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Transportation Issues in Central Florida
A Survey of Public Opinion
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Executive Summary

A telephone survey of the three county metro area entitled *Transportation Issues in Central Florida*, was conducted by the UCF Institute for Social and Behavioral Sciences in February-March 2005. Sample weights were applied to correct a gender imbalance; the weighted sample size = 840 interviews.

Results show:

- Transportation issues remain important to nearly everyone.
- The public is generally dissatisfied with existing congestion levels, does not think that what is currently being done is adequate, and recognizes that solutions will require some sort of tax increase.
- The leading transportation priorities in the public mind are decreased traffic congestion, improved coordination of traffic signals, adequate transportation for people with disabilities, and more aggressive enforcement of red light running.
- Some transportation options – specifically, passenger rail and express toll lanes on I-4 – seem to be more popular with the public than recent political events would indicate.
- Rental car surcharges and impact fees on new homes are the most popular financing options; increasing the gasoline tax is the least popular.
- As might be expected given recent news coverage, there is great concern for pedestrian safety and majority endorsement of most of the commonly mentioned pedestrian safety measures.
- With some exceptions noted in the text, differences across the three counties and among various demographic groupings are usually small and statistically insignificant.

Transportation Issues in Central Florida: A Survey of Public Opinion

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Introduction

In a 2003 survey conducted by the UCF Institute for Social and Behavioral Sciences (ISBS), 60% of Orange and Seminole County residents identified “traffic congestion” as a very or somewhat serious problem in the metro region. In the same poll, 64% identified “roads and traffic” as one of “the bad things about living in Central Florida” and 69% cited not wanting “to fight the traffic” as one of the reasons that they sometimes avoided going downtown. In a 2001 poll of the metro region, 75% agreed that “traffic congestion is negatively impacting the quality of life in Central Florida.”

METROPLAN ORLANDO, our regional transportation planning agency, continues to monitor the state of public thinking about transportation issues in the Orlando metropolitan area. In late 2004, they contracted with ISBS for a comprehensive survey of current views and opinions that was designed and then fielded in February-March 2005. This report presents the results of that survey.

In significant aspects, the survey whose results are reported here was intended as a partial replication of a similar survey completed in 2001 by Dr. Evan Berman at UCF’s Department of Public Administration. Because of that earlier survey, we now have trend data on several matters of interest and results of the trend analysis are sprinkled throughout the following report.

Survey Methodology

The survey, **Transportation Issues in Central Florida**, like its predecessor, was designed and implemented as a computer-assisted telephone interview of phone-accessible households in the tri-county region (Orange, Osceola and Seminole). The 2001 survey, comprised of 825 interviews, drew equal numbers of respondents from each of the three counties and then weighted the data to correct for the over-sampling of the two smaller counties (Seminole and Osceola). Subsequent analysis, however, showed few if any significant differences across counties. Thus, the 2005 survey, comprised of 860 interviews, abandoned the disproportionate sampling strategy and sampled each county in proportion to its relative size.

Table One shows the distribution of survey respondents across the three counties and the corresponding population figures from the 2000 Census. As is apparent, the sample proportions differ only slightly from the correct population proportions.

Table One: Distribution of sample and population across the three county region.

County	2000 population (000's)	Per Cent	Sample Size	Per Cent
Orange	896,000	62.5	543	63.1
Osceola	172,000	12.0	92	10.7
Seminole	365,000	25.5	225	26.2
Total	1,433,000	100.0	860	100.0

A sample of names and telephone numbers for the tri-county region was purchased from Survey Sampling, Inc., a nationally reputable sampling firm. The sample list contained 5,000 names and numbers that our interviewers attempted to contact 15,975 times. Table Two shows the disposition of these 15,975 call attempts.

Table Two: Disposition of Call Attempts (N = 15,975)

Number of Call Attempts	Per Cent	Disposition
6752	42.3	Answering machine
510	3.2	Busy signal
141	0.9	Business number
3461	21.7	Regular call back (in English)
290	1.8	Call back in Spanish
19	0.2	Call back, not in English or Spanish
66	0.4	Changed number
1463	9.2	Number disconnected
1769	11.1	No answer
413	2.3	Hard refusal
231	1.4	Other (fax line, no incoming calls, &c)
20	0.1	Partial interview (break-off)
840	5.3	Completed interview
15,975	100%	Total

A consistent issue in telephone surveying is that women are always more likely than men to respond and so the gender distribution of respondents in phone surveys is always biased in favor of women. In the 2005 survey, 62.3% of those interviewed were women where the actual proportion of women in the tri-county population is 50.6%. This gender imbalance has been corrected by applying sample weights. Male respondents were weighted “up” by a factor of 1.308 and female respondents weighted “down” by a factor of .813 to generate a male/female gender ratio in the survey data = 49.4/50.6, the true gender distribution as of the 2000 US Census.

Please note that gender was unrecorded for 20 respondents because their interviews were terminated before the gender prompt was encountered (“break-offs”). Thus, the weighted sample size is 840 respondents. Unless otherwise specified, *all results reported and discussed in the body of this report are based on the weighted sample*. For a sample of 840 and for proportions near .5, the 95% confidence intervals (“margin of error”) are $\pm 3.38\%$.

As indicated, many of the items in the survey were taken from Berman’s earlier (2001) study, but several of these items were modified for various reasons, and quite a number were omitted entirely, either because they were no longer of interest to METROPLAN ORLANDO, because they failed to display much variation, or simply to make room for other questions that had become more pressing in the interim. Thus, while trend data are available for several items from the 2001 survey, this is by no means true of them all.

The survey questionnaire evolved through six revisions, each pre-tested for length, comprehensibility, and other features. The final version was then transformed into a CATI script and installed on ISBS computers. Interviews were conducted between February 22 and March 25, 2005, at the ISBS Survey Research Lab. All interviewers were prescreened for their telephone interviewing skills then participated in a 90-minute training session including two practice interviews. Surveys were conducted between 9:00 AM and 9:00 PM seven days a week. A Spanish-language version of the survey was available and 24 surveys (about 3% of the total) were completed in Spanish.

Respondent Profile

Table 3 shows basic demographic information for the weighted sample. About 13% of respondents are ages 18-29, 37% are between 30 and 49, and the remaining 50% are over age 50. Compared to the overall tri-county population, the 50-and-up group is over-represented in the sample. Most respondents (63%) have lived in Central Florida more than 10 years. One in five has a high school education or less; 30% have some college but not a four-year degree; 32% have four-year degrees; and 17% have education beyond the bachelor's level. The white percentage in the survey sample is 69.5%; in the total three-county population, the percentage is 66.5% (as of the 2000 Census). Likewise, 11.7% of the sample is African American, vs. 12.8% African American in the tri-county population. The percentage of Hispanics in the sample is 12.8%.¹

Demographic differences across the three counties are modest, but worth a brief note. Since Orange County is the largest of the three, all the Orange County results are close to the overall sample totals. Osceola residents have spent less time in Florida, are less educated, and are slightly older than respondents in other counties; Seminole residents are significantly better educated than the remainder of the tri-county population.

¹ The sample percentage of Hispanics cannot be compared to the Census figures for the tri-county population because the survey question requires respondents to choose one race/ethnicity from the list we provided, whereas in the Census, there are separate questions about race and Hispanic status (thus, black Puerto Ricans can and do report "black" as their race and "Hispanic" as their ethnicity.)

Table 3: Weighted Sample Demographics: Total and By County

Characteristic	Total Sample	Orange	Osceola	Seminole
Gender				
Male	49.4	48.5	38.1	46.0
Female	50.6	51.5	61.9	54.0
N =	840	528	97	213
Time in Florida				
2 yrs or less	9.1	8.8	15.5	6.9
3-5 years	11.3	11.8	15.5	8.2
6-10 years	17.0	18.0	18.6	16.9
More than 10	62.6	61.4	50.4	68.0
N =	836	524	97	214
Education				
HS or less	21.2	21.2	32.0	16.2
Some College	30.3	31.3	35.1	25.2
Coll Grad	31.9	30.4	23.7	39.5
Post-grad	16.6	17.1	9.3	19.0
N =	834	527	97	210
Age				
18-29	13.3	14.0	12.2	12.0
30-49	37.2	40.3	31.6	32.1
50-59	19.5	17.8	20.4	23.4
60-69	15.6	14.0	25.5	14.8
70+	14.4	13.8	10.2	17.7
N =	835	528	98	209
Race/Ethnicity				
White	69.5	67.7	65.3	76.1
Black	11.7	13.8	10.5	6.8
Hispanic	12.8	11.9	22.1	10.7
All other	6.0	6.6	2.1	6.4
N =	819	520	95	205

The marginal frequencies for all variables are shown in Appendix One (total sample) and Two (separately by county) and may be consulted for additional details beyond those reported in the text.

RESULTS

Importance of Transportation Issues to the Public

We asked several questions about the importance of transportation issues to respondents, their families, and to the Central Florida region as a whole. The highlights:

- Majorities exceeding 90% agree (42%) or agree strongly (50%) that “solving Central Florida’s transportation issues is important to me personally.” In the 2001 survey, the comparable percentage was 93%.
- Like majorities say transportation issues are very (67%) or somewhat (26%) important to them and their families and very (72%) or somewhat important (22%) to the Central Florida region.
- Only a third agree (26%) or agree strongly (7%) that “what is now being done to address transportation issues in the region is adequate to solve our problems.” Nearly seven residents in ten say they are not satisfied with the *status quo ante*.

It is of interest to note that slightly more people see transportation issues as important to the region than as important to them personally. Transportation issues, in short, are not seen just as private troubles but as matters of public policy. These sentiments were equally widespread in all three counties and across various demographic groupings.



Survey after survey in the metro area has documented the public’s dissatisfaction with existing levels of traffic congestion. In the 2001 Berman survey, “traffic congestion” ranked behind only public safety and health care as an important policy issue in the region, and similar results have been reported in a 2001 Orange County citizen survey, in the ISBS 2003 quality of life survey, and in other surveys conducted by METROPLAN ORLANDO. In the metro area, in short, the leading “transportation issue” is traffic congestion and how to reduce it. Specific results bearing on the issue of congestion are discussed in a later section of this report.

