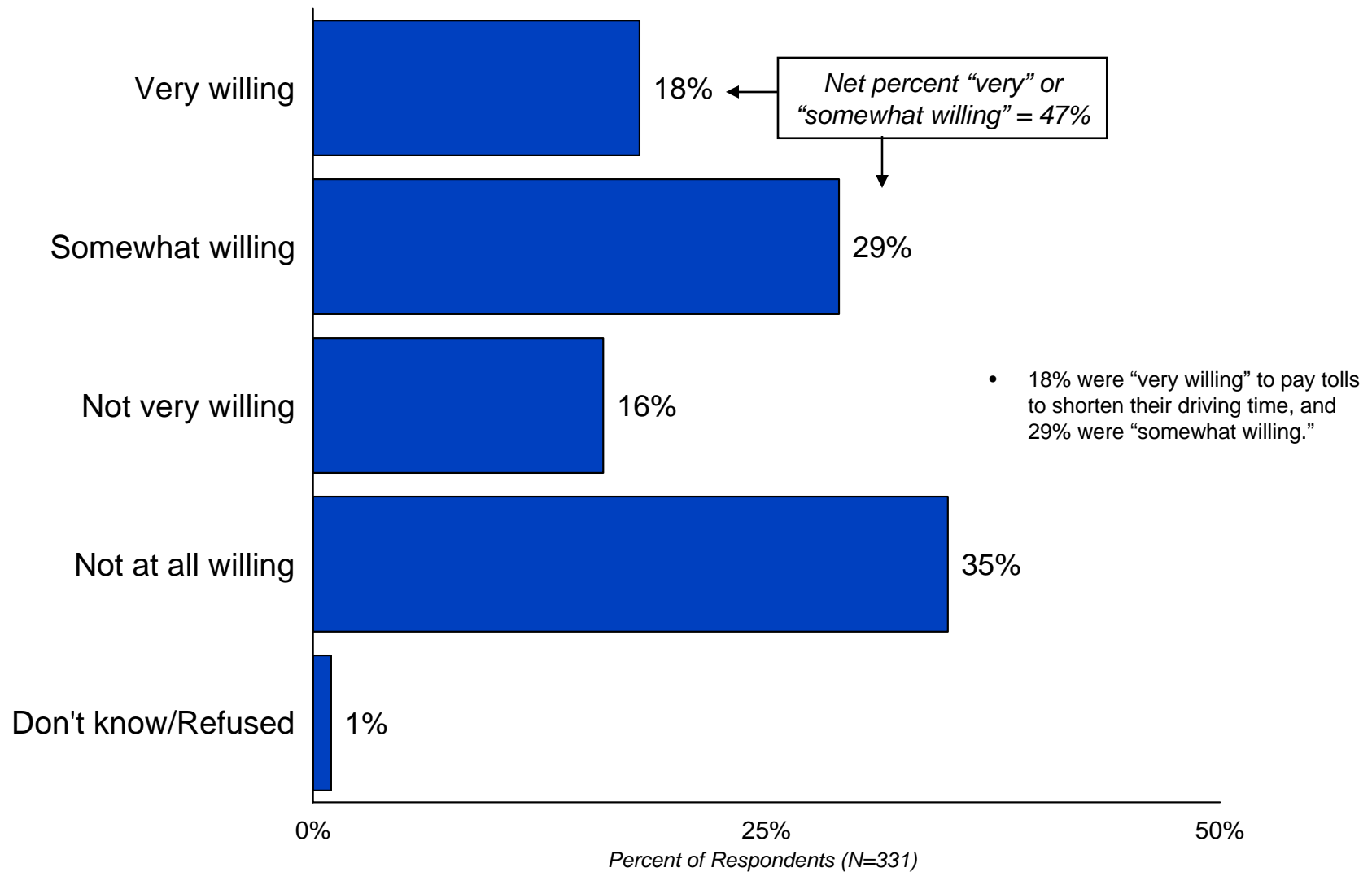
“Are you familiar with electronic tolling that eliminates toll booths and allows toll collection at regular travel speeds?”



- 58% were familiar with the concept of electronic tolling. Differences by county, age, and household income were not statistically significant, but familiarity did increase with increasing household income.

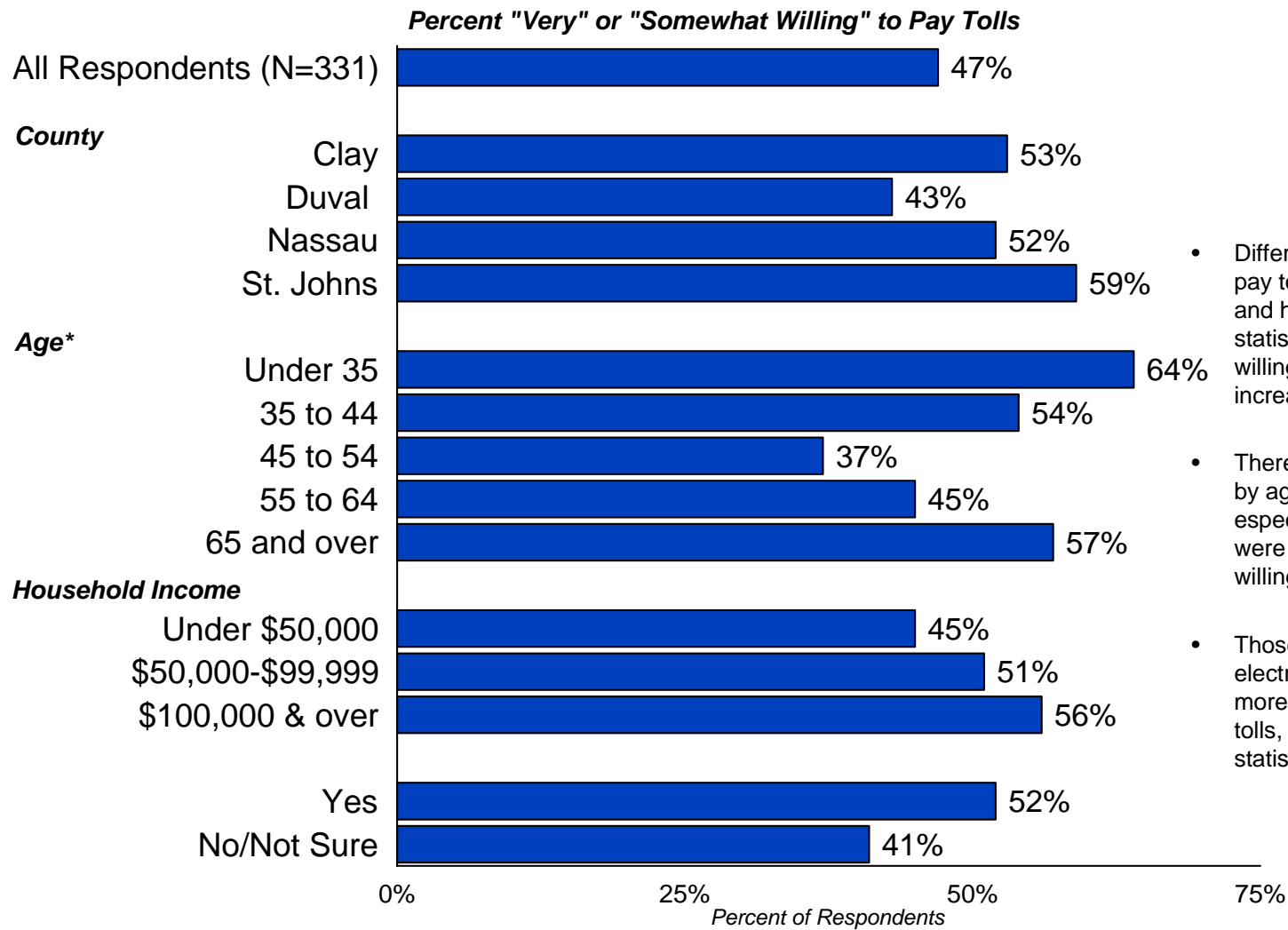
Willingness to Pay Tolls to Shorten Driving Times

"How willing would you be to pay tolls on new roads or express lanes to reduce traffic and shorten your driving time? Very willing, somewhat willing, not very willing, or not at all willing?"



Willingness to Pay Tolls to Shorten Driving Times – By Market Segment

“How willing would you be to pay tolls on new roads or express lanes to reduce traffic and shorten your driving time? Very willing, somewhat willing, not very willing, or not at all willing?”

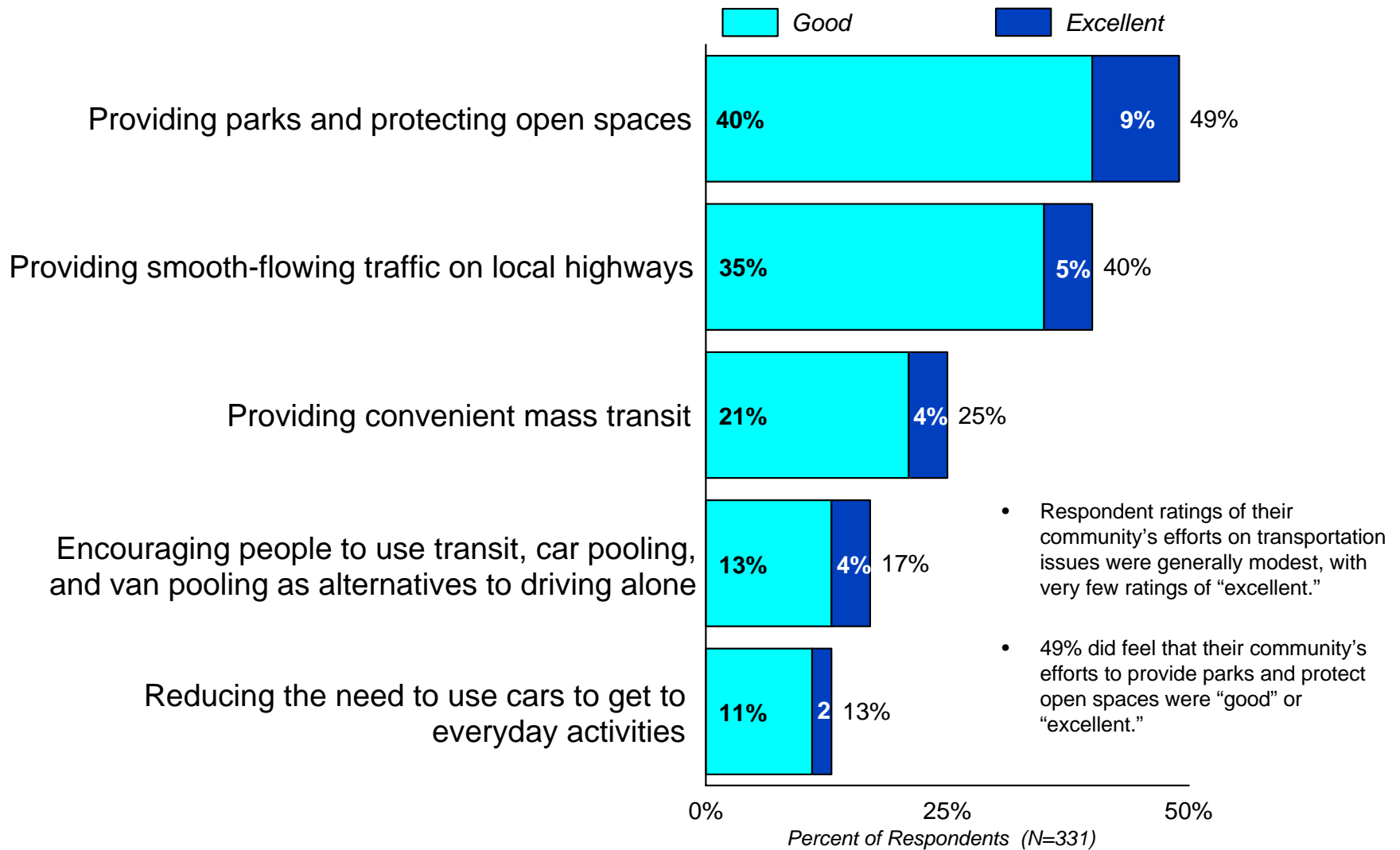


- Differences in the willingness to pay tolls on new roads by county and household income were not statistically significant, but the willingness to pay generally increased with household income.
- There were significant differences by age. Middle-aged respondents, especially those age 45 to 54, were less likely than others to be willing to pay tolls.
- Those who were familiar with electronic tolling were somewhat more likely to be willing to pay tolls, but the difference was not statistically significant.

*Statistically significant differences.

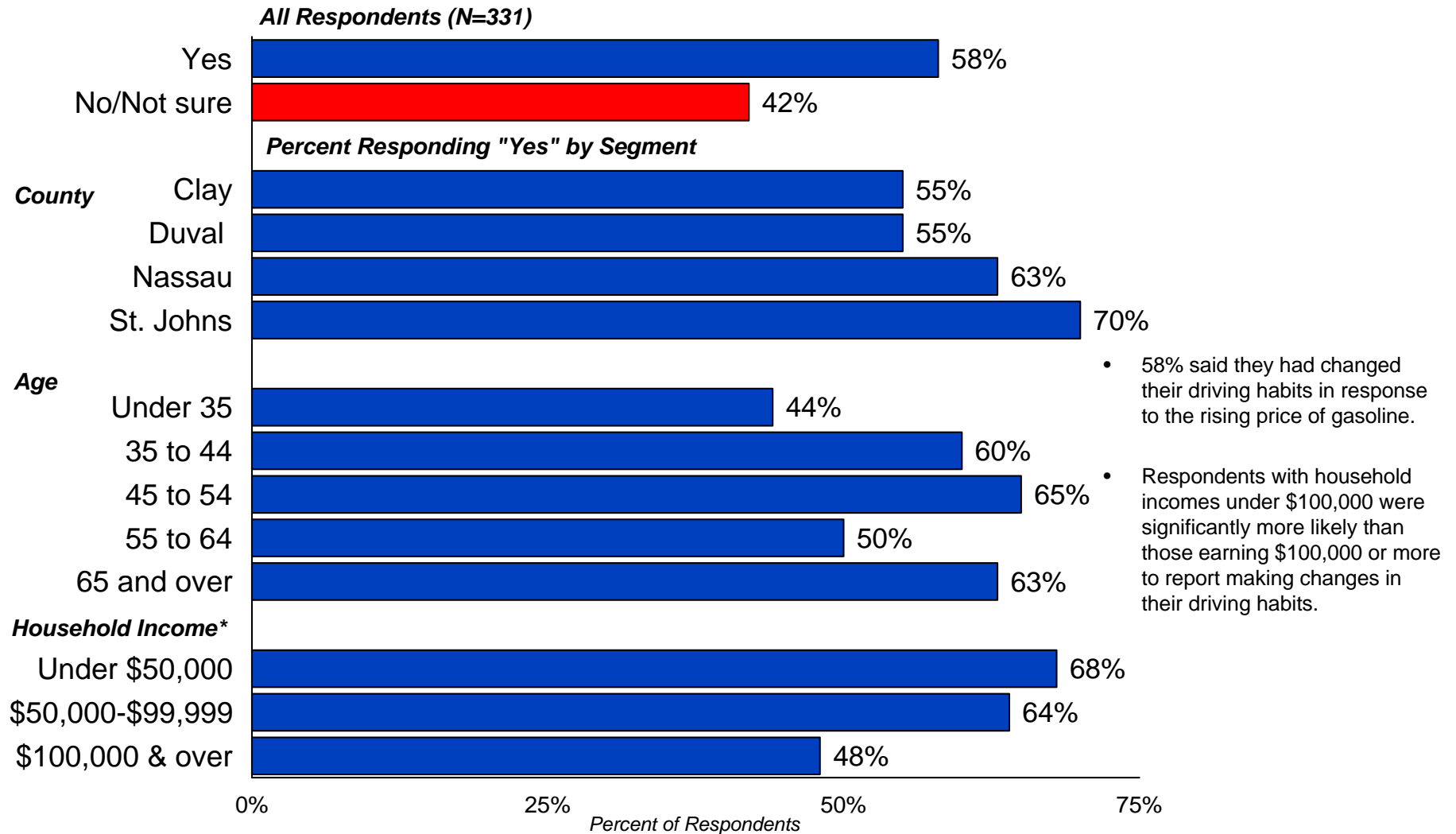
Ratings of Community Efforts on Transportation Issues

“Please tell me if you think your community is doing an excellent, good, fair, or poor job at handling each of the following issues.”



Has the Price of Gas Caused Changes in Driving Habits?

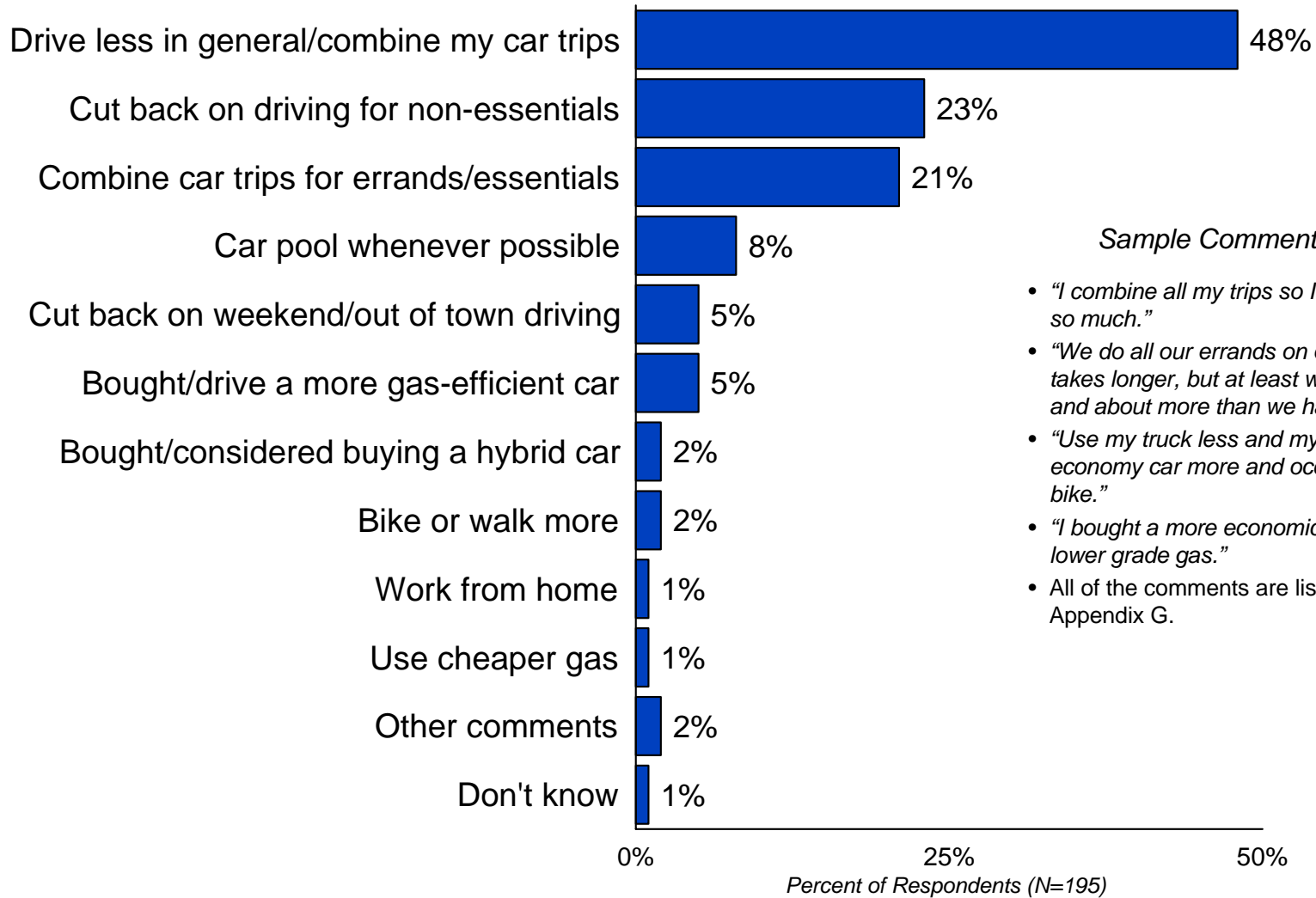
"The average price of gasoline is over \$3.00 per gallon this year. Has the price of gasoline caused you to make any changes in your driving habits?"



