

2002
CONGESTION MITIGATION
SURVEY

SWRPA

South Western Regional Planning Agency

&

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Moreover, no information regarding these findings will be released without the express written consent of an authorized representative of the South Western Regional Planning Agency.

TABLE OF CONTENTS

SECTION 1

Introduction..... Page 3

SECTION 2

Methodology..... Page 5

SECTION 3

Highlights Page 6

SECTION 4

Summary of Findings..... Page 11

- Current Modes*..... 11
- Perceptions*..... 12
- Employment*..... 14
- Alternative Modes*..... 17
- Locational Issues*..... 18
- Customer Service / Satisfaction*..... 19
- Planning* 20
- Environment*..... 25
- Demographics*..... 26

SECTION 5

Appendix..... Page 29

- Survey Instrument*
- Crosstabulation Tables*
- Composite Aggregate Data*

1 INTRODUCTION

The Center for Research & Public Policy (CRPP) is pleased to present the results for a regional research study conducted on behalf of the South Western Regional Planning Agency.

The Southwestern Regional Planning Agency commissioned CRPP, working with Wilbur Smith Associates, to gauge current awareness, perception, usage, and attitude among commuters of the southwestern Connecticut I-95 corridor. The study was designed to track a similar study conducted by The Center for Research and Public Policy in November 2001.

The Center for Research & Public Policy conducted a telephone survey of 1001 commuters in a designated region of Connecticut.

This report summarizes statistics collected from the telephone survey conducted September 16 – September 21, 2002.

The research included the following areas for investigation:

- Current modes of transportation;
- Reasons for car use;
- Perceptions of traffic congestion;
- Perceptions of highway safety;
- Employment status;
- Employer initiatives;
- Alternative modes of transportation;
- Awareness of alternatives;
- Locational issues;
- Customer service satisfaction;
- Support for conceptual strategies;
- Unmet/under met commuter services;
- Planning awareness and understanding;
- Concerns on environmental impact; and
- Demographics.

Commuters living in the following towns were included in the survey:

Greenwich	Danbury	Derby
Stamford	Bethel	Ansonia
Darien	Newtown	Seymour
Norwalk	Fairfield	Milford
New Canaan	Bridgeport	Orange
Wilton	Trumbull	West Haven
Weston	Monroe	New Haven
Westport	Easton	East Haven
Ridgefield	Stratford	Branford
Redding	Shelton	Bridgewater
Brookfield	New Fairfield	New Milford
Sherman		

Section II of this report contains a review of the Methodology employed in completing the survey while Section III holds Highlights.

Section IV is a Summary of Findings while Section V is an Appendix containing a copy of the survey instrument used in fielding, crosstabulation tables, and composite aggregate data.

METHODOLOGY

The Center for Research & Public Policy utilized a quantitative research design to collect information from current Connecticut commuters.

CRPP research staff completed 1001 surveys throughout designated region in the state of Connecticut. Respondents were eighteen years of age or older, and currently commuting or driving others to work on a regular basis.

Residents were contacted between 5:00 p.m. and 9:00 p.m. weekdays. The survey was conducted between September 16 and September 21, 2002.

CRPP employs a super random digit sampling procedure to ensure listed as well as unlisted households are included in the original sample.

The procedure also ensures random selection of households with each household having an equal opportunity for selection, proportional to population contribution of the towns represented within the regions.

CRPP used a callback procedure to ensure the randomness of the sample and to reduce non-response bias. When a randomly selected resident was not available during the first telephone contact, additional callbacks were made in order to complete the interview.

All interviews were conducted from CRPP headquarters in New Haven, Connecticut. Moreover, CRPP's senior staff and researchers completed all facets of the Study.

These aspects included: survey design, sample selection, survey pre-test, computer programming, fielding, coding, validation, logic checks, data entry, computer analysis, and data analysis.

Completion rates are a critical aspect of any telephone survey research. Because one group of people might be easier to reach than another group, it is important that concentrated efforts are made to reach all groups to an equal degree. A high completion rates means that a high percentage of the households within the sample were actually contacted and that the resulting sample is not biased toward one potential audience.

CRPP maintained an 82% completion rate on all calls made.

The margin for error for a sample of 1001 respondents is +/-3.0% at a 95% confidence level. The error range is higher as the sample decreases. In addition to sampling error, other unspecified and unmeasured sources of error may affect the outcome of any survey such as this, even though every attempt is made to measure public opinion accurately.

HIGHLIGHTS

ON MODES OF TRANSPORTATION...

- In 2002, large majorities of respondents continue to name cars as the mode of transportation used most for medical trips (99.1%), shopping (97.3%), work trips (95.0%), and school trips (90.6%)
- Also mentioned as modes of transportation for work were trains and buses, at 1.2% and 0.7%, respectively.
- Commuters' own "car" continues to be the mode of transportation most frequently used for work trips (91.5% of respondents).
- In 2002, the primary reasons cited by commuters for using their cars for work included: No other option (32.4%), convenience (29.9%), it's easier to use (9.1%), need vehicle for work (6.4%), proximity to work/short distance (4.6%), and like/enjoy driving (3.4%).

ON TRAFFIC CONGESTION AND HIGHWAY SAFETY...

- The amount of residents suggesting traffic congestion is not a problem, decreased slightly to 11.8% in 2002, from 14.4% in 2001. Almost three quarters (71.7%) consider traffic congestion a very serious problem – up from 68.6% in 2001.
- A large majority of respondents, 94.1%, believe that traffic has remained congested (12.9%) or has become more congested (81.2%) – this number is up from 88.9% in 2001.
- More than half of all commuters surveyed, 60.6% indicate that highway safety has decreased (47.7%) or remained unsafe (12.9%) – a number that is higher than 2001 results at 46.3%.

ON EMPLOYMENT...

- The average number of months employed at their current jobs is 120 months, or 10 years.
- Further, the average number of miles traveled for a one-way work commute is 16.11 – similar to results collected I 2001 – 17.85 miles.
- The average one way commute time to work, in minutes, is reported to be 25.52 – similar to results collected in 2001 – 25.23 miles.
- Less than one eighth, 11.4%, of employed respondents indicated being permitted to telecommute, or work from home.
- One eighth (12.7%) noted they telecommute from home regularly (4.2%), or infrequently (8.5%).
- Employers remain uncommitted to develop rideshare or telecommuting opportunities. According to employees surveyed, 57.0% suggest their employer would be somewhat unwilling or not at all willing to sponsor such programs.