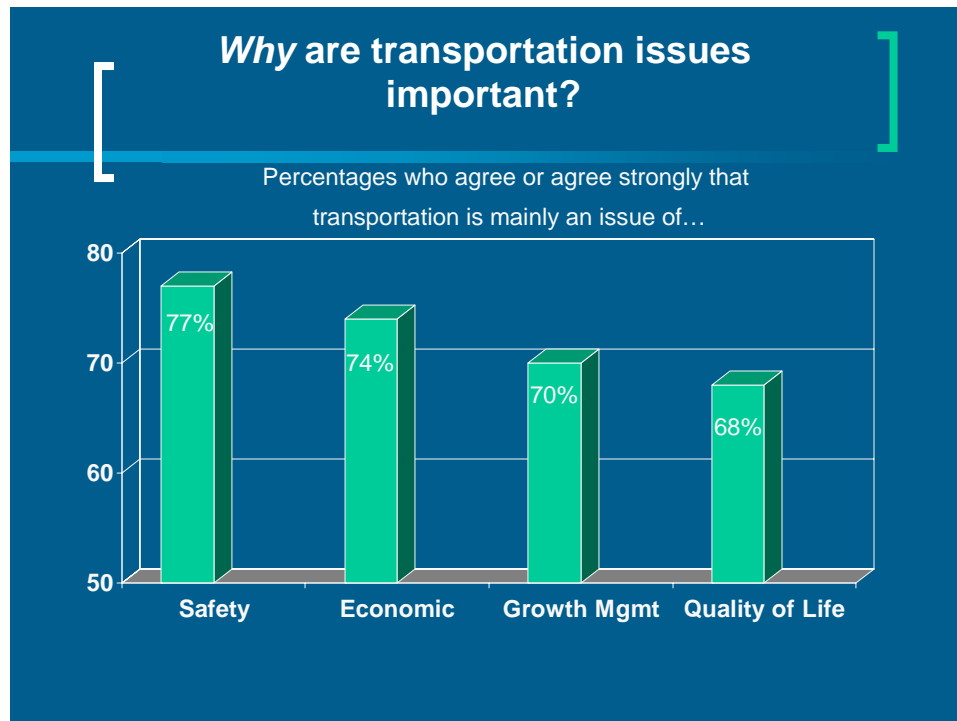
A separate question sequence attempted to identify just what it is about transportation that makes these issues important to people. The lead-in to the sequence read, “Everyone agrees that transportation issues are important, but different people agree for different reasons. For example, some people say that transportation is mainly an **economic** issue – that we have to solve transportation issues mainly to keep the economy healthy and growing.” Other options were:

- Transportation is mainly a **safety** issue -- these people say we have to solve transportation issues mainly to protect citizens from unnecessary harm.
- Still others argue that transportation is mainly a **convenience** issue -- that we have to solve transportation issues mainly so that people don’t spend longer than necessary getting from place to place.
- Finally, some argue that transportation is all **about managing growth and protecting the environment** -- that solving transportation issues mainly means finding ways to limit growth and protect our natural environment.

These questions were included in the survey to help METROPLAN ORLANDO better understand how to communicate with the public about transportation and transportation financing issues. Interestingly, majorities from 68% to 77% agreed or agreed strongly with all four viewpoints, but as shown in **Figure One**, safety and economic growth were the most popular.

By county, safety was the #1 finisher in all three counties, but by a wider margin in Osceola than anywhere else. No other county differences of interest emerged. There were also slight gender differences to note. Women gave more emphasis than men to safety and growth management; men were more likely to endorse economic growth and convenience factors. But these (and other demographic) differences tended to be small.

Figure One



That transportation is an important issue is a finding reproduced in virtually every local survey undertaken in the past decade and in surveys in other metropolitan areas as well. More interesting to us is the degree of dissatisfaction expressed in the survey about the existing level of effort to address regional transportation issues.

That only one resident in three finds the current effort “adequate” can be interpreted as a broad public mandate for policy makers to be more aggressive in their search for solutions and the means to fund them.

Further analysis revealed that dissatisfaction with the existing level of effort was particularly pronounced among:

- Seminole County residents (77% disagreed or disagreed strongly with the idea that the effort is adequate)

- People who reported that congestion is a problem for them when traveling to and from work (72%)
- Those who walk regularly for pleasure or exercise (71%)
- Better-educated respondents (among college graduates, the percent who thought existing efforts were not adequate was 76% -- among those with a post-graduate degree, 80%)

(All differences just noted are statistically significant.)

Transportation Priorities

When the public says it wants “more” to be done about our regional transportation issues, just what do they have in mind? What are the public’s priorities in this area?

We asked respondents to assess the importance of twenty-one transportation initiatives. The lead-in to the sequence read: “Now I am going to read you some statements about things that might become part of an overall plan for the future of transportation in our region. For each statement I read, please tell me how important that issue is as a priority to you – very important, somewhat important, not too important or not important at all.”

Table 4 shows the rank order of the 21 offered options. The table also shows the mean ranking of each option on the 0-3 scale (higher numbers = more important) and the percentage rating each option as “very” important. Differences in popular support for adjacently ranked items are very small (as indicated by the small mean differences) and should not be considered salient.

The highest priority items on the list, each described as “very important” by two-thirds or more of the respondents, were to ensure that new development does not increase traffic congestion; improve coordination of traffic lights and signals; ensure adequate transportation for people with disabilities; be more aggressive in ticketing people who run red lights; clear highway accidents more quickly; and increase fines for running red lights.

Option ²	Mean Score	Percent "Very Imp't"
Ensure that new development does not increase traffic congestion	2.70	75
Improve coordination of traffic lights and signals	2.66	73
Ensure adequate transportation for people with disabilities	2.65	72
Be more aggressive in ticketing people who run red lights	2.64	76
Clear highway accidents more quickly	2.55	67
Increase fines for running red lights	2.54	70
Build new roads and highways where needed	2.54	64
Provide traffic information through highway message signs	2.51	62
Provide more sidewalks	2.46	61
Add new lanes to other roads in the region	2.43	58
Reduce the impact of transportation on the quality of our air	2.42	57
Add free (non-toll) lanes to I-4	2.40	60
Do not build roads in environmentally sensitive areas	2.38	55
Increase bus service by adding more routes	2.36	55
Increase bus service by adding more buses to existing routes	2.31	53
Provide more biking paths and trails	2.29	51
Improve the movement of freight trucks throughout the region	2.29	49
Add automatic cameras...to detect and prosecute red light runners	2.26	58
Provide more bicycle lanes on the roadways	1.90	34
Develop a passenger rail system	1.94	41
Add express toll lanes to I-4 that would complement existing free lanes	1.67	30

² Appendices 1 and 2 may be consulted for the precise wordings of these and all other questions included in the survey.

At the other end of the distribution, the least popular priorities, each with mean importance score less than 2.0, were to provide more bicycle lanes on the roadways, develop a passenger rail system, and add express toll lanes to I-4 that would complement existing free lanes.

While some of the offered options were clearly seen as more important than others, none of the twenty-one options we asked about was deemed *unimportant* by the majority. Consider the least popular option included in the sequence, adding express toll lanes to I-4. Despite the last-place finish, 30% of our respondents felt this was a *very important* priority and 28% thought it was *somewhat important* – a total endorsement of the concept amounting to 58%.³

Or consider the option to “improve the movement of freight trucks through the region.” While this option ranked 17th among the 21 options asked about and might therefore be interpreted as unimportant, 49% of our respondents felt this was “very important” and an additional 35% found it “somewhat important,” a majority endorsement amounting to 84%. By way of explanation, more than 90% of our respondents agreed that “freight trucks are crucial to our economy” (and on a related note, only 20% reported being inconvenienced by freight trains “on a regular basis”).



It is also of interest to note that while much of the public policy discussion about transportation in the region has focused on building more highways, the highest capacity increasing option “build new roads and highways where needed” ranked only 7th on the list. Public concerns about congestion make it obvious that highway capacity is a critically important issue but matters such as better coordination of traffic signals, adequate transportation options for people with disabilities, what to do about red light running, and other non-capacity issues also demand the transportation policy-maker’s attention.⁴ These findings point to the

³ It should be noted in passing that the question about express toll lanes on I-4 generated more spontaneous commentary from respondents than any other single item in the survey. Our interviewers would get through “...toll lanes on I-4” only to be interrupted with a comment to the effect, “Why do you want to turn I-4 into a toll road?!?” We developed special text to explain the option more clearly, that the existing road would remain as is and that there would be new lanes to add to capacity upon which tolls would be assessed. Once explained, the substantial majority saw value in the concept.



public's perceived value of operations and management strategies over capacity building.

Enforcement of laws against running red lights and related pedestrian safety issues have been much in the news since the December 3, 2004, issue of the *Orlando Sentinel* with its front page article, "Orlando rates No. 1 for pedestrian

peril," recounting the study from the Surface Transportation Policy Project that identified Orlando as the nation's least safe city for pedestrians.

Perhaps unsurprisingly given the attention that has been focused on the issue, all the red-light issues offered in the priorities sequence received strong public endorsement: being more aggressive in ticketing people who run red lights (rated "very important by 76%"); increasing fines for running red lights (very important to 70%); and even adding automatic cameras at high-traffic intersections to detect and prosecute red light runners (very important to 58% and "somewhat important" to an additional 20%). (More information on pedestrian safety issues is presented in a later section of this report.)



⁴ A final note on interpreting the data in Table 4: Where the "% very important" is out of order in comparison to the mean rankings, as in "be more aggressive in ticketing people who run red lights," "increase fines for running red lights," "add automatic cameras...to detect and prosecute red light runners," and "develop a passenger rail system," what it means is that opinion is relatively *more polarized* on these issues, with the percentage saying that the options is "very important" being offset by a relatively higher percent also saying, "not important at all."

A note on recent trends in the public's transportation priorities. Several of the items included in the “priorities” sequence were also asked in the Berman (2001) survey. Direct comparisons between surveys are always difficult because the contexts in which the questions are embedded may be different, because apparently minor changes in question wording can sometimes produce dramatically different results, and most of all when the response alternatives are different. Significantly, the 2001 survey asked whether each issue was: “very important, important, somewhat important, or unimportant,” whereas in the present survey, the options were “very important, somewhat important, not too important or not important at all.” To maximize comparability, the following table compares just the percentages choosing “very important” in the two surveys.

The 2001 survey asked about 10 possible priorities, many of which were expanded into multiple priorities in the 2005 survey (and some of which were excluded altogether). For example, “increasing bus service” from the 2001 survey was expanded to two items in 2005: “increase bus service by adding more routes” and “increase bus service by adding more buses to existing routes.” Likewise, 2001’s “providing bicycle paths” was expanded in 2005 to “provide more bicycle lanes on the roadways” and “provide more biking paths and trails.” The intent of these changes was to make it easier to interpret the results by being more specific with the questions, but subsequently comparisons between the two surveys are more difficult.

Table Five shows the six more or less comparable items from the two surveys. Even making due allowances for differences in methodology, it is hard to escape the conclusion that **transportation issues have become substantially more salient to the general public in the past four years.** Among the key findings in support of this conclusion:

- A 22-point jump in the percentage citing transportation options for the disabled as very important.
- A 30-point increase in the percentage very concerned that new development does not increase traffic congestion.
- A near-doubling in the percentage who see provision of more bike paths as very important.

Table 5
Transportation Priorities, 2001 and 2005

Issue	Percent "Very Important"		
	2001	2005	Change
Ensure adequate transportation for people with disabilities	50	72	+22
Ensure that new development does not increase traffic congestion	45	75	+30
Not building roads in environmentally sensitive areas	41	55	+14
Providing more sidewalks	35	61	+26
Providing bicycle paths*	26	51	+25
Development of a rail transit system**	26	41	+15

The wording shown above is from the 2001 survey. The first four items listed were identically worded in both surveys. *2005 wording: Provide more biking paths and trails. **2005 wording: Develop a passenger rail system.

- A 26-point increase in those who see providing more sidewalks as very important.
- Smaller but still significant increases in the importance of not building roads in environmentally sensitive areas and in developing a rail transit system.

In at least one important sense, none of these increases would be described as "surprising." As we just indicated, pedestrian safety has been a very heavily covered issue in the metro area for several months and that might be expected to increase the salience of almost anything having to do with pedestrian issues, such as providing more sidewalks. Likewise, the past year witnessed a great deal of emphasis in the local media on public transportation and in particular on paratransit service for persons with disabilities. The downside of new residential and commercial development, the issue of putting highways through the Wekiva

basin and other environmentally sensitive areas of the region, and even the advisability of a passenger rail alternative for commuters have all been hardy media perennials for at least the last year. Perhaps the most surprising aspect of these results is the indication that many in the general public have been paying attention and have a newly found sense of urgency about these important transportation issues.