How Has the Price of Gas Changed Driving Habits?

“What changes have you made?”

Base: Those who said the price of gas had caused them to change driving habits. Multiple responses accepted.

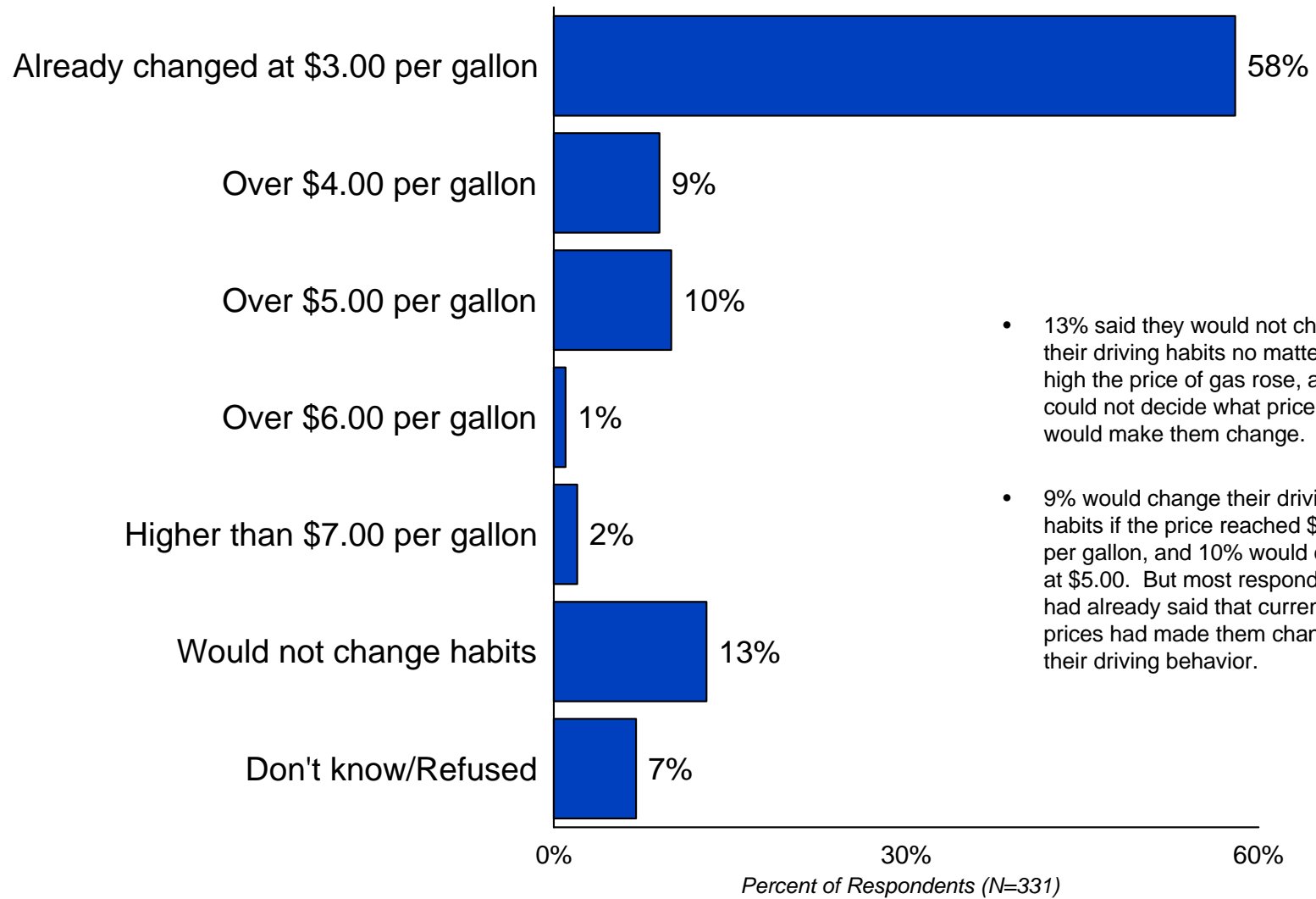


Sample Comments

- *“I combine all my trips so I don't drive so much.”*
- *“We do all our errands on one day. It takes longer, but at least we're not out and about more than we have to be.”*
- *“Use my truck less and my little economy car more and occasionally bike.”*
- *“I bought a more economical car. I use lower grade gas.”*
- All of the comments are listed in Appendix G.

How High a Price Would Change Driving Habits?

“How high would the price of gasoline have to get before you would change your driving habits?”

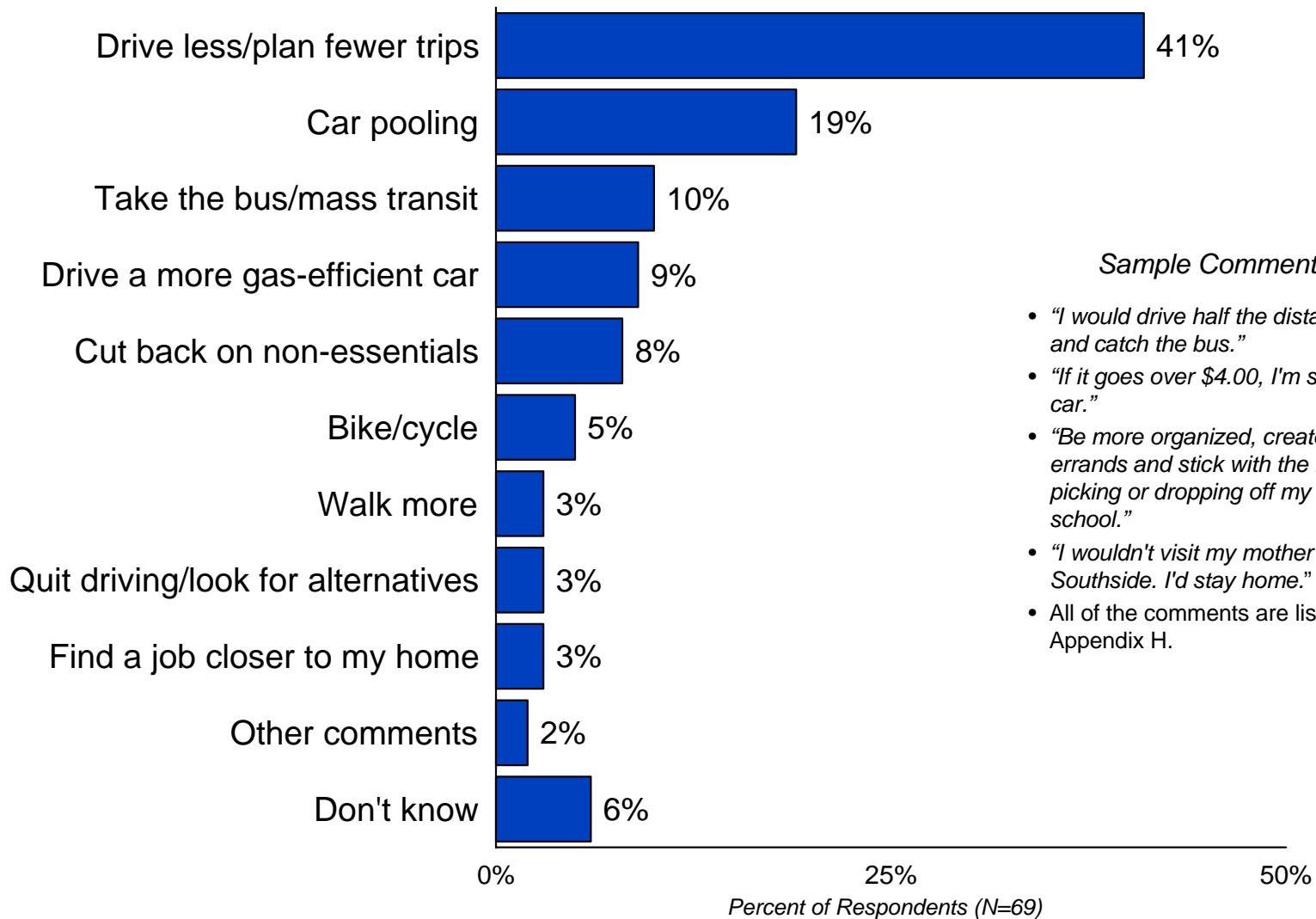


- 13% said they would not change their driving habits no matter how high the price of gas rose, and 7% could not decide what price level would make them change.
- 9% would change their driving habits if the price reached \$4.00 per gallon, and 10% would change at \$5.00. But most respondents had already said that current prices had made them change their driving behavior.

If the Price Was High Enough, How Would Drivers Change Their Habits?

"If gasoline exceeded that price, what would you do to change your driving habits?"

Base: Those who would change driving habits at a price of \$4.00 per gallon or more. Multiple responses accepted.



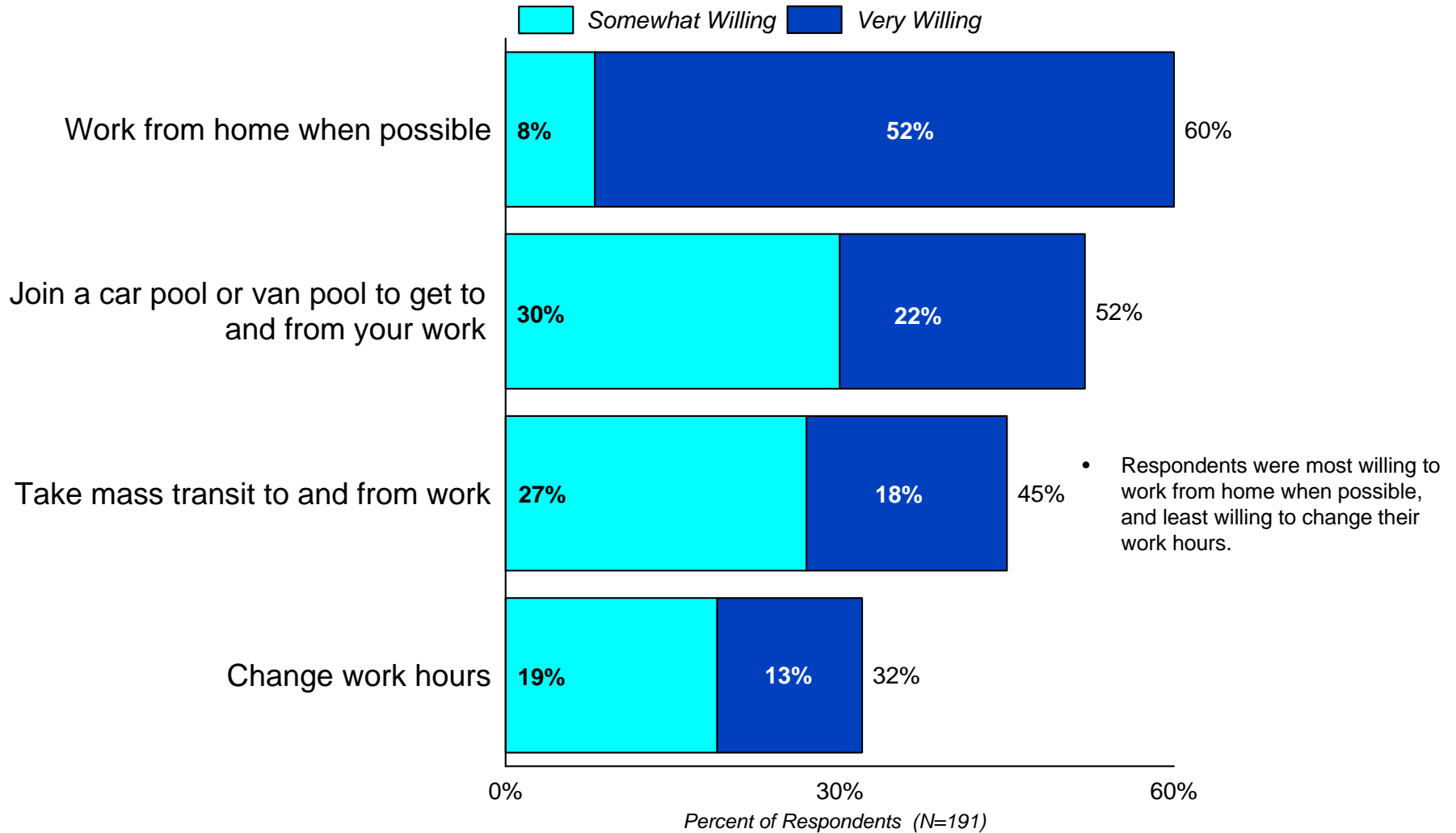
Sample Comments

- "I would drive half the distance to work and catch the bus."
- "If it goes over \$4.00, I'm selling my car."
- "Be more organized, create a list of errands and stick with the list while picking or dropping off my kids to school."
- "I wouldn't visit my mother on the Southside. I'd stay home."
- All of the comments are listed in Appendix H.

Willingness to Change Transportation Habits

“How willing would you be to make the following changes to your transportation habits? Tell me if you would be very willing, somewhat willing, not very willing, or not at all willing.”

Base: Respondents who work outside of their home.

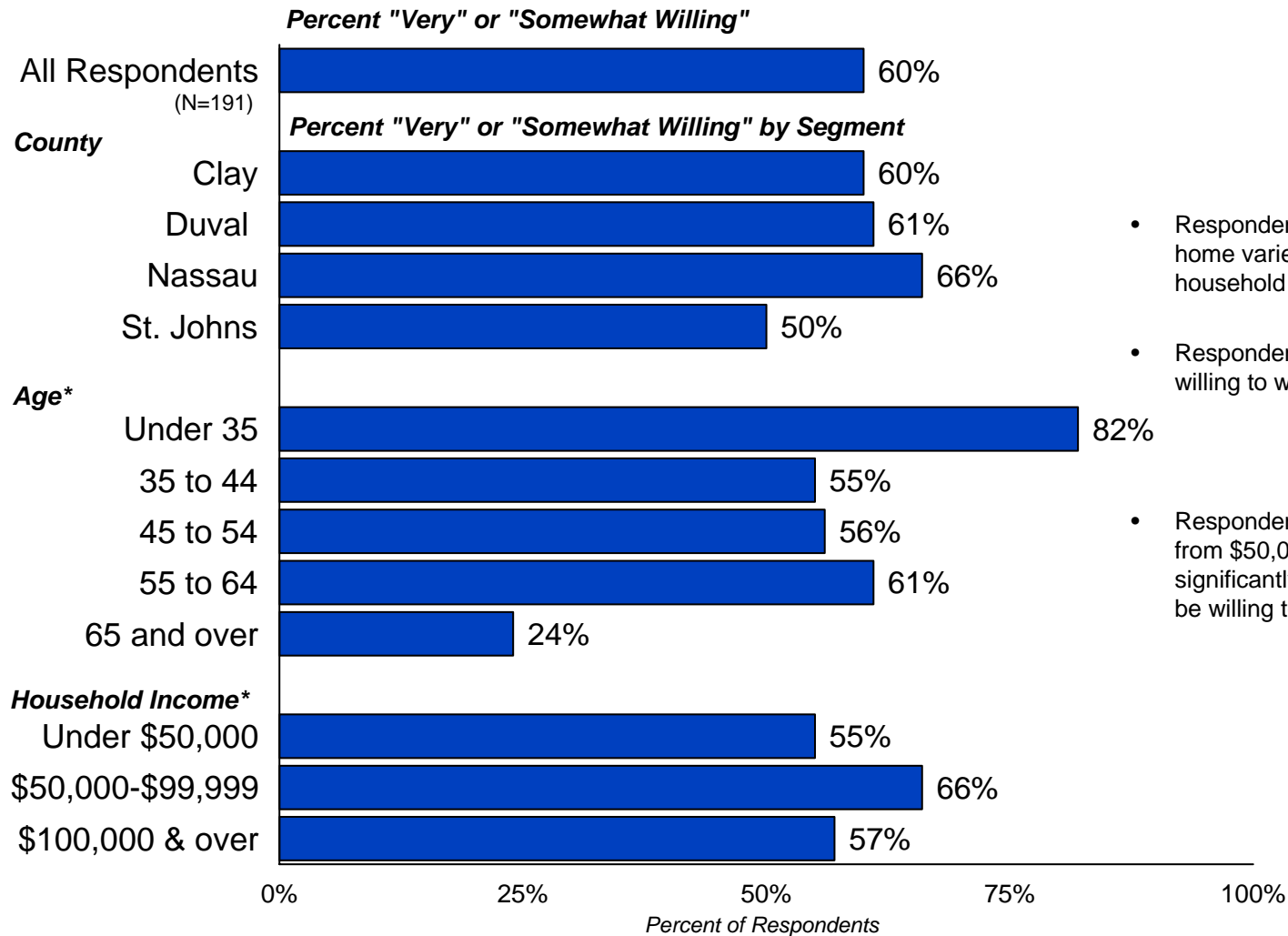


Willingness to Work From Home By Market Segment

“How willing would you be to make the following changes to your transportation habits? “

Base: Respondents who work outside of their home.