ON ALTERNATIVE MODES...

- More than one quarter of employed respondents, 26.8%, indicated having an alternative mode of travel for work. These include:
 - Train 20.6%
 - Walk 19.0%
 - Bus 17.9%
 - Bike 16.7%
 - Car pool 11.9%
 - Car 10.7%
 - Other 2.8%
 - Car to train 0.4%
- Further, a large majority of employed respondents, 85.8%, noted being very (55.6%) or somewhat (30.1%) aware of alternative modes of transportation available to them.

ON EMPLOYMENT/HOUSING RELATIONSHIPS...

- More than one third of employed respondents, 38.2% would “commute the distance”, if their employer relocated 45 minutes farther away. No commuter said they would “commute the distance” if their employer relocated 60 minutes away.
- Surprisingly, one half of commuter respondents (49.8%), said they would “commute the time” if traffic congestion added 45 minutes to their commute. And, of this group, 65.3% would still “commute the time” if traffic congestion added 60 minutes to their commute each way. Respondents may have perceived added traffic congestion as less constant.

ON CUSTOMER SERVICE/SATISFACTION...

- Low positive ratings continued to be recorded for all State of Connecticut transportation service characteristic measured. These include:
 - Keeping commuters informed of planning activities 28.1%
 - Efforts to make mass transit available and accessible 24.7%
 - Condition of state roads and highways 24.1%
 - Planning efforts for the area’s roads and highways 19.0%
 - Innovative efforts to remedy traffic congestion 15.0%
 - Efforts to reduce traffic congestion on roads and highways 14.9%
 - Having sufficient pathways for travel on foot or bike 9.9%

ON PLANNING...

- Impressively, one half of all respondents, 49.4%, suggest they recall seeing, hearing, or reading about planning efforts to reduce highway congestion. This is up from 27.0% in 2001.
- There exists strong support for a number of conceptual strategies to reduce road and highway traffic. These strategies include:
 - Enhance a rapid response program for highway accidents 92.1%
 - Create a reduced fee commuter bus/rail pass 91.0%
 - Adding additional parking at rail stations 90.6%
 - Creating incentives for parking at rail stations or park and ride lots 89.6%
 - Increase park and ride opportunities 89.4%
 - Enhance flextime and short week programs 87.4%
 - Reduced parking costs at rail stations 86.1%
 - Enhancing rideshare programs (car/van pooling) 85.2%
 - Create an “express bus” system 81.4%
- More than half of commuters surveyed indicated being willing or somewhat willing to use many of the strategies mentioned earlier. These include:
 - Flextime and short week programs 71.2%
 - A reduced fee commuter bus/rail pass 65.2%
 - Increased park and ride opportunities 60.3%
 - Rail station parking if costs are reduced 57.8%
 - Parking at rail stations or park and ride lots if incentives were provided 56.5%
 - Trains if frequency is increased 56.4%
 - Parking at rail stations and commute by train 55.1%
 - New “express bus” system 52.5%
 - Bike and pedestrian accommodations 52.1%

- Just under one fifth of respondents, 18.2, report being very or somewhat likely to pay \$2,000 in annual taxes to help fund congestion reduction strategies. Together with those willing to pay \$1500, \$1000, \$500, \$250, and \$100 more annually, the cumulative total is 56.5%.
- A large majority of respondents, 88.4%, believe that highway expansion alone would not solve congestion – that it would take a number of strategies to be successful. Only 5.4% of respondents believed that highway expansion alone will work.
- And, more than one third of respondents, 38.7%, support the creation or increase of highway user fees to help fund traffic reduction strategies.

ON ENVIRONMENT...

- An increasing number of respondents (from 86.2% in 2001 to 90.2% in 2002) report being very or somewhat concerned about traffic and congestion having a negative environmental impact.
- And, 55.9% indicated being very or somewhat willing to pay an additional (compounded) \$100 annually to reduce the environmental impact of traffic and congestion. This number is down somewhat from 59.7% in 2001.

4 SUMMARY OF FINDINGS

Readers are reminded that this section summarizes statistics collected from a random sample telephone survey among commuters within the designated region.

The survey was conducted on behalf of the South Western Regional Planning Agency. Interviews took place during September 16 and September 21, 2002.

Many tables and graphs hold survey results for the November 2001, as well as the September 2002 studies, for comparison purposes.

CURRENT MODES

Researchers asked respondents which mode of transportation they used for work, school, shopping, or medical trips. Multiple responses were accepted.

The following table depicts the results.

Mode of Transportation	Car	Train	Bus	Car Pool	Van Pool	Bike	Walk
Medical trips	99.1%	----	0.9%	----	----	----	----
Shopping	97.3	1.2	0.7	----	----	0.4	0.4
Work trips	95.0	1.6	1.4	1.3	0.4	----	0.3
School trips	90.6	1.0	7.7	----	----	----	0.6

All respondents were asked which mode of transportation they used most frequently for work trips.

The following table presents the results obtained.

Use most frequently for work trips	2001	2002
Car	91.5%	91.5%
Train	1.4	2.7
Bus	2.4	2.4
Car Pool	0.6	1.8
Car to train	1.2	1.0
Van Pool	0.4	0.3
Bike	0.8	----
Walk	1.7	----
Telecommute	----	----
DK	----	0.3

In an open-ended format question, respondents who traveled by car to work, or for work trips, were asked to provide reasons why they traveled by car.