Financing Options

One question we asked about halfway through the survey was an agree-disagree item: “Solving Central Florida’s transportation issues means we will have to raise taxes.” About one respondent in six (17%) strongly agreed and another 46% agreed, although not strongly. This can be interpreted as a grudging acceptance by the substantial majority – 63% -- that **if we are going to solve our transportation problems, some increase in taxes is inevitable.**

Combining this with previous results, we get the following portrait of the Central Florida public:

- **Most people understand that we have serious transportation problems in our region.**
- **Most also acknowledge that what is now being done to solve these problems is not adequate.**
- **While nobody in Florida really likes the idea of raising taxes (for this or any other reason), the substantial majority acknowledges that doing so is going to be necessary.**

These patterns clearly coalesce into a mandate for action by the region’s transportation leaders.

Table Six How Should Transportation Initiatives Be Financed		
Financing Options	Mean Score*	% Agreeing**
Increase the rental car surcharge	1.81	69
Increase the impact fees on new home construction	1.52	52
Increase tag, title, and registration fees	1.30	40
Increase the sales tax	1.26	40
Increase the number of toll roads	1.19	35
Increase fares on public transportation	1.13	31
Increase tolls on existing toll roads	1.04	26
Increase the gasoline tax	1.01	28

*3 = Strongly agree, 2 = agree, 1 = disagree, 0 = strongly disagree. **% “agree” or “strongly agree”

We gave respondents eight possible means by which more funds could be raised to invest in transportation solutions. Full results are in **Table Six**. The most popular financing option by far is to increase the local option rental car surcharge, supported by 69%. A \$2/day increase in this surcharge would produce about \$40 million in new revenue for the region each year. (If this seems to be a surprisingly high number, it is worth remembering that the Orlando metro region is the largest car rental market in the country.) Also relatively popular is an increase in impact fees for new home construction, supported by 52%. These were the only options we asked about that received a majority endorsement. At the other end of the continuum, increasing tolls and increasing the gasoline tax were the least popular options by a fairly wide margin. Most people also rejected any increase in public transit fares, many evidently thinking that this would be an inequitable method to finance large-scale transportation solutions.

Differences by county are of some interest. Every financing option we asked about was less popular in Osceola than in either Orange or Seminole counties, but these differences were not statistically significant with two exceptions: Osceola county respondents were significantly less likely to agree or agree strongly with increasing the rental car surcharge (60% vs. 70-71% in Orange and Seminole) and with increasing tag, title and registration fees (31% vs. 40-42% in the other counties). Differences by demographic grouping were also generally insignificant.

Traffic Congestion

We indicated earlier that every recent survey of the Central Florida public has identified traffic and traffic congestion as significant threats to our regional quality of life. Our survey contained two questions asking directly about peoples' experiences with traffic congestion:



(1) “When you travel for work purposes, is congestion a problem for you?” 58% of those who commuted to work said yes (many quite emphatically!)

(2) “When you travel for shopping, is congestion a problem for you?” And here, 55% answered yes.

Working respondents in all three counties were equally likely to say that congestion was a problem when traveling to and from work, but Orange and Osceola county residents were significantly more likely than Seminole residents to affirm that congestion is a problem when shopping (59 % and 62% vs. 44% respectively).

We also asked two blunt questions about how to resolve congestion issues. One asked people to agree or disagree with the following statement: “Some people say the only realistic solution to transportation and congestion issues in the region is to restrict new residential and commercial development.” Remarkably, a thin majority of 55% agreed (38.2%) or agreed strongly (17.1%) with this viewpoint. And a near majority of 47% agreed (32.4%) or agreed strongly (14.6%) that “the only realistic solution to transportation

and congestion issues in the region is to stop building highways and invest instead in public transportation systems.” Both these sentiments were equally widespread among those reporting that congestion was a problem for them personally (whether traveling for work or shopping) and those reporting it was not; and both were also equally common in all three counties.



The I-4 commuter. Certainly the most notorious roadway in the region is the I-4 corridor. We asked all respondents how often they used I-4 to commute to and from work. Of those with jobs, just over half (51%) said never while just over a third (34.3%) said every day, nearly every day, or at least a few times a week.

As would be expected, I-4 commuters have somewhat different views on the region’s transportation problems. Compared to those who never use I-4 for commuting, those who use that highway a few times a week or more were:

- much more likely to say that congestion is a problem when traveling to work (73% to 43%),
- more likely to say that congestion is a problem when shopping,
- slightly more likely to agree that “a passenger rail system should be a top transportation priority,” and
- somewhat more likely to agree that “the only realistic solution to transportation and congestion issues in the region is to stop building highways and invest instead in public transportation systems...”

Yet surprisingly, I-4 commuters were not any more supportive of adding express toll lanes to that highway, generally did not differ from other respondents in their sense of the region’s transportation priorities, and did not rate transportation issues as generally more important.

Passenger Rail



The option of moving people around the region by rail rather than by car has been on the transportation planning agenda for at least a quarter century, and while developing a passenger rail system only finished 20th out of 21 in the priorities sequence, the concept is, nonetheless, surprisingly popular, with 41% describing that option as very important and an additional 27% describing it as somewhat important (total endorsement of 68%). Likewise, 64% agreed or agreed strongly that that “a passenger rail system should be a top transportation priority.” Other findings indicative of the degree of public support for the concept are:

- Only 35% agreed or agreed strongly that “a passenger rail system is not needed in our region.”
- Exactly half agreed or agreed strongly, “All else equal, I’d rather take a commuter train than drive to work.”

Views about a passenger rail system were about equally positive in all three counties, with Osceola residents slightly (but not significantly) more positive on a couple of the relevant measures.

Pedestrian Safety

Being publicly identified as America’s most hazardous city for pedestrians, and ongoing editorializing about that dubious honor in the *Orlando Sentinel*, have brought pedestrian safety issues to the forefront of the region’s public policy discussion. We asked respondents whether they recalled seeing or hearing about the December 3 *Orlando Sentinel* article. Most (63%) had, regardless of county of residence or other background characteristics.

The question about the *Orlando Sentinel* article was the lead-in to a sequence of questions about how the issue of pedestrian safety might best be addressed in the region. Specifically, we asked, “There are many things a metropolitan area might do to increase pedestrian safety. I am going to read you a list of some of them. For each thing on the list, you tell me whether that is something the Central Florida region should definitely do, probably do, probably not do, or definitely not do.”

Figure Two

Percent responding “should *definitely* do”

Be more aggressive in ticketing motorists for failure to yield to pedestrians	76%
Install more street lighting to improve nighttime safety	68%
Install more marked pedestrian crosswalks	64%
Install more sidewalks	61%
Install more and wider medians in high-traffic areas	49%
Lower speed limits in commercial and residential areas	39%

Figure Two displays the percentages who responded, “should definitely do,” to each of the six options we presented. Adding those who responded “should probably do” to the percentages in the figure gives a strong majority endorsement of every option we asked about, with the size of the majority ranging from 59% to 96%.

The most popular pedestrian safety measure, one also strongly endorsed by the *Orlando Sentinel*, is to “be more aggressive in ticketing motorists for failure to yield to pedestrians.” 76% thought this is something the region should definitely do and an additional 18% thought it was something we should probably do. Majorities exceeding 90% also endorsed “install more street lighting to improve night-time safety” and “install more marked pedestrian crosswalks.” The least popular measure asked about was lowering speed limits in commercial and residential areas (something 39% thought we should definitely do, 20% something we should probably do).

There were some small but statistically significant differences in views about pedestrian safety between those who remembered the *Orlando Sentinel* article and those who did not. Those who remembered the article were slightly more likely to endorse building more sidewalks and being more aggressive in ticketing motorists for failure to yield, but somewhat **less** likely to endorse the idea of lowering speed limits. These findings point to the influence of media in shaping public opinion.

	Percent Saying “Should Definitely Do”		
	Orange	Osceola	Seminole
Be more aggressive in ticketing motorists for failure to yield to pedestrians	76.1	82.5	73.6
Install more street lighting to improve night-time safety	66.8	78.1	67.1
Install more marked pedestrian crosswalks	65.4	59.4	61.1
Install more sidewalks	60.2	56.7	64.1
Install more and wider medians in high-traffic areas	50.4	57.3	40.4
Lower speed limits in commercial and residential areas	38.2	54.2	36.8

Table Seven shows the breakdown of responses by county, this being one of the few areas addressed in the survey where there were interesting county differences. In several cases, Osceola residents tended to be more supportive of these measures, especially on the questions about street lighting and lowering speed limits. And Seminole residents were notably unenthusiastic about “more and wider medians.” The general pattern, however, is broad public support in all three counties for most of these pedestrian safety measures.

Biking and Walking

Biking and walking are increasingly recognized as transportation options for some segments of the urban population and the survey included a few questions on these topics. One asked, “Did you go anywhere on your bicycle in the past month?” Many respondents spontaneously mentioned that they did not have a bicycle and therefore skipped out of the entire sequence. Of those who answered the question (N = 739), 24% said yes.



Those answering “yes” (N = 167) were then asked if they had used their bikes to go to and from work (9% had), to go shopping (22% had), to visit friends or relatives (29% had), or if they had taken a bike ride “for pleasure or exercise” (96% said yes). Thus, among the roughly one-fifth who ride bikes at all, biking is principally for exercise or pleasure, not transportation. **Table Eight** summarizes these data.

Table Eight
Biking and Walking

Percent of tri-county respondents with bikes

who went anywhere on their bike in the last month..... 21%

	Percent of total	Percent of bike riders
--	------------------	------------------------

Where did they go on their bikes?

To and from work	1.8	9.3
Shopping	4.7	22.4
Visit friends or relatives	6.0	28.6
Rode for pleasure, exercise	20.2	96.2

How often do you walk for pleasure or exercise – regularly, often, seldom or never?

Regularly	44.3
Often	21.6
Seldom	22.3
Never	11.9

As indicated, we also asked how often people walked for pleasure or exercise – “regularly” was the response of 44% and “often,” 22%. So about two-thirds of the metro population walks for pleasure or exercise at least occasionally.



Our results differ somewhat from those reported in the 2003 report, *Biking and Walking Attitudes Survey in Central Florida*, also conducted by Dr. Berman. In that survey, 52% said they walked for pleasure or exercise at least three hours per week (if that is about what people mean by “regularly,” then the two results are broadly compatible) and 78% said they either walked for pleasure or exercise or walked to work or shopping at least one time every week. Also, 42% of Berman’s respondents reported riding their bike somewhere at least once a month. Differences in specific wording of the questions and of the response options preclude any precise comparison between the two sets of results.

By county, Seminole residents were more likely to be bike riders (31%) than either Orange (22%) or Osceola (21%) residents and slightly more likely to be regular walkers. Demographically, men were more likely to be bike riders than women (30% to 18%) but there was no difference between genders in walking. Both biking and walking were significantly more common among more educated respondents.

Mobility 20/20

In October 2003, Orange County voters rejected “Mobility 20/20”. The referendum, which was endorsed by most of the elected leadership of the city and county and was strongly supported by the *Orlando Sentinel*, would have added 0.5% to the sales tax in Orange County, revenues from which would be dedicated to numerous transportation initiatives, among them improvements to local roads, numerous improvements to existing mass transit, the beginnings of a passenger rail system in the region, the addition of numerous biking trails throughout the county, and so on. The defeat at the polls was seen as a serious setback to the region.

We asked Orange County residents in the sample a series of questions about Mobility 20/20. **Table Nine** summarizes the results. Barely half the Orange County respondents (54%) even remembered that a referendum by that name had taken place. Of those that did

remember, most (79%) said they had, indeed, voted on it; of those who remembered voting, 50% said they had voted in favor, 30% said they had voted against, and the remainder couldn't remember which way they voted. The large fraction who did not remember that the Mobility 20/20 referendum even happened, the large fraction that was unable to recall how they voted, and the majority reporting that they had voted in favor when in fact the



referendum was defeated, all counsel against taking these results at face value. It can also be noted that these questions came towards the end of a relatively lengthy survey and may reflect, in part, respondent fatigue. It is also possible, indeed rather likely, that persons with the greatest interest in transportation issues were preferentially more likely to self-select into participating in what was described to them as “a survey about Central Florida’s transportation issues” and that among those most interested in such issues, the majority in fact supported the referendum. The value of these questions though, was to separate those who supported the referendum from those who did not, and cross tabulate their responses to various transportation issues.