Work from home when possible



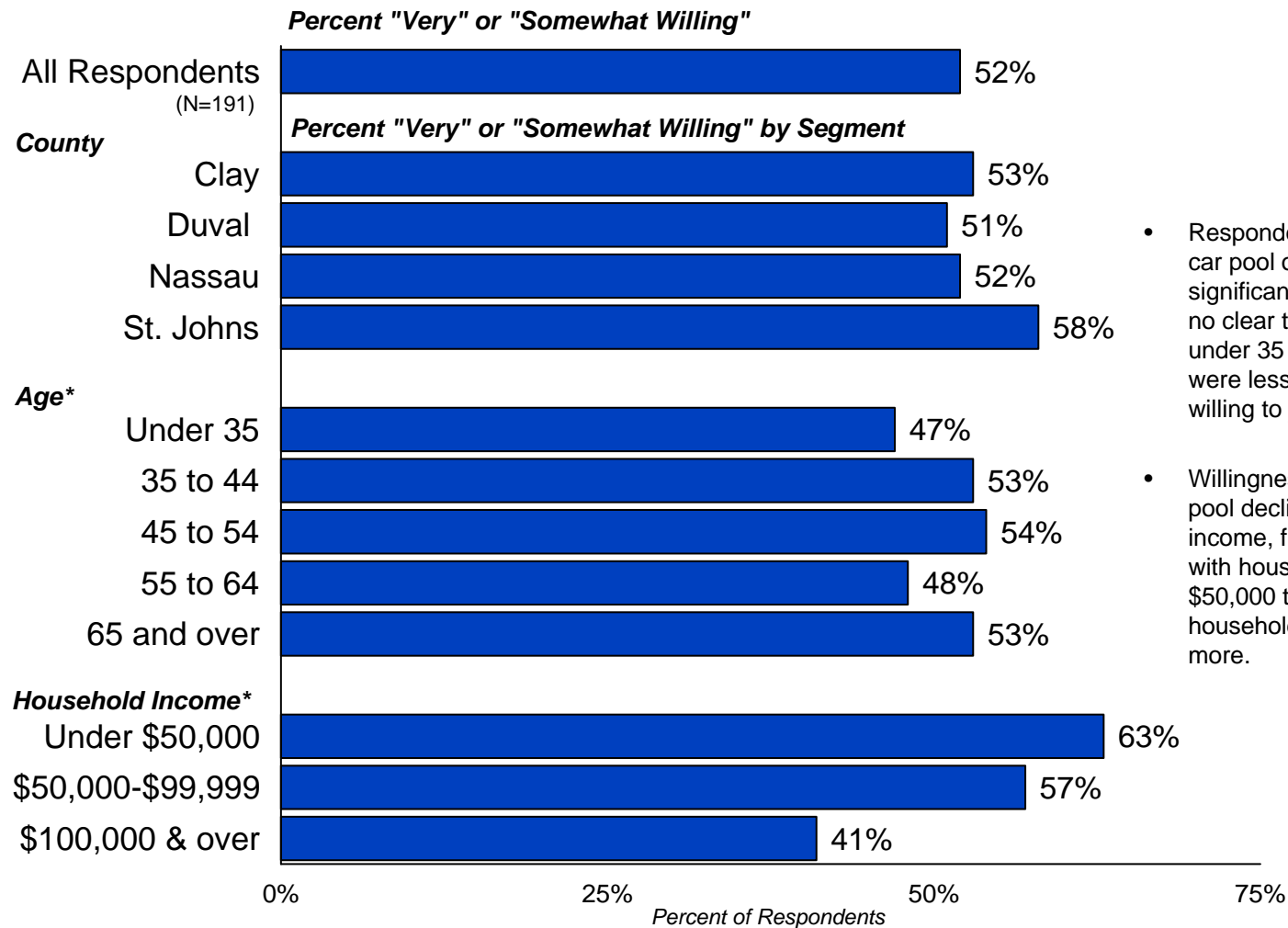
- Respondent willingness to work from home varied significantly by age and household income.
- Respondents under age 35 were most willing to work from home, at 82%.
- Respondents with household incomes from \$50,000 to \$99,999 were significantly more likely than others to be willing to work from home.

Willingness to Join a Car or Van Pool By Market Segment

“How willing would you be to make the following changes to your transportation habits? “

Base: Respondents who work outside of their home.

Join a car pool or van pool to get to and from your work

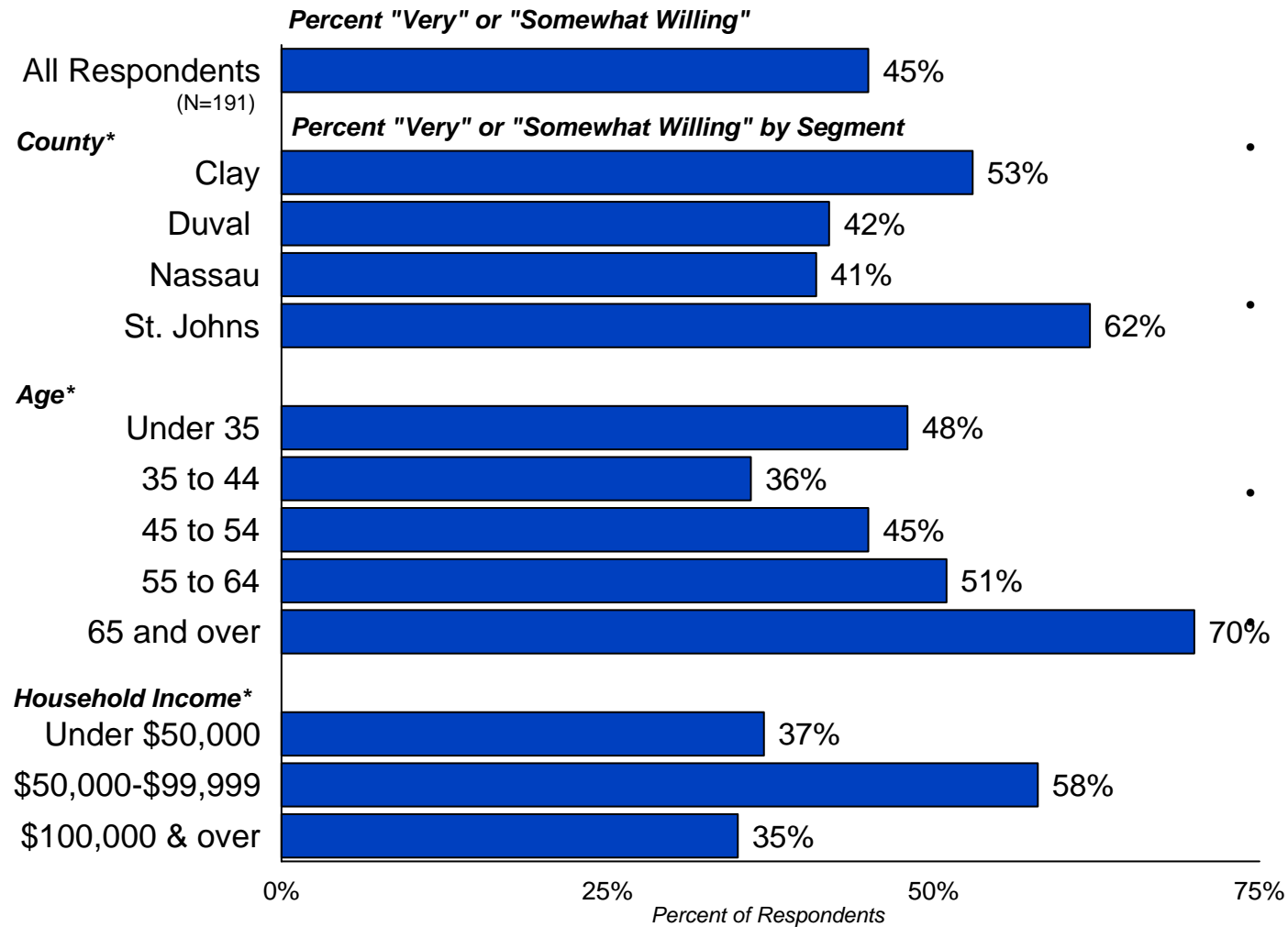


- Respondent willingness to join a car pool or van pool varied significantly by age, but there was no clear trend in the data. Those under 35 and those age 55 to 64 were less likely than others to be willing to join a car or van pool.
- Willingness to join a car or van pool declined with household income, from 63% among those with household incomes below \$50,000 to 41% among those with household incomes of \$100,000 or more.

Willingness to Take Mass Transit By Market Segment

“How willing would you be to make the following changes to your transportation habits? “
 Base: Respondents who work outside of their home.

Take mass transit to and from work



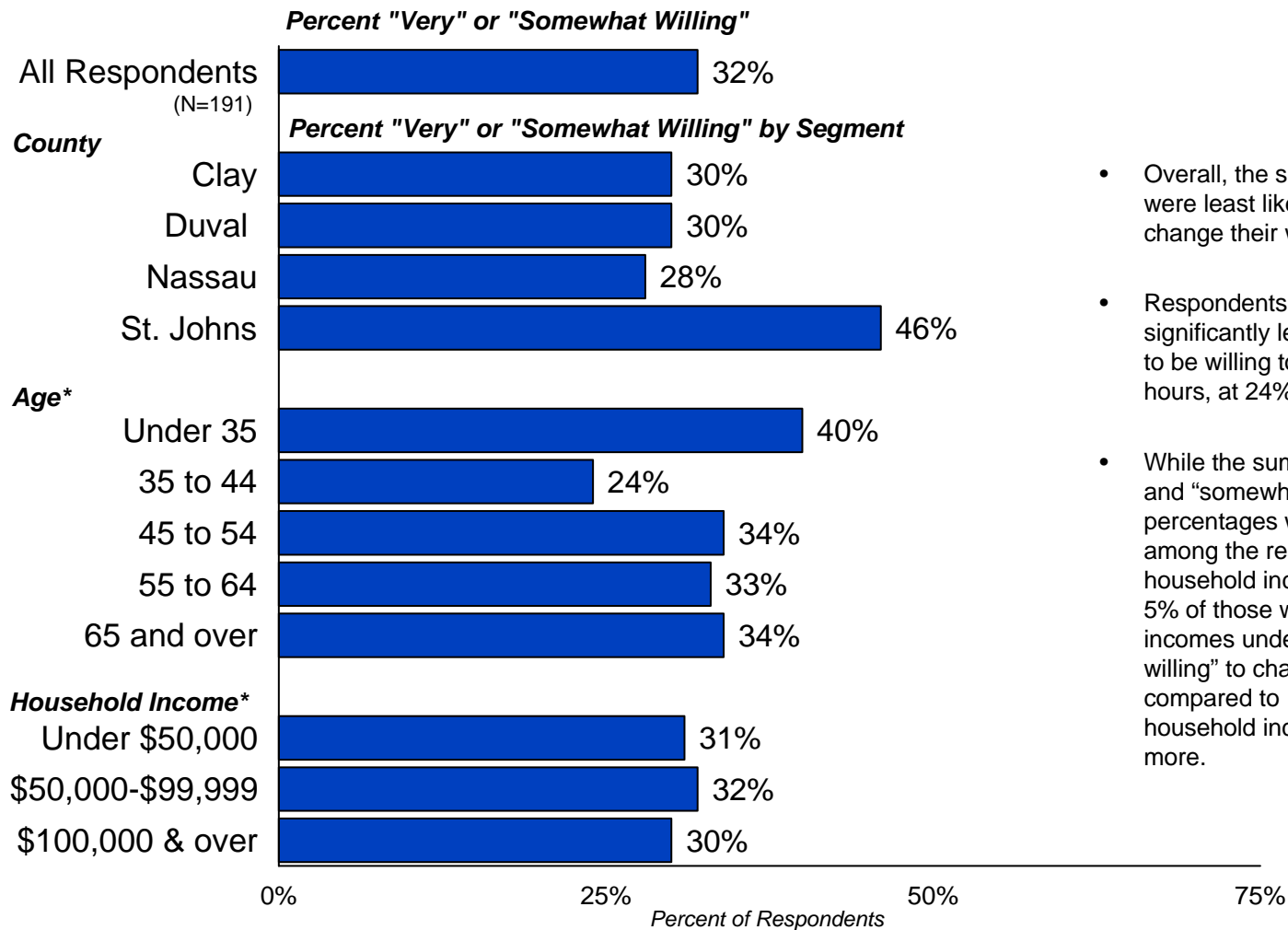
- Respondent willingness to take mass transit to and from work varied significantly by county, age, and household income.
- Respondents in Clay and St. Johns counties were more likely than those in Duval or Nassau counties to be willing to take mass transit.
- Respondents age 35 to 44 were least likely to be willing to take mass transit, at 36%.
- Those with household incomes from \$50,000 to \$99,999 were more likely than others to be willing to take mass transit.

Willingness to Change Work Hours By Market Segment

“How willing would you be to make the following changes to your transportation habits? “

Base: Respondents who work outside of their home.

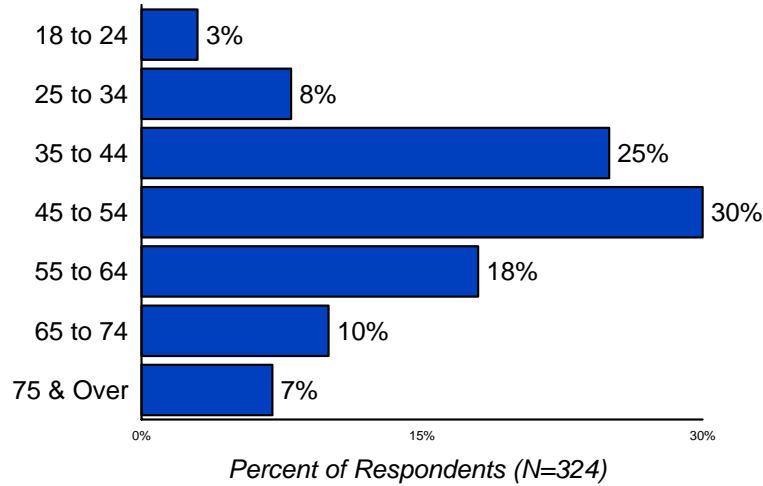
Change work hours



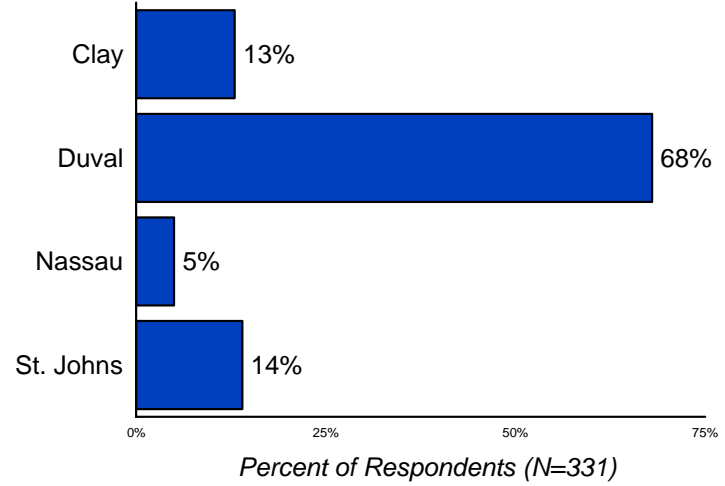
- Overall, the survey respondents were least likely to be willing to change their work hours.
- Respondents age 35 to 44 were significantly less likely than others to be willing to change their work hours, at 24%.
- While the sum of the “very willing” and “somewhat willing” percentages were nearly equal among the respondents in different household income ranges, only 5% of those with household incomes under \$50,000 were “very willing” to change work hours, compared to 17% of those with household incomes of \$100,000 or more.

Demographic Profile of Survey Respondents

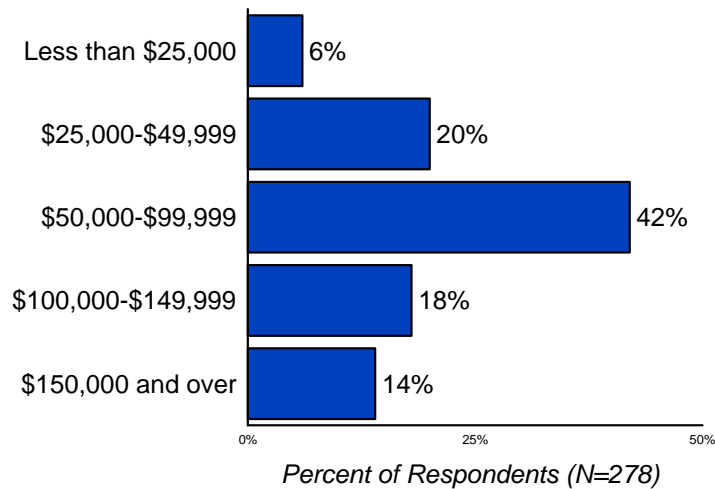
Age of Respondent



County of Respondent



Annual Household Income



Gender of Respondent

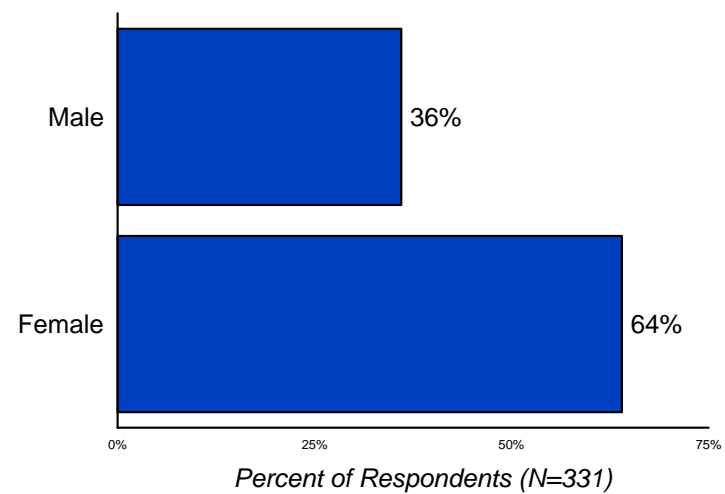


Table 1
Length of Residence in Respondent's County

8. How long have you lived in (your) county?

All numbers in the tables are percentages.

	County*				Age of Respondent*					Household Income*			
	Total (N=331)	Clay (N=55)	Duval (N=166)	Nassau (N=56)	St. Johns (N=54)	Under 35 (N=36)	35 to 44 (N=78)	45 to 54 (N=99)	55 to 64 (N=60)	65 & Over (N=51)	Under \$50,000 (N=71)	\$50,000- \$99,999 (N=117)	\$100,000 & Over (N=90)
Less than 1 year	2	4	1	7	7	6	6	2	3	0	3	3	4
1 but less than 5 years	14	22	8	21	37	25	26	14	17	6	13	15	27
5 but less than 10 years	11	16	10	11	11	11	18	10	7	12	7	15	12
10 but less than 20 years	24	25	22	25	28	22	21	30	20	22	21	22	28
20 years or more	49	33	59	36	17	36	29	43	53	61	56	46	29
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*Statistically significant differences.

Table 2
Importance of Factors in Choice of Neighborhood

9. How important were the following factors in your choice of neighborhood?

All numbers in the tables are percentages.

	Very Important	Somewhat Important	Not Very Important	Not at All Important	Don't Know	Total (N=331)	Net: Very or Somewhat Important
The quality of schools	63	7	16	12	0	100%	70
The amount of space between houses	53	29	13	5	0	100%	82
The size of your yard	42	29	22	6	0	100%	71
Proximity to your work	40	21	22	13	3	100%	61
Proximity to shopping areas	33	32	24	10	1	100%	65
Proximity to mass transit	13	8	39	39	1	100%	21

Table 3
Importance of Factors in Choice of Neighborhood

9. How important were the following factors in your choice of neighborhood?

All numbers in the tables are percentages.

A. The quality of schools

	County					Age of Respondent					Household Income*		
	Total (N=331)	Clay (N=55)	Duval (N=166)	Nassau (N=56)	St. Johns (N=54)	Under 35 (N=36)	35 to 44 (N=78)	45 to 54 (N=99)	55 to 64 (N=60)	65 & Over (N=51)	Under \$50,000 (N=71)	\$50,000- \$99,999 (N=117)	\$100,000 & Over (N=90)
Very important	63	71	64	54	57	75	71	60	55	55	56	64	68
Somewhat important	7	13	7	14	4	8	6	8	13	8	6	12	4
Net: Very or Somewhat Important	70	84	70	68	61	83	77	68	68	63	62	76	72
Not very important	16	11	17	20	15	11	12	19	20	18	14	12	19
Not at all important	12	5	11	13	24	3	12	13	12	20	24	11	9
Don't know	0	0	1	0	0	3	0	0	0	0	0	1	0
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

B. Proximity to your work

	County*					Age of Respondent*					Household Income		
	Total (N=331)	Clay (N=55)	Duval (N=166)	Nassau (N=56)	St. Johns (N=54)	Under 35 (N=36)	35 to 44 (N=78)	45 to 54 (N=99)	55 to 64 (N=60)	65 & Over (N=51)	Under \$50,000 (N=71)	\$50,000- \$99,999 (N=117)	\$100,000 & Over (N=90)
Very important	40	47	46	25	13	44	32	44	37	25	35	40	36
Somewhat important	21	15	20	25	31	25	24	29	15	12	17	20	28
Net: Very or Somewhat Important	61	62	66	50	44	69	56	74	52	37	52	60	63
Not very important	22	22	22	32	20	19	27	16	27	31	24	22	23
Not at all important	13	15	9	16	33	8	17	9	15	27	20	16	12
Don't know	3	2	3	2	2	3	0	1	7	4	4	2	1
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*Statistically significant differences.