The following table presents the top 6 most frequently cited responses:

Why do you travel by car	2001	2002
No other option available	----	32.4%
Convenience	61.0	29.9
Easier to use	---	9.1
Need vehicle for work	4.7	6.4
Proximity to work/Short distance	2.3	4.6
Like driving	5.2	3.4
Fastest way	----	2.7
Odd work hours	2.4	2.6
Work too far from home	----	2.1
No Mass Transit	22.7	----

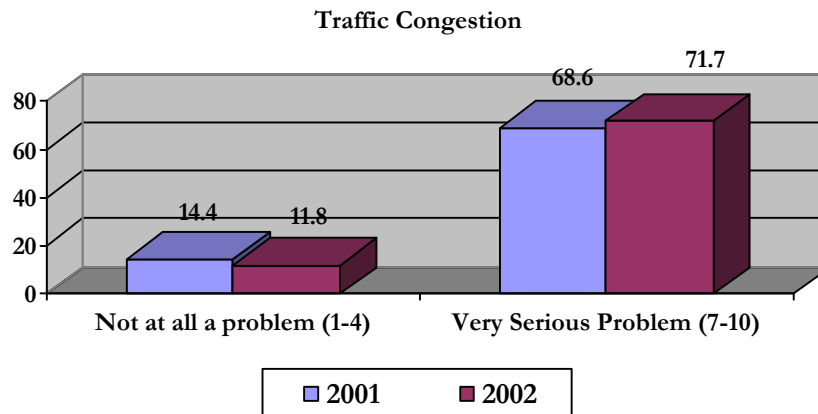
Other reasons, mentioned with less frequency included: Pick up clients for work, most efficient way, cheaper, no direct route/most direct route, flexibility, train schedule is not convenient, and pick up kids after school.

PERCEPTIONS

All respondents were asked the following question: “Some find traveling on area highways difficult because of traffic congestion, while others do not. Please tell me how serious a problem you see traffic congestion in the area. Please use a scale of one to ten where one means traffic congestion is not at all a problem, while ten means it is a very serious problem”.

The following table compares cumulative totals of ratings of one through four (Not a problem) and seven through ten (Problem), for 2001 and 2002.

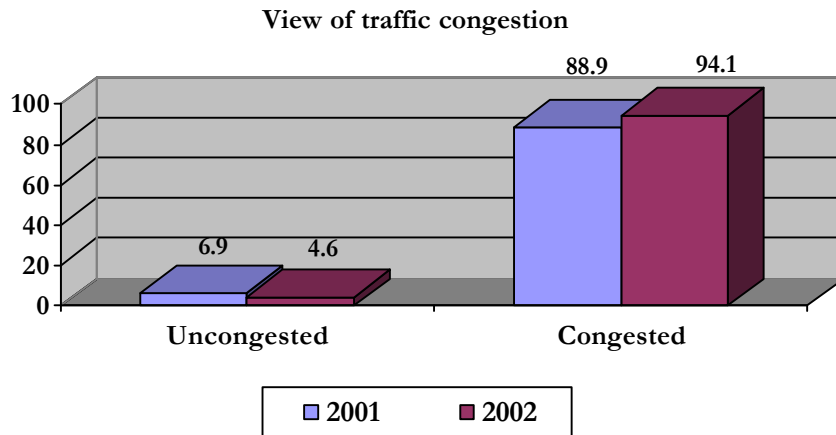
How Serious, traffic congestion?	2001	2002
Not at all a Problem (1-4)	14.4%	11.8%
Very Serious Problem (7-10)	68.6	71.7



All respondents were asked if traffic congestion on the area highways was becoming less congested, more congested, had remained uncongested, or remained congested.

The following table depicts the results as collected.

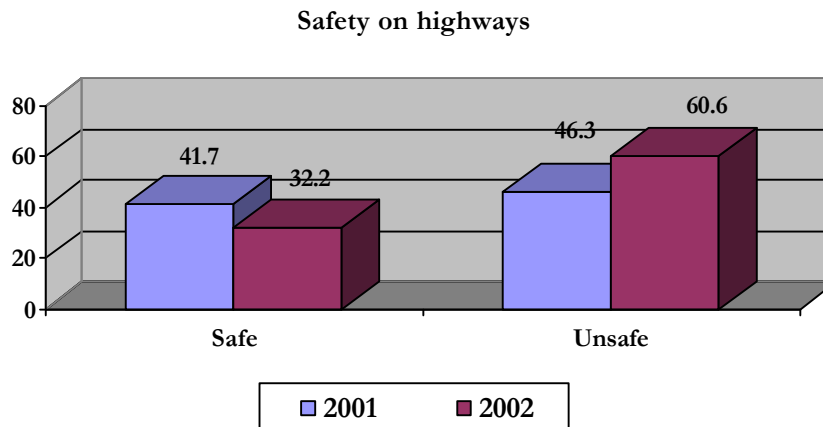
View of traffic congestion	2001	2002
Less Congested	4.5%	2.7%
Remain uncongested	2.4	1.9
Remain congested	22.7	12.9
More congested	67.1	81.2



Researchers asked all respondents if they thought safety on highways had increased, decreased, remained unsafe, or remained safe over the past two years.

The following table presents the results.

Safety on highways	2001	2002
Increased	13.9%	11.6%
Decreased	27.8	47.7
Remained unsafe	29.3	12.9
Remained safe	17.0	20.6



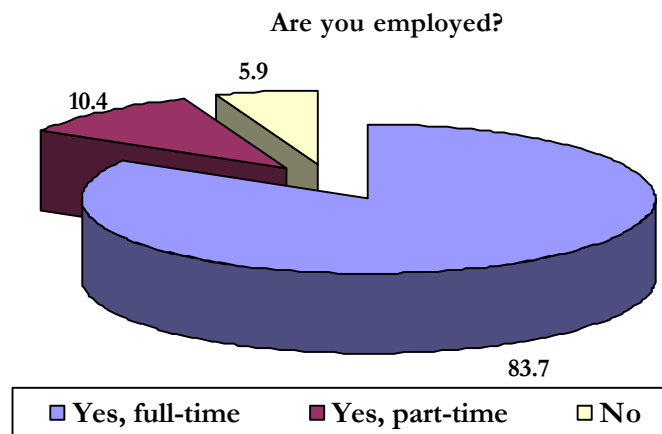
In an open-ended follow-up question, all respondents were asked to provide the reason why they thought that safety on highways had increased or remained safe.

Reasons provided included: People are obeying laws more, avoiding rush hour traffic, being more polite after 9/11, and going the same speed as everyone else, (The government) doing the best they can, more police presence, cars are slowing down, there are lots of signs/warnings, better roads/fixed roads, there is less construction, no barriers on roads, and laws are being enforced.

