

New Jersey Long-Range  
Transportation Plan 2030

# Statewide Public Opinion Survey



September 2005

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## I. Executive Summary

1. This survey was conducted in the state of New Jersey from May 11th to June 13, 2005. A total of 800 residents over the age of 18, chosen from a random sample of residents of the state, were interviewed by telephone. Professional interviewers from Public Opinion Research, Inc., conducted the interviews, which averaged nine minutes in length and were made between 5:30 and 9:30 PM.
2. The survey follows a series of similar studies conducted for the New Jersey Department of Transportation (NJDOT) and NJ TRANSIT over the past 20 years. Its primary purpose is to track trends in public perceptions of various aspects of transportation in New Jersey. To accomplish this long-term goal, the survey employs many questions that have been used in the past.
3. In this survey, 48 percent of the respondents gave the conditions of New Jersey's roads and highways positive marks, with either an "excellent" or "good" rating. However, 51 percent said the conditions were "only fair" or "poor." Positive responses to this question this year are low when compared with prior survey results.
4. At the same time, 18 percent of respondents indicated that the condition of roads and highways has gotten better over the past few years. However, 30 percent reported that the conditions are worse, and 52 percent said the conditions are about the same. Compared to prior surveys, fewer residents appear to see conditions getting better than in 2000 and 1990.
5. While 42 percent of the respondents gave the state's public transportation system positive ratings, with either an "excellent" or "good" rating, 40 percent said the system was "only fair" or "poor." Positive responses to the system were down 6 percentage points from 2000. Negative responses were up by 8 percentage points from 2000.
6. Of those responding, 19 percent indicated that the state's public transportation system has gotten better over the past few years; 12 percent reported that it is worse, and 45 percent said it is about the same. According to the survey, the percentage who perceive that the state's public transportation system has improved is down 7 percent.
7. In the 2005 survey, 86 percent of respondents stated that a good network of roads and highways is very important for the state's economy, 12 percent said it was somewhat important, and 1 percent said it was not very important. This is similar to the results of the 2000 survey.
8. Respondents were asked to rate the importance of various aspects of the transportation system for the economy of New Jersey. Respondents rated having a good network of roads and highways as important to the state's economy, with 86 percent saying it is very important. While 80 percent of the respondents said that a good system of public transportation is very important to the state's economy, 75 percent called freight transportation very important. A good network of international

and regional airports was given the lowest rating by respondents, with only 69 percent saying it is very important and 4 percent saying that it is not very important to the state's economy.

9. Of the residents interviewed, 35 percent indicated that investing to maintain and improve New Jersey's smaller local and regional airports is important, while about 20 percent said that it is not very important. When asked about the importance of a good system of public transportation for reducing traffic congestion, a large majority, 83 percent, stated that this is very important. In addition, 75 percent of the respondents thought that it is very important for the government to encourage the use of public transportation by making sure that bus and train fares are lower than the cost of driving a car.
10. In the 2005 survey, 20 percent of the respondents reported that, overall, the transportation system meets their travel needs very well; 40 percent said the system meets their needs somewhat; 16 percent said the system does not do a good job of meeting their needs; and 14 percent did not feel the state's transportation system meets their needs at all. Positive ratings are down by 8 percent from the 2000 survey.
11. Only 6 percent of respondents indicated that the transportation system is basically as good as it needs to be, while 43 percent felt it needs some minor changes and 48 percent said it needs major changes. The percentage of respondents saying the system is as good as it needs to be is down significantly from 2000 (a full 21 percent). The percentage of respondents saying the system needs major changes has increased significantly from 2000 (19 percent).
12. On those responding, 47 percent said they have many different mode choices to choose from, while 49 percent indicated they have few choices. When residents were asked which modes of transportation they would like more access to, 43 percent said they wanted access to buses, 44 percent wanted access to rail services, 1 percent wanted access to a car, and 3 percent wanted access to a bike. Ten percent wanted access to other modes of transportation.
13. In the 2005 survey, 64 percent of the residents said reducing the cost of auto insurance and reducing traffic congestion are the most critical issues in New Jersey. This was followed closely by cleaning and protecting the environment (63 percent). Promoting tourism and New Jersey's image were rated as the least critical issues. The critical ratings for all issues are lower than the ratings in the 2000 survey.
14. Half the respondents (50 percent) rated traffic congestion as a very serious problem in New Jersey, while 35 percent rated it as somewhat serious and 15 percent said it was not too serious. The percentage of respondents rating traffic congestion as a serious problem has increased by 3 percent from 2000. Respondents experience traffic congestion most on the way to the New Jersey Shore (46 percent) and on their way to work (40 percent).
15. According to the survey, 58 percent of the residents think managing growth and development is a critical problem in the state. Only 5 percent of respondents feel there is a great deal of attention and planning given to how new development would affect traffic congestion over the past 5 to 10 years, while 12 percent feel it is the

right amount of planning, and 77 percent said there was not enough planning. The results show a dramatic increase in the percentage of respondents (23 percent) saying there has not been enough planning compared to the 2000 results

16. In 2005, 68 percent indicated growth and development should be concentrated in the existing towns and designated growth areas, while 18 percent said this decision was up to the developers and landowners. These results are identical to those of the 2000 survey.
17. While 74 percent of the residents agreed to some degree with the concept of mixing appropriate commercial services with new residential development, 21 percent disagreed to some degree with this concept. The percentage of those who agreed with this concept has increased 6 percent over the 2000 results.
18. Of those responding, 88 percent agreed to some degree that revising zoning codes to promote land uses and site designs that better support transit use, bicycling, and walking should be encouraged, while 9 percent disagreed to some degree with this concept. These results are similar to the 2000 survey results.
19. Respondents were read a list of possible improvements to the transportation system in their areas and asked to rate the effectiveness of each improvement. Creating service patrols to respond to accidents was rated as very effective by the largest percentage of respondents (68 percent). This was closely followed by improving freight rail services so that more products could travel by rail. Building more highways was rated the least effective proposed measure.
20. In the 2005 survey, 64 percent of respondents mentioned congestion as the biggest transportation problem facing New Jersey. This was down from 73 percent in the 2000 survey results. In terms of other problems, 10 percent mentioned over development, 11 percent said roads, 9 percent said public transportation, and 6 percent mentioned other problems.

## II. Introduction

### Survey Characteristics

This survey was conducted in the state of New Jersey from May 11th to June 13, 2005. A total of 800 residents over the age of 18, chosen from a random sample of residents of the state, were interviewed by telephone. Professional interviewers from Public Opinion Research, Inc., conducted the interviews, which averaged nine minutes in length and were made between 5:30 and 9:30 PM. The results of each interview were cross-tabulated against seven different demographic and political breakdowns. These breakdowns included region, educational level, ethnic background, age, income level, and length of residency.

The survey follows a series of similar studies conducted for the New Jersey Department of Transportation (NJDOT) and NJ TRANSIT over the past 20 years. Its primary purpose is to track trends in public perceptions of various aspects of transportation in New Jersey. To accomplish this long-term goal, the survey employs many questions that have been used in the past.

### Sampling Error

The results presented in this survey are subject to normal sampling error, which ranges from approximately 3.5 percent overall to seven to ten percent within the various subgroups. Sampling error varies with sample or subsample size as well as when the percentages reported approach 50 percent. For example, if the sample size is 800, the margin of error is + or - 3.5 percent of the reported numbers. However, if a result is 70 percent versus 30 percent, it is very likely that the actual count will be 70/30. If, however, the reported percentage is 50 percent versus 50 percent, it is very likely that the actual count will be 47/53 or a similar number.

### Weighting Procedure

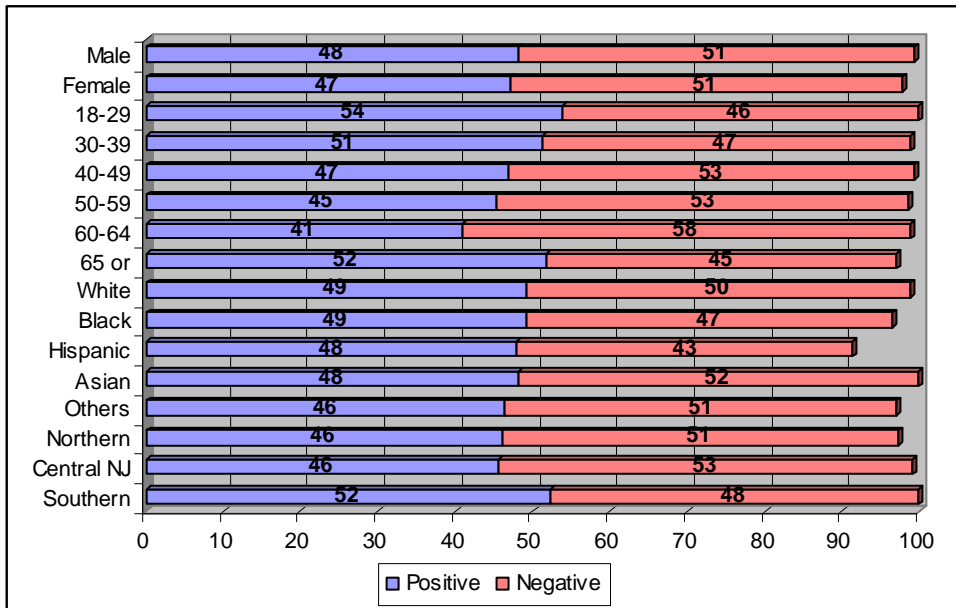
The respondents for this survey were selected at random on a regional basis across the state. An effort was made to balance the respondents by region, allowing the rest of demographics to “fall” at random throughout the sample.



### III. Ratings of New Jersey’s Roads and Highways and Public Transportation System

#### Conditions of Roads and Highways

Figure 1: Rating of Condition of Roads and Highways in New Jersey



About six percent of the respondents to this survey rated the overall condition of the state roads and highways in New Jersey as excellent, while 42 percent rated it as good. Thirty-nine percent said the conditions are only fair and 12 percent said that they are poor.

Table 1 compares these results with those from prior surveys. It indicates that the overall perception of the condition of roads and highways in 2005 has deteriorated compared to the 2000 survey results. Positive responses in all prior surveys have been greater than 50 percent, whereas positive responses in the 2005 survey are only 48 percent. The deterioration in perception cuts across all the regional sub-areas in our sample.