Table 4
Importance of Factors in Choice of Neighborhood

9. How important were the following factors in your choice of neighborhood?

All numbers in the tables are percentages.

C. Proximity to shopping areas

	County					Age of Respondent					Household Income		
	Total (N=331)	Clay (N=55)	Duval (N=166)	Nassau (N=56)	St. Johns (N=54)	Under 35 (N=36)	35 to 44 (N=78)	45 to 54 (N=99)	55 to 64 (N=60)	65 & Over (N=51)	Under \$50,000 (N=71)	\$50,000- \$99,999 (N=117)	\$100,000 & Over (N=90)
Very important	33	27	36	18	28	33	22	26	32	43	38	28	23
Somewhat important	32	36	33	29	26	31	40	34	28	22	24	35	39
Net: Very or Somewhat Important	65	64	69	46	54	64	62	61	60	65	62	63	62
Not very important	24	24	23	39	24	25	24	26	33	22	18	24	27
Not at all important	10	13	7	13	20	8	14	12	5	14	18	12	10
Don't know	1	0	1	2	2	3	0	1	2	0	1	1	1
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

D. The size of your yard

	County					Age of Respondent					Household Income		
	Total (N=331)	Clay (N=55)	Duval (N=166)	Nassau (N=56)	St. Johns (N=54)	Under 35 (N=36)	35 to 44 (N=78)	45 to 54 (N=99)	55 to 64 (N=60)	65 & Over (N=51)	Under \$50,000 (N=71)	\$50,000- \$99,999 (N=117)	\$100,000 & Over (N=90)
Very important	42	58	39	52	43	44	49	41	48	37	46	44	42
Somewhat important	29	20	31	30	28	31	27	31	30	25	28	28	33
Net: Very or Somewhat Important	71	78	70	82	70	75	76	73	78	63	75	73	76
Not very important	22	18	24	13	19	19	18	21	18	27	14	21	20
Not at all important	6	4	5	5	11	3	6	6	3	10	11	6	4
Don't know	0	0	1	0	0	3	0	0	0	0	0	1	0
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table 5
Importance of Factors in Choice of Neighborhood

9. How important were the following factors in your choice of neighborhood?

All numbers in the tables are percentages.

E. The amount of space between houses

	County					Age of Respondent					Household Income		
	Total (N=331)	Clay (N=55)	Duval (N=166)	Nassau (N=56)	St. Johns (N=54)	Under 35 (N=36)	35 to 44 (N=78)	45 to 54 (N=99)	55 to 64 (N=60)	65 & Over (N=51)	Under \$50,000 (N=71)	\$50,000- \$99,999 (N=117)	\$100,000 & Over (N=90)
Very important	53	58	52	68	48	47	56	59	63	47	58	55	59
Somewhat important	29	25	30	20	30	36	31	24	27	22	23	26	31
Net: Very or Somewhat Important	82	84	83	88	78	83	87	83	90	69	80	81	90
Not very important	13	13	13	9	11	11	10	11	10	20	8	12	10
Not at all important	5	4	4	4	11	3	3	6	0	12	11	6	0
Don't know	0	0	1	0	0	3	0	0	0	0	0	1	0
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

F. Proximity to mass transit

	County*					Age of Respondent					Household Income		
	Total (N=331)	Clay (N=55)	Duval (N=166)	Nassau (N=56)	St. Johns (N=54)	Under 35 (N=36)	35 to 44 (N=78)	45 to 54 (N=99)	55 to 64 (N=60)	65 & Over (N=51)	Under \$50,000 (N=71)	\$50,000- \$99,999 (N=117)	\$100,000 & Over (N=90)
Very important	13	4	17	9	6	8	8	12	12	20	17	9	7
Somewhat important	8	7	10	2	6	17	4	7	3	6	8	7	2
Net: Very or Somewhat Important	21	11	27	11	11	25	12	19	15	25	25	15	9
Not very important	39	40	42	30	26	31	46	39	38	22	30	36	48
Not at all important	39	49	31	59	63	42	41	41	47	53	45	47	43
Don't know	1	0	1	0	0	3	1	0	0	0	0	2	0
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*Statistically significant differences.

Table 6
Does the Respondent Work Outside of the Home?

10. Do you work outside of your home?
 All numbers in the tables are percentages.

	Total (N=331)	County				Age of Respondent*					Household Income*		
		Clay (N=55)	Duval (N=166)	Nassau (N=56)	St. Johns (N=54)	Under 35 (N=36)	35 to 44 (N=78)	45 to 54 (N=99)	55 to 64 (N=60)	65 & Over (N=51)	Under \$50,000 (N=71)	\$50,000- \$99,999 (N=117)	\$100,000 & Over (N=90)
Yes	60	55	64	52	48	78	74	67	48	10	44	65	64
No	40	45	36	48	52	22	26	33	52	90	56	35	36
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*Statistically significant differences.

Table 7
Area in Which Respondent Works

11. In what zip code do you work?

Base: Those who work outside the home. All numbers in the tables are percentages.

	County*					Age of Respondent					Household Income		
	Total (N=191)	Clay (N=30)	Duval (N=106)	Nassau (N=29)	St. Johns (N=26)	Under 35 (N=28)	35 to 44 (N=58)	45 to 54 (N=66)	55 to 64 (N=29)	65 & Over (N=5)	Under \$50,000 (N=31)	\$50,000- \$99,999 (N=76)	\$100,000 & Over (N=58)
Westside	13	10	15	21	0	10	14	16	10	17	8	14	11
Orange Park/Clay	9	43	5	0	8	14	11	11	0	17	14	7	9
Northside	8	0	10	10	4	6	9	10	4	0	10	14	2
Southside/Beach Blvd.	8	3	10	0	4	15	8	5	9	0	9	13	2
Arlington	8	0	10	3	0	0	9	6	18	0	14	8	7
Baymeadows/Deerwood	8	13	8	3	4	11	7	10	0	30	7	5	13
Downtown/Riverside	7	3	8	3	0	0	9	2	16	0	5	6	9
Mandarin/Julington	6	3	5	0	19	0	4	13	3	0	0	4	9
San Marco/San Jose	6	3	7	7	0	5	5	7	5	0	5	5	9
Beaches	5	0	6	0	8	8	6	0	13	0	5	2	12
St. Augustine	4	0	1	3	31	0	1	6	4	7	4	2	4
West Beaches	4	0	5	7	0	6	4	4	1	0	0	7	2
East Nassau	1	0	0	31	0	1	1	1	3	0	1	1	1
East Arlington	1	0	2	0	0	5	0	2	0	0	5	2	0
Ponte Vedra/St. Johns	1	0	1	0	4	0	0	1	0	30	0	0	4
West Nassau	0.3	0	0	7	0	1	0	0	0	0	2	0	0
Other/Refused	10	20	8	3	19	18	12	5	14	0	13	11	7
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*Statistically significant differences.

Table 8
How Workers Travel To and From Their Place of Work

12. How do you travel to and from your place of work?
All numbers in the tables are percentages.

	County					Age of Respondent					Household Income		
	Total (N=191)	Clay (N=30)	Duval (N=106)	Nassau (N=29)	St. Johns (N=26)	Under 35 (N=28)	35 to 44 (N=58)	45 to 54 (N=66)	55 to 64 (N=29)	65 & Over (N=5)	Under \$50,000 (N=31)	\$50,000- \$99,999 (N=76)	\$100,000 & Over (N=58)
By private car	98	97	98	97	96	100	93	100	100	80	94	99	97
In a car pool or van pool	2	0	2	0	4	0	5	0	0	0	3	0	3
Walking	0.5	3	0	3	0	0	2	0	0	20	3	1	0
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*Statistically significant differences.

Table 9
Time of Day Workers Typically Leave for Work

13. What time of day do you typically leave for work?
All numbers in the tables are percentages.

	County					Age of Respondent					Household Income		
	Total (N=191)	Clay (N=30)	Duval (N=106)	Nassau (N=29)	St. Johns (N=26)	Under 35 (N=28)	35 to 44 (N=58)	45 to 54 (N=66)	55 to 64 (N=29)	65 & Over (N=5)	Under \$50,000 (N=31)	\$50,000- \$99,999 (N=76)	\$100,000 & Over (N=58)
Before 5 a.m.	5	3	5	7	4	1	4	8	0	0	8	5	0
Between 5 and 6 a.m.	12	20	11	7	8	13	17	11	0	30	18	11	13
Between 6 and 7 a.m.	22	33	21	31	15	26	22	20	22	34	31	22	19
Between 7 and 8 a.m.	33	23	35	28	31	22	33	31	45	36	17	32	39
Between 8 and 9 a.m.	15	3	16	7	23	23	8	19	13	0	9	13	22
After 9 a.m.	9	13	8	17	12	8	10	7	15	0	8	13	5
Don't know/Refused	5	3	5	3	8	8	6	3	5	0	9	3	2
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*Statistically significant differences.

Table 10
Primary Road Used to Travel to Work

14. What is the primary road that you use to drive to work – that is, the one on which you spend the most driving time?

All numbers in the tables are percentages.

	County*					Age of Respondent					Household Income		
	Total (N=191)	Clay (N=30)	Duval (N=106)	Nassau (N=29)	St. Johns (N=26)	Under 35 (N=28)	35 to 44 (N=58)	45 to 54 (N=66)	55 to 64 (N=29)	65 & Over (N=5)	Under \$50,000 (N=31)	\$50,000- \$99,999 (N=76)	\$100,000 & Over (N=58)
I-95	13	3	13	17	19	4	19	15	10	0	10	21	9
I-295	8	7	8	3	12	11	7	9	7	0	10	8	7
US 17	8	27	7	0	0	11	5	14	0	0	10	5	10
Atlantic Boulevard	8	0	10	0	0	0	12	2	10	0	10	5	7
US 1 - Philips Highway	7	0	5	3	27	4	7	9	0	0	10	3	9
Blanding Boulevard	6	30	4	0	0	14	7	5	3	20	10	8	3
San Jose Boulevard	6	0	7	0	8	0	3	9	3	0	0	3	9
A1A	4	0	3	38	4	11	5	3	17	40	10	5	7
Beach Boulevard	4	0	6	0	0	4	2	3	7	0	0	7	2
9A	3	0	5	0	0	4	3	0	3	0	3	4	0
Butler Boulevard	3	0	5	0	0	4	5	2	0	0	0	3	5
103rd St.	2	3	3	0	0	4	2	3	0	0	0	0	3
Lem Turner Road	2	0	3	3	0	4	2	2	3	0	6	1	2
Wonderwood Expressway	2	0	3	0	0	4	0	2	3	0	0	3	2
I-10	2	0	2	3	0	0	2	2	0	0	0	1	2
St. Augustine Road	1	0	2	0	0	4	0	2	0	0	0	3	0
Arlington Expressway	1	0	2	0	0	0	3	0	0	0	0	3	0
Edgewood Avenue	1	0	2	0	0	0	2	0	3	0	0	3	0
State Road 16	1	3	0	0	8	4	0	2	0	0	3	1	0
Branan Field Road	1	10	0	0	0	4	0	2	0	20	0	3	2
State Road 13	1	0	0	0	8	0	0	3	0	0	0	1	2
Race Track Road	1	0	0	0	8	0	2	0	3	0	0	0	2
US 90	1	0	1	3	0	0	0	2	3	0	3	1	0
Mayport Road	1	0	1	0	0	0	0	0	3	0	0	0	2
Other Roads	10	13	9	24	8	11	12	12	17	0	16	9	16
Don't know	1	3	1	3	0	4	0	2	0	20	0	0	2
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*Statistically significant differences.

Table 11
Level of Traffic on Primary Road to Work

15. Which of the following best describes the level of traffic congestion on (that road) at the time you drive to work?

All numbers in the tables are percentages.

	County					Age of Respondent					Household Income		
	Total (N=191)	Clay (N=30)	Duval (N=106)	Nassau (N=29)	St. Johns (N=26)	Under 35 (N=28)	35 to 44 (N=58)	45 to 54 (N=66)	55 to 64 (N=29)	65 & Over (N=5)	Under \$50,000 (N=31)	\$50,000- \$99,999 (N=76)	\$100,000 & Over (N=58)
Always backed up far below the speed limit	11	17	10	3	8	21	10	8	7	0	6	12	10
Usually below the speed limit, but it keeps moving unless there's bad weather or an accident	19	13	22	14	12	7	16	26	14	20	16	14	24
Usually at the speed limit unless there's bad weather or an accident	31	27	32	38	27	21	28	32	41	40	29	30	33
Free flowing and rarely congested unless there's bad weather or an accident	38	43	35	41	54	50	47	32	38	40	48	43	31
Don't know	1	0	1	3	0	0	0	3	0	0	0	0	2
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*Statistically significant differences.

Table 12
Level of Traffic on Primary Road to Work - By Primary Road Traveled

15. Which of the following best describes the level of traffic congestion on (that road) at the time you drive to work?

Results are shown for all primary roads mentioned by at least 10 survey respondents. All numbers in the tables are percentages.

	Primary Road Traveled to Work							
	Total (N=191)	US 17 (N=15)	Blanding Boulevard (N=13)	I-95 (N=25)	Atlantic Boulevard (N=11)	I-295 (N=15)	US 1 (N=13)	A1A (N=15)
Always backed up far below the speed limit	11	7	15	12	9	27	0	0
Usually below the speed limit, but it keeps moving unless there's bad weather or an accident	19	27	15	24	36	13	15	7
Usually at the speed limit unless there's bad weather or an accident	31	33	23	44	36	7	39	53
Free flowing and rarely congested unless there's bad weather or an accident	38	33	46	20	18	47	46	40
Don't know	1	0	0	0	0	7	0	0
Total	100%	100%	100%	100%	100%	100%	100%	100%

Table 13
Commuting Time to Work

16. What is your commuting time to work? Just give your best estimate in minutes.
All numbers in the tables are percentages. Four respondents did not provide an estimate.

	County*					Age of Respondent					Household Income		
	Total (N=187)	Clay (N=30)	Duval (N=103)	Nassau (N=29)	St. Johns (N=25)	Under 35 (N=27)	35 to 44 (N=57)	45 to 54 (N=64)	55 to 64 (N=29)	65 & Over (N=5)	Under \$50,000 (N=30)	\$50,000- \$99,999 (N=75)	\$100,000 & Over (N=57)
Less than 10 Minutes	9	13	8	10	16	15	4	14	7	20	10	5	16
10-19 Minutes	26	17	29	17	20	22	25	22	34	0	27	25	19
20-29 Minutes	32	17	34	17	40	19	32	30	31	40	30	31	32
30-39 Minutes	19	23	17	24	20	26	19	19	14	40	20	21	18
40 Minutes or More	14	30	12	31	4	19	21	16	14	0	13	17	16
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Mean	24	32	22	30	21	25	28	25	22	23	25	26	25
Median	20	30	20	30	20	25	25	20	20	20	20	25	20

*Statistically significant differences.

Table 14
Is Commuting Time Acceptable or Unacceptable?

17. Is your current commute time acceptable or unacceptable to you?

All numbers in the tables are percentages.

	County					Age of Respondent					Household Income		
	Total (N=191)	Clay (N=30)	Duval (N=106)	Nassau (N=29)	St. Johns (N=26)	Under 35 (N=28)	35 to 44 (N=58)	45 to 54 (N=66)	55 to 64 (N=29)	65 & Over (N=5)	Under \$50,000 (N=31)	\$50,000- \$99,999 (N=76)	\$100,000 & Over (N=58)
Acceptable	89	87	90	79	88	82	88	86	93	80	90	86	88
Unacceptable	11	13	9	21	12	18	10	14	7	20	10	14	10
Don't know	1	0	1	0	0	0	2	0	0	0	0	0	2
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

	Commuting Time to Work*				
	Less Than 10 Minutes (N=19)	10-19 Minutes (N=45)	20-29 Minutes (N=55)	30-39 Minutes (N=37)	40 Minutes or More (N=31)
Acceptable	95	100	96	86	52
Unacceptable	5	0	4	14	48
Don't know	0	0	0	0	0
Total	100%	100%	100%	100%	100%

*Statistically significant differences.

Table 15
Acceptable Commuting Times

18. Which of the following commuting times to work are acceptable to you?

All numbers in the tables are percentages.

	County					Age of Respondent					Household Income		
	Total (N=191)	Clay (N=30)	Duval (N=106)	Nassau (N=29)	St. Johns (N=26)	Under 35 (N=28)	35 to 44 (N=58)	45 to 54 (N=66)	55 to 64 (N=29)	65 & Over (N=5)	Under \$50,000 (N=31)	\$50,000- \$99,999 (N=76)	\$100,000 & Over (N=58)
Up to 30 minutes	74	67	77	66	62	71	72	74	66	60	81	72	67
Up to 45 minutes	16	20	15	17	15	21	14	15	17	40	13	12	24
Up to 1 hour	3	3	2	10	8	4	7	3	3	0	3	7	3
More than 1 hour	2	7	1	3	0	0	3	2	3	0	0	5	0
Don't know	6	3	5	3	15	4	3	6	10	0	3	4	5
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

	Commuting Time to Work*				
	Less Than 10 Minutes (N=19)	10-19 Minutes (N=45)	20-29 Minutes (N=55)	30-39 Minutes (N=37)	40 Minutes or More (N=31)
Up to 30 minutes	63	84	76	65	55
Up to 45 minutes	11	7	18	24	23
Up to 1 hour	5	0	0	5	16
More than 1 hour	0	0	2	3	6
Don't know	21	9	4	3	0
Total	100%	100%	100%	100%	100%

*Statistically significant differences.

Table 16
Usage of Mass Transit in the Past Year

19. Did you use any form of mass transit such as a bus, trolley, Skyway, van or shuttle service to get to or from work, shopping, or any other destination in Northeast Florida during the past year?
All numbers in the tables are percentages.

	Total (N=331)	County				Age of Respondent					Household Income		
		Clay (N=55)	Duval (N=166)	Nassau (N=56)	St. Johns (N=54)	Under 35 (N=36)	35 to 44 (N=78)	45 to 54 (N=99)	55 to 64 (N=60)	65 & Over (N=51)	Under \$50,000 (N=71)	\$50,000- \$99,999 (N=117)	\$100,000 & Over (N=90)
Yes	9	5	10	5	11	11	12	8	5	4	11	6	9
No	91	95	90	95	89	89	88	92	95	96	89	94	91
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table 17
Type of Mass Transit Used

20. What forms of mass transit did you use?
Base: Those who used mass transit in the past year. Multiple responses accepted.
All numbers in the tables are percentages.

	Total (N=28)	County				Age of Respondent					Household Income		
		Clay (N=3)	Duval (N=16)	Nassau (N=3)	St. Johns (N=6)	Under 35 (N=4)	35 to 44 (N=9)	45 to 54 (N=8)	55 to 64 (N=3)	65 & Over (N=2)	Under \$50,000 (N=8)	\$50,000- \$99,999 (N=7)	\$100,000 & Over (N=8)
Bus	54	67	69	33	17	100	33	50	67	0	75	29	25
Skyway	29	100	19	33	17	0	33	50	33	0	0	57	50
Van or shuttle service	21	0	13	33	50	0	33	13	0	100	25	14	38
Trolley	11	33	6	0	17	25	0	25	0	0	0	43	0

Table 18
Most Important Transportation Issues to Be Addressed in Northeast Florida

21. What do you feel are the most important transportation issues that need to be addressed in Northeast Florida?

All numbers in the tables are percentages.