In a second open-ended question, researchers asked respondents why they felt safety decreased or remained unsafe. The following are the reasons cited: road rage/reckless drivers, cars speeding, more traffic congestion, a lot more construction, too many trucks, people talking on cell phones, police need to enforce speed limits, more cars on the road, no lights on the Merritt Parkway, cars driving on shoulder, roads are in terrible shape, and lack of police presence.

EMPLOYMENT

A large majority of respondents, 94.1%, indicated being employed full-time (83.7%) or part-time (10.4%). A few, 5.9%, noted not currently having a job.



Researchers asked working respondents how long had they been employed at their current work site.

Less than one quarter, 21.1%, suggested having been at their current work site 18 months or less. One half (49.9%) indicated less than 60 months, or five years. And, three quarters (75.4%) reported being at their current work site less than 180 months, or 15 years. The average number of months employed was 120.30 months, or 10 years.

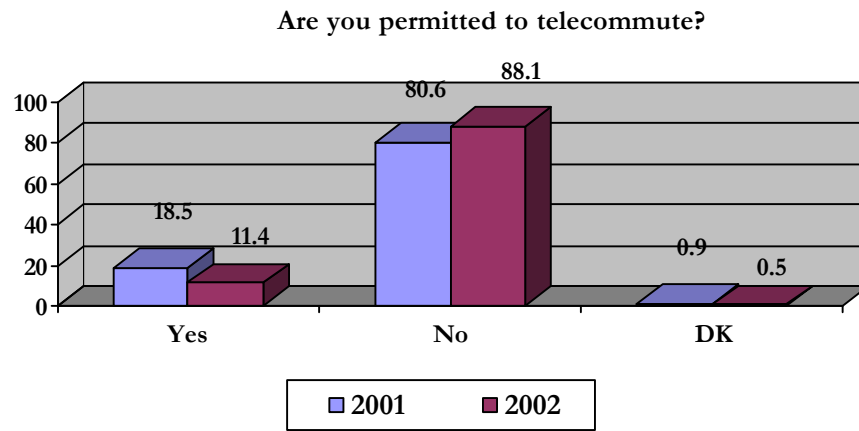
All employed respondents were asked to estimate the amount of miles from home to work, one way.

One fifth (20.8%) indicated traveling less than 4 miles from home to work, one way. More than one half, 53.5%, suggested less than 10 miles. And more than three quarters, 77.1%, said less than 20 miles. The average miles traveled, one way; from home to work was 16.11 miles (17.85 miles in November 2001).

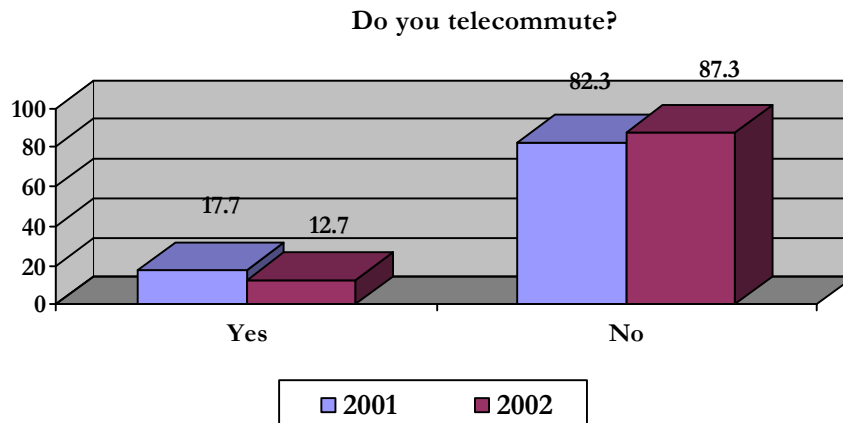
Researchers asked employed respondents, to provide an estimate for their traveling time from home to work (one way) in minutes.

More than one quarter, 28.8%, indicated their traveling time from home to work, one way, was less than 10 minutes. More than half, 58.4%, noted their traveling time was less than 20 minutes. And, three quarters (75.8%) said their traveling time was less than 35 minutes. The average one-way commute time was 25.52 minutes. (25.23 minutes in November 2001).

While, less than one eighth of employed respondents, 11.4%, indicated being permitted to telecommute, or work from home, a large majority, 88.1%, were not. Five respondents (0.5%) suggest not knowing or being unsure.



Among employed respondents, one eighth (12.7%) noted that they telecommute from home regularly (4.2%), or infrequently (8.5%). A large percent, 87.3%, did not telecommute.

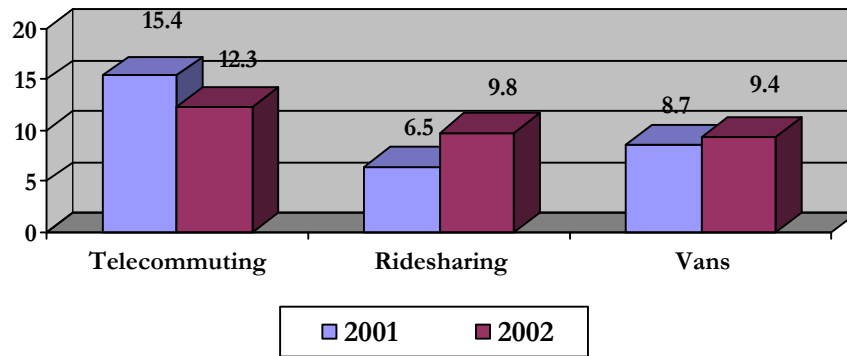


Respondents presently holding a job were also asked the following question: “Does your employer offer assistance to employees to avoid traveling by car to work such as Ridesharing programs, vans, or telecommuting (for some employees)?”

The table below presents the results as collected.