**Table 1: Comparison of Ratings of Roads and Highways in New Jersey**

	Excellent	Good	Only Fair	Poor
<b>Total – 2005</b>	<b>6</b>	<b>42</b>	<b>39</b>	<b>12</b>
-2000	10	47	32	10
-1995	13	50	27	9
-1993	10	48	33	7
-1990	6	52	31	9
<b>North – 2005</b>	<b>5</b>	<b>41</b>	<b>38</b>	<b>14</b>
-2000	10	43	37	10
-1995	14	47	30	7
-1990	5	52	32	11
<b>Central – 2005</b>	<b>5</b>	<b>41</b>	<b>42</b>	<b>11</b>
-2000	12	50	27	10
-1995	13	49	26	10
-1990	8	51	31	7
<b>South – 2005</b>	<b>7</b>	<b>45</b>	<b>37</b>	<b>11</b>
-2000	8	51	28	12
-1995	11	54	25	9
-1990	7	54	29	9

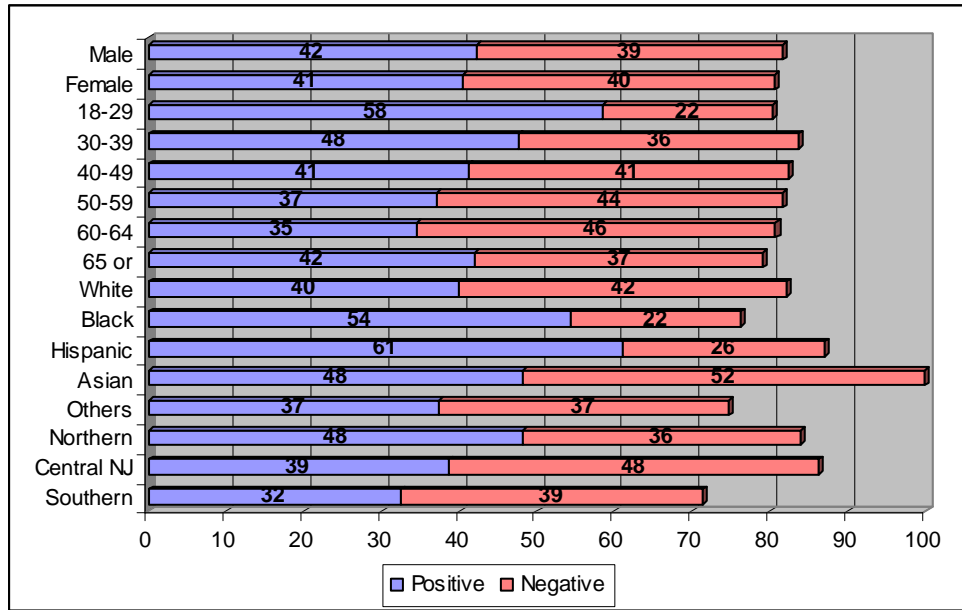
Additionally, respondents were asked whether the condition of the state roads and highways in New Jersey in the past few years has gotten better, worse, or stayed the same. Eighteen percent of the respondents indicated that the condition has improved, 30 percent indicated that it has worsened, and 52 percent said that it has remained the same. A similar distribution of results is seen in the three sub-regions as well. The percentage of respondents that said the condition of the roads has improved is significantly lower in this survey than in the 2000 and 1990 surveys.

**Table 2: Has the Condition of State Roads and Highways Gotten Better, Worse, or Stayed the Same?**

	Better	Worse	Stayed the Same
<b>Total – 2005</b>	<b>18</b>	<b>30</b>	<b>52</b>
-2000	29	25	46
-1990	27	20	50
<b>North – 2005</b>	<b>16</b>	<b>30</b>	<b>54</b>
-2000	29	25	46
-1990	33	20	45
<b>Central – 2005</b>	<b>18</b>	<b>33</b>	<b>49</b>
-2000	25	30	45
-1990	24	22	52
<b>South – 2005</b>	<b>20</b>	<b>26</b>	<b>54</b>
-2000	30	23	47
-1990	21	19	59

**Public Transportation Ratings**

**Figure 2: Rating New Jersey's Public Transportation System**



About 7 percent of the respondents to this survey rated the public transportation system in New Jersey as excellent, while 35 percent rated it as good. Twenty-seven percent said the conditions are only fair and 13 percent said that they are poor. The perceptions among subgroups varied significantly from the overall results (see chart above).

Table 3 compares these results to those of prior surveys. The overall, as well as regional, perception of New Jersey's public transportation system in 2005 has deteriorated compared to the 2000 survey and is similar to the 1990 results. Of note is the reduction in the percentage of respondents who rated the public transportation system as excellent compared to the 2000 survey.

**Table 3: Comparison of Ratings for New Jersey's Public Transportation System**

	Excellent	Good	Only Fair	Poor	Don't Know
<b>Total – 2005</b>	<b>7</b>	<b>35</b>	<b>27</b>	<b>12</b>	<b>19</b>
-2000	18	30	20	11	22
- 1995 Trains*	11	48	21	3	7
- 1995 Buses*	9	47	25	6	14
-1990	5	39	35	15	6
-1989	1	32	38	16	14
-1986	3	30	39	14	14
<b>North – 2005</b>	<b>7</b>	<b>41</b>	<b>24</b>	<b>12</b>	<b>16</b>
-2000	17	34	18	11	19
-1990	4	41	35	13	7
<b>Central – 2005</b>	<b>7</b>	<b>32</b>	<b>35</b>	<b>12</b>	<b>14</b>
-2000	19	30	23	11	18
-1990	5	35	36	18	6
<b>South – 2005</b>	<b>6</b>	<b>26</b>	<b>25</b>	<b>14</b>	<b>29</b>
-2000	17	21	19	13	29
-1990	6	40	34	16	5

\* In 1995 the evaluation was broken into two categories.

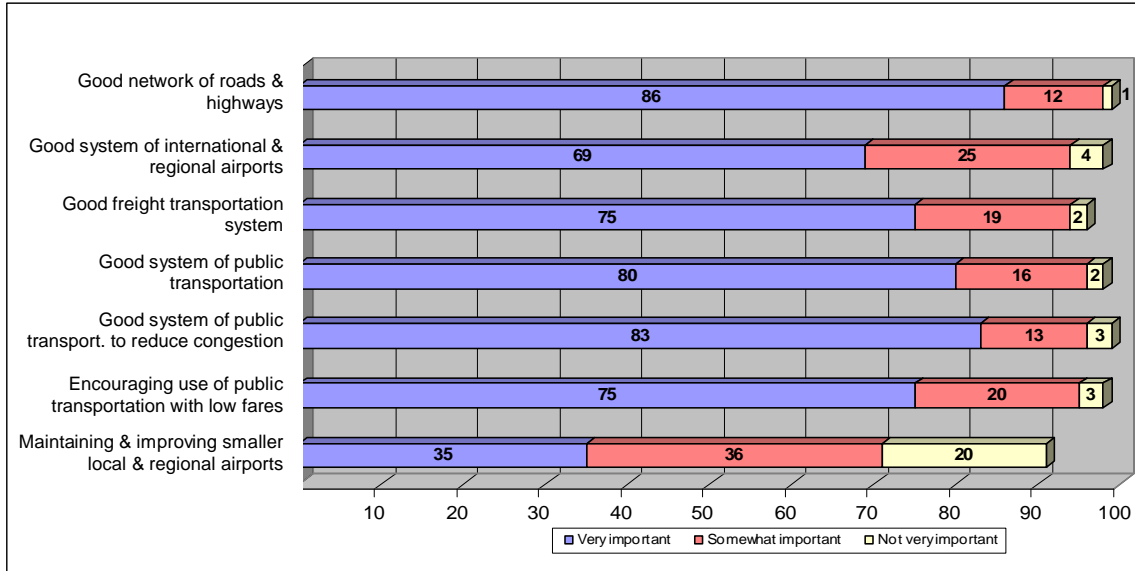
Additionally, respondents were asked whether the public transportation system has gotten better, worse, or stayed the same over the past few years. In this year's survey, 19 percent of the respondents indicated that it had become better, 12 percent indicated that it had become worse, and 45 percent said that it remained the same. Similar distribution is seen in the three sub-regions as well. Compared to the 2000 survey, the percentage of respondents who thought the system stayed the same is significantly higher, as shown in Table 4 below.

**Table 4: Has New Jersey's Public Transportation System Gotten Better or Worse over the Past Few Years?**

	Better	Worse	Stayed the Same	Depends
<b>Total – 2005</b>	<b>19</b>	<b>12</b>	<b>45</b>	<b>1</b>
-2000	26	16	32	1
-1990	15	19	58	8
-1989	16	24	43	17
-1986	17	19	51	12
<b>North – 2005</b>	<b>21</b>	<b>11</b>	<b>49</b>	<b>0</b>
-2000	28	16	31	2
-1990	17	18	55	10
<b>Central – 2005</b>	<b>17</b>	<b>17</b>	<b>46</b>	<b>1</b>
-2000	25	15	38	0
-1990	16	21	59	4
<b>South – 2005</b>	<b>19</b>	<b>10</b>	<b>38</b>	<b>0</b>
-2000	24	15	29	1
-1990	10	19	64	7

## IV. Importance Ratings

**Figure 3: How Important Is Each of the Following to the Economy of New Jersey?**



As in prior surveys, respondents were asked to rate the importance of various aspects of the transportation system to the economy of New Jersey. Additionally, respondents were asked to rate the importance of certain investments and strategies.

When asked how important having a good network of roads and highways is to New Jersey’s economy, 86 percent said it is very important, 12 percent said it is somewhat important, and 1 percent said it is not very important. These results are similar to the 2000 survey results, where 87 percent stated that having a good network of roads and highways is very important to the state’s economy, 10 percent stated that it is somewhat important, and 2 percent said it was not very important. These results are in contrast to the 1990 results, when only 64 percent indicated a good networks of roads and highways is very important to the state’s economy.

**Table 5: How Important Is a Good Network of Roads & Highways to the Economy of New Jersey?**

	Very important	Somewhat important	Not very important
<b>2005</b>	<b>86</b>	<b>12</b>	<b>1</b>
2000	87	10	2
1990	74	20	4

Sixty-nine percent of the respondents indicated that a good system of international and regional airports in New Jersey is very important to the state’s economy, 25 percent reported it was somewhat important, and 4 percent reported it as not very important.

The respondents were also asked about the importance of freight transportation to New Jersey’s economy. Seventy-five percent of the respondents replied that it is very important and 19 percent said it is somewhat important, while 2 percent said it is not very important. This is similar to the 2000 survey results, where 74 percent indicated

that it is important, 18 percent reported that it is somewhat important, and 2 percent reported that it is not very important.

Next, the respondents were asked to rate the importance of various characteristics of the state’s public transportation system. When asked to rate the importance of a good system of public transportation to the state’s economy, 80 percent responded that it is very important, 16 percent said it is somewhat important, and 2 percent said it is not very important.

Table 6 compares the results from prior surveys. Compared to the four earlier surveys, the 2005 survey has the highest percentage of respondents who believe that a good public transportation system is very important to the state’s economy. The percentage of residents who believe it is very important has increased each survey year, and has improved 21 percent since 1986.

**Table 6: How Important Is a Good Public Transportation System to the State’s Economy?**

	Very important	Somewhat important	Not very important
<b>2005</b>	<b>80</b>	<b>16</b>	<b>2</b>
2000	75	17	3
1990	67	27	3
1989	62	29	4
1986	59	32	6

Eighty-three percent of respondents indicated public transportation is very important in reducing traffic congestion, while 13 percent responded that it is somewhat important, and 3 percent responded that it is not very important. The results are similar to those of prior surveys.

**Table 7: How Important Is a Good Public Transportation System in Reducing Traffic Congestion?**

	Very important	Somewhat important	Not very important
<b>2005</b>	<b>83</b>	<b>13</b>	<b>3</b>
2000	79	14	5
1990	82	15	3
1989	80	17	3
1986	76	17	6

When asked how important it is for the government to encourage people to use public transportation by making sure that bus and train fares are lower than the cost of driving a car, 75 percent stated that this was very important, 20 percent said that it was somewhat important and 3 percent said it was not important. This is similar to the results from the 2000 survey.