Table Nine
Mobility 20/20

In October 2003, voters in Orange County had a chance to vote on a transportation referendum that was called Mobility 20/20. Do you remember that referendum?

No	46.0
Yes	54.0
N =	522

[IF YES, N = 254] Do you recall whether you voted in that referendum or not?

No, did not vote	21.3
Yes, did vote	78.7

[IF REMEMBERED VOTING: N = 196]: Do you remember if you voted for or against the Mobility 20/20 referendum?

Voted against	29.5
Voted for	49.5
Don't remember	21.0

Note: Respondents who did not answer a particular question in this series were omitted from analysis.

Extensive analysis of the reported voting patterns reveals insights that may be of value should a future referendum be held. There were very large and significant differences according to the respondent's endorsement of various transportation priorities and according to their views on how to finance transportation initiatives. Specifically:

- People who said that developing a passenger rail system was very or somewhat important were far more likely to have voted in favor of Mobility 20/20 (79%) than those who rated passenger rail as not too important or not important at all (29%). This 50-point spread was the largest difference encountered in the entire analysis.
- Other large differences were observed between those who favored adding express toll lanes to I-4 and those opposed (76% to 46%, a 30-point spread); between those who thought that ensuring adequate transportation options for people with disabilities was important and those that did not (65% to 33%, a 32-point spread); and between those who favored adding lanes to other roads in the region vs. those against (64% to 42%, a 22-point spread).
- Some 70% of the people who agreed that “solving Central Florida’s transportation issues means we will have to raise taxes” also said they voted in favor of Mobility 20/20; among those who disagreed strongly with that proposition, 61% voted against.
- There was about a 20-point spread in the predicted direction between those who agreed that increasing the sales tax was an acceptable financing option for regional transportation initiatives and those who disagreed.
- But somewhat surprisingly, the frequency of using I-4 for commuting was not related to the Mobility 20/20 vote.

Perhaps unsurprisingly, the principal conclusion to be derived from these data is that Mobility 20/20 was much more popular with persons who endorsed the transportation and financing concepts embedded in that referendum than among those who did not.

Sources of Information

Respondents in both our 2005 survey and Berman's 2001 survey were asked to identify the first and second most important sources through which they learned about community issues, including transportation. In general, the results were similar in both years, with television being the most important source for about half, followed at some distance by the newspaper, then radio. Other sources were mentioned as important by very small percentages. Comparing across years, as a primary source of information about community issues in the tri-county area, television, radio and the internet have become slightly more important since 2001, while newspapers have become slightly less important. This information is useful to METROPLAN ORLANDO staff as they plan communication and public awareness initiatives.

Table Ten
Sources of Information

Which is the MOST IMPORTANT source through which you learn about community issues, including transportation? The SECOND MOST IMPORTANT source?

	Most Important		2 nd Most Important	
	2005	2001	2005	2001
Television	54.6	49.4	29.3	35.7
Newspaper (including <i>Orlando Sentinel</i>)	26.8	35.9	33.1	32.9
Radio	8.1	5.3	18.6	13.7
Word of mouth	3.1	2.5	7.4	4.8
Internet	4.9	3.0	8.1	6.9
Direct mail, newsletters, etc.	0.5	0.4	1.4	1.3
Billboards	0.7	0.0	0.7	0.7
Community newspapers	1.3	1.3	1.5	0.6

Summary of Principal Conclusions

- (1) Transportation issues remain important to nearly everyone in the tri-county area. Some lines of evidence suggest that these issues have become much more salient to the metro public in the last five years.
- (2) People are not satisfied with existing congestion levels, do not think that what is currently being done is adequate, and recognize that solutions to transportation problems will require some sort of increase in taxes.
- (3) Decreased traffic congestion, improved coordination of traffic signals, adequate transportation for people with disabilities, and a more aggressive posture about red light runners are the leading transportation priorities.
- (6) Most people make the connection between traffic congestion and related transportation problems on the one hand and rapid residential and commercial development on the other and understand that solutions to the former will require some attention to the latter.
- (7) Some transportation options – passenger rail, express toll lanes on I-4 – seem to be more popular than recent political events would indicate.
- (8) Rental car surcharges and impact fees on new homes are the most popular financing options; increasing the gasoline tax is the least popular. Most people are also opposed to increasing the sales tax as a means of raising transportation revenues.
- (9) There is an apparently strong mandate in these data to do more for pedestrian safety, an issue that has been much in the news recently.
- (10) Differences across the three counties and among various demographic groupings are usually small and statistically insignificant, as was also true in the 2001 survey.

Appendix 1

Transportation Issues in Central Florida: A Survey of Public Opinion, 2005

Marginal Frequencies

	Unweighted Sample		Weighted Sample**	
	Percentage	Valid Percentage*	Percentage	Valid Percentage*
Which county do you live in?				
Orange	63.1	63.1	63.0	63.0
Osceola	10.7	10.7	11.6	11.6
Seminole	26.2	26.2	25.4	25.4
N =	860	860	840	840

First, how important are transportation issues to **you and your family**? Would you say these issues are

Very important	67.1	67.2	66.4	66.6
Somewhat important	25.0	25.1	25.7	25.7
Not too important	4.4	4.4	4.6	4.7
Not important at all	3.3	3.3	3.0	3.1
DK, NA	0.2	----	0.3	----
N =	860	858	840	838

And how about for the Central Florida region as a whole? Would you say transportation issues are ... to the Central Florida region?

Very important	72.2	72.5	72.0	72.3
Somewhat important	21.7	21.8	22.1	22.2
Not too important	3.5	3.5	3.5	3.5
Not important at all	2.1	2.1	2.0	2.0
DK, NA, etc.	0.5	----	0.4	----
N =	860	856	840	836

Now I am going to read you some statements about things that might become part of an overall plan for the future of transportation in our region. For each statement I read, please tell me how important that issue is as a priority to you – very important (3), somewhat important (2), not too important (1) or not important at all (0).

Add free (non-toll) lanes to I-4

Very important	58.6	60.1	59.0	60.3
Somewhat important	24.4	25.1	24.6	25.1
Not too important	8.6	8.8	8.4	8.6
Not important at all	5.8	6.0	5.8	5.9
DK/NA	2.6	-----	2.2	-----
N =	860	838	840	822

Add express toll lanes to I-4 that would complement existing free lanes

Very important	29.4	30.6	29.1	30.1
Somewhat important	26.3	27.3	26.8	27.7
Not too important	20.6	21.4	20.4	21.1
Not important at all	19.9	20.7	20.4	21.1
DK/NA	3.8	-----	3.4	-----
N =	860	827	840	812

Add new lanes to other roads in the region

Very important	56.6	57.6	57.1	58.0
Somewhat important	30.2	30.7	30.5	31.0
Not too important	7.7	7.8	7.2	7.3
Not important at all	3.8	3.9	3.7	3.7
DK/NA	1.6	-----	1.5	-----
N =	860	846	840	827

Reduce the impact of transportation on the quality of our air

Very important	56.5	58.0	55.9	57.3
Somewhat important	30.1	30.9	30.0	30.7
Not too important	8.0	8.2	8.6	8.9
Not important at all	2.8	2.9	3.1	3.1
DK/NA	2.6	-----	2.4	-----
N =	860	838	840	820

Ensure adequate transportation for people with disabilities

Very important	72.6	73.6	70.9	71.8
Somewhat important	21.4	21.7	22.7	23.0
Not too important	2.7	2.7	2.9	2.9
Not important at all	2.0	2.0	2.2	2.2
DK/NA	1.4	-----	1.3	-----
N =	860	848	840	829

Ensure that new development does not increase traffic congestion

Very important	74.0	75.8	72.9	74.8
Somewhat important	19.5	20.0	20.2	20.7
Not too important	3.3	3.3	3.5	3.6
Not important at all	0.8	0.8	0.9	0.9
DK/NA	2.4	-----	2.6	-----
N =	860	839	840	818

Build new roads and highways where needed

Very important	63.5	64.1	63.6	64.1
Somewhat important	27.9	28.2	28.3	28.5
Not too important	4.5	4.6	4.3	4.4
Not important at all	3.1	3.2	3.0	3.0
DK/NA	0.9	-----	0.8	-----
N =	860	852	840	833

Do not build roads in environmentally sensitive areas

Very important	54.9	55.7	54.0	54.7
Somewhat important	31.6	32.1	32.1	32.5
Not too important	8.3	8.3	9.1	9.2
Not important at all	3.7	3.8	3.6	3.6
DK/NA	1.5	-----	1.3	-----
N =	860	847	840	829

Provide more bicycle lanes on the roadways

Very important	34.7	35.3	33.9	34.4
Somewhat important	32.9	33.5	33.0	33.5
Not too important	18.7	19.1	19.3	19.6
Not important at all	11.9	12.1	12.2	12.4
DK/NA	1.9	-----	1.6	-----
N =	860	844	840	826

Provide more biking paths and trails

Very important	49.9	50.7	50.0	50.6
Somewhat important	32.1	32.6	32.6	33.0
Not too important	10.8	11.0	10.5	10.6
Not important at all	5.6	5.7	5.7	5.7
DK/NA	1.6	-----	1.3	-----
N =	860	846	840	829

Provide more sidewalks

Very important	61.4	61.9	60.5	60.9
Somewhat important	27.1	27.3	27.5	27.7
Not too important	8.0	8.1	8.4	8.4
Not important at all	2.7	2.7	3.0	3.0
DK/NA	0.8	-----	0.7	-----
N =	860	853	840	834

Increase bus service by adding more routes

Very important	51.7	55.5	51.5	55.0
Somewhat important	28.5	30.5	28.7	30.7
Not too important	9.1	9.7	9.1	9.7
Not important at all	4.0	4.2	4.3	4.6
DK/NA	6.7	-----	6.3	-----
N =	860	802	840	787

Increase bus service by having busses run more often.