	County*					Age of Respondent					Household Income		
	Total (N=331)	Clay (N=55)	Duval (N=166)	Nassau (N=56)	St. Johns (N=54)	Under 35 (N=36)	35 to 44 (N=78)	45 to 54 (N=99)	55 to 64 (N=60)	65 & Over (N=51)	Under \$50,000 (N=71)	\$50,000- \$99,999 (N=117)	\$100,000 & Over (N=90)
Relieve traffic congestion/ manage high traffic volume	21	20	20	27	22	25	26	17	22	18	13	21	26
Need a bigger/better bus system	17	18	19	5	13	17	15	12	12	24	14	15	13
Need for more mass transit (general)	16	20	15	7	20	17	18	15	13	14	13	21	14
Expand/improve roads	15	22	12	38	11	11	19	21	20	14	21	19	19
Alleviate road construction issues	12	5	14	13	7	22	21	10	3	2	6	12	17
Address traffic offenders/road safety issues	6	7	7	5	6	8	8	7	3	6	7	6	4
Address/decrease gas prices	2	5	1	4	4	3	1	4	5	0	6	3	2
Expand/improve skyway/light rail/monorail system	2	2	2	5	0	0	3	2	2	6	3	3	2
Expand the road system in Orange Park	1	11	0	0	0	3	1	2	2	2	1	2	3
Improve road markings (lane change/exit signs)	1	2	1	0	2	0	0	2	2	0	0	2	1
Need transportation for the elderly/disadvantaged	1	2	1	4	0	3	1	1	0	2	1	1	0
Provide better/more affordable taxi services	1	0	1	0	0	0	0	0	3	0	3	0	0
Plan better/more evacuation routes	1	0	1	0	2	0	0	0	2	2	0	0	2
Other comments	4	2	4	2	7	0	4	3	7	6	3	3	4
Don't know	16	9	17	13	19	19	6	19	15	18	21	15	11

Table 19
Opinion on Transportation Planning Priorities

22. I'd like to read you some ideas that have been proposed to improve transportation in Northeast Florida. Please tell me if you think each idea should be a high priority, medium priority, or low priority in transportation planning for the region. All numbers in the tables are percentages.

	High Priority	Medium Priority	Low Priority	Don't Know Not Sure	Total (N=331)
Providing smooth-flowing traffic on local highways	87	12	1	0	100%
Encouraging people to carpool	62	32	5	1	100%
Providing convenient mass transit alternatives	55	33	11	1	100%
Encouraging people to use transportation alternatives to driving alone	53	33	13	1	100%
Reducing the need to use cars to get to everyday activities	47	34	19	1	100%
Encouraging people to walk or ride bicycles to their destinations	29	39	32	1	100%

Table 20
Opinion on Transportation Planning Priorities

22. I'd like to read you some ideas that have been proposed to improve transportation in Northeast Florida.

Please tell me if you think each idea should be a high priority, medium priority, or low priority in transportation planning for the region.

All numbers in the tables are percentages.

A. Providing smooth-flowing traffic on local highways

	Total (N=331)	County				Age of Respondent					Household Income		
		Clay (N=55)	Duval (N=166)	Nassau (N=56)	St. Johns (N=54)	Under 35 (N=36)	35 to 44 (N=78)	45 to 54 (N=99)	55 to 64 (N=60)	65 & Over (N=51)	Under \$50,000 (N=71)	\$50,000- \$99,999 (N=117)	\$100,000 & Over (N=90)
High priority	87	93	86	91	87	92	91	88	92	80	86	90	91
Medium priority	12	4	14	9	11	6	9	12	7	18	14	9	7
Low priority	1	4	0	0	2	3	0	0	2	2	0	1	2
Don't know/Not sure	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

B. Providing convenient mass transit alternatives

	Total (N=331)	County				Age of Respondent					Household Income*		
		Clay (N=55)	Duval (N=166)	Nassau (N=56)	St. Johns (N=54)	Under 35 (N=36)	35 to 44 (N=78)	45 to 54 (N=99)	55 to 64 (N=60)	65 & Over (N=51)	Under \$50,000 (N=71)	\$50,000- \$99,999 (N=117)	\$100,000 & Over (N=90)
High priority	55	42	60	45	48	53	53	49	55	53	62	56	42
Medium priority	33	38	30	43	39	31	33	44	25	33	21	34	46
Low priority	11	18	9	11	11	14	14	6	17	10	11	10	11
Don't know/Not sure	1	2	1	2	2	3	0	0	3	4	6	0	1
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*Statistically significant differences.

Table 21
Opinion on Transportation Planning Priorities

22. I'd like to read you some ideas that have been proposed to improve transportation in Northeast Florida.

Please tell me if you think each idea should be a high priority, medium priority, or low priority in transportation planning for the region.

All numbers in the tables are percentages.

C. Encouraging people to use transportation alternatives to driving alone

	County					Age of Respondent					Household Income		
	Total (N=331)	Clay (N=55)	Duval (N=166)	Nassau (N=56)	St. Johns (N=54)	Under 35 (N=36)	35 to 44 (N=78)	45 to 54 (N=99)	55 to 64 (N=60)	65 & Over (N=51)	Under \$50,000 (N=71)	\$50,000- \$99,999 (N=117)	\$100,000 & Over (N=90)
High priority	53	47	52	59	61	47	53	51	55	61	54	56	51
Medium priority	33	33	34	27	31	28	31	40	32	24	31	35	34
Low priority	13	18	14	14	6	22	17	9	13	12	14	9	13
Don't know/Not sure	1	2	1	0	2	3	0	0	0	4	1	0	1
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

D. Reducing the need to use cars to get to everyday activities

	County					Age of Respondent					Household Income		
	Total (N=331)	Clay (N=55)	Duval (N=166)	Nassau (N=56)	St. Johns (N=54)	Under 35 (N=36)	35 to 44 (N=78)	45 to 54 (N=99)	55 to 64 (N=60)	65 & Over (N=51)	Under \$50,000 (N=71)	\$50,000- \$99,999 (N=117)	\$100,000 & Over (N=90)
High priority	47	45	43	59	61	44	46	46	53	55	51	53	43
Medium priority	34	31	36	18	30	22	36	32	30	29	31	35	32
Low priority	19	24	19	23	9	31	18	21	17	14	15	12	24
Don't know/Not sure	1	0	1	0	0	3	0	0	0	2	3	0	0
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table 22
Opinion on Transportation Planning Priorities

22. I'd like to read you some ideas that have been proposed to improve transportation in Northeast Florida.

Please tell me if you think each idea should be a high priority, medium priority, or low priority in transportation planning for the region.

All numbers in the tables are percentages.

E. Encouraging people to walk or ride bicycles to their destinations

	County					Age of Respondent					Household Income		
	Total (N=331)	Clay (N=55)	Duval (N=166)	Nassau (N=56)	St. Johns (N=54)	Under 35 (N=36)	35 to 44 (N=78)	45 to 54 (N=99)	55 to 64 (N=60)	65 & Over (N=51)	Under \$50,000 (N=71)	\$50,000- \$99,999 (N=117)	\$100,000 & Over (N=90)
High priority	29	29	27	46	31	31	38	31	22	27	38	28	29
Medium priority	39	35	39	29	44	36	28	40	40	45	35	42	38
Low priority	32	36	33	23	22	33	33	28	33	25	24	29	32
Don't know/Not sure	1	0	1	2	2	0	0	0	5	2	3	1	1
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

F. Encouraging people to carpool

	County					Age of Respondent					Household Income		
	Total (N=331)	Clay (N=55)	Duval (N=166)	Nassau (N=56)	St. Johns (N=54)	Under 35 (N=36)	35 to 44 (N=78)	45 to 54 (N=99)	55 to 64 (N=60)	65 & Over (N=51)	Under \$50,000 (N=71)	\$50,000- \$99,999 (N=117)	\$100,000 & Over (N=90)
High priority	62	62	61	77	61	56	69	60	68	63	69	65	61
Medium priority	32	25	34	20	33	28	27	35	27	31	24	29	34
Low priority	5	13	4	2	6	17	4	5	3	4	7	6	3
Don't know/Not sure	1	0	1	2	0	0	0	0	2	2	0	0	1
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*Statistically significant differences.

Table 23
Are There Adequate Mass Transit Services in Northeast Florida?

23. Do you think there are adequate mass transit services in Northeast Florida?

All numbers in the tables are percentages.

	County*					Age of Respondent					Household Income		
	Total (N=331)	Clay (N=55)	Duval (N=166)	Nassau (N=56)	St. Johns (N=54)	Under 35 (N=36)	35 to 44 (N=78)	45 to 54 (N=99)	55 to 64 (N=60)	65 & Over (N=51)	Under \$50,000 (N=71)	\$50,000- \$99,999 (N=117)	\$100,000 & Over (N=90)
Yes	33	24	38	29	22	36	32	32	27	31	35	29	32
No	52	64	48	66	57	50	56	56	62	51	54	59	54
Don't know	14	13	14	5	20	14	12	12	12	18	11	12	13
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*Statistically significant differences.

Table 24
What the Region Should Do to Improve Mass Transit

24. What do you think the region should do to improve mass transit?

Base: Those who said the region did not have adequate mass transit services.

All numbers in the tables are percentages. Multiple responses accepted.

	County					Age of Respondent					Household Income		
	Total (N=183)	Clay (N=35)	Duval (N=80)	Nassau (N=37)	St. Johns (N=31)	Under 35 (N=18)	35 to 44 (N=44)	45 to 54 (N=55)	55 to 64 (N=37)	65 & Over (N=26)	Under \$50,000 (N=38)	\$50,000- \$99,999 (N=69)	\$100,000 & Over (N=49)
Expand bus service (more buses, added routes)	29	43	24	32	32	28	39	35	22	27	32	35	33
Better bus service (more stops, hours)	19	14	23	11	13	17	25	16	14	8	13	19	16
Develop/expand it or add more options	15	11	14	30	19	22	11	16	24	12	13	20	12
Have a light rail/metro system	13	3	15	8	16	0	18	7	11	19	13	13	12
Expand the skyway/overhead train	5	11	5	5	0	6	5	5	11	0	5	12	0
Have a flyer/express bus service	3	0	5	3	0	0	2	4	3	4	5	3	2
Advertise mass transit	3	0	4	3	3	6	2	2	3	4	0	3	4
Provide park and ride stops/areas	2	3	3	0	0	0	2	2	0	4	3	0	2
Get more vans/shuttle services	2	0	3	3	0	6	0	2	3	0	3	1	2
Improve the bus system in general	2	3	1	5	0	11	2	2	0	0	0	3	4
Make it more affordable	1	6	0	0	3	6	0	0	0	8	5	0	0
Add ferries	1	3	0	0	3	6	0	0	3	0	0	1	2
Build a subway	1	6	0	0	0	6	2	0	0	0	0	1	2
Other comments	7	9	6	8	6	0	7	13	8	0	5	6	12
Don't know	21	20	23	16	16	28	11	18	19	31	21	13	20

Table 25
Best Long-Term Solution to Reducing Traffic

25. Which of the following is the best long-term solution to reducing traffic in your area?

All numbers in the tables are percentages. Multiple responses accepted.

	County*					Age of Respondent					Household Income		
	Total (N=331)	Clay (N=55)	Duval (N=166)	Nassau (N=56)	St. Johns (N=54)	Under 35 (N=36)	35 to 44 (N=78)	45 to 54 (N=99)	55 to 64 (N=60)	65 & Over (N=51)	Under \$50,000 (N=71)	\$50,000- \$99,999 (N=117)	\$100,000 & Over (N=90)
Improving mass transit	30	31	30	18	31	33	27	21	32	35	23	36	19
Building new roads	28	36	27	57	15	39	27	33	37	27	41	27	30
Developing communities where people don't have to drive so much	26	25	27	18	26	22	32	25	20	18	25	25	32
Improve/widen/maintain existing roads	3	4	3	0	6	0	1	4	2	6	3	3	2
Slow growth/development	2	0	1	2	11	0	5	3	0	2	1	3	3
Have more efficient traffic patterns/control	2	2	2	0	2	0	3	2	2	0	0	3	1
Other comments	3	0	3	0	7	3	0	6	2	2	1	3	4
Don't know	7	2	9	5	6	3	6	7	7	10	7	2	9

*Statistically significant differences.

Table 26
Familiarity with Electronic Tolling

26. Are you familiar with electronic tolling that eliminates toll booths and allows toll collection at regular travel speeds?

All numbers in the tables are percentages.

	County					Age of Respondent					Household Income		
	Total (N=331)	Clay (N=55)	Duval (N=166)	Nassau (N=56)	St. Johns (N=54)	Under 35 (N=36)	35 to 44 (N=78)	45 to 54 (N=99)	55 to 64 (N=60)	65 & Over (N=51)	Under \$50,000 (N=71)	\$50,000- \$99,999 (N=117)	\$100,000 & Over (N=90)
Yes	58	69	54	64	65	67	60	60	67	47	51	62	70
No	41	27	45	36	35	33	36	39	33	51	48	38	28
Not sure	2	4	2	0	0	0	4	1	0	2	1	1	2
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table 27
Willingness to Pay Tolls to Shorten Driving Time

27. How willing would you be to pay tolls on new roads or express lanes to reduce traffic and shorten your driving time?

All numbers in the tables are percentages.

	County					Age of Respondent*					Household Income			Familiar With E-Tolls	
	Total (N=331)	Clay (N=55)	Duval (N=166)	Nassau (N=56)	St. Johns (N=54)	Under 35 (N=36)	35 to 44 (N=78)	45 to 54 (N=99)	55 to 64 (N=60)	65 & Over (N=51)	Under \$50,000 (N=71)	\$50,000- \$99,999 (N=117)	\$100,000 & Over (N=90)	Yes (N=198)	No/ Not Sure (N=133)
Very willing	18	33	14	25	24	25	21	16	22	25	17	20	27	19	17
Somewhat willing	29	20	30	27	35	39	33	21	23	31	28	32	29	33	24
Net: Very or Somewhat Willing	47%	53%	43%	52%	59%	64%	54%	37%	45%	57%	45%	51%	56%	52%	41%
Not very willing	16	24	15	16	17	14	19	14	15	22	10	18	16	15	18
Not at all willing	35	24	40	30	22	19	26	48	40	18	44	30	29	32	40
Don't know/Refused	1	0	1	2	2	3	1	0	0	4	1	1	0	1	1
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*Statistically significant differences.

Table 28
Rating of Community Performance on Transportation Issues

28. Please tell me if you think your community is doing an excellent, good, fair, or poor job at handling each of the following issues.
 All numbers in the tables are percentages.

	Excellent	Good	Fair	Poor	Don't Know Not Sure	Total (N=331)	Net % Excellent or Good
Providing parks and protecting open spaces	9	40	27	22	3	100%	49
Providing smooth-flowing traffic on local highways	5	35	39	18	4	100%	40
Providing convenient mass transit	4	21	27	39	8	100%	25
Encouraging people to use transit, car pooling, and van pooling as alternatives to driving alone	4	13	28	49	7	100%	17
Reducing the need to use cars to get to everyday activities	2	11	30	51	6	100%	13

Table 29
Rating of Community Performance on Transportation Issues

28. Please tell me if you think your community is doing an excellent, good, fair, or poor job at handling each of the following issues.

All numbers in the tables are percentages.

A. Providing smooth-flowing traffic on local highways

	County*					Age of Respondent					Household Income		
	Total (N=331)	Clay (N=55)	Duval (N=166)	Nassau (N=56)	St. Johns (N=54)	Under 35 (N=36)	35 to 44 (N=78)	45 to 54 (N=99)	55 to 64 (N=60)	65 & Over (N=51)	Under \$50,000 (N=71)	\$50,000- \$99,999 (N=117)	\$100,000 & Over (N=90)
Excellent	5	2	4	5	9	14	4	4	5	2	6	3	4
Good	35	22	38	27	35	28	35	34	32	35	35	32	36
Fair	39	38	40	30	37	33	44	37	37	29	32	36	38
Poor	18	35	14	38	17	22	18	23	23	24	23	26	21
Don't know	4	4	4	0	2	3	0	1	3	10	4	2	1
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

B. Providing parks and protecting open spaces

	County*					Age of Respondent					Household Income*		
	Total (N=331)	Clay (N=55)	Duval (N=166)	Nassau (N=56)	St. Johns (N=54)	Under 35 (N=36)	35 to 44 (N=78)	45 to 54 (N=99)	55 to 64 (N=60)	65 & Over (N=51)	Under \$50,000 (N=71)	\$50,000- \$99,999 (N=117)	\$100,000 & Over (N=90)
Excellent	9	4	9	13	11	14	9	11	7	6	8	8	11
Good	40	29	42	30	43	28	41	33	40	47	44	37	39
Fair	27	40	24	34	26	36	33	30	23	14	24	31	29
Poor	22	18	23	23	20	17	15	25	27	25	23	22	20
Don't know	3	9	2	0	0	6	1	0	3	8	1	3	1
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*Statistically significant differences.

Table 30
Rating of Community Performance on Transportation Issues

28. Please tell me if you think your community is doing an excellent, good, fair, or poor job at handling each of the following issues.

All numbers in the tables are percentages.

C. Providing convenient mass transit

	County*					Age of Respondent					Household Income		
	Total (N=331)	Clay (N=55)	Duval (N=166)	Nassau (N=56)	St. Johns (N=54)	Under 35 (N=36)	35 to 44 (N=78)	45 to 54 (N=99)	55 to 64 (N=60)	65 & Over (N=51)	Under \$50,000 (N=71)	\$50,000- \$99,999 (N=117)	\$100,000 & Over (N=90)
Excellent	4	0	5	0	0	6	4	2	2	2	4	2	0
Good	21	5	28	4	9	17	15	16	15	24	17	19	18
Fair	27	22	28	14	33	22	29	27	20	20	30	22	28
Poor	39	65	30	80	48	50	49	45	53	43	41	49	51
Don't know	8	7	9	2	9	6	3	9	10	12	8	9	3
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

D. Encouraging people to use transit, car pooling, and van pooling as alternatives to driving alone

	County*					Age of Respondent*					Household Income*		
	Total (N=331)	Clay (N=55)	Duval (N=166)	Nassau (N=56)	St. Johns (N=54)	Under 35 (N=36)	35 to 44 (N=78)	45 to 54 (N=99)	55 to 64 (N=60)	65 & Over (N=51)	Under \$50,000 (N=71)	\$50,000- \$99,999 (N=117)	\$100,000 & Over (N=90)
Excellent	4	2	5	2	0	0	4	3	2	6	6	2	2
Good	13	7	16	4	4	6	5	8	15	22	13	10	7
Fair	28	24	29	23	28	33	28	34	20	12	30	27	29
Poor	49	64	42	70	59	56	60	51	53	47	48	55	57
Don't know	7	4	8	2	9	6	3	4	10	14	4	6	6
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*Statistically significant differences.

Table 31
Rating of Community Performance on Transportation Issues

28. Please tell me if you think your community is doing an excellent, good, fair, or poor job at handling each of the following issues.

All numbers in the tables are percentages.

E. Reducing the need to use cars to get to everyday activities

	County*					Age of Respondent					Household Income		
	Total (N=331)	Clay (N=55)	Duval (N=166)	Nassau (N=56)	St. Johns (N=54)	Under 35 (N=36)	35 to 44 (N=78)	45 to 54 (N=99)	55 to 64 (N=60)	65 & Over (N=51)	Under \$50,000 (N=71)	\$50,000- \$99,999 (N=117)	\$100,000 & Over (N=90)
Excellent	2	2	3	4	0	3	0	3	2	6	3	3	1
Good	11	2	14	4	7	6	6	9	12	14	14	7	8
Fair	30	29	31	18	26	28	31	30	25	20	21	26	34
Poor	51	64	45	73	61	61	60	53	55	49	55	60	53
Don't know	6	4	7	2	6	3	3	5	7	12	7	4	3
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*Statistically significant differences.