**Table 8: How Important Is It for the Government To Encourage the Use of Public Transportation by Keeping Fares Lower than the Cost of Driving a Car?**

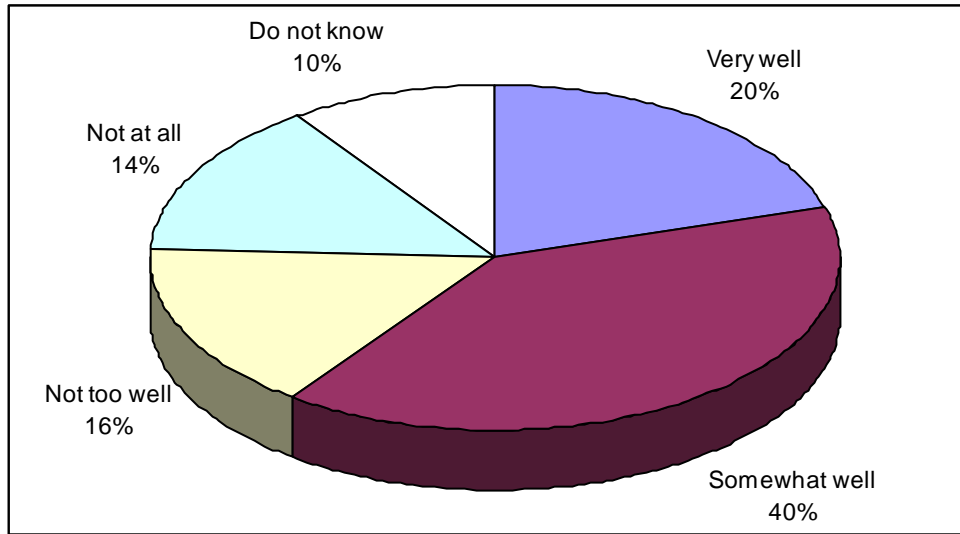
	Very important	Somewhat important	Not very important
<b>2005</b>	<b>75</b>	<b>20</b>	<b>3</b>
2000	75	18	5
1995	61	28	9
1994	68	27	4
1993	70	25	6
1992	67	28	5
1991	71	24	3
1990	68	27	4
1989	72	22	4
1986	63	27	8

When asked how important it is that New Jersey makes investments to maintain and improve smaller local and regional airports, 35 percent responded that it is very important, 36 percent said it is somewhat important, and 20 percent said that it is not very important. The results of this survey indicate the public gives lower importance to such investments now than in 2000, when 58 percent indicated that this type of investment is very important, 28 percent said it is somewhat important, and 10 percent said that it is not important.

## V. Overall Satisfaction Ratings

### Meeting Travel Needs

**Figure 4: Ratings on How Well New Jersey's Transportation System Meets Travel Needs**



Respondents were asked to indicate how well New Jersey’s transportation system meets their travel needs. Twenty percent reported that the transportation system meets their travel needs very well. Forty percent said the system meets their needs somewhat well, 16 percent said the system does not do a good job of meeting their needs, and 14 percent did not feel the state’s transportation system meets their needs at all. In the 2000 survey, 34 percent reported that the transportation system meets their needs very well, 34 percent said it meets their needs somewhat well, 12 percent said it did not do a good job at meeting their needs, and 13 percent said it did not meet their needs at all.

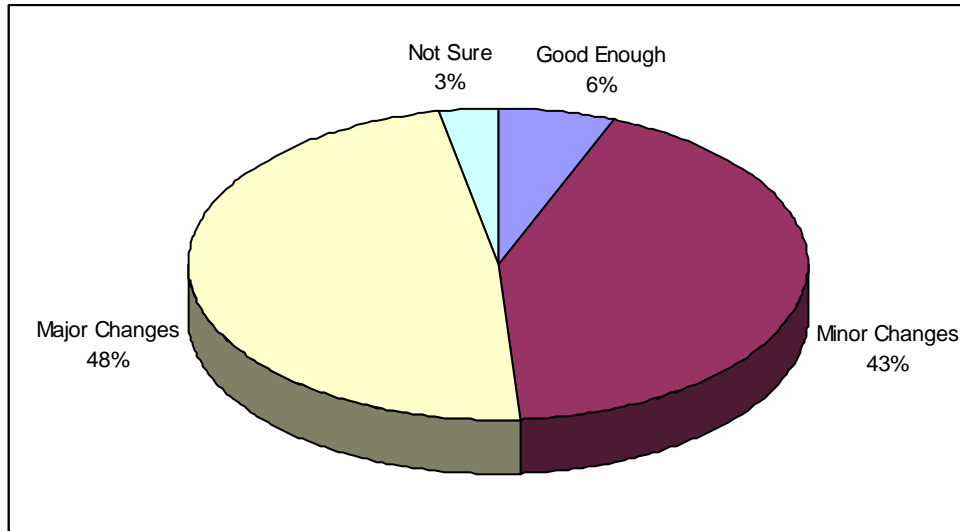
**Table 9: How Well Does New Jersey's Transportation System Meet Your Travel Needs?**

	Very well	Somewhat well	Not too well	Not at all	Do not know
<b>2005</b>	<b>20</b>	<b>40</b>	<b>16</b>	<b>14</b>	<b>10</b>
2000	34	34	12	13	7



## VI. Economic Growth

**Figure 5: To Maintain Economic Growth, New Jersey’s Transportation System Needs . . .**



Respondents were given three statements and asked which came closest to their own views on economic growth and New Jersey’s transportation system. The statements were:

Statement 1: The transportation system in New Jersey is basically **as good as it needs to be** in order to maintain economic growth in the next 5 to 10 years.

Statement 2: The transportation system in New Jersey needs some **minor** changes and investments in order to maintain economic growth in the next 5 to 10 years.

Statement 3: The transportation system in New Jersey needs some **major** changes and investments in order to maintain economic growth in the next 5 to 10 years.

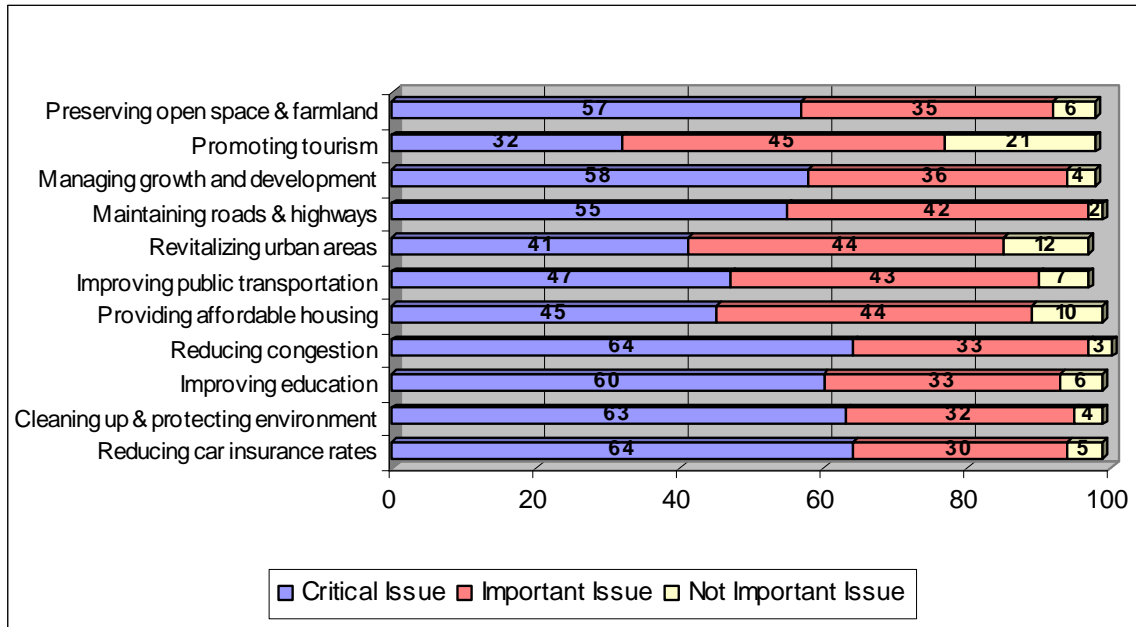
Six percent of respondents indicated that Statement 1 is closest to their own view, while 43 percent felt it was Statement 2, and 48 percent said it was Statement 3. Table 10 compares this year’s results to those from previous years. Here we can see a steep decrease in the percentage of respondents in 2005 who think the system is “good enough as it is” compared to the corresponding 2000 results (27 percent). Among the three regions, Central New Jersey shows a very strong perception (57 percent) that the transportation system needs major changes and investments; however, increases in this perception are noted in the North and South Jersey regions as well. The 2005 survey results are similar to the 1990 survey results.

**Table 10: How Much Change and Investment in the State's Transportation System Is Needed To Maintain Economic Growth?**

	System Good Enough As Is	Needs <i>Minor</i> Changes and Investments	Needs <i>Major</i> Changes and Investment
<b>Total – 2005</b>	<b>6</b>	<b>43</b>	<b>48</b>
-2000	27	39	29
-1990	7	43	47
<b>North – 2005</b>	<b>7</b>	<b>44</b>	<b>46</b>
-2000	29	36	31
-1990	8	43	44
<b>Central – 2005</b>	<b>2</b>	<b>38</b>	<b>57</b>
-2000	26	42	27
-1990	6	40	53
<b>South – 2005</b>	<b>7</b>	<b>44</b>	<b>45</b>
-2000	25	41	29
-1990	8	45	47

## VII. Issue Ratings

**Figure 6: Ratings on Issues Facing New Jersey in the Next 5 to 10 Years**



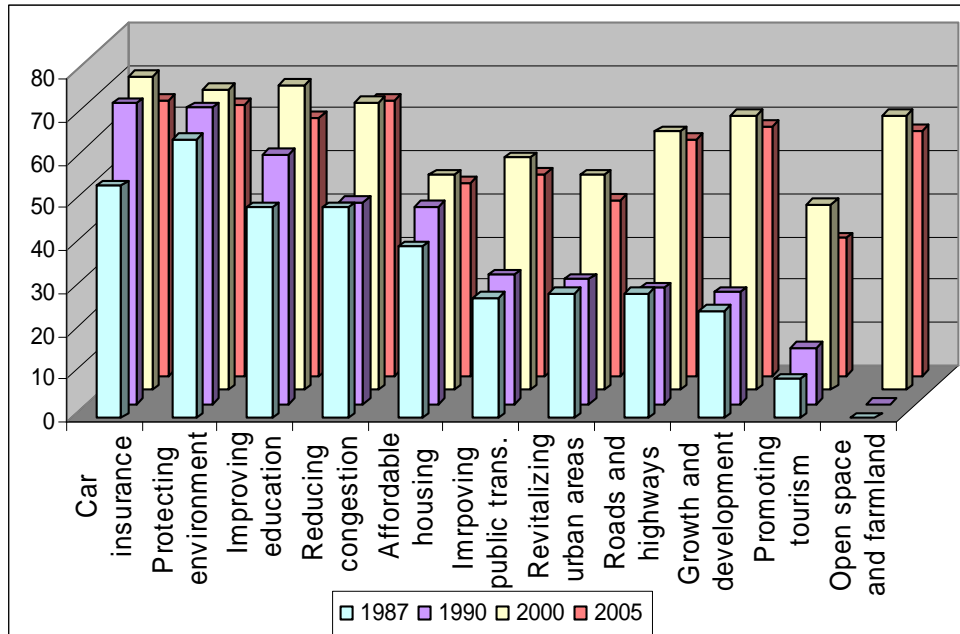
Respondents were presented with a list of issues that New Jersey will be facing in the next 5 to 10 years and asked to rate whether each issue is critical, important, or not important. The results are shown in Figure 6 above and in Table 11 on the next page, which compares this year’s survey results with the results from the 1987, 1990, and 2000 surveys.