Very important	49.3	53.4	49.3	53.2
Somewhat important	27.2	29.5	27.2	29.3
Not too important	11.2	12.1	11.4	12.3
Not important at all	4.7	5.0	4.8	5.2
DK/NA	7.7	-----	7.4	-----
N =	860	794	840	778

Develop a passenger rail system

Very important	39.9	41.6	39.7	41.2
Somewhat important	26.5	27.6	25.8	26.8
Not too important	15.8	16.5	16.1	16.7
Not important at all	13.7	14.3	14.8	15.3
DK/NA	4.1	-----	3.7	-----
N =	860	825	840	809

Improve the movement of freight trucks through the region

Very important	46.5	48.7	47.3	49.4
Somewhat important	34.2	35.7	33.8	35.3
Not too important	9.9	10.3	9.8	10.2
Not important at all	5.1	5.3	4.9	5.1
DK/NA	4.3	-----	4.3	-----
N =	860	823	840	804

Clear highway accidents more quickly

Very important	66.7	67.8	66.5	67.4
Somewhat important	22.0	22.3	22.4	22.7
Not too important	7.7	7.8	7.6	7.7
Not important at all	2.1	2.1	2.1	2.1
DK/NA	1.5	-----	1.4	-----
N =	860	847	840	828

Increase fines for running red lights

Very important	70.5	71.3	69.4	70.1
Somewhat important	17.9	18.1	18.2	18.4
Not too important	6.0	6.1	6.8	6.8
Not important at all	4.3	4.4	4.6	4.7
DK/NA	1.3	-----	1.0	-----
N =	860	849	840	831

Be more aggressive in ticketing people who run red lights

Very important	76.0	76.7	75.3	75.8
Somewhat important	15.3	15.5	15.8	15.9
Not too important	4.3	4.3	4.7	4.7
Not important at all	3.5	3.5	3.6	3.6
DK/NA	0.8	-----	0.6	-----
N =	860	853	840	835

Add automatic cameras at high-traffic intersections to detect and prosecute red light runners

Very important	58.3	59.4	57.0	58.0
Somewhat important	20.2	20.6	20.1	20.4
Not too important	10.0	10.2	10.5	10.7
Not important at all	9.7	9.8	10.6	10.8
DK/NA	1.9	-----	1.7	-----
N =	860	844	840	825

Provide traffic information through highway message signs

Very important	61.7	62.5	60.9	61.6
Somewhat important	29.4	29.8	29.7	30.0
Not too important	5.5	5.5	5.7	5.8
Not important at all	2.2	2.2	2.5	2.6
DK/NA	1.2	-----	1.2	-----
N =	860	850	840	830

Improve coordination of traffic lights and signals

Very important	72.0	72.5	72.5	72.9
Somewhat important	21.7	21.9	21.3	21.4
Not too important	4.2	4.2	4.2	4.2
Not important at all	1.4	1.4	1.5	1.5
DK/NA	0.7	-----	0.6	-----
N =	860	854	840	835

Now I am going to read you some statements about passenger rail service. These questions do NOT refer to a high-speed rail system connecting Florida's major cities but to a regional passenger rail system that people might use instead of cars to get to work, shopping, and so on. For each statement I read, you tell me if you agree strongly (3), agree (2), disagree (1), or disagree strongly (0).

A passenger rail system is not needed in our region

Agree strongly	11.3	11.9	11.5	12.0
Agree	21.7	22.9	21.8	22.8
Disagree	40.2	42.3	40.5	42.2
Disagree strongly	21.9	23.0	22.1	23.0
DK/NA	4.9	-----	4.2	-----
N =	860	818	840	805

A passenger rail system should be a top transportation priority

Agree strongly	25.7	26.9	26.1	27.2
Agree	35.8	37.5	35.8	37.2
Disagree	21.7	22.7	21.6	22.5
Disagree strongly	12.2	12.8	12.6	13.1
DK/NA	4.6	-----	3.8	-----
N =	860	821	840	808

All else equal, I'd rather take a commuter train than drive to work

Agree strongly	21.6	23.6	21.3	23.0
Agree	24.5	26.7	24.9	26.9
Disagree	29.0	31.6	28.8	31.1
Disagree strongly	16.6	18.1	17.6	19.0
DK/NA	8.3	-----	7.5	-----
N =	860	789	840	777

On a scale from 1 to 5, where 1 is terrible and 5 is excellent, how would you rate each of the following?

How long it takes you to commute to work

Excellent (5)	16.4	21.2	16.5	20.9
4	15.5	20.0	16.0	20.3
3	24.0	30.9	24.2	30.7
2	10.3	13.4	10.9	13.8
Terrible (1)	11.3	14.6	11.2	14.3
DK/NA/Doesn't commute	22.6	-----	21.2	-----
N=	860	666	840	662
Mean =	-----	3.20		3.20

The day-to-day predictability of your commute

Excellent (5)	16.5	20.6	16.7	20.5
4	16.9	21.1	17.7	21.7
3	22.7	28.3	22.0	27.0
2	14.0	17.4	14.6	18.0
Terrible (1)	10.0	12.5	10.3	12.7
DK/NA/Doesn't commute	20.0	-----	18.7	-----
N=	860	688	840	682
Mean =	-----	3.20		3.19

Overall quality of traffic signals and signs

Excellent (5)	15.2	16.4	14.5	15.5
4	26.9	28.9	27.0	28.8
3	32.8	35.3	32.7	34.9
2	11.6	12.5	12.6	13.5
Terrible (1)	6.5	7.0	6.8	7.3
DK/NA	7.0	-----	6.2	-----
N=	860	800	840	788
Mean =	-----	3.35		3.32

How well-coordinated the traffic signals are

Excellent (5)	12.8	13.7	12.2	13.0
4	21.0	22.6	20.9	22.2
3	27.9	29.9	27.3	29.1
2	19.1	20.4	20.1	21.4
Terrible (1)	12.4	13.3	13.5	14.4
DK/NA	6.7	-----	5.9	-----
N=	860	802	840	790
Mean =	-----	3.03		2.98

Now I am going to read you some statements about general transportation issues and questions. For each statement I read, you tell me if you agree strongly (3), agree (2), disagree (1), or disagree strongly (0).

Solving Central Florida's transportation issues is important to me personally

Agree strongly	48.6	49.4	49.2	49.6
Agree	41.3	42.0	41.7	42.0
Disagree	6.9	7.0	6.5	6.6
Disagree strongly	1.6	1.6	1.0	1.9
DK/NA	1.6	-----	0.7	-----
N =	860	846	840	834

Solving Central Florida's transportation issues means we will have to raise taxes

Agree strongly	16.7	17.2	16.7	17.0
Agree	44.8	45.9	45.6	46.3
Disagree	25.7	26.4	25.7	26.1
Disagree strongly	10.2	10.5	10.4	10.6
DK/NA	2.5	-----	1.6	-----
N =	860	838	840	827

I am personally inconvenienced by freight trains on a regular basis

Agree strongly	7.0	7.2	7.0	7.2
Agree	12.6	12.9	13.2	13.5
Disagree	36.9	37.9	36.9	37.6
Disagree strongly	40.9	42.0	41.0	41.8
DK/NA	2.7	-----	1.9	-----
N =	860	836	840	824

Freight trucks are crucial to our economy

Agree strongly	42.2	43.9	43.9	45.0
Agree	44.0	45.8	44.3	45.5
Disagree	7.2	7.5	6.8	7.0
Disagree strongly	2.7	2.8	2.4	2.5
DK/NA	3.9	-----	2.6	-----
N =	860	826	840	818

What is now being done to address transportation issues in the region is adequate to solve our problems

Agree strongly	5.9	6.4	6.2	6.6
Agree	24.4	26.2	24.2	25.6
Disagree	42.1	45.2	42.6	45.0
Disagree strongly	20.7	22.2	21.7	22.9
DK/NA	6.9	-----	5.3	-----
N =	860	801	840	795

Many ways of financing transportation solutions have been suggested. I'll read you a list of things that have been suggested and for each one, you tell me whether you would strongly agree (3), agree (2), disagree (1) or strongly disagree (0) with using that approach to financing transportation solutions.

Increase the sales tax

Agree strongly	7.0	7.2	7.0	7.1
Agree	32.4	33.3	33.3	33.6
Disagree	37.3	38.2	37.2	37.6
Disagree strongly	20.8	21.3	21.5	21.7
DK/NA	2.4	-----	0.9	-----
N =	860	839	840	832

Increase the gasoline tax

Agree strongly	7.1	7.2	7.4	7.4
Agree	19.7	20.0	20.2	20.3
Disagree	37.7	38.4	37.5	37.7
Disagree strongly	33.7	34.4	34.4	34.6
DK/NA	1.8	-----	0.5	-----
N =	860	844	840	836

Increase the rental car surcharge

Agree strongly	20.9	22.2	21.5	22.4
Agree	44.0	46.7	45.0	47.0
Disagree	19.4	20.6	19.4	20.2
Disagree strongly	9.9	10.5	10.0	10.4
DK/NA	5.8	-----	4.1	-----
N =	860	810	840	805

Increase tolls on existing toll roads

Agree strongly	5.1	5.3	5.1	5.2
Agree	21.0	21.7	20.8	21.0
Disagree	44.3	45.6	45.5	46.1
Disagree strongly	26.7	27.5	27.4	27.7
DK/NA	2.8	-----	1.2	-----
N =	860	836	840	830

Increase the number of toll roads

Agree strongly	7.7	8.0	7.8	8.0
Agree	26.7	27.8	27.0	27.6
Disagree	38.6	40.1	39.1	40.0
Disagree strongly	23.1	24.1	23.8	24.4
DK/NA	3.8	-----	2.4	-----
N =	860	827	840	820

Increase impact fees on new home construction

Agree strongly	16.7	17.6	16.9	17.4
Agree	32.9	34.5	33.4	34.4
Disagree	28.7	30.1	29.5	30.4
Disagree strongly	17.0	17.8	17.2	17.7
DK/NA	4.7	-----	3.1	-----
N =	860	820	840	814

Increase tag, title and registration fees

Agree strongly	9.0	9.2	8.8	9.0
Agree	30.2	31.1	30.5	31.0
Disagree	40.1	41.3	40.7	41.3
Disagree strongly	17.8	18.3	18.3	18.7
DK/NA	2.9	-----	1.7	-----
N =	860	835	840	826

Increase fares on public transportation

Agree strongly	5.0	5.4	5.1	5.4
Agree	23.5	25.6	24.3	26.0
Disagree	40.6	44.2	41.6	44.6
Disagree strongly	22.8	24.8	22.4	24.0
DK/NA	8.1	-----	6.7	-----
N =	860	790	840	784

Some people say the only realistic solution to transportation and congestion issues in the region is to restrict new residential and commercial development. Do you agree strongly, agree, disagree, or disagree strongly with that view?

Agree strongly	16.5	17.3	16.7	17.1
Agree	37.1	38.8	37.3	38.2
Disagree	31.5	33.0	32.3	33.0
Disagree strongly	10.5	10.9	11.5	11.7
DK/NA	4.4	-----	2.2	-----
N =	860	822	840	821

Still others say that the only realistic solution to transportation and congestion issues in the region is to stop building highways and invest instead in public transportation systems. Do you agree or disagree with that view?

Agree strongly	13.8	14.9	13.9	14.6
Agree	30.8	33.1	30.9	32.4
Disagree	38.7	41.6	39.8	41.8
Disagree strongly	9.8	10.5	10.7	11.2
DK/NA	6.9	-----	4.6	-----
N =	860	801	840	801

Everyone agrees that transportation issues are important, but different people agree for different reasons. For example, some people say that transportation is mainly an economic issue – that we have to solve transportation issues mainly to keep the economy healthy and growing. Do you agree strongly (3), agree (2), disagree (1), or disagree strongly (0) with this view?

Agree strongly	17.0	17.8	17.5	18.0
Agree	53.6	56.2	54.8	56.3
Disagree	21.3	22.3	21.5	22.1
Disagree strongly	3.5	3.7	3.6	3.6
DK/NA	4.7	-----	2.6	-----
N =	860	820	840	818

For others, transportation is mainly a safety issue -- these people say we have to solve transportation issues mainly to protect citizens from unnecessary harm. Do you agree strongly (3), agree (2), disagree (1), or disagree strongly (0) with this view?

Agree strongly	24.1	25.0	24.1	24.6
Agree	49.8	51.8	51.1	52.1
Disagree	19.7	20.4	20.0	20.4
Disagree strongly	2.7	2.8	2.9	2.9
DK/NA	3.8	----	1.8	----
N =	860	827	840	824

Still others argue that transportation is mainly a convenience issue – that we have to solve transportation issues mainly so that people don't spend longer than necessary getting from place to place. Do you agree strongly (3), agree (2), disagree (1), or disagree strongly (0) with this view?