Assistance	2001	2002
Telecommuting (for some employees)	15.4%	12.3%
Ridesharing program	6.5	9.8
Vans	8.7	9.4

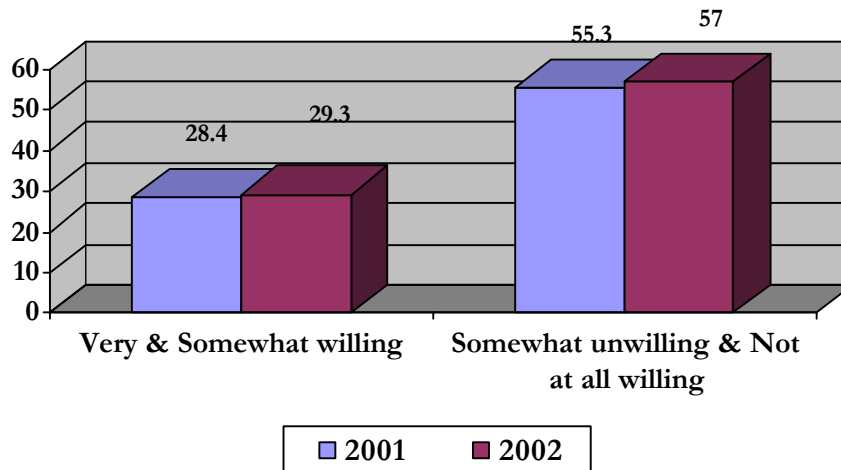
Does your employer offer assistance?



Employed respondents were asked the following: “How willing would you say your employer would be to develop programs to help employees avoid driving cars to work? Would you say: very willing, somewhat willing, somewhat unwilling, or not at all willing?”

Almost one third, 29.3%, suggested their employers were very (8.5%) or somewhat (20.8%) willing to develop such programs. More than half, 56.9%, suggested their employers were somewhat unwilling (7.5%) or not at all willing (49.4%).

How willing are employers to develop programs?

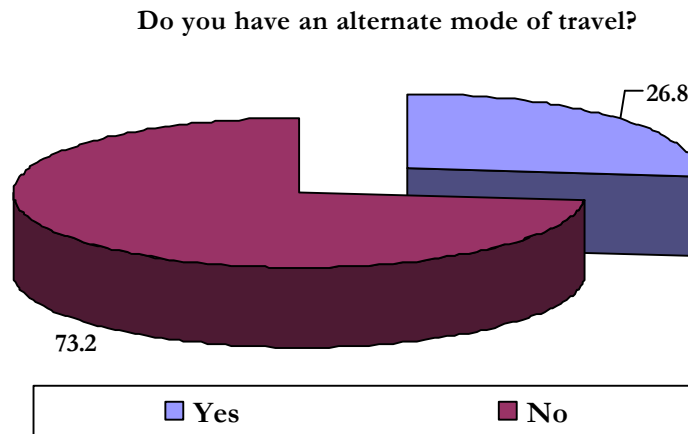


Further, only respondents who use their cars for work-related trips were asked the following question: “In miles, approximately how many miles would you say you use your car weekly for work related trips, excluding to and from work?”

Just over half, 51.0%, reported traveling at least 10 miles for work related trips, other than to and from work. Just over three quarters, 75.4%, noted traveling as much as 70 miles. And 100% suggested traveling no more than 2000 miles weekly, for work-related trips. The average miles driven for work-related trips are 68 miles.

ALTERNATIVE MODES

More than one quarter of employed respondents, 26.8%, indicated having an alternative mode of travel for work, other than the ones cited earlier; almost three quarters, 73.2%, did not.

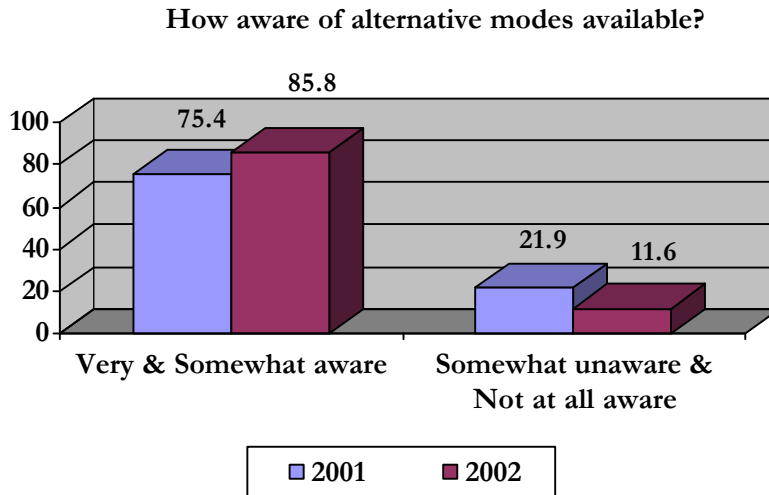


Among those who indicated having an alternative mode of transportation (26.8%), researchers asked which mode they would include as an alternative to getting to work (24.9% in 2001).

The table below depicts the results.

Alternative to go to work	2001	2002
Train	16.3%	20.6%
Walk	19.6	19.0
Bus	19.2	17.9
Bike	9.8	16.7
Car pool	8.2	11.9
Car	12.7	10.7
Other	10.6	2.8
Car to train	2.0	0.4
Van pool	1.6	----

Researchers asked employed respondents how aware were they of alternative modes of transportation available to them for work. A large majority, 85.8%, indicated being very (55.6%) or somewhat (30.1%) aware of these alternative modes of transportation, while another 11.6% suggested being somewhat unaware (3.5%) or not at all aware (8.1%).



LOCATIONAL ISSUES

Employed respondents were asked: “If your employer relocated and added 45 minutes to your commute each way, would you likely seek other employment, move closer to work, or commute the distance?”

The table below presents the results.

If employer relocated 45 minutes	2002
Seek other employment	45.5%
Commute the distance	38.2
Move closer	9.2

Among those who would commute the distance or did not know, a large majority, 82.4%, suggested they would seek other employment if their employer relocated, and added 60 minutes to their commute each way. Less than one sixth, 15.7% said they would move closer, while a few, 1.9% of this subgroup were still not sure or did not know. No commuter said they would “commute the distance”.

All commuter respondents were asked the following: “If your employer remained at its current location, but the commute because of traffic congestion, added 45 more minutes to your commute each way, would you likely seek other employment, move closer to work, or commute the time?”

The following table holds the results.