**Table 11: Importance of Various Issues in New Jersey**

Issue Area		Critical Issue	Important Issue	Not Important Issue
Reducing the cost of car insurance - 2005		<b>64</b>	<b>30</b>	<b>5</b>
	-2000	73	22	4
	-1990	70	25	3
	-1987	54	38	6
Reducing traffic congestion - 2005		<b>64</b>	<b>33</b>	<b>3</b>
	-2000	67	29	3
	-1990	47	46	7
	-1987	49	44	6
Cleaning and protecting the environment - 2005		<b>63</b>	<b>32</b>	<b>4</b>
	-2000	70	25	3
	-1990	69	28	1
	-1987	65	34	1
Improving the state's educational system - 2005		<b>60</b>	<b>33</b>	<b>6</b>
	-2000	71	24	3
	-1990	58	38	2
	-1987	49	47	4
Managing growth and development in the state - 2005		<b>58</b>	<b>36</b>	<b>4</b>
	-2000	64	30	4
	-1990	26	59	11
	-1987	25	59	14
Preserving open space and farmland - 2005		<b>57</b>	<b>35</b>	<b>6</b>
	-2000	64	30	5
	-1990*	-	-	-
	-1987*	-	-	-
* This issue was not tested in 1987 and 1990.				
Maintaining and improving NJ's roads and highways - 2005		<b>55</b>	<b>42</b>	<b>2</b>
	-2000	60	35	4
	-1990	27	66	6
	-1987	29	61	10
Improving the state's public transportation system - 2005		<b>47</b>	<b>43</b>	<b>7</b>
	-2000	54	38	6
	-1990	30	53	13
	-1987	28	56	14
Making affordable housing available - 2005		<b>45</b>	<b>44</b>	<b>10</b>
	-2000	50	38	11
	-1990	46	45	7
	-1987	40	52	8
Revitalizing the state's urban areas - 2005		<b>41</b>	<b>44</b>	<b>12</b>
	-2000	50	37	10
	-1990	29	55	12
	-1987	29	57	12
Promoting tourism and New Jersey's image - 2005		<b>32</b>	<b>45</b>	<b>21</b>
	-2000	43	38	18
	-1990	13	54	31
	-1987	9	52	37

Sixty-four percent of the respondents rated two issues – reducing the cost of car insurance and reducing traffic congestion – as the most critical issues facing New Jersey in this year’s survey. Cleaning and protecting the environment was rated critical by 63 percent. Promoting tourism and New Jersey’s image was rated the least important. In the 2000 survey, reducing the cost of car insurance was rated the most critical issue, followed by “improving the state’s educational system” and “cleaning and protecting the environment.” Promoting tourism and New Jersey’s image was rated the least important issue in the 2000 survey as well.

**Figure 7: Change in "Critical" Percentage for Issues**



Note: Open space and recreation were not included in 1987 and 1990.

Figure 7 shows the changes in the “critical” percentage over the past two decades. Transportation issues have moved up significantly since 1990, as have managing growth and development and revitalizing the state’s urban areas.

### VIII. Traffic Congestion

Respondents were asked how they rate the seriousness of traffic congestion in their area. Half (50 percent) rated traffic congestion as very serious, while 35 percent rated it as somewhat serious, and 15 percent said it was not too serious. In South Jersey, a lower percentage of respondents (42 percent) rated traffic congestion as very serious, while 22 percent said it was not serious.

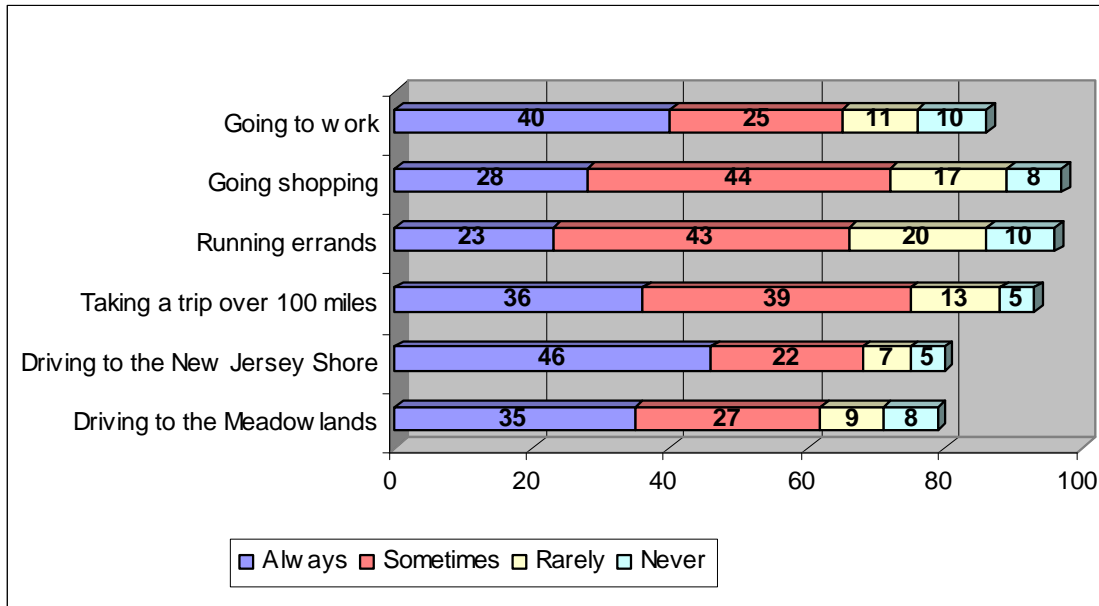
The 2005 ratings are very similar to those from the 2000 survey. At least half the respondents said traffic congestion is a very serious problem; in 1990 and 1987, only one-third considered it very serious.

**Table 12: How Serious Is Traffic Congestion in Your Area?**

	Very Serious	Somewhat Serious	Not Too Serious
<b>Total – 2005</b>	<b>50</b>	<b>35</b>	<b>15</b>
-2000	56	26	17
-1990	32	30	38
-1987	37	32	30
<b>North – 2005</b>	<b>51</b>	<b>36</b>	<b>13</b>
-2000	60	25	14
-1990	32	32	36
<b>Central – 2005</b>	<b>56</b>	<b>34</b>	<b>10</b>
-2000	52	27	20
-1990	33	31	36
<b>South – 2005</b>	<b>44</b>	<b>34</b>	<b>22</b>
-2000	52	28	20
-1990	33	24	42

Next, respondents were asked how often they experience traffic congestion while making various types of trips. The results are shown in Figure 8 and Table 13 below.

**Figure 8: Frequency of Traffic Congestion by Trip Type**



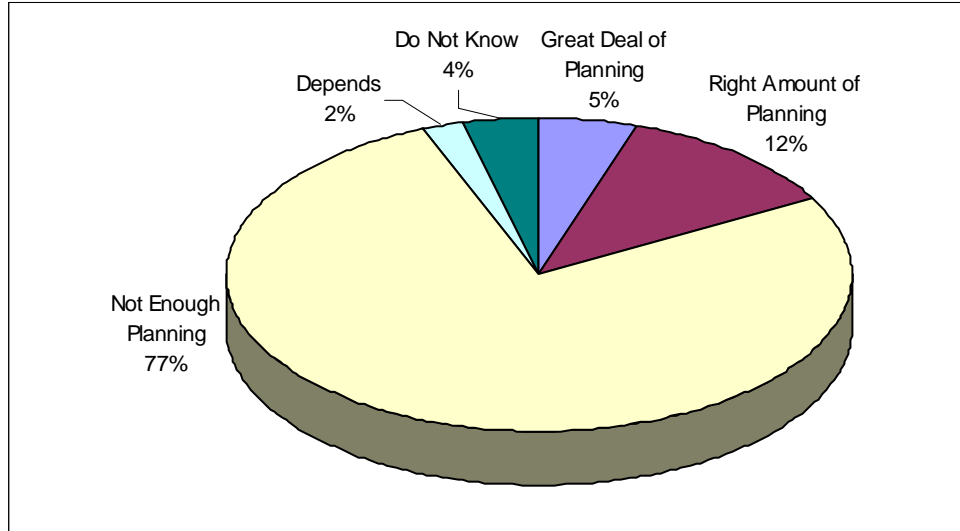
**Table 13: Frequency of Traffic Congestion by Trip Type**

Type of Experience		Always	Sometimes	Rarely	Never
Going to work	2005	40	25	11	10
	2000	46	22	10	10
Going shopping	2005	28	44	17	8
	2000	42	34	13	7
Running errands	2005	23	43	20	10
	2000	34	37	18	8
Taking a trip over 100 miles	2005	36	39	13	5
	2000	46	32	12	5
Driving to New Jersey Shore	2005	46	22	7	5
	2000	56	18	6	7
Driving to Meadowlands	2005	35	27	9	8
	2000	50	24	7	9

As Table 13 shows, traffic congestion is experienced most on the way to the New Jersey Shore (46 percent). Forty percent of the respondents said they always experience traffic congestion on their way to work. In the 2000 survey, traffic congestion was rated “always” most frequently for trips to the New Jersey Shore and the Meadowlands. Lower percentages of respondents indicated they “always” experienced congestion for all trip types in 2005, compared to the 2000 results.

## IX. Growth and Development

**Figure 9: Level of Planning Undertaken in the Past To Understand the Effect of New Development on Traffic Congestion on the State’s Transportation System**



When respondents were asked for their perceptions of how much attention and planning was given to understand how new development would affect traffic congestion over the past 5 to 10 years, 5 percent felt there is a great deal of planning, while 12 percent felt it is the right amount of planning. Seventy-seven percent said there is not enough planning, and 2 percent said it “depends.”

A similar pattern of responses can be seen within the three regions. Comparison of this year’s responses to prior surveys, as seen in Table 14, shows that the percentage of respondents who perceived “a great deal of planning” has decreased by 18 points in the last 5 years, from 23 percent in 2000 to 5 percent in 2005. In the same period, the percentage of respondents who perceived “not enough planning” was done increased by 23 points, from 54 percent in 2000 to 77 percent in 2005. This year’s responses are similar to the 1990 survey responses.



**Table 14: How Much Planning and Attention Was Given to the Impact of Growth and Development on Traffic Congestion over the Past 5 to 10 years on the State’s Transportation System?**

	Great Deal of Planning	Right Amount of Planning	Not Enough Planning	Depends
<b>Total – 2005</b>	<b>5</b>	<b>12</b>	<b>77</b>	<b>2</b>
-2000	23	17	54	3
-1990	6	16	72	6
<b>North – 2005</b>	<b>6</b>	<b>12</b>	<b>73</b>	<b>3</b>
-2000	24	16	52	3
-1990	8	18	67	7
<b>Central – 2005</b>	<b>2</b>	<b>10</b>	<b>83</b>	<b>2</b>
-2000	18	17	58	4
-1990	3	12	80	5
<b>South – 2005</b>	<b>6</b>	<b>12</b>	<b>77</b>	<b>1</b>
-2000	25	17	54	2
-1990	5	15	75	5

Respondents were then asked whether new development should be concentrated in existing towns and in new villages in designated growth areas, or where developers and landowners choose. Sixty-eight percent indicated growth should be concentrated in the existing towns and designated growth areas, while 18 percent said this decision was up to the developers and landowners. These results are almost identical to the 2000 survey results.

**Table 15: Comparison of Responses to Where New Development Should Be Concentrated**

	Existing towns & villages	Where developers & landowners choose	Don't know
<b>2005</b>	<b>68</b>	<b>18</b>	<b>14</b>
2000	68	17	15

Next, respondents were presented with two statements concerning growth and development and asked whether they agreed or disagreed. The first statement was, “Mixing appropriate commercial services with new residential development should be encouraged.” Thirty percent strongly agreed with this statement, and 44 percent agreed. Seventeen percent disagreed, and 4 percent strongly disagreed. In the 2000 survey, 35 percent strongly agreed, 33 percent agreed, 16 percent disagreed, and 6 percent strongly disagreed with this statement.