Agree strongly	18.0	18.9	18.6	19.1
Agree	46.3	48.6	47.6	49.0
Disagree	26.5	27.8	26.2	26.9
Disagree strongly	4.4	4.6	4.8	4.9
DK/NA	4.8	----	2.9	----
N =	860	819	840	816

Finally, some argue that transportation is all about managing growth and protecting the environment – that solving transportation issues mainly means finding ways to limit growth and protect our natural environment.

Agree strongly	23.4	24.7	23.4	24.3
Agree	43.3	45.8	44.1	45.7
Disagree	24.7	26.1	25.5	26.5
Disagree strongly	3.3	3.4	3.4	3.5
DK/NA	5.5	----	3.6	----
N =	860	813	840	810

When you travel for work purposes, is congestion a problem for you?

Yes	45.6	57.8	47.2	58.3
No	33.3	42.2	33.8	41.7
DK/NA/Can't say/Doesn't work	21.1	----	18.9	----
N =	860	678	840	681

When you travel for shopping, is congestion a problem for you?

Yes	52.9	55.5	53.9	55.4
No	42.4	44.5	43.4	44.6
DK/NA/Can't say	4.7	-----	2.7	-----
N =	860	820	840	817

Which is the MOST IMPORTANT source through which you learn about community issues, including transportation? [Interviewer: Code response into one of the following categories but do not read the options to the respondent]

Television	53.6	54.7	53.4	54.6
Newspaper (e.g. <i>Orlando Sentinel</i>)	25.0	25.5	26.2	26.8
Radio	7.7	7.8	7.9	8.1
Word of mouth	3.0	3.1	3.0	3.1
Internet	4.7	4.7	4.8	4.9
Direct mail, newsletters, etc.	0.5	0.5	0.5	0.5
Billboards	0.6	0.6	0.7	0.7
Community newspapers	1.0	1.1	1.2	1.3
All other	2.0	2.0	-----	-----
DK/NA	2.0	-----	2.2	-----
N =	860	843	840	822

Which is the SECOND MOST IMPORTANT source through which you learn about community issues, including transportation? [Interviewer: Code response into one of the following categories but do not read the options to the respondent]

Television	26.9	27.4	28.4	29.3
Newspaper (e.g. <i>Orlando Sentinel</i>)	32.4	33.1	32.2	33.1
Radio	17.7	18.0	18.1	18.6
Word of mouth	7.2	7.4	7.2	7.4
Internet	7.8	7.9	7.9	8.1
Direct mail, newsletters, etc.	1.2	1.2	1.3	1.4
Billboards	0.7	0.7	0.6	0.7
Community newspapers	1.5	1.5	1.4	1.5
All other	2.7	2.7	-----	-----
DK/NA	2.0	-----	2.8	-----
N =	860	843	840	816

How long have you lived in Central Florida?

Six months or less	2.3	2.4	2.2	2.2
Six months – 2 years	6.7	6.8	6.9	6.9
3-5 years	11.1	11.4	11.3	11.3
6-10 years	16.5	16.8	17.0	17.0
More than 10 years	60.6	62.6	62.2	62.6
DK/NA	2.8	-----	0.4	-----
N =	860	836	840	836

What is your gender?

Male	36.9	37.7	49.4	49.4
Female	60.8	62.3	50.6	50.6
Missing	2.3	-----	-----	-----
N =	860	840	840	840

How often do you use I-4 for commuting to and from work?

Every day, nearly every day	17.6	21.1	19.3	22.5
A few times a week	9.9	11.9	10.1	11.8
A few times a month	4.4	5.3	4.6	5.4
Less than a few times a month	7.7	9.2	7.6	8.9
Never	43.7	52.5	43.9	51.3
DK/NA/R doesn't work	16.7	-----	14.4	-----
N =	860	716	840	719

Did you go anywhere on your bicycle in the past month?

No	66.7	77.6	67.0	76.1
Yes	19.3	22.4	21.0	23.9
DK/NA/Has no bike	13.9	-----	12.0	-----
N =	860	740	840	739

IF YES: Did you use your bicycle in the past month to...

Go to and from work

No	86.7	91.7	85.3	90.7
Yes	7.8	8.3	9.0	9.3
DK/NA	5.5	-----	5.7	-----
N =	166	157	177	167

Go shopping

No	75.3	76.2	76.7	77.6
Yes	23.4	23.8	22.2	22.4
DK/NA	1.2	----	1.1	----
N =	166	164	176	174

Visit friends or relatives

No	70.5	71.3	70.6	71.4
Yes	28.3	28.7	28.2	28.6
DK/NA	1.2	----	1.2	----
N =	166	164	177	175

Take a bike ride for pleasure or exercise

No	4.2	4.2	3.8	3.8
Yes	95.8	95.8	96.2	96.2
DK/NA	0.0	----	----	----
N =	166	166	177	177

How often do you walk for pleasure or exercise – regularly, often, seldom or never?

Regularly	42.8	44.4	43.7	44.3
Often	20.8	21.6	21.3	21.6
Seldom	21.7	22.6	22.0	22.3
Never	10.9	11.4	11.7	11.9
DK/NA	3.7	----	1.3	----
N =	860	828	840	829

You may recall a news story a few months ago stating that Orlando was the least safe city in America for pedestrians. Do you recall seeing or hearing about that story?

No	36.4	38.0	36.1	36.8
Yes	59.3	62.0	62.1	63.2
DK/NA/Can't remember	4.3	----	1.8	----
N =	860	823	840	825

There are many things a metropolitan area might do to increase pedestrian safety. I am going to read you a list of some of them. For each thing on the list, you tell me whether that is something the Central Florida region should definitely do (3), probably do (2), probably not do (1), or definitely not do (0).

Install more sidewalks

Should definitely do	59.7	62.1	59.9	60.9
Should probably do	27.8	28.9	29.0	29.6
Should probably not do	4.9	5.1	5.4	5.5
Should definitely not do	3.7	3.9	3.9	4.0
DK/NA	4.0	-----	1.5	-----
N =	860	826	840	825

Install more marked pedestrian crosswalks

Should definitely do	62.0	64.4	62.6	63.6
Should probably do	24.9	25.8	26.2	26.6
Should probably not do	6.3	6.5	6.4	6.5
Should definitely not do	3.1	3.2	3.3	3.3
DK/NA	3.8	-----	1.5	-----
N =	860	828	840	827

Lower speed limits in commercial and residential areas

Should definitely do	39.7	41.3	39.0	38.7
Should probably do	19.7	20.5	19.4	19.8
Should probably not do	21.3	22.2	22.8	23.3
Should definitely not do	15.3	16.0	16.8	17.2
DK/NA	4.0	-----	1.9	-----
N =	860	825	840	824

Install more and wider medians in high-traffic areas

Should definitely do	47.7	49.6	47.8	48.7
Should probably do	27.6	28.7	28.6	29.1
Should probably not do	13.4	13.9	13.7	14.0
Should definitely not do	7.4	7.7	8.1	8.2
DK/NA	4.0	-----	1.8	-----
N =	860	826	840	824

Install more street lighting to improve night-time safety

Should definitely do	66.9	69.4	67.2	68.2
Should probably do	18.1	18.8	18.8	19.1
Should probably not do	7.7	8.0	8.5	8.6
Should definitely not do	3.6	3.7	4.0	4.1
DK/NA	3.7	-----	1.5	-----
N =	860	828	840	828

Be more aggressive in ticketing motorists for failure to yield to pedestrians

Should definitely do	74.0	76.8	75.0	76.1
Should probably do	16.5	17.1	17.5	17.8
Should probably not do	3.7	3.9	3.8	3.9
Should definitely not do	2.1	2.2	2.2	2.2
DK/NA	3.7	-----	1.5	-----
N =	860	828	840	828

How much formal schooling have you had?

Less than high school	2.0	2.0	1.9	2.0
High school or equivalent	18.8	19.4	19.1	19.2
Some college	29.5	30.5	30.1	30.3
College graduate	30.8	31.8	31.7	31.9
Graduate or professional degree	15.8	16.3	16.5	16.6
DK/NA	3.0	-----	0.7	-----
N =	860	834	840	834

In what year were you born? [Converted to age in years]

18-29	12.4	12.8	14.3	14.4
30-39	15.5	15.9	15.5	15.6
40-49	20.8	21.4	19.3	19.4
50-59	19.5	20.1	20.4	20.5
60-69	15.0	15.5	15.7	15.8
70+	13.7	14.1	13.1	13.2
Missing	3.0	-----	0.6	-----
N =	860	834	840	835
Mean =	-----	49.7	-----	50.3

Orange County Residents Only

In October 2004, voters in Orange County had a chance to vote on a transportation referendum that was called Mobility 20/20. Do you remember that referendum?

No	44.9	46.7	45.5	46.0
Yes	51.4	53.3	53.4	54.0
DK/NA	3.7	-----	1.1	-----
N =	543	523	528	522

[IF YES] Do you recall whether you voted in that referendum or not?

No, did not vote	19.2	21.9	18.8	21.3
Yes, did vote	68.5	78.1	69.3	78.7
DK/NA/Can't remember	12.2	----	11.8	----
N =	286	251	287	254

[IF R VOTED: N = 196]: Do you remember if you voted for or against the Mobility 20/20 referendum?

Voted against	29.6	37.4	29.5	37.4
Voted for	49.5	62.4	49.5	62.6
I can't remember how I voted	20.9	----	21.0	----
N =	196	155	200	158

All respondents:

Finally, which of the following do you consider as your racial or ethnic group?

White	65.8	69.1	67.8	69.5
Black/African-American	11.5	12.1	11.4	11.7
Hispanic	12.2	12.8	12.5	12.8
Asian/Pacific Islander	1.7	1.8	1.7	1.7
Native American	0.8	0.8	0.9	0.9
Multi-racial or multi-ethnic	1.9	2.0	2.0	2.1
Other	1.3	1.3	1.2	1.3
Missing	4.8	----	2.4	----
N =	860	819	840	819

* "Valid" percentages are computed by deleting all missing values (don't know, not applicable, question not answered, etc.). All columns sum to 100% except for rounding error.

**Women are more likely than men to respond to phone surveys and so the gender distribution of respondents in phone surveys is always biased in favor of women. In the present survey, 62.3% of those interviewed were women. The "weighted sample" corrects for this imbalance. Male respondents were weighted "up" by a factor of 1.308 and female respondents weighted "down" by a factor of .813 to generate a male/female gender ratio = 49.4/50.6, the true gender distribution for the tri-county population as of the 2000 US Census. Please note: Gender was unrecorded for 20 respondents because the interview was terminated before the gender prompt was encountered. Thus, the N for the weighted sample = 840.

Appendix 2
Transportation Issues in Central Florida: A Survey of Public
Opinion, 2005
Marginal Frequencies: Total Sample and by County
(Weighted Data Only)

	Total	Orange	Osceola	Seminole
Which county do you live in?				
Orange	63.0	100	-----	-----
Osceola	11.6	-----	100	-----
Seminole	25.4	-----	-----	100
N =	840	529	98	213

First, how important are transportation issues to **you and your family**? Would you say these issues are

Very important	66.6	65.3	75.0	65.7
Somewhat important	25.7	28.0	16.7	24.4
Not too important	4.7	4.2	3.1	6.6
Not important at all	3.1	2.5	5.2	3.3
N =	837	528	96	213

And how about for the Central Florida region as a whole? Would you say transportation issues are ... to the Central Florida region?

Very important	72.3	70.5	75.8	75.1
Somewhat important	22.2	23.8	20.0	19.2
Not too important	3.5	3.6	2.1	3.8
Not important at all	2.0	2.1	2.1	1.9
N =	837	529	95	213

Now I am going to read you some statements about things that might become part of an overall plan for the future of transportation in our region. For each statement I read, please tell me how important that issue is as a priority to you – very important (3), somewhat important (2), not too important (1) or not important at all (0).