Table 32
Has the Price of Gasoline Changed Driving Habits?

29. The average price of gasoline is over \$3.00 per gallon this year. Has the price of gasoline caused you to make any changes in your driving habits?

All numbers in the tables are percentages.

	County					Age of Respondent					Household Income*		
	Total (N=331)	Clay (N=55)	Duval (N=166)	Nassau (N=56)	St. Johns (N=54)	Under 35 (N=36)	35 to 44 (N=78)	45 to 54 (N=99)	55 to 64 (N=60)	65 & Over (N=51)	Under \$50,000 (N=71)	\$50,000- \$99,999 (N=117)	\$100,000 & Over (N=90)
Yes	58	55	55	63	70	44	60	65	50	63	68	64	48
No	41	45	43	38	30	56	40	34	48	35	32	36	51
Not sure	1	0	2	0	0	0	0	1	2	2	0	0	1
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*Statistically significant differences.

Table 33
How the Price of Gasoline Has Changed Driving Habits

30. What changes have you made?

Base: Those who said the price of gasoline has changed their driving habits. Multiple responses accepted.

All numbers in the tables are percentages.

	County					Age of Respondent					Household Income		
	Total (N=195)	Clay (N=30)	Duval (N=92)	Nassau (N=35)	St. Johns (N=38)	Under 35 (N=16)	35 to 44 (N=47)	45 to 54 (N=64)	55 to 64 (N=30)	65 & Over (N=32)	Under \$50,000 (N=48)	\$50,000- \$99,999 (N=75)	\$100,000 & Over (N=43)
Drive less in general/combine my car trips	48	40	48	51	55	38	45	44	50	66	46	45	47
Cut back on driving for non-essentials	23	23	23	37	18	38	21	23	23	25	29	27	16
Combine car trips for errands/essentials	21	23	17	17	37	19	21	22	30	22	27	24	19
Car pool whenever possible	8	7	8	3	11	13	11	6	3	6	4	9	9
Cut back on weekend/out of town driving	5	0	8	6	0	0	4	6	3	6	6	3	7
Bought/drive a more gas-efficient car	5	10	3	9	5	6	9	5	7	3	2	5	14
Bought/consider buying a hybrid car	2	7	1	3	3	0	2	3	3	3	2	3	5
Bike or walk more	2	3	2	3	0	0	2	2	3	3	2	3	2
Work from home	1	3	1	0	0	0	2	2	0	0	0	1	2
Use cheaper gas	1	3	0	0	3	6	0	0	3	0	0	3	0
Other comments	2	0	2	3	5	6	6	2	0	0	0	3	5
Don't know	1	0	1	0	0	0	0	0	0	3	2	0	0

Table 34

How High the Price of Gasoline Would Have to Get to Change Driving Habits

31. How high would the price of gasoline have to get before you would change your driving habits?

Base: Those who said the current price of gasoline had not changed their driving habits.

All numbers in the tables are percentages.

	Total (N=331)	County				Age of Respondent					Household Income		
		Clay (N=55)	Duval (N=166)	Nassau (N=56)	St. Johns (N=54)	Under 35 (N=36)	35 to 44 (N=78)	45 to 54 (N=99)	55 to 64 (N=60)	65 & Over (N=51)	Under \$50,000 (N=71)	\$50,000- \$99,999 (N=117)	\$100,000 & Over (N=90)
Already changed at \$3.00 per gallon	58	55	55	63	70	49	58	64	48	59	67	61	46
Over \$4.00 per gallon	9	15	9	7	7	20	8	12	6	5	5	12	13
Over \$5.00 per gallon	10	5	11	4	11	14	11	7	15	4	4	12	15
Over \$6.00 per gallon	1	0	2	2	0	0	2	0	3	3	2	1	2
Higher than \$7.00 per gallon	2	4	2	0	0	0	1	1	4	3	3	1	2
Would not change habits	13	20	12	21	9	10	15	9	19	14	13	8	19
Don't know/Refused	7	2	9	4	2	8	5	6	6	13	6	5	4
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table 35
What People Would Do if Gasoline Prices Forced Them to Change Driving Habits

32. If gasoline exceeded that price, what would you do to change your driving habits?

All numbers in the tables are percentages.

	Total (N=69)	County				Age of Respondent					Household Income		
		Clay (N=13)	Duval (N=39)	Nassau (N=7)	St. Johns (N=10)	Under 35 (N=13)	35 to 44 (N=15)	45 to 54 (N=19)	55 to 64 (N=16)	65 & Over (N=6)	Under \$50,000 (N=10)	\$50,000- \$99,999 (N=28)	\$100,000 & Over (N=26)
Drive less/plan fewer trips	41	38	38	71	50	46	27	53	44	50	50	36	42
Car pooling	19	15	23	0	0	23	20	11	13	17	10	18	15
Take the bus/mass transit	10	0	13	14	0	8	7	11	6	17	20	14	0
Drive a more gas-efficient car	9	0	13	0	0	0	13	11	6	0	10	0	15
Cut back on non-essentials	8	0	8	0	20	0	13	11	0	17	10	11	4
Bike/cycle	5	15	3	29	0	15	0	11	6	0	0	11	8
Walk more	3	0	3	0	10	0	7	0	0	17	0	4	4
Quit driving/look for alternatives	3	8	3	0	0	0	7	0	6	0	0	4	4
Find a job closer to my home/home closer to job	3	8	3	0	0	0	7	5	0	0	0	7	0
Other comments	2	0	3	0	0	8	0	0	0	0	0	0	4
Don't know	6	15	3	0	20	8	0	0	25	0	10	7	8

*Statistically significant differences.

Table 36
Willingness to Make Changes to Transportation Habits

33. How willing would you be to make the following changes to your transportation habits?

Tell me if you would be very willing, somewhat willing, not very willing, or not at all willing.

Base: Respondents who work outside of their home.

All numbers in the tables are percentages.

	Very Willing	Somewhat Willing	Not Very Willing	Not at All Willing	Does Not Apply	Don't Know Not Sure	Total (N=191)	Net % Very or Somewhat Willing
Work from home when possible	52	8	6	23	11	0	100%	60%
Join a car pool or van pool to get to and from your work	22	30	17	27	4	0	100%	52%
Take mass transit to and from work	18	27	18	32	4	0	100%	45%
Change work hours	13	19	15	44	9	0	100%	32%

Table 37

Willingness to Make Changes to Transportation Habits

33. How willing would you be to make the following changes to your transportation habits?

Tell me if you would be very willing, somewhat willing, not very willing, or not at all willing.

Base: Respondents who work outside of their home.

All numbers in the tables are percentages.

A. Join a car pool or van pool to get to and from your work

	County					Age of Respondent*					Household Income*		
	Total (N=191)	Clay (N=30)	Duval (N=106)	Nassau (N=29)	St. Johns (N=26)	Under 35 (N=28)	35 to 44 (N=58)	45 to 54 (N=66)	55 to 64 (N=29)	65 & Over (N=5)	Under \$50,000 (N=31)	\$50,000- \$99,999 (N=76)	\$100,000 & Over (N=58)
Very willing	22	20	23	21	23	20	29	21	13	17	32	27	16
Somewhat willing	30	33	28	31	35	27	24	33	35	36	31	31	26
Net: Very or Somewhat Willing	52%	53%	51%	52%	58%	47%	53%	54%	48%	53%	63%	57%	41%
Not very willing	17	23	16	14	15	30	15	16	10	0	12	15	24
Not at all willing	27	17	28	28	27	23	27	30	23	47	23	24	32
Does not apply	4	3	5	7	0	0	3	0	19	0	0	4	3
Don't know/Refused	0	3	0	0	0	0	1	0	0	0	3	0	0
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

B. Take mass transit to and from work

	County*					Age of Respondent*					Household Income*		
	Total (N=191)	Clay (N=30)	Duval (N=106)	Nassau (N=29)	St. Johns (N=26)	Under 35 (N=28)	35 to 44 (N=58)	45 to 54 (N=66)	55 to 64 (N=29)	65 & Over (N=5)	Under \$50,000 (N=31)	\$50,000- \$99,999 (N=76)	\$100,000 & Over (N=58)
Very willing	18	27	14	24	35	6	28	20	7	34	22	25	13
Somewhat willing	27	27	27	17	27	42	7	25	44	36	15	33	22
Net: Very or Somewhat Willing	45%	53%	42%	41%	62%	48%	36%	45%	51%	70%	37%	58%	35%
Not very willing	18	30	16	17	19	38	26	12	4	0	22	15	21
Not at all willing	32	13	38	38	15	14	35	43	27	30	39	23	41
Does not apply	4	0	5	3	4	0	2	0	18	0	0	3	3
Don't know/Refused	0	3	0	0	0	0	1	0	0	0	3	0	0
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*Statistically significant differences.

Table 38

Willingness to Make Changes to Transportation Habits

33. How willing would you be to make the following changes to your transportation habits?

Tell me if you would be very willing, somewhat willing, not very willing, or not at all willing.

Base: Respondents who work outside of their home.

All numbers in the tables are percentages.

C. Change work hours

	County					Age of Respondent*					Household Income*		
	Total (N=191)	Clay (N=30)	Duval (N=106)	Nassau (N=29)	St. Johns (N=26)	Under 35 (N=28)	35 to 44 (N=58)	45 to 54 (N=66)	55 to 64 (N=29)	65 & Over (N=5)	Under \$50,000 (N=31)	\$50,000- \$99,999 (N=76)	\$100,000 & Over (N=58)
Very willing	13	23	9	17	27	8	12	15	10	34	5	14	17
Somewhat willing	18	7	21	10	19	32	12	20	23	0	27	18	13
Net: Very or Somewhat Willing	32%	30%	30%	28%	46%	40%	24%	34%	33%	34%	31%	32%	30%
Not very willing	15	23	15	7	8	13	15	17	13	0	8	18	18
Not at all willing	44	30	48	52	27	39	51	41	38	66	53	41	46
Does not apply	9	13	7	14	19	8	8	7	16	0	5	9	6
Don't know/Refused	0	3	0	0	0	0	1	0	0	0	3	0	0
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

D. Work from home when possible

	County					Age of Respondent*					Household Income*		
	Total (N=191)	Clay (N=30)	Duval (N=106)	Nassau (N=29)	St. Johns (N=26)	Under 35 (N=28)	35 to 44 (N=58)	45 to 54 (N=66)	55 to 64 (N=29)	65 & Over (N=5)	Under \$50,000 (N=31)	\$50,000- \$99,999 (N=76)	\$100,000 & Over (N=58)
Very willing	52	57	52	66	46	64	53	47	57	24	33	60	55
Somewhat willing	8	3	9	0	4	18	2	9	4	0	23	5	2
Net: Very or Somewhat Willing	60%	60%	61%	66%	50%	82%	55%	56%	61%	24%	55%	66%	57%
Not very willing	6	7	8	0	0	6	4	8	9	0	7	9	4
Not at all willing	23	17	23	28	27	13	26	24	17	59	24	16	28
Does not apply	11	13	8	7	23	0	13	12	13	17	11	9	10
Don't know/Refused	0	3	0	0	0	0	1	0	0	0	3	0	0
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*Statistically significant differences.

Table 39
Age of Respondent

34. Into which of the following ranges does your age fall?

All numbers in the tables are percentages. Respondents who refused to reveal their age have been removed from the percentages.

	County					Age of Respondent					Household Income*		
	Total (N=324)	Clay (N=55)	Duval (N=163)	Nassau (N=55)	St. Johns (N=51)	Under 35 (N=36)	35 to 44 (N=78)	45 to 54 (N=99)	55 to 64 (N=60)	65 & Over (N=51)	Under \$50,000 (N=71)	\$50,000- \$99,999 (N=117)	\$100,000 & Over (N=90)
18 to 24	3	4	4	0	0	22	0	0	0	0	3	3	1
25 to 34	8	16	7	9	6	78	0	0	0	0	8	10	8
35 to 44	25	27	25	16	27	0	100	0	0	0	13	29	31
45 to 54	30	24	29	36	37	0	0	100	0	0	24	31	38
55 to 64	18	15	19	25	14	0	0	0	100	0	23	19	18
65 to 74	10	11	9	9	10	0	0	0	0	61	20	4	3
75 & Over	7	4	8	4	6	0	0	0	0	39	10	3	1
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*Statistically significant differences.

Table 40
Annual Household Income of Respondent

35. Into which of the following ranges does your total annual household income fall?

All numbers in the tables are percentages. Respondents who refused to reveal their income have been removed from the percentages.

	County					Age of Respondent*					Household Income*		
	Total (N=278)	Clay (N=46)	Duval (N=137)	Nassau (N=47)	St. Johns (N=48)	Under 35 (N=32)	35 to 44 (N=71)	45 to 54 (N=87)	55 to 64 (N=54)	65 & Over (N=34)	Under \$50,000 (N=71)	\$50,000- \$99,999 (N=117)	\$100,000 & Over (N=90)
Less than \$25,000	6	0	7	4	6	6	0	1	7	21	20	0	0
\$25,000 but less than \$50,000	20	17	22	32	8	19	13	18	22	41	80	0	0
\$50,000 but less than \$100,000	42	46	42	40	42	50	48	41	41	26	0	100	0
\$100,000 but less than \$150,000	18	28	15	19	23	19	23	26	13	6	0	0	60
\$150,000 and over	14	9	15	4	21	6	17	13	17	6	0	0	40
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*Statistically significant differences.

Table 41
Gender of Respondent

Coded by the interviewer.

All numbers in the tables are percentages.

	County					Age of Respondent					Household Income		
	Total (N=331)	Clay (N=55)	Duval (N=166)	Nassau (N=56)	St. Johns (N=54)	Under 35 (N=36)	35 to 44 (N=78)	45 to 54 (N=99)	55 to 64 (N=60)	65 & Over (N=51)	Under \$50,000 (N=71)	\$50,000- \$99,999 (N=117)	\$100,000 & Over (N=90)
Male	36	36	35	32	39	31	33	29	42	45	39	32	39
Female	64	64	65	68	61	69	67	71	58	55	61	68	61
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Appendix A - Respondent Comments

What do you feel are the most important transportation issues that need to be addressed in Northeast Florida?

Relieve traffic congestion/ manage high traffic volume

Traffic congestion.

Over congestion of buildings along the road that create more traffic. In other words - stop building.

The volume of cars is too great for the two main roads we have.

Traffic: quit building, and get roads finished first.

Congestion - need more reliable mass transit.

Less development so there's not so much traffic.

Evening traffic congestion.

Traffic congestion.

The I-295, Blanding interchanges.

Traffic - heavy, especially if there's an accident.

Too many cars. Too little good roads.

Really bad, heavy traffic.

The traffic on A1A leading to the expressway is horrible.

A1A: to get out of our driveway takes 30 minutes.

Not synchronizing the red lights.

Management of traffic. No county discussion. Counties need to communicate on building roads between counties to ensure we can accommodate the ongoing growth in Jacksonville.

Less traffic - we only have two roads in and out and it's a real problem.

The timing of stop lights.

Crowded streets - too many cars.

Traffic congestion.

Less traffic congestion. Provide more new roads to lessen the congestion.

Traffic. Do something to decrease the traffic without having to raise our taxes.

Traffic on County Road 210 - they need speed traps. Stop pulling people over at rush hour.

Too many people moving to Florida. Put up a lot of tolls to discourage newcomers. This would probably help decrease traffic congestion.

Plan to decrease traffic - regulate the growth to control congestion.

Traffic congestion - overcrowding.

Traffic congestion.

Appendix A - Respondent Comments

What do you feel are the most important transportation issues that need to be addressed in Northeast Florida?

Relieve traffic congestion/ manage high traffic volume

Traffic - less construction work.

The traffic congestion in St. Johns County. Need more buses.

The way the traffic flows on and off the expressway - we need a service road or something like that.

Traffic congestion.

Entirely too many cars on the road for the infrastructure to support, and it's getting worse.

The whole grid of our transportation is totally messed up - they need to redesign the whole road system in Jacksonville.

Traffic congestion, construction, and flooding of roadway.

The traffic congestion.

The traffic congestion - the railroads also need to be synchronized with the commuting traffic.

Traffic, congestion - not enough lanes.

Too many cars, too little space.

Congestion on JTB.

The traffic is terrible.

It's too congested here in Jacksonville. Maybe add a light rail system.

Traffic - construction.

There are too many cars on the road - we need a transit rail system to control that.

Traffic. Widen roads or add new ones to get rid of traffic and congestion.

Too much traffic for an antiquated road system.

Road congestion.

The congestion and traffic flow.

The traffic is too heavy.

Carpooling. Getting the public involved.

The roads are overcrowded.

Traffic: they can never catch-up with the population. They need traffic control and people need to control their tempers.

Traffic congestion.

Blanding Boulevard, it's a mess.

Too many people driving on roads that are not adequate.

Appendix A - Respondent Comments

What do you feel are the most important transportation issues that need to be addressed in Northeast Florida?

Relieve traffic congestion/ manage high traffic volume

There is massive traffic jams on A1A everyday. Something needs to be done to resolve that.

Traffic.

Congestion in our roadways. Improving roadways for safety and limit construction on roadways during peak hours.

Adjust traffic lights on 17. Decent mass transportation -bus.

Road congestion.

A1A overcrowded. I-95 North the construction: will it never end?

Traffic congestion.

Controlling the amount of cars, vehicles.

The growth of our area has caused major traffic - so we should make an in-sync red light system to keep the flow of traffic moving.

Removing some of the traffic congestion.

Congestion on main traveled roads Highway 17 and 21 in particular.

Need a bigger/better bus system

Time the bus service and departs. If you miss the bus, we shouldn't have to wait over an hour for the next one!

Provide more buses for the surrounding cities of Jacksonville.

Need more buses to service the areas surrounding Jacksonville.

The bus system needs to be more efficient - wait time is ridiculous.

More bus stops and more buses to accommodate the public's needs.

The bus system, bus stops are far apart, and inconsiderate of people who need the transportation that live farther out of the city.

Nothing running North and South roads.

Better bus routes. There's not enough.

Redoing the bus routes. More of them.

More bus activity on the outskirts of town.

Have better bus schedules.

A better bus system would be a start.

More buses, or underground mass transit system.

Appendix A - Respondent Comments

What do you feel are the most important transportation issues that need to be addressed in Northeast Florida?

Need a bigger/better bus system

More frequent bus times and more places to catch the bus.

The bus drivers are rude - buses overcrowded - need an occupancy level or more buses.

Bus routes that eliminate changing buses.

Bus schedules - times don't coincide with work schedules (teachers.)

Time - buses never on time.

Buses.

The buses should run on more convenient times.

To make the bus more easily accessible.

Allowing the bus to run at all hours of the day!

The infrequency of bus service - long waits between buses.

Bus service to more neighborhoods - we have none in our neighborhood - we have to go a couple miles for a bus stop.

The bus system needs more stopping/picking up times for better convenience.

Frequency of the bus schedules, routes.

A bus service from my area (St. Johns County) to downtown that also runs in the evenings.

A better bus system.

We need more buses.

More extensive bus service - deeper into the neighborhoods.

City buses need improvement!

They need more buses going to the beaches.

Increase the routes and number of the small minor buses, especially the Baymeadows Area.

Better bus service.