**Table 16: Comparison of Responses to: “Mixing Appropriate Commercial Services with New Residential Development Should Be Encouraged”**

	Strongly agree	Agree	Disagree	Strongly disagree
<b>2005</b>	<b>30</b>	<b>44</b>	<b>17</b>	<b>4</b>
2000	35	33	16	6

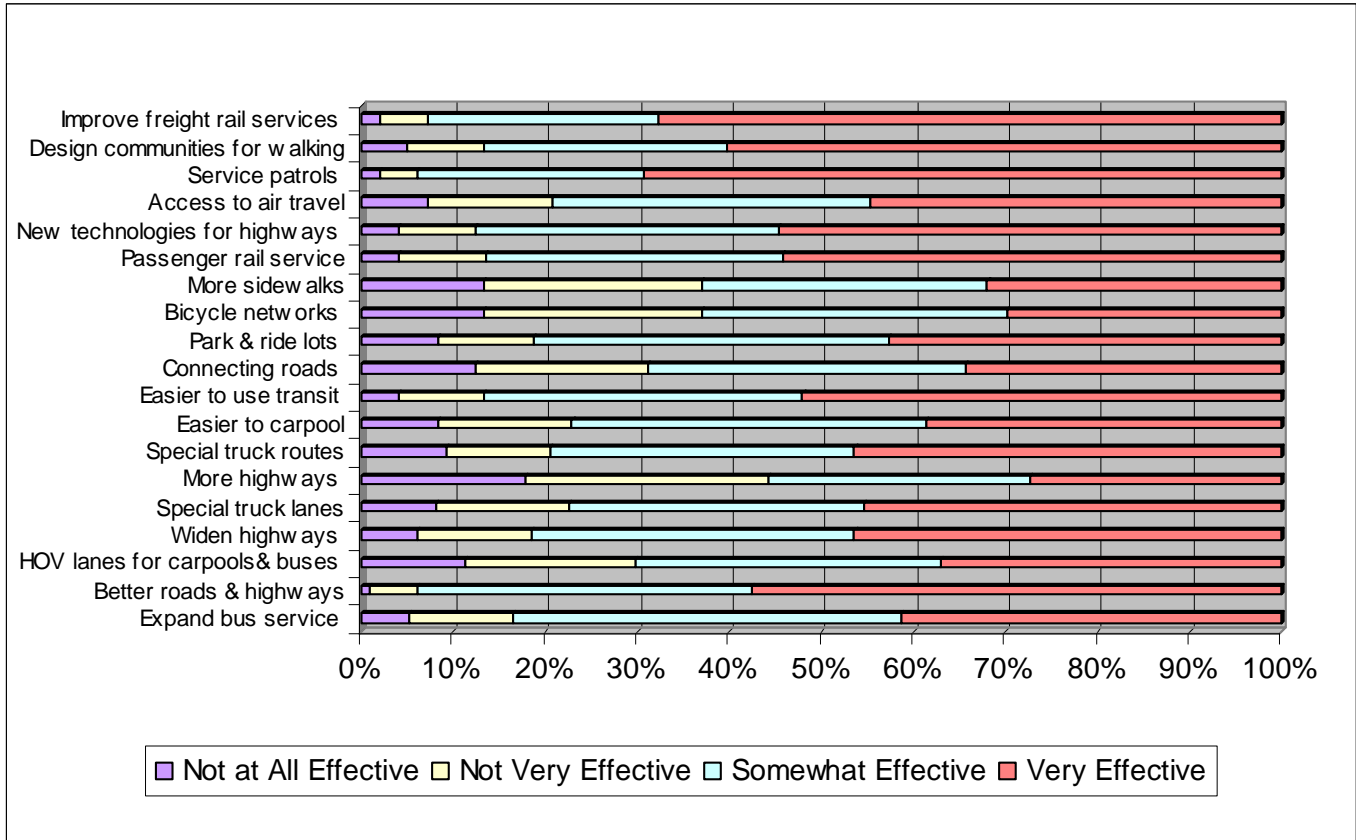
The second statement was, “Revising zoning codes to promote land uses and site designs that better support transit use, bicycling, and walking should be encouraged.” Forty-one percent strongly agreed with this statement and 47 percent agreed. Seven percent disagreed and 2 percent strongly disagreed. In the 2000 survey, 48 percent strongly agreed, 36 percent agreed, 6 percent disagreed, and 1 percent strongly disagreed.

**Table 17: Comparison of Responses to: “Revising Zoning Codes to Promote Land Uses and Site Designs that Better Support Transit Use, Bicycling and Walking Should Be Encouraged”**

	Strongly agree	Agree	Disagree	Strongly disagree
<b>2005</b>	<b>41</b>	<b>47</b>	<b>7</b>	<b>2</b>
2000	48	36	6	1

## X. Effectiveness of Improvements to the Transportation System

Figure 10: Effectiveness of Proposed Improvements to the Transportation System



Respondents were read a list of possible improvements to the transportation system in their area and asked to rate the effectiveness of each improvement. The results are shown in Figure 10 and Table 18 on the following page.

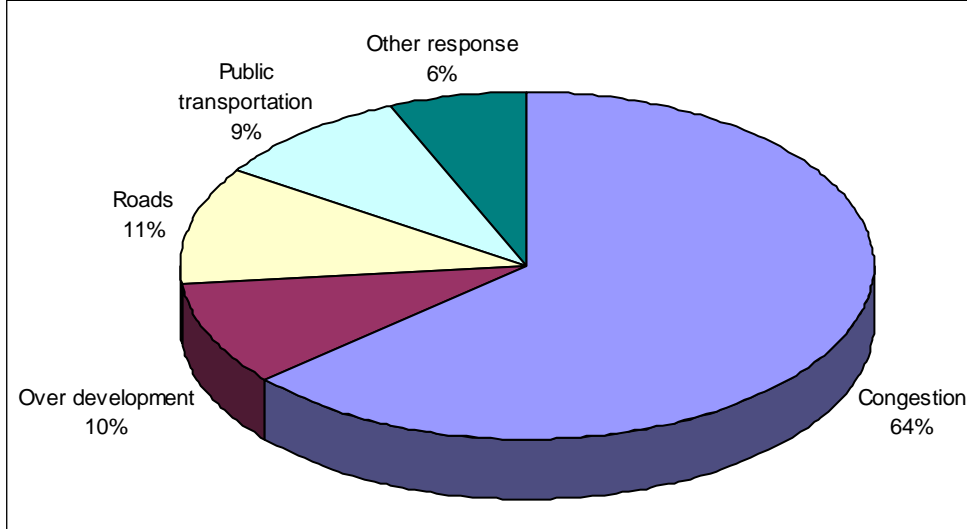
**Table 18: Effectiveness of Possible Improvements to the System**

Possible Improvements		Very Effective	Somewhat Effective	Not Very Effective	Not at All Effective
Creating service patrols to respond to accidents	-2005	<b>68</b>	<b>24</b>	<b>4</b>	<b>2</b>
	-2000	70	19	5	3
Improving freight rail services so trucks aren't needed as much	-2005	<b>65</b>	<b>24</b>	<b>5</b>	<b>2</b>
	-2000	64	24	6	3
Designing communities to make it easier to walk & bike to stores, schools and public facilities	-2005	<b>59</b>	<b>26</b>	<b>8</b>	<b>5</b>
	-2000	61	23	8	6
Better maintenance on existing roads & highways	-2005	<b>57</b>	<b>36</b>	<b>5</b>	<b>1</b>
	-2000	59	28	8	3
Implementing new technologies to make highways more efficient	-2005	<b>53</b>	<b>32</b>	<b>8</b>	<b>4</b>
	-2000	62	24	7	4
Expanding passenger rail services	-2005	<b>52</b>	<b>31</b>	<b>9</b>	<b>4</b>
	-2000	56	26	8	5
Making it easier to use transit	-2005	<b>51</b>	<b>34</b>	<b>9</b>	<b>4</b>
	-2000	58	28	8	4
Widening existing highways	-2005	<b>45</b>	<b>34</b>	<b>12</b>	<b>6</b>
	-2000	52	28	12	5
Special highway routes for trucks	-2005	<b>45</b>	<b>32</b>	<b>11</b>	<b>9</b>
	-2000	59	22	9	7
Special lanes for trucks	-2005	<b>44</b>	<b>31</b>	<b>14</b>	<b>8</b>
	-2000	55	24	12	7
Improving access to air travel	-2005	<b>43</b>	<b>33</b>	<b>13</b>	<b>7</b>
	-2000	56	27	8	4
Developing more park and ride lots	-2005	<b>41</b>	<b>37</b>	<b>10</b>	<b>8</b>
	-2000	50	26	10	9
Improving and expanding bus service	-2005	<b>40</b>	<b>41</b>	<b>11</b>	<b>5</b>
	-2000	49	28	11	4
Making it easier to carpool	-2005	<b>37</b>	<b>37</b>	<b>14</b>	<b>8</b>
	-2000	49	29	12	6
Special lanes for carpools and buses	-2005	<b>36</b>	<b>32</b>	<b>18</b>	<b>11</b>
	-2000	42	24	18	14
Building connecting roads between neighborhoods and commercial areas	-2005	<b>33</b>	<b>33</b>	<b>18</b>	<b>12</b>
	-2000	44	28	13	10
Constructing more sidewalks	-2005	<b>31</b>	<b>30</b>	<b>23</b>	<b>13</b>
	-2000	43	24	17	14
Expanding bicycle networks	-2005	<b>29</b>	<b>32</b>	<b>23</b>	<b>13</b>
	-2000	42	25	19	11
Building more highways	-2005	<b>26</b>	<b>27</b>	<b>25</b>	<b>17</b>
	-2000	39	23	18	17

Creating service patrols to respond to accidents was rated as very effective by the largest percentage of respondents (68 percent). This was closely followed by improving freight rail services so that more goods can move by rail. Building more highways was rated the least effective proposed measure. These results mirror those found in the 2000 survey.

## XI. Transportation Problems

**Figure 11: Significant Transportation Problems Facing New Jersey in the Next 20 Years**



When asked the open-ended question, “What will be the biggest transportation problem facing New Jersey over the next 20 years?”, 64 percent of respondents mentioned congestion in the 2005 survey. This was down from 73 percent in 2000. Ten percent mentioned over-development, 11 percent said roads, 9 percent said public transportation, and 6 percent mentioned other problems.

## XII. Travel Modes

Respondents were asked a series of questions related to mode choice. When asked whether they have a choice of many modes of travel, forty-seven percent indicated that they have many different travel modes to choose from, while 49 percent indicated that they have few options. Respondents were also asked what modes they would like to have access to that they do not have now. Forty-three percent want access to buses, 44 percent want access to rail services, 1 percent want access to a car, and 3 percent want access to a bike. Ten percent want access to other modes of transportation.

As part of the demographic data collected about them, respondents were asked why members of their household do not drive, and how these member’s travel needs are satisfied. Table 19 below shows the results of this series of questions.