Add free (non-toll) lanes to I-4

Very important	60.3	60.5	64.2	57.8
Somewhat important	25.1	25.3	20.0	26.7
Not too important	8.6	9.2	5.3	9.2
Not important at all	5.9	5.0	10.5	6.3
N =	823	522	95	206

Add express toll lanes to I-4 that would complement existing free lanes

Very important	30.1	32.3	26.9	25.5
Somewhat important	27.7	25.3	36.6	30.4
Not too important	21.1	21.6	15.1	22.5
Not important at all	21.1	20.8	21.5	21.6
N =	811	514	93	204

Add new lanes to other roads in the region

Very important	58.0	58.5	67.7	52.2
Somewhat important	31.0	31.0	25.0	33.3
Not too important	7.3	6.7	6.3	9.7
Not important at all	3.7	3.8	1.0	4.8
N =	828	525	96	207

Reduce the impact of transportation on the quality of our air

Very important	57.3	55.9	64.6	57.5
Somewhat important	30.7	31.8	24.0	31.1
Not too important	8.9	9.6	6.3	8.0
Not important at all	3.1	2.7	5.2	3.3
N =	818	510	96	212

Ensure adequate transportation for people with disabilities

Very important	71.8	71.6	81.4	68.4
Somewhat important	23.0	22.4	15.5	28.2
Not too important	2.9	3.1	1.0	2.9
Not important at all	2.2	2.9	2.1	0.5
N =	828	522	97	209

Ensure that new development does not increase traffic congestion

Very important	74.8	73.7	78.9	76.1
Somewhat important	20.7	20.7	17.9	22.4
Not too important	3.6	5.0	2.1	0.5
Not important at all	0.9	0.6	1.1	1.0
N =	817	517	95	205

Build new roads and highways where needed

Very important	64.1	64.2	65.3	63.0
Somewhat important	28.5	28.6	29.5	28.0
Not too important	4.4	4.5	3.2	4.7
Not important at all	3.0	2.7	2.1	4.3
N =	834	528	95	211

Do not build roads in environmentally sensitive areas

Very important	54.7	53.2	58.9	56.7
Somewhat important	32.5	34.8	33.7	26.7
Not too important	9.2	8.2	6.3	12.9
Not important at all	3.6	3.8	1.1	3.8
N =	828	523	95	210

Provide more bicycle lanes on the roadways

Very important	34.4	34.8	38.8	31.6
Somewhat important	33.5	33.3	32.7	34.4
Not too important	19.6	20.1	16.3	19.8
Not important at all	12.4	11.8	12.2	14.2
N =	827	517	98	212

Provide more biking paths and trails

Very important	50.6	47.9	58.8	53.8
Somewhat important	33.0	35.8	27.8	28.8
Not too important	10.6	11.3	5.2	11.3
Not important at all	5.7	5.0	8.2	6.1
N =	829	520	97	212

Provide more sidewalks

Very important	60.9	59.7	67.7	60.1
Somewhat important	27.7	28.2	18.2	30.5
Not too important	8.4	9.2	6.1	8.0
Not important at all	3.0	2.9	8.1	1.4
N =	834	524	99	213

Increase bus service by adding more routes

Very important	55.0	53.5	61.3	56.3
Somewhat important	30.7	31.1	26.9	31.3
Not too important	9.7	10.0	6.5	10.4
Not important at all	4.6	5.4	5.4	2.1
N =	787	501	93	192

Increase bus service by having busses run more often.

Very important	53.2	51.3	68.8	50.3
Somewhat important	29.3	30.4	17.2	32.5
Not too important	12.3	12.2	8.6	14.1
Not important at all	5.2	6.1	5.4	3.1
N =	777	493	93	191

Develop a passenger rail system

Very important	41.2	39.1	48.4	43.6
Somewhat important	26.8	26.7	29.0	26.2
Not too important	16.7	17.7	8.6	17.3
Not important at all	15.3	16.5	14.0	12.9
N =	809	514	93	202

Improve the movement of freight trucks through the region

Very important	49.4	46.5	64.9	49.0
Somewhat important	35.3	34.9	25.5	40.8
Not too important	10.2	13.5	2.1	6.3
Not important at all	5.1	5.1	7.4	3.9
N =	805	505	94	206

Clear highway accidents more quickly

Very important	67.4	69.1	77.1	59.0
Somewhat important	22.7	20.9	15.6	30.5
Not too important	7.7	7.7	7.3	8.1
Not important at all	2.1	2.3	0.0	2.4
N =	827	521	96	210

Increase fines for running red lights

Very important	70.1	68.9	83.5	67.0
Somewhat important	18.4	18.7	13.4	20.6
Not too important	6.8	6.3	2.1	10.0
Not important at all	4.7	6.1	1.0	2.4
N =	830	524	97	209

Be more aggressive in ticketing people who run red lights

Very important	75.8	73.2	84.5	78.6
Somewhat important	15.9	17.8	10.3	13.3
Not too important	4.7	4.6	4.1	5.2
Not important at all	3.6	4.4	1.0	2.9
N =	834	527	97	210

Add automatic cameras at high-traffic intersections to detect and prosecute red light runners

Very important	58.0	56.5	80.0	52.4
Somewhat important	20.4	21.5	11.6	21.7
Not too important	10.7	10.4	7.4	12.7
Not important at all	10.8	11.6	1.1	13.2
N =	824	517	95	212

Provide traffic information through highway message signs

Very important	61.6	58.8	78.4	61.0
Somewhat important	30.0	31.4	17.5	32.4
Not too important	5.8	7.3	3.1	3.3
Not important at all	2.6	2.5	1.0	3.3
N =	829	522	97	210

Improve coordination of traffic lights and signals

Very important	72.9	71.9	78.4	73.2
Somewhat important	21.4	21.9	18.6	21.6
Not too important	4.2	5.0	1.0	3.8
Not important at all	1.5	1.1	2.1	1.4
N =	834	524	97	213

Now I am going to read you some statements about passenger rail service. These questions do NOT refer to a high-speed rail system connecting Florida's major cities but to a regional passenger rail system that people might use instead of cars to get to work, shopping, and so on. For each statement I read, you tell me if you agree strongly (3), agree (2), disagree (1), or disagree strongly (0).

A passenger rail system is not needed in our region

Agree strongly	12.0	14.0	8.7	8.5
Agree	22.8	22.0	26.1	23.0
Disagree	42.2	42.1	43.5	42.0
Disagree strongly	23.0	21.8	21.7	26.5
N =	805	513	92	200

A passenger rail system should be a top transportation priority

Agree strongly	27.2	24.7	30.4	32.3
Agree	37.2	36.7	39.1	37.3
Disagree	22.5	22.9	20.7	22.4
Disagree strongly	13.1	15.7	9.8	8.0
N =	808	515	92	201

All else equal, I'd rather take a commuter train than drive to work

Agree strongly	23.0	22.6	27.0	22.4
Agree	26.9	25.8	27.0	29.6
Disagree	31.1	32.3	23.6	31.6
Disagree strongly	19.0	19.3	22.5	16.3
N =	777	492	89	196

On a scale from 1 to 5, where 1 is terrible and 5 is excellent, how would you rate each of the following?

How long it takes you to commute to work

Excellent (5)	20.9	20.9	21.5	21.1
4	20.3	21.4	12.3	20.5
3	30.7	30.4	18.5	36.3
2	13.8	14.6	20.0	9.4
Terrible (1)	14.3	12.7	27.7	12.9
N=	661	425	65	171
Mean =	3.20	3.23	2.79	3.27

The day-to-day predictability of your commute

Excellent (5)	20.5	19.3	17.9	24.7
4	21.7	24.3	11.9	19.1
3	27.0	27.3	25.4	27.0
2	18.0	17.7	23.9	16.9
Terrible (1)	12.7	11.5	20.9	12.4
N=	681	436	67	178
Mean =	3.19	3.22	2.83	3.26

Overall quality of traffic signals and signs

Excellent (5)	15.5	15.0	13.1	17.3
4	28.8	27.9	29.8	31.2
3	34.9	34.7	40.5	33.2
2	13.5	14.4	6.0	14.4
Terrible (1)	7.3	8.0	10.7	4.0
N=	785	499	84	202
Mean =	3.32	3.27	3.29	3.44

How well-coordinated the traffic signals are

Excellent (5)	13.0	12.7	16.9	12.4
4	22.2	23.4	21.7	19.3
3	29.1	29.4	26.5	29.2
2	21.4	19.6	15.7	28.2
Terrible (1)	14.4	14.9	19.3	10.9
N=	789	504	83	202
Mean =	2.98	2.99	3.00	2.94

Now I am going to read you some statements about general transportation issues and questions. For each statement I read, you tell me if you agree strongly (3), agree (2), disagree (1), or disagree strongly (0).

Solving Central Florida's transportation issues is important to me personally

Agree strongly	49.6	49.8	52.1	47.7
Agree	42.0	41.4	41.5	43.5
Disagree	6.6	6.5	5.3	7.5
Disagree strongly	1.9	2.3	1.1	1.4
N =	834	526	94	214

Solving Central Florida's transportation issues means we will have to raise taxes

Agree strongly	17.0	16.8	17.2	17.5
Agree	46.3	45.7	43.0	49.3
Disagree	26.1	26.2	28.0	25.1
Disagree strongly	10.6	11.3	11.8	8.1
N =	827	523	93	211

I am personally inconvenienced by freight trains on a regular basis

Agree strongly	7.2	6.5	14.9	5.3
Agree	13.5	14.8	10.6	11.0
Disagree	37.6	36.9	30.9	42.1
Disagree strongly	41.8	41.7	43.6	41.6
N =	823	520	94	209

Freight trucks are crucial to our economy

Agree strongly	45.0	44.5	56.8	41.3
Agree	45.5	45.4	33.7	51.0
Disagree	7.0	7.0	8.4	6.3
Disagree strongly	2.5	3.1	1.1	1.4
N =	818	515	95	208

What is now being done to address transportation issues in the region is adequate to solve our problems

Agree strongly	6.6	5.6	14.1	5.4
Agree	25.6	29.4	22.8	17.3
Disagree	45.0	41.8	42.4	54.5
Disagree strongly	22.9	23.2	20.7	22.8
N =	794	500	92	202

Many ways of financing transportation solutions have been suggested. I'll read you a list of things that have been suggested and for each one, you tell me whether you would strongly agree (3), agree (2), disagree (1) or strongly disagree (0) with using that approach to financing transportation solutions.