Should offer more bus transportation, especially to the outer cities surrounding Jacksonville. Provide more bus stops too.

They need a bus service that would come into my neighborhood to pickup senior citizens. I know about the Clay Transit, but the regular bus service would take me to more places I would need.

Need more bus routes. In fact, we need buses to come to Nassau County: we have none.

More buses.

More detailed bus system, more stable bus hours, more versatile, and more options.

Appendix A - Respondent Comments

What do you feel are the most important transportation issues that need to be addressed in Northeast Florida?

Need a bigger/better bus system

We need a bus that stops at County Road 218. There is a sign, but I've never seen a bus go down that far and road rage is a serious problem.

Need for more mass transit (general)

To provide some form of transportation to the beach such as the skyway, and to improve and expand the skyway.

Should be more mass transit in the outer region and more available bus schedules.

More mass transit. More buses especially for Clay County.

We need more mass transit such as buses or trolleys to go to industrial parks and rural areas.

There is no mass transit in my area. Mass transit needs to be addressed.

Increase mass transit, trains, and buses.

More public transportation especially for the poor, so they can get to and from work.

We need a mass transit system in Fernandina.

The lack of mass transportation on certain routes.

Getting mass transit services.

More public transportation.

More transportation to the outlying areas of Duval County. More bus stops especially towards Atlantic and the Beaches.

Public transportation - we need more of it. Road repairs - do it right the first time.

They need more public transportation and it should be more accessible.

We don't have a transit system. It doesn't cover enough area.

We need mass transit in Nassau County, mainly for senior citizens.

Need more varieties of transportation to more areas of the community.

The need of train system. Even subways like New York.

More opportunity for mass transit. Better planning of roadways for future developments.

We need more public transportation for when you need it.

Not enough public transportation: not enough bus stops.

Add a train system like they have in Atlanta - a better plan for the growth in certain counties of Northeast Florida.

Mass transit in St. Augustine.

Appendix A - Respondent Comments

What do you feel are the most important transportation issues that need to be addressed in Northeast Florida?

Need for more mass transit (general)

Mass transit. Traffic problems.

Offer more public transportation to our area (St. Johns County).

Mass transit - not enough of it.

The availability and accessibility of the transportation system.

Need expanded mass transit.

Jacksonville has no mass transit. With the overall size of Jacksonville, their "mass transit" is incapable of meeting the cities needs.

We need some sort of mass transit from one county to another.

Transit system. Come up with a better transit system like more trains instead of the bus system.

Mass transportation needs to go out farther in other counties.

We need more mass transit like buses or light rail especially in Clay County.

Expand/improve roads

Traffic. Primarily widening our roads to alleviate traffic and congestion.

So many businesses are being built that there's no room for road widening. Every road in Nassau County needs to be widened.

Widen roads.

Better roads - always behind schedule.

Growth. We need to stay ahead of our future developments. Plan our roadways to accommodate the growth.

Build a bypass around State Road 200.

I-95 should have been made wider. They should plan further ahead. When restructuring is done.

All of the roads need to be paved around the Lem Turner area.

Some roads are way too narrow to drive on.

Need to build roads to accommodate new housing developments before the new homes are built.

Better access roads - not enough major access. Roads to get you from point a to b.

Our roads - the maintenance of them.

Keeping the roadways maintained.

We need to make sure the roads and infrastructure are up to date/code.

Improve road maintenance, A1A is awful!

Appendix A - Respondent Comments

What do you feel are the most important transportation issues that need to be addressed in Northeast Florida?

Expand/improve roads

Continue development of roadways before new housing or subdivisions are built.

To widen the roadways.

I-10 and I-95: the roads need more lanes.

Roadways, road construction, and congestion.

The major roads need more lanes and time the traffic lights to make traffic free-flowing.

Widening JTB and finishing 9A.

Secondary roads need to be widened. Need more bike paths - put one on Highway 13 would be nice.

The need of an HOV lane and developing more routes or roadways.

Roads. The roads need to be improved. They should widen or add more lanes.

Widen roads to alleviate congestion. Train new drivers on the etiquette of driving.

Better access to downtown - more roads to get to town.

The quality of the roads.

Making sure the roads keep up with the new developments.

More access to major roads.

Need to widen roads in high populated areas. Increase buses both in and out of Jacksonville.

Fill-in the potholes, maintain our roads better than they currently are.

Only one road in and out of Fernandina. If we had to evacuate, it would be a disaster.

The roads - they need to be updated and repaired.

More roads and less traffic.

More roads.

Roads need to be widened. Gas needs to be cheaper. Stop developing quicker than road improvements.

A1A needs be resurfaced. It's being destroyed by logging trucks.

Good highways and roadways. They are making improvements doing I-95 and I-10.

Fix roads so we can drive more spread out, so we don't congest one road.

These roads in Nassau County are all in need of rebuilding. They are narrow.

Roads. Not enough roads or not wide enough. Too many pot holes. We need to get the roads fixed and widen roads for growth.

Widening roads prior to developing new homes in the area.

Appendix A - Respondent Comments

What do you feel are the most important transportation issues that need to be addressed in Northeast Florida?

Expand/improve roads

The highway system isn't keeping up with the growth of our county.

Build more roads. Fix the roads we have.

Lack of widening of roads - not conducted in a timely matter in conjunction with the cities growth.

Roads are way behind the growth of our community. We need new roads.

Alleviate road construction issues

Roadwork - either get rid of it or hurry up and fix the problem. It seems to take years of work for what should be months!

Finish the roads.

Finish first what was started when it comes to road construction, before a new construction project begins.

Finish roads.

Keep roads in drivable conditions. Are we ever going to see no orange cones?

Working on two roads at the same time - finish one before starting work on another.

Traffic created by construction.

All the construction on the roads.

Road construction seems as though it will never be finished.

Way too much time on construction.

Quicker road construction.

Finish construction on one thing before starting another one.

Finish all the construction. It's dangerous to drive.

The coordination of road construction and the time of day they want to work on it.

JTB and 9A interchange and Beach need to be completed.

Future construction plans for growth.

Need to finish road construction.

Road construction is occurring too much. Need to finish one project before we start a new one.

Construction on I-95 and 9A is out of control.

Keep road construction to a minimum, and don't do it all at one time.

Finish road construction on 9A.

Have another outlet when doing construction.

Appendix A - Respondent Comments

What do you feel are the most important transportation issues that need to be addressed in Northeast Florida?

Alleviate road construction issues

Need to finish the road construction and don't begin any more.

Too much construction on the roads and nothing ever finished.

Address traffic offenders/road safety issues

Get people to stop running red lights.

A1A is being used by trucks loaded with lumber going to the paper mill. The trucks exceed the speed limit to a great degree. They are an accident waiting to happen. The train is a better solution.

Speeding. Regulate or enforce the speeding laws on I-10. Those people drive too fast.

Driving - careless drivers.

Bullying by high speed semis.

Speed limits in residential areas.

Road rage.

More policing for road rage.

Safety - people in such a hurry they drive like no one else was on the road.

Traffic law enforcement.

Ticket people who run red lights.

Speeding on the expressway.

Speeding.

The speeding is outrageous. Fix the intersection of US-1 and Race Track Road, it's a very dangerous intersection.

More prevention of accidents by people driving too fast.

The way people drive.

Safety of vehicles.

Address/decrease gas prices

Price of gas too expensive.

Gas prices.

Finding solution to high gas prices.

The price of gas. Because gas has everything to do with transportation.

Gas prices.

Appendix A - Respondent Comments

What do you feel are the most important transportation issues that need to be addressed in Northeast Florida?

Address/decrease gas prices

Gas prices. More flexible bus schedule.

More fund allocation for fuel. For public transportation.

Price of gas.

Expand/improve skyway/light rail/monorail system

More monorail systems.

Better job downtown use of trolley, skyway, and buses.

Light rails along major corridors.

Expand the road system in Orange Park

Fix Blanding Boulevard: it's too congested, always.

Traffic: they need to build an interstate highway over Blanding Boulevard that goes to Middleburg, with streets that come off at main intersections.

The traffic on 17 from Fleming Island area. They should have widened the roads and bridges before they did all the building.

The intersections like Blanding and I-295 especially the southbound from Blanding to I-295. Horrific!!

Need more than 2 ways out of Clay County instead of Blanding and 17.

Highway 17 and Blanding should be fixed for better traffic flow and expanding roads and bridges.

Improve road markings (lane change/exit signs)

I-95 and State Road 210 interchange are very dangerous.

More clearly marked lanes - more time to respond to lane changes or exit lanes.

We need more barriers to protect cars that go off the road.

Need transportation for the elderly/disadvantaged

More special needs transportation.

There is no transportation for people under 65 with Medicaid problems. We need to get a medical bus for Nassau County.

I think more should be geared toward the elderly.

Provide better/more affordable taxi services

Taxi cabs - can't find - too expensive.

Appendix A - Respondent Comments

What do you feel are the most important transportation issues that need to be addressed in Northeast Florida?

Provide better/more affordable taxi services

Cab service - need more.

Plan better/more evacuation routes

Evacuation routes.

Increase the capacity of evacuation roads: State Road 220 and J. Turner Butler Boulevard.

Other comments

We need rail system along the I-95 corridor from Daytona through Jacksonville to South Georgia.

We need to make residential and commercial developers responsible for road expansion and improvement prior to infrastructure and expansion. There needs to be a professional, well-maintained rapid transportation system that serves all of the North Florida communities. They need to quickly build more roads that will support the projected population growth.

I would like to see an air shuttle from here to Jacksonville and also to Orlando. An air shuttle would eliminate a lot of driving.

Too many buses in wrong areas: high traffic areas don't need buses.

More medical vehicles are desperately needed.

Being able to afford a car - or get a loan to be able to get a car with lower payments.

We need a rail system to get to other parts of Florida, but our mass transit is okay.

The cost of riding buses is too expensive for low income people that don't have other transportation.

They need to start planning the roadways before they start building.

Gas prices not only here, but all over the world. I wish gas prices would get so high that no one could drive and we could save our planet.

Decrease overdevelopment before new construction of roads.

Timeliness of development in accordance with the infrastructure.

Get rid of all the transportation services, such as buses and taxis.

Appendix B - Respondent Comments

What do you think the region should do to improve mass transit?

Expand bus service (more buses, added routes)

We need more funding to build a better bus system - more spread out.

Make a couple of buses available to Nassau County.

Add more bus stops in Northern St. Johns County.

Bring the buses to Fernandina.

Make a more complete bus system - more routes.

It's only in Jacksonville - expand to St. Augustine.

Run buses more frequently and straight through instead of going downtown to catch connecting rides.

Make it more available for people "between towns."

Go to more areas.

Include some lengthy rural routes.

More bus routes.

Would be nice to have bus service from my area (St. Johns County) to downtown that has a day and evening schedule to take advantage of what they have downtown.

Expand routes on bus system to the outlying areas.

Add more buses = a bus that travels into the smaller roads.

Should add more bus stops especially to St. Johns county because I don't see the buses around here.

Make it available to more neighborhoods and be more convenient for us (more accessible).

Start new bus lines.

More routes, longer hours of operation.

More coverage of bus stops.

Allow mass transit to go beyond Jacksonville. Have it available in rural areas.

Make more pickup times, and stick to schedules.

More bus routes and more times.

Offer more mass transit like buses and light rail.

Make buses more available - go farther - go farther out of the city (Northside.) Customer skills are needed.

Provide more of it and increase frequency. Have it available around the clock.

More buses in high traffic areas.

Make it more available to more places.

Appendix B - Respondent Comments

What do you think the region should do to improve mass transit?

Expand bus service (more buses, added routes)

More bus services and train services like Amtrak.

Better mass transit especially ones for surrounding cities of Jacksonville.

We need buses that go into the rural areas of the cities. There are times when buses would be necessary.

Jacksonville is really a large city they need to increase more buses or build a subway to support the population growth.

Spread out some more with the buses and also have some type of fast track transit.

Provide more buses or shuttle services in small towns around Jacksonville.

Provide more buses from point a to point b.

Make the routes larger to areas not located downtown.

The bus should have expanded routes and times so more people would use them.

Increase the frequency of the buses' availability.

At least have bus service other than the Orange Park express.

Building a mass transit system may not be feasible but a couple of buses would work.

Have a large route for buses to include Nassau County.

More buses.

There should be more rounds for the buses. The buses should have longer routes.

Have more buses.

Add buses and additional routes.

Make more bus stops.

Expand bus services to the surrounding cities of Jacksonville.

Expand bus system.

Add more buses and bus routes and spread it out the neighboring cities of Jacksonville.

Add more bus services.

Better bus service (more stops, hours)

More accessible - provide more bus stops and less transfers between buses.

Make it more convenient and appealing.

Use smaller buses with more stops and express buses with less stops.

Have more stops and more buses.

Appendix B - Respondent Comments

What do you think the region should do to improve mass transit?

Better bus service (more stops, hours)

Should put more bus stations, like Chicago or New York City.

They need a better service to the beaches.

They (buses) cut off too early in the day.

The availability and accessibility of mass transit, and to connect with the major and less major parts of the city.

Improve schedules and bus routes.

Improve some of the routes, offer more from the beaches to downtown.

More frequent bus scheduled stops and to encompass a larger area of service.

More bus stops.

More convenient bus schedules - make more lots for carpooling - make it easier to assemble with other carpoolers.

Have buses be on time and make more stops.

Put in more bus stops closer to new developments and hire more bus drivers.

24 hour bus routes in some locations. Get rid of skytrain.

Offer more bus pickups with non-rush hour schedules. Add bicycle lanes and bike paths make things more biker friendly.

Develop/expand it or add more options

Make it easier for us to use it, buses etc.

It would be nice to have more mass transit choices besides the bus. Offer more of a variety.

More opportunities, more stops for busing.

Provide better access to the transits.

Have other options besides the bus, maybe shuttle service.

Have some! Better choices or varieties of mass transit.

We need more than just buses. Perhaps a railway or trolley system would help.

Have more choices of mass transit instead of just the bus.

Overhaul the system. Rail transportation would be nice. Offer more variety and choices.

We should be more like New York City, Atlanta, etc. and have subways and ferries to help us get around.

I think a lot of people here would use mass transit if we had it.

They need to have a greater concentration in the poorer neighborhoods. There's a higher number of people that don't have cars.

Appendix B - Respondent Comments

What do you think the region should do to improve mass transit?

Develop/expand it or add more options

They would need to expand and inform the public of their whereabouts.

Put more mass transit in areas outside the downtown area.

We don't have anything in Amelia Island as transit.

Offer more variety of mass transit. Again, railways and skyline.

If they're going to have mass transit then make it mass and not minimal.

There is none here, no mass transit to speak of.

Get us a mass transit system.

We don't have any kind of public transportation. We just need to get one.

Get one for Nassau County.

We don't need to improve one, we just need to get one.

Just develop one.

Add more public transportation.

Make it more available.

Put one in.

Make it more available to areas they don't go to in Jacksonville.

Expand and advertise - make people more aware of mass transit.

Provide more mass transit alternatives.

Create new ways of mass transit. The bus and skyline isn't enough for a big city like Jacksonville.

Add some.

Provide more public transportation.

Have a light rail/metro system

Add rails and another river ferry.

Need a train or buy more buses.

More creative use of what we have. Primarily railroad.

Build train and bus stations. Provide more buses.

Work on train links between cities.

Have trains.

Appendix B - Respondent Comments

What do you think the region should do to improve mass transit?

Have a light rail/metro system

Light railway system to outlying areas.

We need a rail system to by-pass major traffic areas.

We need something similar to Marta in Atlanta. It costs less, and people can afford it.

Use trains like they do in bigger cities.

We need more trains and less buses.

Add trains.

Some sort of tram system.

They could make some kind of rail system since Jacksonville is one of the biggest cities in the area.

Rail systems.

Start a rail system.

They should get a train going.

More of a lite - rail system (metro system.)

Expand the skyway/overhead train

Overhead railways. Buses would just increase Traffic.

Study who would get the most use of it. Have an above ground rail.

Do more with the shuttle service skyway express.

Should have brought it across the river (the people mover)

Extend JTA skyline. Open up extra lanes for more bus routes.

We need a mass rail system to cover the city.

Make skyway go further than downtown offer more than bus travel.

Have a flyer/express bus service

More straight shots.

Advertise mass transit

Cut down on how many kids can park a car at school - use the buses.

More advertising so people are more aware of the benefits of mass transportation.

Make people more aware of public transportation more convenient bus stops - more frequent stops at the bus stops.

Appendix B - Respondent Comments

What do you think the region should do to improve mass transit?

Provide park and ride stops/areas

Have more buses from certain parking areas where you can leave your cars.

Put more convenient parking for people using the bus.

Get more vans/shuttle services

Get government involved - more vans.

Improve the bus system in general

Improve the bus lines and increase the frequency in the schedule.

Have a system where if a bus is going to be late send another one.

Better organization of the bus system. Expand their routes and time schedules.

Get bus service.

Make it more affordable

They should make public transportation more affordable than driving your own car. It should be subsidized with money from the lottery.

Include better cheaper transit prices and have more times during the day to use them.

Other comments

Mass transit wouldn't work here in Jacksonville because it's such a huge region.

We should have a better tram system.

A road transit system would work here.

I don't think mass transit would work here - we're too rural.

Privatize it and keep the government out.

There should be more consolidated work areas.

Ask the people who ride mass transit to take a poll to see what they think should be done.

Have a better taxi service (city owned).

Make it available to anyone - homeless to the elderly.

We don't want it.

Use some of the Florida Lotto money to help improve mass transit and road systems.

Appendix C - Respondent Comments

**Has the price of gasoline caused you to make any changes in your driving habits? (If yes)
What changes have you made?**

Drive less in general/combine my car trips

Plan all my drives carefully.

I don't drive around as often as I used to and only take one shopping trip.

Less driving.

Consolidate errands. Fly instead of drive to destination. Also, looked at hybrid vehicles.

I don't go shopping as much during off days. I plan all my trips to try to shorten them.

Less driving.

Stay home more.

Don't drive unless I have to: to and from work mostly.

Drive less.

We have a delivery service and we schedule our out-of-town deliveries closer together, time and destination wise.

Combine all my trips so I don't drive so much.

Try not to drive as much like I used to.

Consolidate trips. Drive less. Rely on husband to pick things up on way home from work.

I don't go to as many places as I usually did.

My trade as a long distance driver has suffered from the cost of gas. Can't do as much work.

Reduced amount of driving.

Very careful about where I go and how far I go.

Reduced my driving - I stay home more, do errands at one time.

Less driving.

Go out less - consolidate trips.

I keep my trips short and I limit my trips.

I make one trip for all purposes.

Reduced drive time during work (outside sales) do more phone contacts.

Less driving - stay closer to home or run errands in my community.

Drive less.

Drive less, stay home more.

Go where I need to go and go straight back home - cut out unnecessary driving.

Appendix C - Respondent Comments

**Has the price of gasoline caused you to make any changes in your driving habits? (If yes)
What changes have you made?**

Drive less in general/combine my car trips

Don't drive as much.

Coordinate my trips.

Try to drive less often.

Drive less, don't travel.

Take shorter trips - don't go out as much.

Less driving.

Try to do several things at one time to save gas.

Stay home - drive less.

Consolidate appointments.

I do a lot less driving.

Plan everything into one trip, make no unnecessary trips.

I don't duplicate trips and I'm much more conscious of my driving.

We try to group our trip with friends and family to limit our drive time.

I don't go out once I get home.

We cut back on doing extra traveling for things like entertainment. Don't go out as much, just to work and back.

Stay home more - fewer trips out.

Stay home more - don't drive as much.

Combine trips.

Drive shorter distance. Avoid unnecessary trips.