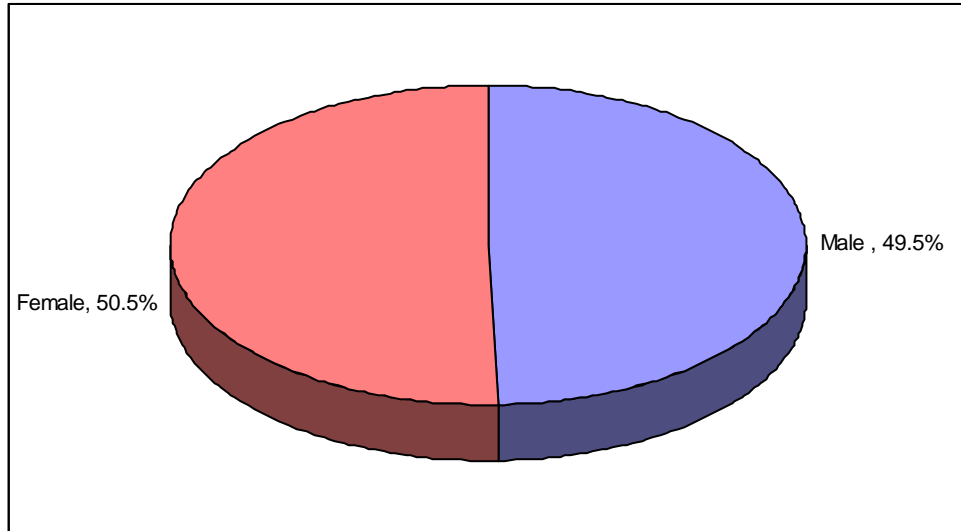
**Table 19: Travel Modes Chosen by Those Who Cannot Drive**

Reason for Not Driving	Percent Who Cannot Drive	Percent Who Ride with Someone Else	Percent Who Use Public Transit	Percent Who Walk	Percent Who Bike	Other
Physical Disability	7	88	5	0	0	7
Too Old	5	88	10	0	0	2
Too Young	25	86	5	3	3	3
No Car	15	83	13	1	1	2
No License	20	83	12	3	1	1

### XIII. Demographic Characteristics of the Sample

#### Gender of Respondents

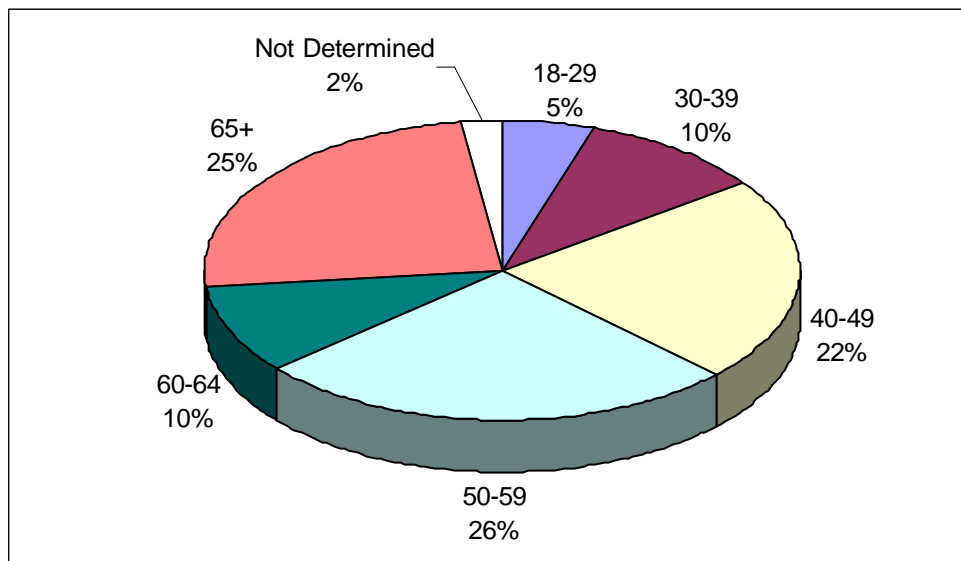
Figure 12: Gender



Among the sample population surveyed in 2005, a little more than half (50.5 percent) of the interviews were conducted with women, while 49.5 percent were conducted with men. This is close to the 2000 survey percentages, where 52 percent of interviews were with women and 48 percent were with men.

#### Age of Respondents

Figure 13: Age

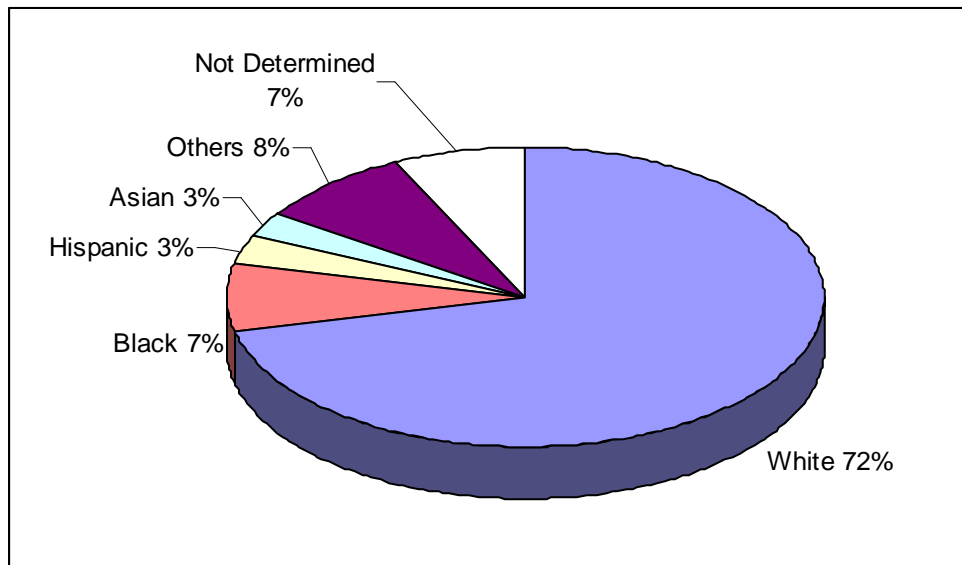




Five percent of the interviews in this survey were conducted with those in the 18 to 29 age group. Ten percent of those surveyed were in the 30 to 39 age group, 22 percent were in the 40 to 49 age group, 26 percent were in the 50 to 59 age group, 10 percent were in the 60 to 64 age group, and 25 percent were over 65 years of age. The age breakdown for the 2000 survey sample was 10 percent between the ages of 18 and 29, 17 percent between 30 and 39, 21 percent between 40 and 49, 18 percent between 50 and 59, and 6 percent between 60 and 64. Twenty-two percent were over the age of 65.

**Ethnic Background**

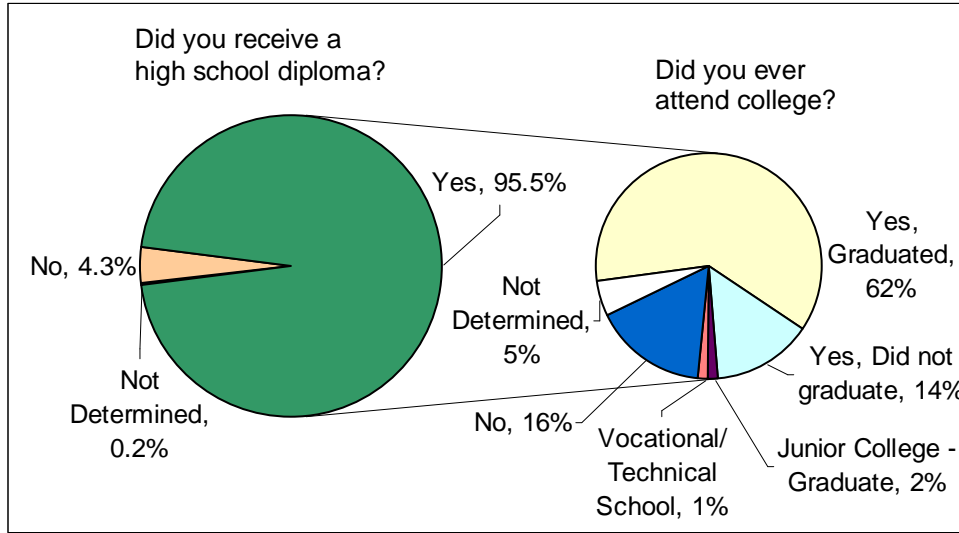
**Figure 14: Ethnicity**



Seventy-two percent of the interviewees were Caucasians, 7 percent were Black, and 3 percent were Hispanic. Three percent of those interviewed were Asians, and 8 percent were from some other ethnic background. The interview process was unable to determine the ethnic background for 7 percent of those surveyed in 2005. The share of respondents in each ethnic category in the 2000 survey was almost identical. In 2000, 73 percent of those surveyed were White, 7 percent were Black, 4 percent were Hispanic, 1 percent was Asian, 7 percent belonged to some other race, and the race of 7 percent of the respondents was not determined.

**Educational Background**

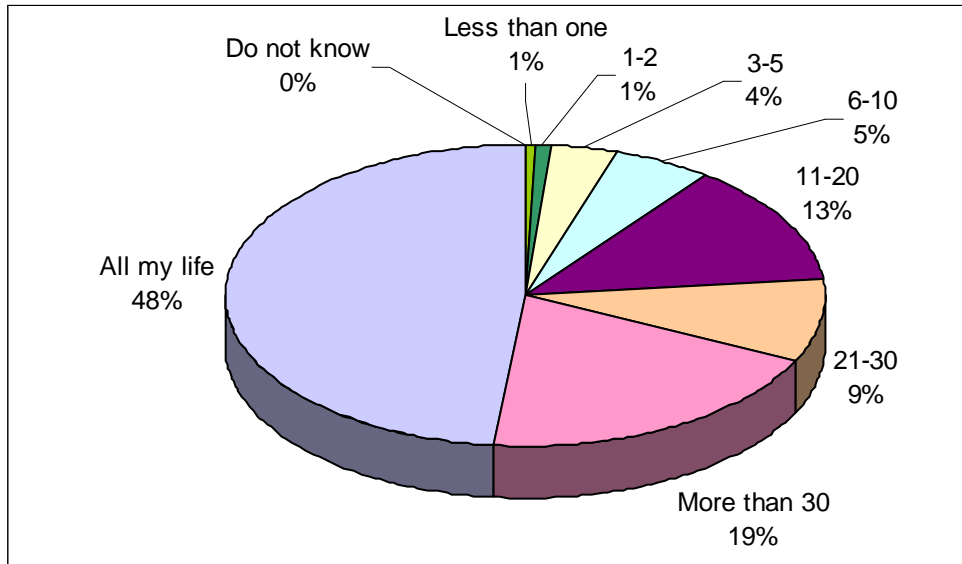
**Figure 15: High School and College Education**



About 96 percent of respondents were high school graduates, while 4 percent were not and 0.2 percent did not answer the question. Of those who graduated from high school, sixty-two percent were college graduates and 14 percent attended college but did not graduate. Two percent were junior college graduates and 1 percent attended vocational/technical school. Sixteen percent did not attend college and 5 percent did not or refused to respond to the question. In the 2000 survey, 94 percent of respondents were high school graduates, while 4 percent were not. Sixty-three percent were college graduates, while 12 percent attended college but did not graduate. One percent was junior college graduates, and 3 percent attended vocational/technical school. Twenty percent did not attend college.

**Residency in New Jersey**

**Figure 16: Length of Residency in New Jersey (Years)**

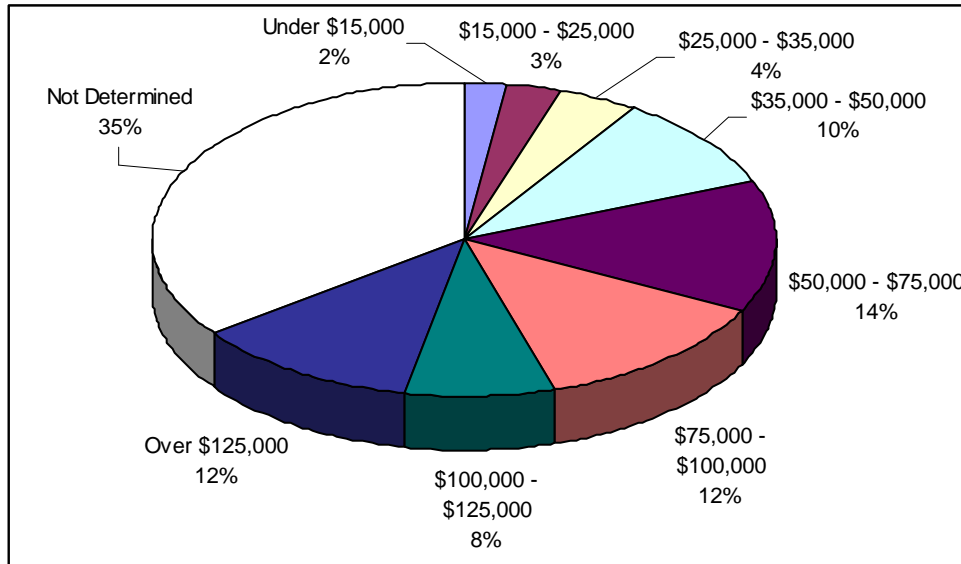


Among the survey respondents, 1 percent have lived in New Jersey for less than 1 year. Another 1 percent have lived in the state between 1 and 2 years and 4 percent have lived here between 3 and 5 years. Five percent of the respondents have lived here between 6 and 10 years, 13 percent between 11 and 20 years, 9 percent between 21 and 30 years, and 19 percent have lived in New Jersey for more than 30 years. About half the respondents (48 percent) said they have lived in New Jersey all their lives.