If commute added 45 minutes	2002
Commute the distance	49.8%
Seek other employment	34.2
Move closer	9.4

Among those who would commute the distance or did not know, 14.1% suggested they would seek other employment if their employer remained at their current location, but commute because of traffic added 60 minutes to their commute each way. A few respondents, 2.6%, said they would move closer, while two thirds 65.3% would still commute the distance. More than one sixth of this subgroup, 17.9%, were still not sure or did not know.

CUSTOMER SERVICE/SATISFACTION

All respondents were asked the following question: “Now, for a moment, please think of yourself as a customer of transportation services in Connecticut. Please rate the government as the provider of these services, on a number of important characteristics. Please use a scale of one to ten where one is very good and ten is very poor.”

The following table compares cumulative totals of one through four—the positive ratings for both 2001 and 2002.

Characteristics	2001	2002
Keeping commuters informed of planning activities	31.0%	28.1%
Efforts to make mass transit available and accessible	28.1	24.7
Condition of state roads and highways	37.7	24.1
Planning efforts for the area’s roads and highways	20.6	19.0
Innovative efforts to remedy traffic congestion	15.8	15.0
Efforts to reduce traffic congestion on roads and highways	22.3	14.9
Having sufficient pathways for travel on foot or bike	17.1	9.9

PLANNING

Half of all respondents, 49.4%, suggested seeing, hearing, or reading information about planning efforts related to reducing traffic congestion along state highways, while another 50.0% had not. Six respondents (0.6%) did not know or were unsure.

Recall any info about planning efforts?	2001	2002
Yes	27.0%	49.4%
No	70.7	50.0
DK	2.3	0.6

Further, researchers presented respondents with the following question: “The following are a number of conceptual strategies developed by planners to reduce road and highway traffic congestion. As I read each, please tell me if you support the strategy as part of a congestion solution regardless of whether you would use each or not.”

The table below holds the results.

Strategies	Support?			
	Yes	No	Don't Know	Depends
Enhance a rapid response program for highway accidents	92.1%	4.1%	2.4%	1.4%
Create a reduced fee commuter bus/rail pass	91.0	5.8	2.3	0.9
Adding additional parking at rail stations	90.6	7.0	1.4	1.0
Creating incentives for parking at rail stations or park and ride lots	89.6	5.7	3.6	1.1
Increase park and ride opportunities	89.4	5.8	3.2	1.6
Enhance flextime and short week programs	87.4	10.0	1.2	1.4
Reduced parking costs at rail stations	86.1	8.6	4.5	0.8
Enhancing rideshare programs (car/van pooling)	85.2	10.4	3.4	1.0
Create an “express bus” system	81.4	13.6	2.3	2.7
Enhance telecommuting programs	79.0	12.4	5.5	3.1
Improve bike and pedestrian accommodations	78.9	10.9	7.3	2.9
Add more lanes to existing highways	74.9	18.8	4.8	1.5
Increase train frequency	73.9	17.6	6.3	2.2
Increase ferry operations	70.7	15.4	11.1	2.8
Add High Occupancy Vehicle Lanes (HOV)	64.7	26.9	5.1	3.3
Promote housing development in urban centers	60.2	24.8	11.8	3.2
Implement user fees on highways to help control traffic congestion	30.1	62.4	3.4	4.1

Further, researchers asked respondents how likely they would be to use many of the strategies mentioned earlier.

The following table depicts the results as collected.

Strategies	Very Likely & Somewhat Likely	Somewhat Unlikely & Not at all likely
Flextime and short week programs	71.2%	26.6%
A reduced fee commuter bus/rail pass	65.2	33.0
Increased park and ride opportunities	60.3	37.8
Rail station parking if costs are reduced	57.8	38.7
Parking at rail stations or park and ride lots if incentives were provided	56.5	41.3
Trains if frequency is increased	56.4	39.6
Parking at rail stations and commute by train	55.1	42.8
New “express bus” system	52.5	43.7
Bike and pedestrian accommodations	52.1	43.8
High Occupancy Vehicle Lanes (HOV)	48.4	49.1
Telecommuting programs	46.7	50.0
Pay a few dollars to use the highway if you were guaranteed a quicker, congestion-free ride	45.4	48.4
Rideshare programs (car/van pooling)	40.4	57.9
Relocate your job/office closer to a rail or train station	17.4	77.0
Relocate your home closer to a rail or train station	11.9	82.8

Researchers presented respondents with the following question: “Many of these strategies, together, will benefit all commuters regardless of whether you use each or not. If you knew the overall plan - with many of these strategies - would reduce congestion, how willing would you be to pay \$2,000.00 annually to help fund congestion reduction strategies? Would you say very likely, somewhat likely, somewhat unlikely, or not at all likely?”

Almost one fifth of all respondents, 18.2%, reported being very or somewhat likely to pay \$2,000 in annual taxes to help fund congestion reduction strategies. Another 78.7% were somewhat or very likely to pay this amount.

Respondents likely or willing to pay \$2,000 were asked if they would pay \$1,500. Another 2.5% suggested they would. A new cumulative total of 20.7% are willing to pay \$1,500 annually to help fund congestion reduction strategies.

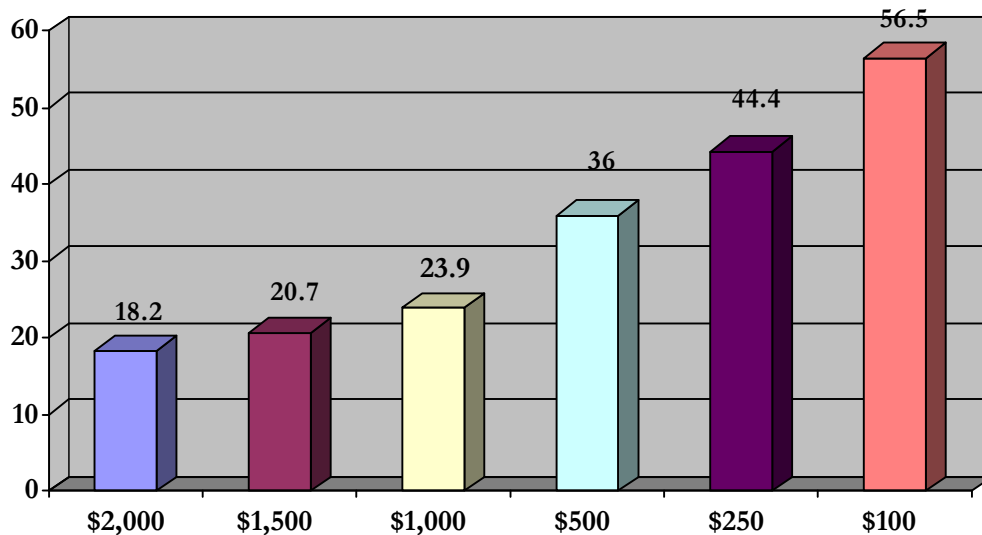
Respondents not likely or willing to pay \$1,500 were asked if they would pay \$1000. Another 3.2% indicated being willing to pay this amount. The result is a cumulative total of 23.9% willing to pay \$1,000 annually to help fund congestion reduction strategies.