Increase the sales tax

Agree strongly	7.1	7.2	4.1	8.2
Agree	33.6	35.2	29.6	31.7
Disagree	37.6	37.3	35.7	38.9
Disagree strongly	21.7	20.2	30.6	21.2
N =	832	525	98	208

Increase the gasoline tax

Agree strongly	7.4	7.0	6.2	8.6
Agree	20.3	20.5	14.4	22.9
Disagree	37.7	37.3	39.2	38.1
Disagree strongly	34.6	35.2	40.2	30.5
N =	835	528	97	210

Increase the rental car surcharge

Agree strongly	22.4	20.4	28.0	24.6
Agree	47.0	50.2	32.3	45.3
Disagree	20.2	20.2	24.7	18.7
Disagree strongly	10.4	9.2	15.1	11.3
N =	805	510	93	203

Increase tolls on existing toll roads

Agree strongly	5.2	4.6	5.2	6.7
Agree	21.0	20.7	15.5	24.3
Disagree	46.1	47.4	44.3	43.8
Disagree strongly	27.7	27.3	35.1	25.2
N =	830	523	97	210

Increase the number of toll roads

Agree strongly	8.0	7.7	8.3	8.3
Agree	27.6	28.8	24.0	26.3
Disagree	40.0	38.8	40.6	42.9
Disagree strongly	24.4	24.7	27.1	22.4
N =	819	518	96	205

Increase impact fees on new home construction

Agree strongly	17.4	17.1	16.1	18.0
Agree	34.4	34.4	26.9	37.4
Disagree	30.4	30.7	34.4	28.0
Disagree strongly	17.7	17.0	22.6	17.5
N =	816	512	93	211

Increase tag, title and registration fees

Agree strongly	9.0	8.7	8.5	10.3
Agree	31.0	33.0	22.3	29.6
Disagree	41.3	40.5	38.3	44.6
Disagree strongly	18.7	17.8	30.9	15.5
N =	825	518	94	213

Increase fares on public transportation

Agree strongly	5.4	4.7	5.6	6.8
Agree	26.0	26.1	23.6	26.8
Disagree	44.6	45.7	46.1	41.0
Disagree strongly	24.0	23.5	24.7	25.4
N =	784	490	89	205

Some people say the only realistic solution to transportation and congestion issues in the region is to restrict new residential and commercial development. Do you agree strongly, agree, disagree, or disagree strongly with that view?

Agree strongly	17.1	15.7	26.8	16.0
Agree	38.2	39.7	35.1	35.4
Disagree	33.0	32.9	22.7	38.3
Disagree strongly	11.7	11.8	15.5	10.2
N =	820	517	97	206

Still others say that the only realistic solution to transportation and congestion issues in the region is to stop building highways and invest instead in public transportation systems. Do you agree or disagree with that view?

Agree strongly	14.6	13.1	17.9	17.2
Agree	32.4	34.1	33.7	27.6
Disagree	41.8	42.0	36.8	43.3
Disagree strongly	11.2	10.9	11.6	11.8
N =	803	505	95	203

Everyone agrees that transportation issues are important, but different people agree for different reasons. For example, some people say that transportation is mainly an economic issue – that we have to solve transportation issues mainly to keep the economy healthy and growing. Do you agree strongly (3), agree (2), disagree (1), or disagree strongly (0) with this view?

Agree strongly	18.0	16.1	25.5	19.3
Agree	56.3	58.0	43.6	57.5
Disagree	22.1	22.6	25.5	19.3
Disagree strongly	3.6	3.3	5.3	3.9
N =	818	517	94	207

For others, transportation is mainly a safety issue -- these people say we have to solve transportation issues mainly to protect citizens from unnecessary harm. Do you agree strongly (3), agree (2), disagree (1), or disagree strongly (0) with this view?

Agree strongly	24.6	22.8	35.7	23.8
Agree	52.1	52.6	50.0	51.9
Disagree	20.4	21.5	11.2	21.9
Disagree strongly	2.9	3.1	3.1	2.4
N =	825	517	98	210

Still others argue that transportation is mainly a convenience issue – that we have to solve transportation issues mainly so that people don't spend longer than necessary getting from place to place. Do you agree strongly (3), agree (2), disagree (1), or disagree strongly (0) with this view?

Agree strongly	19.1	16.3	28.7	16.3
Agree	49.0	50.7	36.2	51.0
Disagree	26.9	28.3	25.5	23.8
Disagree strongly	4.9	4.7	9.6	3.4
N =	815	515	94	206

Finally, some argue that transportation is all about managing growth and protecting the environment – that solving transportation issues mainly means finding ways to limit growth and protect our natural environment.

Agree strongly	24.3	22.9	22.3	28.5
Agree	45.7	47.1	51.1	40.1
Disagree	26.5	26.3	22.3	28.5
Disagree strongly	3.5	3.7	4.3	2.9
N =	811	510	94	207

When you travel for work purposes, is congestion a problem for you?

Yes	58.3	59.8	56.9	54.6
No	41.7	40.2	43.1	45.4
N =	681	435	72	174

When you travel for shopping, is congestion a problem for you?

Yes	55.4	58.7	61.5	44.5
No	44.6	41.3	38.5	55.5
N =	818	511	96	211

Which is the MOST IMPORTANT source through which you learn about community issues, including transportation? [Interviewer: Code response into one of the following categories but do not read the options to the respondent]

Television	54.6	54.3	61.1	52.2
Newspaper (e.g. <i>Orlando Sentinel</i>)	26.8	26.3	22.1	30.2
Radio	8.1	9.2	5.3	6.8
Word of mouth	3.1	3.6	2.1	2.0
Internet	4.9	4.4	7.4	5.4
Direct mail, newsletters, etc.	0.5	0.4	1.1	0.5
Billboards	0.7	0.6	0.0	1.5
Community newspapers	1.3	1.2	1.1	1.5
N =	821	521	95	205

Which is the SECOND MOST IMPORTANT source through which you learn about community issues, including transportation? [Interviewer: Code response into one of the following categories but do not read the options to the respondent]

Television	29.3	28.4	27.7	32.2
Newspaper (e.g. <i>Orlando Sentinel</i>)	33.1	32.6	40.4	30.7
Radio	18.6	20.6	16.0	16.1
Word of mouth	7.4	6.9	8.5	7.8
Internet	8.1	7.5	7.4	10.2
Direct mail, newsletters, etc.	1.4	1.5	0.0	1.5
Billboards	0.7	0.8	0.0	0.5
Community newspapers	1.5	1.9	0.0	1.0
N =	817	518	94	205

How long have you lived in Central Florida?

Six months or less	2.4	2.3	6.5	0.9
Six months – 2 years	6.8	6.9	8.7	5.5
3-5 years	11.4	11.7	16.3	8.8
6-10 years	16.8	18.0	17.4	16.6
More than 10 years	62.6	61.1	51.1	68.2
N =	836	531	92	217

What is your gender?

Male	49.4	48.5	61.9	46.0
Female	50.6	51.5	38.1	54.0
N =	838	528	97	213

How often do you use I-4 for commuting to and from work?

Every day, nearly every day	22.5	22.0	20.0	24.6
A few times a week	11.8	13.9	8.0	8.2
A few times a month	5.4	5.2	5.3	6.0
Less than a few times a month	8.9	9.8	8.0	7.1
Never	51.3	49.1	58.7	54.1
N =	718	460	75	183

Did you go anywhere on your bicycle in the past month?

No	76.1	78.2	79.1	69.1
Yes	23.9	21.8	20.9	30.9
N =	739	472	86	181

IF YES: Did you use your bicycle in the past month to...

Go to and from work

No	90.7	86.9	94.4	96.0
Yes	9.3	13.1	5.6	4.0
N =	167	99	18	50

Go shopping

No	77.6	75.2	83.3	80.0
Yes	22.4	24.8	16.7	20.0
N =	174	101	18	55

Visit friends or relatives

No	71.4	69.9	58.8	76.4
Yes	28.6	30.1	41.2	23.6
N =	175	103	17	55

Take a bike ride for pleasure or exercise

No	3.8	4.9	0.0	3.6
Yes	96.2	95.1	100.0	96.4
N =	177	103	18	56

How often do you walk for pleasure or exercise – regularly, often, seldom or never?

Regularly	44.3	42.6	42.6	49.3
Often	21.6	22.5	23.4	19.0
Seldom	22.3	23.7	14.9	21.8
Never	11.9	11.3	19.1	10.0
N =	829	524	94	211

You may recall a news story a few months ago stating that Orlando was the least safe city in America for pedestrians. Do you recall seeing or hearing about that story?

No	36.8	36.2	41.7	36.0
Yes	63.2	63.8	58.3	64.0
N =	824	517	96	211

There are many things a metropolitan area might do to increase pedestrian safety. I am going to read you a list of some of them. For each thing on the list, you tell me whether that is something the Central Florida region should definitely do (3), probably do (2), probably not do (1), or definitely not do (0).

Install more sidewalks

Should definitely do	60.9	60.2	56.7	64.1
Should probably do	29.6	31.2	33.0	23.9
Should probably not do	5.5	5.4	4.1	6.7
Should definitely not do	4.0	3.3	6.2	5.3
N =	825	520	97	209

Install more marked pedestrian crosswalks

Should definitely do	63.6	65.4	59.4	61.1
Should probably do	26.6	25.6	29.2	28.0
Should probably not do	6.5	6.5	5.2	7.1
Should definitely not do	3.3	2.5	6.3	3.8
N =	827	520	96	211

Lower speed limits in commercial and residential areas

Should definitely do	38.7	38.2	54.2	36.8
Should probably do	19.8	21.2	16.7	17.7
Should probably not do	23.3	24.9	15.6	23.0
Should definitely not do	17.2	15.8	13.5	22.5
N =	824	519	96	209

Install more and wider medians in high-traffic areas

Should definitely do	48.7	50.4	57.3	40.4
Should probably do	29.1	28.8	26.0	31.3
Should probably not do	14.0	13.8	8.3	16.8
Should definitely not do	8.2	6.9	8.3	11.5
N =	824	520	96	208

Install more street lighting to improve night-time safety

Should definitely do	68.2	66.8	78.1	67.1
Should probably do	19.1	20.7	11.5	18.6
Should probably not do	8.6	8.6	8.3	9.0
Should definitely not do	4.1	3.8	2.1	5.2
N =	828	521	96	210

Be more aggressive in ticketing motorists for failure to yield to pedestrians

Should definitely do	76.1	76.1	82.5	73.6
Should probably do	17.8	18.0	15.5	17.8
Should probably not do	3.9	3.4	2.1	5.8
Should definitely not do	2.2	2.5	0.0	2.9
N =	828	523	97	208

How much formal schooling have you had?

Less than high school	2.0	1.9	6.5	0.5
High school or equivalent	19.4	19.2	26.1	16.9
Some college	30.4	31.5	34.8	25.8
College graduate	31.7	30.3	23.9	38.5
Graduate or professional degree	16.3	16.8	8.7	18.3
N =	834	531	92	213

In what year were you born? [Converted to age in years]

18-29	12.8	13.8	10.9	11.3
30-39	15.9	17.9	14.1	11.7
40-49	21.4	22.5	18.5	20.2
50-59	20.1	18.3	20.7	24.4
60-69	15.4	13.8	25.0	15.5
70+	14.3	13.8	10.9	16.9
N =	835	530	92	213

Orange County Residents Only

In October 2004, voters in Orange County had a chance to vote on a transportation referendum that was called Mobility 20/20. Do you remember that referendum?

No	46.0
Yes	54.0
N =	522

[IF YES] Do you recall whether you voted in that referendum or not?

No, did not vote	21.3
Yes, did vote	78.7
N =	254

[IF R VOTED: N = 196]: Do you remember if you voted for or against the Mobility 20/20 referendum?

Voted against	29.5
Voted for	49.5
Don't remember	21.0
N =	196

All respondents:

Finally, which of the following do you consider as your racial or ethnic group?

White	69.5	67.7	65.3	76.1
Black/African-American	11.7	13.8	10.5	6.8
Hispanic	12.8	11.9	22.1	10.7
Asian/Pacific Islander	1.7	2.1	1.1	1.5
Native American	0.9	1.0	0.0	1.5
Multi-racial or multi-ethnic	2.1	2.1	1.1	2.0
Other	1.3	1.3	0.0	1.5
N =	820	520	95	205

* Numbers show the percentages giving each response to each question. Missing data (don't know, no answer, not applicable, etc.) are omitted item by item. Columns sum to 100% except for rounding error. Results based on the weighted sample. Total N = 840 respondents.

** County N's do not equal Total N's in all cases because of "fractional respondents" resulting from weighting.