The distribution of respondents based on length of residence in 2005 is similar to the distribution in the 2000 survey. In 2000, 2 percent of respondents had lived in New Jersey less than one year, 1 percent had lived in the state between 1 and 2 years, 4 percent had lived here between 3 and 5 years, 8 percent had been here between 6 and 10 years, 10 percent had lived here between 11 and 20 years, 9 percent had lived here between 21 and 30 years, and 21 percent of the respondents had lived in New Jersey more than 30 years. Forty-five percent reported that they had lived in New Jersey all their lives.

**Income**

**Figure 17: Annual Family Income**



Less than 2 percent of respondents had an annual family income (before taxes) that was lower than \$15,000, and 3 percent had an annual income between \$15,000 and \$25,000 in the 2005 survey. Four percent had earned between \$25,000 and \$50,000 annually, and 14 percent earned between \$50,000 and \$75,000 annually. Another 12 percent earned between \$75,000 and \$100,000 annually, and 8 percent earned between \$100,000 and \$125,000 annually. Twelve percent of the respondents were in the highest income bracket of more than \$125,000 per annum, and 35 percent refused an answer.

Compared with the 2005 survey, the share of respondents with income less than \$15,000 in the 2000 survey (6 percent) was significantly higher. Also, the share of respondents with income over \$100,000 (11 percent) was significantly lower in the 2000 survey. Additionally, in the 2000 survey, 4 percent of the respondents earned between \$15,000 and \$25,000, 6 percent earned between \$25,000 and \$35,000, 8 percent earned between \$35,000 and \$50,000, and 10 percent earned between \$50,000 and \$75,000.

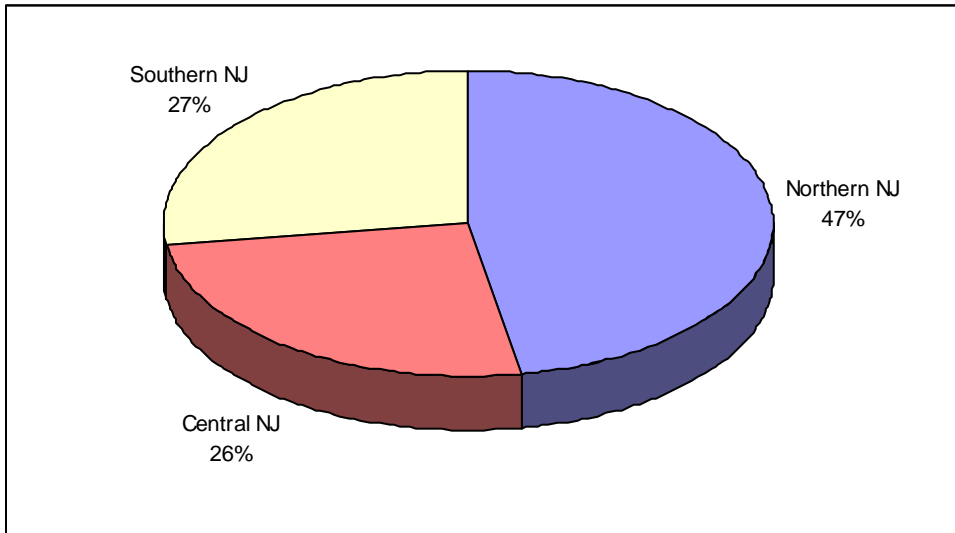
**Regional Breakdown**

The respondents were asked for their county of residence. The results for the 2005 and 2000 surveys are reported in the Table 20.

**Table 20: County of Residence**

County of Residence	2005 Percentage	2000 Percentage
Atlantic	3	3
Bergen	14	11
Burlington	4	5
Camden	4	7
Cape May	3	1
Cumberland	2	2
Essex	7	10
Gloucester	3	3
Hudson	4	7
Hunterdon	2	1
Mercer	5	4
Middlesex	8	9
Monmouth	8	7
Morris	7	5
Ocean	6	6
Passaic	4	6
Salem	2	1
Somerset	3	3
Sussex	2	2
Union	7	6
Warren	2	1

**Figure 18: Region of Residence**



The counties provided by the respondents were divided into regions for statistical purposes. Northern New Jersey (Bergen, Essex, Hudson, Morris, Passaic, Sussex, Union, and Warren counties) made up 47 percent of the sample. Central New Jersey (Hunterdon, Mercer, Middlesex, Monmouth, and Somerset counties) accounted for 26 percent of the completed surveys. Southern New Jersey (Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, Ocean, and Salem counties) were represented by 27 percent of the sample. In the 2000 survey, 48 percent, 24 percent, and 28 percent of the respondents were from Northern New Jersey, Central New Jersey, and Southern New Jersey, respectively. These same regions and breakdown by county were used in the 2000 and 1995 surveys.

Appendix I and Appendix II of the Statewide Public Opinion Survey document are only available in hard copy formats. Please contact [danielle.graves@dot.state.nj.us](mailto:danielle.graves@dot.state.nj.us) via email to obtain a copy of these documents.

Hello, may I speak to \_\_\_\_\_ ?  
(ASK FOR ONLY THE PERSONS ABOVE)

Hello, my name is \_\_\_\_\_ calling from Public Opinion Research in Washington, D.C., on behalf of the New Jersey Department of Transportation. We are conducting a survey tonight about driving and using public transportation in New Jersey. The information from the survey will be used to help improve the transportation systems in the state. Do you have a few minutes to answer some questions?

1. To begin with, for how many years have you lived in New Jersey or have you lived here all your life?

- 1 - LESS THAN ONE
- 2 - ONE TO TWO
- 3 - 3 - 5
- 4 - 6 - 10
- 5 - 11 - 20
- 6 - 21 - 30
- 7 - MORE THAN 30
- 8 - ALL MY LIFE
- 9 - DON T KNOW

2. Excluding local roads in your area, overall how would you rate the condition of state roads and highways in New Jersey---- would you say excellent, good, only fair or poor?

- 1 - EXCELLENT
- 2 - GOOD
- 3 - ONLY FAIR
- 4 - POOR
- 5 - DON T KNOW

3. In the past few years, would you say the condition of state roads and highways has gotten better, worse or stayed about the same?

- 1 - BETTER
- 2 - WORSE
- 3 - STAYED THE SAME

4. Do you think having a good network of roads and highways is very important, somewhat important, or not important to the state's economy?

- 1 - VERY IMPORTANT
- 2 - SOMEWHAT IMPORTANT
- 3 - NOT VERY IMPORTANT
- 4 - DON T KNOW

5. Do you think having a good system of international and



regional airports in New Jersey is very important, somewhat important or not important to the state s economy?

- 1 - VERY IMPORTANT
- 2 - SOMEWHAT IMPORTANT
- 3 - NOT VERY IMPORTANT
- 4 - DON T KNOW

6. Besides the international airports in Newark, NJ and Atlantic City, NJ, smaller local and regional airports also serve the State of New Jersey. How important is it that New Jersey makes investments to maintain and improve these airports? Would you say .

- 1 - Very Important
- 2 - Somewhat Important
- 3 - Not Very Important
- 4 - Don t Know

7 And how would you rate New Jersey's public transportation system (that is, buses, trains, light rail, and ferry), would you say excellent, good, only fair or poor?

- 1 - EXCELLENT
- 2 - GOOD
- 3 - ONLY FAIR
- 4 - POOR
- 5 - DON T KNOW

8. And has this gotten better, worse or stayed about the same over the past few years?

- 1 - BETTER
- 2 - WORSE
- 3 - STAYED THE SAME
- 4 - DEPENDS
- 5 - DON T KNOW

9. And how important is a good system of public transportation to the state's economy---very important, somewhat important, not very important?

- 1 - VERY IMPORTANT
- 2 - SOMEWHAT IMPORTANT
- 3 - NOT VERY IMPORTANT
- 4 - DON T KNOW

10. And how important is a good system of public transportation for reducing traffic congestion- very important, somewhat important, or not very important?

- 1 - VERY IMPORTANT

- 2 - SOMEWHAT IMPORTANT
- 3 - NOT VERY IMPORTANT
- 4 - DON T KNOW

11. How important is it for government to encourage people to use public transportation by making sure that bus and train fares are lower than the cost of driving a car---is this very important, somewhat important, or not very important?

- 1 - VERY IMPORTANT
- 2 - SOMEWHAT IMPORTANT
- 3 - NOT VERY IMPORTANT
- 4 - DON T KNOW

12. And as a whole, how well does New Jersey's transportation system meet your travel needs? Would you say .....

- 1 - Very Well
- 2 - Somewhat Well
- 3 - Not Too Well
- 4 - Not at All
- 5 -DON T KNOW

13. And would you say that you have many different travel modes to choose from such as auto, transit, ferries, biking and walking to meet your travel needs or would you say that you have very few options to choose from?

- 1 - Many Different Modes (GOTO 15)
- 2 - Very Few Options (GOTO 14)
- 3 - DON T KNOW (GOTO 14)

14. What travel modes would you like access to that you do not have now? (PROMPT IF NEEDED auto, rail, bus, ferries, bike, walk)

(RECORD ON OPEN END SHEET)

15. How important do you think freight transportation (that is the movement of goods and products on trucks and railroads, in and out of airports and shipping ports) is to New Jersey's economy --- very important, somewhat important, or not very important?

- 1 - VERY IMPORTANT
- 2 - SOMEWHAT IMPORTANT
- 3 - NOT VERY IMPORTANT
- 4 - DON T KNOW

16. Keeping in mind that economic growth depends on the system of transportation to move people and products in and out of the state, I'm going to read to you three statements about New

Jersey's economy and transportation system - meaning the roads, highways, buses, trains, airports, and shipping ports. Please tell me which statement comes closest to your own view.

Statement 1 - The transportation system in New Jersey is basically as good as it needs to be in order to maintain economic growth in the next 5 to 10 years

Statement 2 - The transportation system in New Jersey needs some minor changes and investments in order to maintain economic growth in the next 5 to 10 years

Statement 3 - The transportation system in New Jersey needs some major changes and investments in order to maintain economic growth in the next 5 to 10 years.

- 1 - Statement 1
- 2 - Statement 2
- 3 - Statement 3
- 4 - Not sure, other

17. I'd like you to think about all the growth and development that has happened in New Jersey over the past 5 to 10 years, such as new housing, office buildings, stores, and the like. Overall, how much attention and planning do you think was given to how this new development would affect traffic congestion and the state's transportation system in general- would you say there was a great deal of planning, about the right amount of planning, or not enough planning?

- 1 - GREAT DEAL OF PLANNING
- 2 - RIGHT AMOUNT OF PLANNING
- 3 - NOT ENOUGH PLANNING
- 4 - DEPENDS
- 5 - DON T KNOW

18. I am going to read you a list of issues that will be facing New Jersey in the next 5 to 10 years. For each please tell me if you think it is a critical issue, an important issue or not very important. What about . . . .

Reducing the costs for car insurance?