Respondents not likely or willing to pay \$1,000 were asked if they would pay \$500. Another 12.1% noted being willing to pay this amount. The result is a cumulative total of 36.0% willing to pay \$500 annually to help fund congestion reduction strategies.

Further, respondents not likely or willing to pay \$500 were asked if they would pay \$250. Another 8.4% said they would. The result is a cumulative total of 44.4% willing to pay \$250 annually to help fund congestion reduction strategies.

And, respondents who were not likely or willing to pay \$250 were asked if they would pay \$100. Another 12.1% suggested they would. The result is a cumulative total of 56.5% willing to pay up to \$100 annually to help fund congestion reduction strategies.

How much in annual taxes to help fund strategies?

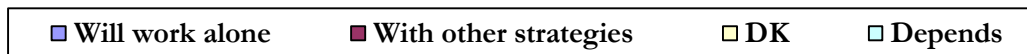
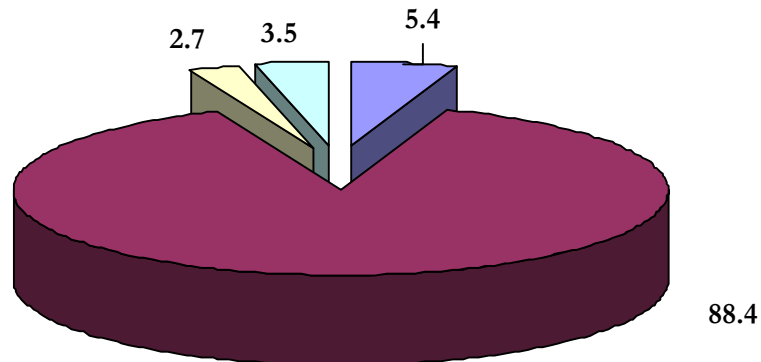


All respondents were presented with the following statement: “Some have suggested that highway expansion could serve as a single solution to congestion, while others believe that highway expansion alone won’t solve congestion – that it will take a number of the strategies we reviewed. Is your current view that: Highway expansion alone will work, or highway expansion and other strategies will reduce congestion?”

The following table presents the results.

Current view...	2002
Highway expansion and other strategies will reduce congestion	88.4%
Highway expansion alone will work	5.4

Current view regarding highway expansion...



Researchers provided respondents with five different taxes and fees, and asked which of them should be created or increased to help fund traffic reduction strategies.

The following table holds the results.

Tax/Fee	2002
Highway user fees	38.7%
None	29.1
State income tax	19.9
Gas tax	17.0
State sales tax	8.6
Local property tax	3.5

Further, researchers asked respondents what would it take to get them to carpool, vanpool, or use bus or train to commute to work.

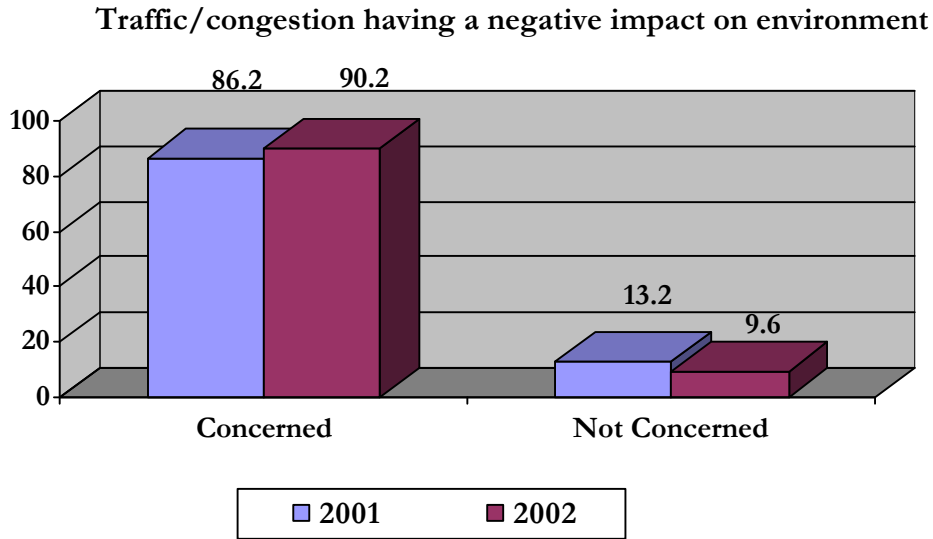
The following table holds results for top ten most frequently cited responses.