Less trips around town.

Use my truck less and my little economy car more, and occasionally bike.

We have made an effort not to drive one of our diesel vehicles and are considering something electrical.

I do think of what I do and plan my trips around what I'm doing.

Consolidate trips.

I stay home more.

I drive less.

Make each shopping trip count. Try to go shopping all in one trip.

Appendix C - Respondent Comments

***Has the price of gasoline caused you to make any changes in your driving habits? (If yes)
What changes have you made?***

Drive less in general/combine my car trips

We drive less. We group activities so we do not have to make so many trips.

Being more careful of where we drive.

Only drive to work and back and do errands on the way.

More careful in using the car. We do not drive unnecessarily.

We drive less.

I only make small trips. I do not make long trips.

I've organized my extra driving time.

Combine all trips.

I do not drive as much. I route out the stops I need to make in a circle so there is no backtracking.

I just don't buy much gas at one time. Just enough to get to work and back.

Consolidate trips and drive less.

We condense our trips and take the most economical car on the longer trips.

I drive less now and cover all of my errands in one trip.

I drive a lot less.

Reduced my driving - I stay home more.

We plan our trips to one trip.

Limit my driving time to a minimal.

Planning trips accordingly and I no longer go to garage sales like I used to on the weekends.

I don't drive as much as I used to.

I consolidate all my trips.

Don't go anywhere but to work and home.

Create a route, a very organized and quick route.

I reduce and consolidate the trips I have to make in a car.

I don't travel as much.

I don't go much.

We try to plan our trips out to do several things in one trip.

I shop to and from work. Condense my travel.

More thoughtful about my trips out. Planning more than one stop in a trip out.

Appendix C - Respondent Comments

**Has the price of gasoline caused you to make any changes in your driving habits? (If yes)
What changes have you made?**

Drive less in general/combine my car trips

Combine tasks to reduce the number of trips.

Organize my trips or combine into one day instead of throughout the week.

I don't drive as much.

Cut back on driving for non-essentials

Make less unnecessary trips.

No more driving to have fun on rides to the beach.

Eliminate unnecessary trips, errands.

Don't do as much recreational driving.

No more joy riding.

Don't go anywhere now except work and back home.

I do far less shopping.

No more driving, just to be driving.

I don't go anywhere if I don't have to.

We do not travel very much.

We do not go to town. We stay at home.

We do not go out as much. We do not go to the movies. We do not travel. We stay at home.

I try not to drive around if I don't need to.

I don't go shopping much, when I do I try to go several different places in my one trip out.

Don't go out anymore - do things I need to do on the days I go to college.

I don't go out as often.

I don't go to Jacksonville as much.

I don't visit out of town relatives as much as I used to.

Only drive to the grocery store or take the children to the doctor's.

I rarely do any extra driving like shopping or going out to clubs.

No unnecessary driving. No more Sunday drives.

Make no unnecessary trips - carpool more.

I don't go anywhere unless I need to.

Appendix C - Respondent Comments

**Has the price of gasoline caused you to make any changes in your driving habits? (If yes)
What changes have you made?**

Cut back on driving for non-essentials

Stopped making unnecessary stops and trips - do everything in one trip.

I don't go out on my lunch hour anymore, and I try to plan my trips now.

We no longer travel on weekends.

Less casual driving.

I don't eat out as much or go to the movies.

Don't go out as much.

I don't go to the beach anymore.

Don't go where I used to.

I don't drive if I don't have to.

I drive straight to work and straight home. That takes my budget for the week.

Combine car trips for errands/essentials

I only go places when necessary.

Bundle errands together. Do less non-essential driving.

I only drive when necessary.

Do errands on my way home from work. I can pool with my husband when I can.

We do all our errands on one day. It takes longer, but at least we're not out and about more than we have to be.

I try to combine all my errands into one trip.

Less driving. Run errands while going to or from work.

Have a list for the grocery and only go once every 2 weeks.

Don't go to the grocery store to get a couple of things - go once for all groceries.

Do as many errands at one time as I can.

Reduced trips - try to go to all stops in one trip.

Combine errands into one trip, make no unnecessary trips.

I run all my errands at one time.

Minimize driving - plan errands.

Bundle errands: I wait until I have several errands in one area before I go - very cautious about where I go and when.

Appendix C - Respondent Comments

**Has the price of gasoline caused you to make any changes in your driving habits? (If yes)
What changes have you made?**

Combine car trips for errands/essentials

Plan errands at one time. Plan my driving.

Less trips - limiting errands.

Combine all my errands into one trip.

Condense errands into one trip. Drive a more economical vehicle.

Make a list of errands and go in order.

Consolidate errands.

Consolidate my errands.

Consolidate errands.

I minimize my trips for errands.

We only make trips to the bank, post office, grocery store, and Wal-Mart once a week.

I shop to and from work. I don't make any unnecessary trips.

Stay home more often and combine all errands and activities into one day!

I try to plan all my trips together when I go running around and we take no more leisure drives.

I've cut down going to the store. I think before I need to go out.

We make less trips to stores, etc. Handle more than one thing on each trip.

I consolidate all of my errands so I do not make so many trips.

Consolidate errands.

Run errands while going to and from work - plan more activities instead of running around needlessly.

I make my one trip a week to do everything - grocery, bank, post office, etc.

I don't do any backtracking on my errands.

Drive less - consolidate errands.

Combine errands when I'm out.

Combine errands.

I combine errands so I do not make so many trips.

Car pool whenever possible

I try to carpool.

I try to carpool whenever I get the chance, and use my husband's company car whenever possible to save myself gas money.

Appendix C - Respondent Comments

**Has the price of gasoline caused you to make any changes in your driving habits? (If yes)
What changes have you made?**

Car pool whenever possible

More carpooling and going less places.

We carpool.

Combine both my wife's and my trips together and organize accordingly to avoid duplicate trips.

Carpool.

Carpooling.

Carpooling - ride with others.

I do some carpooling with my friends. I have slowed down my driving habits.

Carpool. Combine trips/errands.

We carpool the kids to school.

Cut back on weekend/out of town driving

Don't drive my SUV on weekends.

Don't take out of town trips.

Drive less on weekends.

Don't drive on weekends.

No more Sunday driving.

Bought/drove a more gas-efficient car

Bought a new economical vehicle.

I had to buy an economical car for driving to University of North Florida and that's all.

Bought a more fuel efficient car. Take fewer trips away from home.

Purchased two Toyota Corollas for better gas mileage.

I drive a more economic vehicle.

Traded in my SUV and purchased a more economical car.

Bought two smaller cars.

Bought a more economical car. Use lower grade gas.

Bought/consider buying a hybrid car

I purchased a hybrid car.

I bought a hybrid.

Appendix C - Respondent Comments

**Has the price of gasoline caused you to make any changes in your driving habits? (If yes)
What changes have you made?**

Bought/consider buying a hybrid car

I purchased a hybrid.

Downsized vehicle.

Bike or walk more

I ride a bike to work.

I walk to the store for my groceries.

Ride my bike for errands.

Work from home

No longer commute to work - I now work from home.

Elected to work at home.

Use cheaper gas

Look for cheapest gas prices at local gas stations.

Other comments

I moved closer to my job.

Not gunning it at red lights.

I need to move closer to town so I don't use so much gas getting to where I live in the country.

Appendix D - Respondent Comments

How high would the price of gasoline have to get before you would change your driving habits? If gasoline exceeded that price, what would you do to change your driving habits?

Drive less/plan fewer trips

Drive less - stop taking so many weekend excursions.

Drive less.

Drive less.

Drive less.

I drive a lot for a living. I would have to cutback.

Stay at home.

Combine my errands with trips to and from work.

My company would probably change my amount of travel.

Drive less.

Stay home! Retire.

Only drive locally as much as possible.

Consolidate trips - no needless trips - buy a more economic car.

Think twice before I drive anywhere.

Just stop driving - I couldn't afford it.

Only go out if it's really necessary.

Try to consolidate my trips.

Plan better for local driving - all errands in one trip.

I would not drive as much.

Wouldn't drive as often.

I wouldn't visit my mother on the Southside. I'd stay home.

I'd drive less.

Try and plan things into one trip.

I would only stop at places after I get off work on my way home.

Be more organized, create a list of errands and stick with the list while picking or dropping off my kids to school.

I would drive half the distance to work and catch the bus.

Stay home more.

Drive less often or plan my errands to be close to each other to limit drive time.

Appendix D - Respondent Comments

How high would the price of gasoline have to get before you would change your driving habits? If gasoline exceeded that price, what would you do to change your driving habits?

Drive less/plan fewer trips

I would sell some of my vehicles for more money to afford the gas.

Less driving.

I wouldn't drive as much.

Drive less.

Cut down on needless trips.

Car pooling

Try to carpool.

Start carpooling - stay home more.

Carpool.

I'd look into carpooling.

Carpooling.

Carpool.

Carpool.

Do more carpooling.

Look for carpools.

I'd carpool with my husband - or get him to drop me off at work so I wouldn't have to drive.

Carpool.

Carpool with my husband everyday, even if I have to wait for him to get off.

Try to carpool.

Take the bus/mass transit

Take the bus.

I would ride the bus.

Go back to the bus.

Take the bus more.

Ride the bus.

Use the transit system.

Drive a more gas-efficient car

Appendix D - Respondent Comments

How high would the price of gasoline have to get before you would change your driving habits? If gasoline exceeded that price, what would you do to change your driving habits?

Drive a more gas-efficient car

- Get a more economical car.
- Get a smaller more economical car.
- Get a more gas efficient car.
- Change vehicle - get a vehicle with better gas mileage.

Cut back on non-essentials

- Reduce driving for pleasure.
- Go out less in a week.
- Cut out weekend activities.
- I would not shop. I would only go out when I need to.

Bike/cycle

- Ride my bike more often.
- Probably buy a bike.
- Ride my bicycle to work.
- Might have to go back to the bicycle that I don't like.
- Ride my motorcycle to work.

Walk more

- I would walk.
- Take the time to walk the kids to and from school.

Quit driving/look for alternatives

- Quit driving.
- If it goes over \$4.00. I'm selling my car.
- Quit driving - park it.
- Look for other alternatives for rides.

Find a job closer to my home/home closer to job

- Find a job closes to home or a home closer to my job.
- Change jobs - get one closer.

Appendix D - Respondent Comments

How high would the price of gasoline have to get before you would change your driving habits? If gasoline exceeded that price, what would you do to change your driving habits?

Find a job closer to my home/home closer to job

Find a job closer to home.

Other comments

Get a horse and buggy.

Work less.

First Coast Transportation Survey – 2008 #08-041-1

QNUM: _____ Interviewer: _____ Date: _____ / _____

Sample ID: _____

Hello, this is _____ with Ulrich Research Services in Orange Park. We're conducting a public opinion survey on transportation issues in Northeast Florida. I assure you this is not a sales call. Your number was selected at random. I don't know your name and will not ask for it at any time. Am speaking with the head of household? (IF NOT, ASK TO SPEAK TO THE MALE OR FEMALE HEAD OF HOUSEHOLD. IF NOT AVAILABLE, TRY TO ARRANGE A CALLBACK.)

S1. In this survey we're interviewing adults between the ages of 18 and 65. Does that describe you, or anyone else in your household?

- 1 YES, ME → CONTINUE
- 2 YES, SOMEONE ELSE → ASK TO SPEAK WITH THAT PERSON.
- 3 NO/REFUSED → THANK AND TERMINATE

S2. In which county do you live?

- 1 Clay
- 2 Duval
- 3 Nassau
- 4 St. Johns
- 5 OTHER → THANK AND TERMINATE
- 9 DON'T KNOW/REFUSED → THANK AND TERMINATE

1. How long have you lived in _____ County? (READ)

- 1 Less than 1 year
- 2 1 but less than 5 years
- 3 5 but less than 10 years
- 4 10 but less than 20 years
- 5 20 years or more
- 9 (DO NOT READ) REFUSED

2. How important were the following factors in your choice of neighborhood? Very important, somewhat important, not very important, or not at all important?

	VERY IMPORTANT	SMWT IMPT	NOT VERY IMPT	NOT AT ALL IMPT	DK/ REFUSED
a. The quality of schools	1	2	3	4	9
b. Proximity to your work	1	2	3	4	9
c. Proximity to shopping areas	1	2	3	4	9
d. The size of your yard	1	2	3	4	9
e. The amount of space between houses.....	1	2	3	4	9
f. Proximity to mass transit.....	1	2	3	4	9

3. Do you work outside of your home?

- 1 Yes
- 2 No → SKIP TO Q12
- 9 DON'T KNOW/REFUSED

4. In what zip code do you work?

ZIP CODE: _____
 99999 DON'T KNOW/REFUSED

5. How do you travel to and from your place of work? (READ)

- 1 By private car
- 2 In a car pool or van pool
- 3 By bus
- 4 Or some other way? (DESCRIBE BELOW)
- 9 DON'T KNOW/REFUSED

Other way: _____

6. What time of day do you typically leave for work?

- 1 Before 5 a.m.
- 2 Between 5 and 6 a.m.
- 3 Between 6 and 7 a.m.
- 4 Between 7 and 8 a.m.
- 5 Between 8 and 9 a.m.
- 6 After 9 a.m.
- 9 DON'T KNOW/REFUSED

7. What is the primary road that you use to drive to work – that is, the one on which you spend the most driving time?

99 DON'T KNOW/REFUSED

8. Which of the following best describes the level of traffic congestion on (that road) at the time you drive to work? (READ)

- 1 Always backed up far below the speed limit
- 2 Usually below the speed limit, but it keeps moving unless there's bad weather or an accident
- 3 Usually at the speed limit unless there's bad weather or an accident
- 4 Free flowing and rarely congested unless there's bad weather or an accident
- 9 DON'T KNOW/REFUSED

9. What is your commuting time to work? Just give your best estimate in minutes.

MINUTES: _____
 99999 DON'T KNOW/REFUSED

10. Is your current commute time acceptable or unacceptable to you?

- 1 Acceptable
- 2 Unacceptable
- 9 DON'T KNOW/REFUSED

11. Which of the following commuting times to work are acceptable to you? (READ)

- 1 Up to 30 minutes
- 2 Up to 45 minutes
- 3 Up to 1 hour
- 4 More than 1 hour
- 9 DON'T KNOW/REFUSED

12. Did you use any form of mass transit such as a bus, trolley, Skyway, van or shuttle service to get to or from work, shopping, or any other destination in Northeast Florida during the past year?

- 1 Yes
- 2 No → SKIP TO Q14
- 9 DON'T KNOW/REFUSED → SKIP TO Q14

13. What forms of mass transit did you use? (READ AND CIRCLE ALL THAT APPLY)

- 1 Bus
- 2 Trolley
- 3 Skyway
- 4 Van or shuttle service
- 5 Or some other form? (Describe below)
- 9 (DO NOT READ) DON'T KNOW/REFUSED

OTHER: _____

14. What do you feel are the most important transportation issues that need to be addressed in Northeast Florida?

99 DON'T KNOW/REFUSED

15. I'd like to read you some ideas that have been proposed to improve transportation in Northeast Florida. Please tell me if you think each idea should be a high priority, medium priority, or low priority in transportation planning for the region.

	HIGH PRIORITY	MEDIUM PRIORITY	LOW PRIORITY	DK/ REFUSED
a. Providing smooth-flowing traffic on local highways	1	2	3	9
b. Providing convenient mass transit alternatives	1	2	3	9
c. Encouraging people to use transportation alternatives to driving alone.....	1	2	3	9
d. Reducing the need to use cars to get to everyday activities .	1	2	3	9
e. Encouraging people to walk or ride bicycles to their destinations.....	1	2	3	9
f. Encouraging people to carpool	1	2	3	9

16. Do you think there are adequate mass transit services in Northeast Florida?

- 1 Yes → SKIP TO Q18
- 2 No
- 9 DON'T KNOW/REFUSED → SKIP TO Q18

17. What do you think the region should do to improve mass transit?

99 DON'T KNOW/REFUSED

18. Which of the following is the best long-term solution to reducing traffic in your area? (READ. ASK FOR ONE "BEST" SOLUTION.)

- 1 Improving mass transit
- 2 Developing communities where people don't have to drive so much
- 3 Building new roads
- 4 Or something else? (DESCRIBE BELOW)
- 9 (DO NOT READ) DON'T KNOW/REFUSED

Something else: _____

19. Are you familiar with electronic tolling that eliminates toll booths and allows toll collection at regular travel speeds? (DO NOT READ)

- 1 Yes
- 2 No
- 3 Not sure
- 9 REFUSED

20. How willing would you be to pay tolls on new roads or express lanes to reduce traffic and shorten your driving time? Very willing, somewhat willing, not very willing, or not at all willing?"

- 1 Very willing
- 2 Somewhat willing
- 3 Not very willing
- 4 Not at all willing
- 9 (DO NOT READ) DON'T KNOW/REFUSED

21. Please tell me if you think your community is doing an excellent, good, fair, or poor job at handling each of the following issues.

	EXCELLENT	GOOD	FAIR	POOR	DK/ REFUSED
a. Providing smooth-flowing traffic on local highways.	1	2	3	4	9
b. Providing parks and protecting open spaces.....	1	2	3	4	9
c. Providing convenient mass transit.....	1	2	3	4	9
d. Encouraging people to use transit, car pooling, and van pooling as alternatives to driving alone.....	1	2	3	4	9
e. Reducing the need to use cars to get to everyday activities.....	1	2	3	4	9

22. The average price of gasoline is over \$3.00 per gallon this year. Has the price of gasoline caused you to make any changes in your driving habits?

- 1 Yes
- 2 No → SKIP TO Q24
- 9 DON'T KNOW/REFUSED → SKIP TO Q24

23. What changes have you made? (RECORD AND SKIP TO Q26)

99 DON'T KNOW/REFUSED

SKIP TO Q26

24. How high would the price of gasoline have to get before you would change your driving habits? (READ)

- 1 Over \$4.00 per gallon
- 2 Over \$5.00 per gallon
- 3 Over \$6.00 per gallon
- 4 Higher than \$7.00 per gallon
- 5 (DO NOT READ) WOULD NOT CHANGE HABITS → SKIP TO Q26
- 9 (DO NOT READ) DON'T KNOW/REFUSED → SKIP TO Q26

25. If gasoline exceeded that price, what would you do to change your driving habits?

99 DON'T KNOW/REFUSED

26. How willing would you be to make the following changes to your transportation habits? Tell me if you would be very willing, somewhat willing, not very willing, or not at all willing.

	VERY WILLING	SOMEWHAT WILLING	NOT VERY WILLING	NOT AT ALL WILLING	DOESN'T APPLY	DK/REFUSED
a. Join a car pool or van pool to get to and from your work	1	2	3	4	5	9
b. Take mass transit to and from work.....	1	2	3	4	5	9
c. Change work hours.....	1	2	3	4	5	9
d. Work from home when possible	1	2	3	4	5	9

27. These final questions are for classification purposes only. Into which of the following ranges does your age fall? Just stop me when I reach your range. (READ)

- 1 Under 25
- 2 25 to 34
- 3 35 to 44
- 4 45 to 54
- 5 55 to 64
- 6 65 to 74
- 7 75 & Over
- 9 Refused

28. Into which of the following ranges does your total annual household income fall? Just stop me when I reach your range. (READ)

- 1 Less than \$25,000
- 2 \$25,000 but less than \$50,000
- 3 \$50,000 but less than \$100,000
- 4 \$100,000 but less than \$150,000
- 5 \$150,000 and over
- 9 Refused

Those are all the questions I have. Thank you very much for your time.

29. Record respondent gender:

- 1 Male
- 2 Female