- 1 - Critical Issue
- 2 - Important Issue
- 3 - Not very important issue
- 4 - Not sure, Other

19. Cleaning up and protecting the environment

- 1 - Critical Issue
- 2 - Important Issue
- 3 - Not very important issue
- 4 - Not sure, Other

20. Improving the state's educational system

- 1 - Critical Issue
- 2 - Important Issue
- 3 - Not very important issue
- 4 - Not sure, Other

21. Reducing traffic congestion on roads and highways

- 1 - Critical Issue
- 2 - Important Issue
- 3 - Not very important issue
- 4 - Not sure, Other

22. Making affordable housing available

- 1 - Critical Issue
- 2 - Important Issue
- 3 - Not very important issue
- 4 - Not sure, Other

23. Improving the state's public transportation system - trains and buses

- 1 - Critical Issue
- 2 - Important Issue
- 3 - Not very important issue
- 4 - Not sure, Other

24. Revitalizing the state's urban areas

- 1 - Critical Issue
- 2 - Important Issue
- 3 - Not very important issue
- 4 - Not sure, Other

25. Maintaining and improving the state's system of roads and highways

- 1 - Critical Issue
- 2 - Important Issue
- 3 - Not very important issue
- 4 - Not sure, Other

26. Managing growth and development in the state

- 1 - Critical Issue
- 2 - Important Issue
- 3 - Not very important issue

4 - Not sure, Other

27. Promoting tourism and New Jersey's image

- 1 - Critical Issue
- 2 - Important Issue
- 3 - Not very important issue
- 4 - Not sure, Other

28. Preserving open space and farmland

- 1 - Critical Issue
- 2 - Important Issue
- 3 - Not very important issue
- 4 - Not sure, Other

29. How serious would you say is the problem of traffic congestion in your area - very serious, somewhat serious, or not too serious?

- 1 VERY SERIOUS
- 2 SOMEWHAT SERIOUS
- 3 NOT TOO SERIOUS
- 4 DON'T KNOW

30. Generally how often do you experience traffic congestion when you go to work? Would you say always, sometimes, rarely, or never

- 1 - Always
- 2 - Sometimes
- 3 - Rarely
- 4 - Never
- 5 - Not sure, Other

31. How about when you go shopping

- 1 - Always
- 2 - Sometimes
- 3 - Rarely
- 4 - Never
- 5 - Not sure, Other

32. Run Errands

- 1 - Always
- 2 - Sometimes
- 3 - Rarely
- 4 - Never
- 5 - Not sure, Other

33. Take a Trip of More than 100 Miles

- 1 - Always
- 2 - Sometimes
- 3 - Rarely
- 4 - Never
- 5 - Not sure, Other

34. Drive to the New Jersey Shore

- 1 - Always
- 2 - Sometimes
- 3 - Rarely
- 4 - Never
- 5 - Live at the Shore
- 6 - Not sure, Other

35. Drive to the Meadowlands

- 1 - Always
- 2 - Sometimes
- 3 - Rarely
- 4 - Never
- 5 - Not sure, Other

36. Now I am going to ask you some questions on growth and development since these issues affect the transportation system.

In your opinion should new development be concentrated in certain areas, such as in existing towns and villages and in new villages in designated growth areas, or should new development occur wherever developers and landowners choose?

- 1 - IN EXISTING TOWNS & IN DESIGNATED GROWTH AREAS
- 2 - WHERE DEVELOPERS CHOOSE
- 3 - DON'T KNOW

37. Please tell me if you strongly agree, agree, disagree or strongly disagree with the following statements to manage growth and development.

Mixing appropriate commercial services, such as grocery stores and dry cleaners, with new residential development should be encouraged.

- 1 - STRONGLY AGREE
- 2 - AGREE
- 3 - DISAGREE
- 4 - STRONGLY DISAGREE
- 5 - DON T KNOW

38. Revising zoning codes to promote land uses and site designs

that better support transit use, bicycling and walking should be encouraged.

- 1 - STRONGLY AGREE
- 2 - AGREE
- 3 - DISAGREE
- 4 - STRONGLY DISAGREE
- 5 - DON T KNOW

39. I am going to read you a list of some things that might be done to improve the transportation system in your area. For each, please tell me how effective you think it would be. How about improving and expanding bus services? Do you think that would be very effective, somewhat effective, not very effective, or not at all effective in improving the transportation system?

- 1 - Very effective
- 2 - Somewhat effective
- 3 - Not very effective
- 4 - Not at all effective
- 5 - Not sure

40. Providing better maintenance on existing roads and highways

- 1 - Very effective
- 2 - Somewhat effective
- 3 - Not very effective
- 4 - Not at all effective
- 5 - Not sure

41. Providing special lanes on highways for carpools and buses

- 1 - Very effective
- 2 - Somewhat effective
- 3 - Not very effective
- 4 - Not at all effective
- 5 - Not sure

42. Widening existing highways

- 1 - Very effective
- 2 - Somewhat effective
- 3 - Not very effective
- 4 - Not at all effective
- 5 - Not sure

43. Providing special lanes on highways just for trucks

- 1 - Very effective
- 2 - Somewhat effective
- 3 - Not very effective

- 4 - Not at all effective
- 5 - Not sure

44. Building more highways

- 1 - Very effective
- 2 - Somewhat effective
- 3 - Not very effective
- 4 - Not at all effective
- 5 - Not sure

45. Designating special highway routes for truck traffic

- 1 - Very effective
- 2 - Somewhat effective
- 3 - Not very effective
- 4 - Not at all effective
- 5 - Not sure

46. Providing new information systems to make it easier to carpool

- 1 - Very effective
- 2 - Somewhat effective
- 3 - Not very effective
- 4 - Not at all effective
- 5 - Not sure

47. Providing new information systems to make it easier to take transit

- 1 - Very effective
- 2 - Somewhat effective
- 3 - Not very effective
- 4 - Not at all effective
- 5 - Not sure

48. Building more connecting roads between neighborhoods and commercial areas

- 1 - Very effective
- 2 - Somewhat effective
- 3 - Not very effective
- 4 - Not at all effective
- 5 - Not sure

49. Developing more park-and-ride facilities

- 1 - Very effective
- 2 - Somewhat effective
- 3 - Not very effective



- 4 - Not at all effective
- 5 - Not sure

50. Expanding bicycle networks (bike trails, lanes and routes)

- 1 - Very effective
- 2 - Somewhat effective
- 3 - Not very effective
- 4 - Not at all effective
- 5 - Not sure

51. Constructing more sidewalks

- 1 - Very effective
- 2 - Somewhat effective
- 3 - Not very effective
- 4 - Not at all effective
- 5 - Not sure

52. Expanding passenger railroad services

- 1 - Very effective
- 2 - Somewhat effective
- 3 - Not very effective
- 4 - Not at all effective
- 5 - Not sure

53. Implementing new technologies to make highways more efficient, such as electronic message signs, websites, and radio updates

- 1 - Very effective
- 2 - Somewhat effective
- 3 - Not very effective
- 4 - Not at all effective
- 5 - Not sure

54. Improving access to air travel

- 1 - Very effective
- 2 - Somewhat effective
- 3 - Not very effective
- 4 - Not at all effective
- 5 - Not sure

55. Creating service patrols to quickly respond to accidents, and stalled vehicles, etc.

- 1 - Very effective
- 2 - Somewhat effective
- 3 - Not very effective

- 4 - Not at all effective
- 5 - Not sure

56. Designing communities that make it easier for people to walk and bike to stores, schools and other public facilities and other neighborhoods

- 1 - Very effective
- 2 - Somewhat effective
- 3 - Not very effective
- 4 - Not at all effective
- 5 - Not sure

57. Improving freight railroads so that more products can travel by rail instead of trucks

- 1 - Very effective
- 2 - Somewhat effective
- 3 - Not very effective
- 4 - Not at all effective
- 5 - Not sure

58. And when you think about the future, what do you think will be the biggest transportation problem facing New Jersey over the next 20 years?

(RECORD ON OPEN END SHEET)

\*

#1111 59 04 61 60 60 61

59. How many people in your household cannot drive for the following reasons: First, due to physical disability?

- 1 - NONE (GOTO 61)
- 2 - ONE (GOTO 60)
- 3 - TWO OR MORE (GOTO 60)
- 4 - DON T KNOW (GOTO 61)

60. When these people need to travel, how do they usually do it ? Do they.....

- 1 Ride with someone else
- 2 Take Public transportation
- 3 Walk
- 4 Ride a bike
- 5 Other (VOLUNTEERED and record on open end sheet)

61. Because they are too old to drive?

- 1 - NONE (GOTO 63)
- 2 - ONE (GOTO 62)
- 3 - TWO OR MORE (GOTO 62)
- 4 - DON T KNOW (GOTO 63)

62. When these people need to travel, how do they usually do it ?  
Do they.....

- 1 Ride with someone else
- 2 Take Public transportation
- 3 Walk
- 4 Ride a bike
- 5 Other (VOLUNTEERED and record on open end sheet)

63. Because they are too young to drive

- 1 - NONE (GOTO 65)
- 2 - ONE (GOTO 64)
- 3 - TWO OR MORE (GOTO 64)
- 4 - DON T KNOW (GOTO 65)

64. When these people need to travel, how do they usually do it ?  
Do they.....

- 1 Ride with someone else
- 2 Take Public transportation
- 3 Walk
- 4 Ride a bike
- 5 Other (VOLUNTEERED and record on open end sheet)

\$

#1111 65 04 67 66 66 67

65. Do not own a car

- 1 - NONE (GOTO 67)
- 2 - ONE (GOTO 66)
- 3 - TWO OR MORE (GOTO 66)
- 4 - DON T KNOW (GOTO 67)

66. When these people need to travel, how do they usually do it ?  
Do they.....

- 1 Ride with someone else
- 2 Take Public transportation
- 3 Walk
- 4 Ride a bike
- 5 Other (VOLUNTEERED and record on open end sheet)

67. Do not have a driver's license

- 1 - NONE (GOTO 69)
- 2 - ONE (GOTO 68)
- 3 - TWO OR MORE (GOTO 68)
- 4 - DON T KNOW (GOTO 69)

68. When these people need to travel, how do they usually do it ?

Do they.....

- 1 Ride with someone else
- 2 Take Public transportation
- 3 Walk
- 4 Ride a bike
- 5 Other (VOLUNTEERED and record on open end sheet)

69. Did you receive a high school diploma?

- 1 - YES (GOTO 70)
- 2 - NO (GOTO 71)
- 3 - DON T KNOW (GOTO 71)

70. Did you ever attend college?

- 1 - YES, GRADUATED
- 2 - YES, DID NOT GRADUATE
- 3 - JUNIOR COLLEGE---GRADUATE
- 4 - VOCATIONAL/TECHNICAL SCHOOL
- 5 - NO
- 6 - DON T KNOW/REFUSED

71. If you don't mind my asking, what is your ethnic background?

- 1 - WHITE
- 2 - BLACK
- 3 - HISPANIC
- 4 - ASIAN
- 5 - OTHER
- 6 - NOT DETERMINED

72. In which age group are you?

- 1 - 18-29
- 2 - 30-39
- 3 - 40-49
- 4 - 50-59
- 5 - 60-64
- 6 - 65 OR OVER
- 7 - REFUSED

73. So that we can group all answers, what is your total annual family income before taxes: was it.... (READ LIST)

- 1 - Under 15,000
- 2 - 15,000 - 25,000
- 3 - 25,000 - 35,000
- 4 - 35,000 - 50,000
- 5 - 50,000 - 75,000
- 6 - 75,000 - 100,000
- 7 - 100,000 - 125,000

- 8 - Over 125,000
- 9 - No Answer/Refused

74. In what town, township or city do you live in?

(RECORD ON OPEN END SHEET)

75. In what county is that?

(RECORD ON OPEN END SHEET)

Thank you very much for your time. Have a good evening.

(HANG UP THE PHONE)

76. Was this person....

- 1 - Male
- 2 - Female