What would it take to get you to carpool/vanpool/use a bus or train	2002
Nothing	39.7%
Varied work schedule	7.5
If there was a direct route to work	2.7
If car broke down	2.5
If they picked customers at home	2.4
If no longer had a car	2.2
Lower costs for commuters	1.9
Give a tax break	1.7
If worked too far from home	1.2
More convenient schedules	1.0
More info needed	0.9
If it included breakfast	0.9
If service was (more) available	0.8

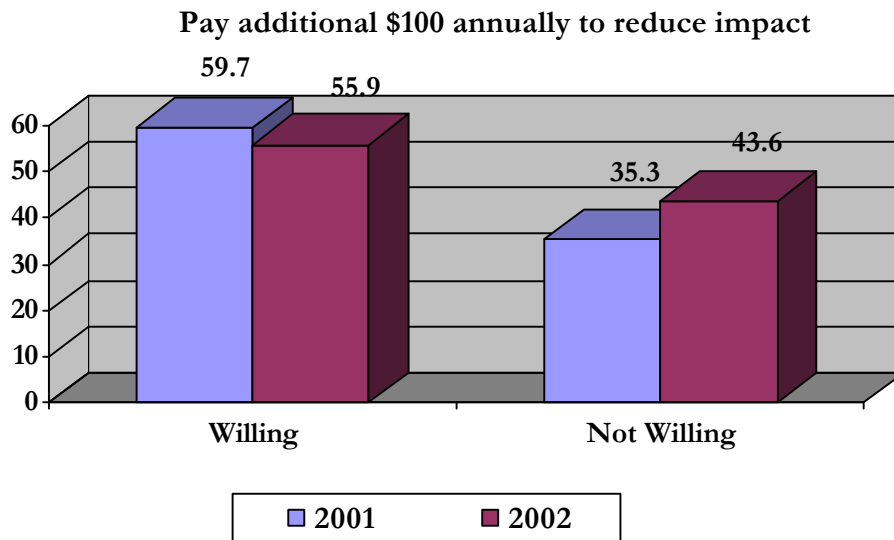
Other less frequently cited responses included: more info needed, if it included breakfast, is service was (more) available, it would have to be beneficial in financial bind, license was suspended/taken away, if employer moved further away, if there was more workers to drive together, it was affordable, if neighbors would as well, better public transportation, make it worth while, and if others at work did it

ENVIRONMENT

All respondents were asked how concerned they are that traffic and congestion may be having a negative impact on the environment. A large majority, 90.2%, said they were very (49.9%) or somewhat concerned (40.4%) that traffic and congestion may have a negative impact on the environment, while ten percent (9.6%) indicated being somewhat concerned (6.1%), or not at all concerned (3.5%).



All respondents were also asked how willing they are to pay an additional \$100.00 in annual taxes to reduce the environmental impact of traffic congestion. More than half, 55.9%, suggested being very (25.3%) or somewhat willing (30.7%), while 43.6% noted being somewhat unwilling (10.7%) or not at all willing (32.9%)



DEMOGRAPHICS

Use airport?	Percent
Yes	82.0%
No	18.0

How do you typically get to the airport?	Percent
Car/park at airport	58.0%
Limo	42.1
Car/ride	14.3
Train	2.2

Which Airport use most frequently?	Percent
La Guardia	33.7%
JFK	27.8
Bradley	27.1
Varies	4.6
Westchester	3.9
Newark	1.8
Other	1.1

Age	Percent
18 to less than 25	6.8
25 to less than 35	16.0
35 to less than 45	26.8
45 to less than 55	29.9
55 to less than 65	13.7
65 and over	6.3
Refused	0.6

Education	Percent
Some high school	3.9
High school graduate	20.0
Some college	13.6
College graduate	37.5
Post-Grad work	24.4
RF	0.7

People working in household	Percent
0	1.2
1	29.7
2	51.5
3	10.5
4	5.7
5	1.1
7	0.3

How many vehicles	Percent
0	0.9%
1	17.1
2	54.9
3	18.8
4	7.0
5	1.3

How many licensed drivers?	Percent
0	0.9%
1	15.9
2	61.1
3	15.9
4	5.7
5	0.5

Car always accessible for use	Percent
Yes	96.1%
No	3.9

Pay for parking at work	Percent
Yes	7.1%
No	88.7
DK	2.6
Don't work	1.6

Cost of Parking Monthly	Percent
\$10	9.9%
\$20	9.9
\$30	1.4
\$50	9.9
\$60	5.6
\$65	8.5
\$70	12.7
\$75	9.9
\$80	8.5
\$200	16.9

If no longer park for free, would you...	Percent
Pay new rate	47.0%
DK	34.9
Seek rideshare	18.1

How many people live in household	Percent
1	10.1
2	36.7
3	26.0
4	17.6
5	6.4
6	2.9
7	0.4

Income	Percent
Under \$20,000	2.6%
\$20,000<\$35,000	7.3
\$35,000<\$50,000	7.2
\$50,000<\$65,000	6.0
\$65,000<\$80,000	9.2
\$80,000<\$95,000	10.8
\$95,000<\$120,000	10.5
\$120,000<\$135,000	7.2
\$135,000<\$150,000	2.9
\$150,000 or more	7.8

Gender	Percent
Male	43.6%
Female	56.4

5 APPENDIX

INTERPRETATION OF AGGREGATE RESULTS

The computer processed data for this survey is presented in the following frequency distributions. It is important to note that the wordings of the variable labels and value labels in the computer-processed data are largely abbreviated descriptions of the Questionnaire items and available response categories.

The frequency distributions include the category or response for the question items. Responses deemed not appropriate for classification have been grouped together under the “Other” code.

The “NA” category label refers to “No Answer” or “Not Applicable”. This code is also used to classify ambiguous responses. In addition, the “DK/RF” category includes those respondents who did not know their answer to a question or declined to answer it. In many of the tables, a group of responses may be tagged as “Missing” – occasionally, certain individual’s responses may not be required to specific questions and thus are excluded. Although when this category of response is used, the computations of percentages are presented in two (2) ways in the frequency distributions: 1) with their inclusion (as a proportion of the total sample), and 2) their exclusion (as a proportion of a sample subgroup).

Each frequency distribution includes the absolute observed occurrence of each response (i.e. the total number of cases in each category). Immediately adjacent to the right of the column of absolute frequencies is the column of relative frequencies. These are the percentages of cases falling in each category response, including those cases designated as missing data. To the right of the relative frequency column is the adjusted frequency distribution column that contains the relative frequencies based on the legitimate (i.e. non-missing) cases. That is, the total base for the adjusted frequency distribution excludes the missing data. For many Questionnaire items, the relative frequencies and the adjusted frequencies will be nearly the same. However, some items that elicit a sizable number of missing data will produce quite substantial percentage differences between the two columns of frequencies. The careful analyst will cautiously consider both distributions.

The last column of data within the frequency distribution is the cumulative frequency distribution (Cum Freq). This column is simply an adjusted frequency distribution of the sum of all previous categories of response and the current category of response. Its primary usefulness is to gauge some ordered or ranked meaning.