



**University of Central Florida**  
**Institute for Social and Behavioral Sciences**

James D. Wright, Director  
Jana L. Jasinski, Associate Director  
Amy M. Donley, Field Supervisor  
Jenna Truman, Survey Lab Supervisor

**Transportation Issues in Central Florida:  
A Survey of Public Opinion**

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## Executive Summary

For the past decade, transportation-focused research has helped gauge public opinion on issues of importance to METROPLAN ORLANDO, the region's transportation planning agency. The effort is part of public involvement activities for the organization. Most recently, a telephone survey of adult residents of Orange, Osceola and Seminole Counties was conducted by the UCF Institute for Social and Behavioral Sciences in March 2009.

The survey, entitled "Transportation Issues in Central Florida: A Survey of Public Opinion," involved two different tools – a telephone survey and an online survey. Sample weights were applied to correct for age and gender imbalances; the weighted sample size for the telephone interview was 822 interviews. The telephone survey was augmented by an Internet survey completed online by 112 respondents. The two data sets are analyzed separately in the report because telephone (random sample) and internet (self-selected) samples were significantly different on several key points.

### Key Survey Results

#### General:

- As shown in practically every survey of transportation opinions conducted in Central Florida in the past two decades, results show that transportation issues are **important** to the vast majority. The public is **not satisfied** with existing congestion levels and people expect **more to be done** to resolve transportation problems in the region.
- Less than one resident in four agreed that what is now being done to improve our transportation system is adequate, down from one in three in 2005.

#### Funding:

- Furthermore, there is general agreement that in order to make necessary improvements, *increased funding* is needed. If anything, this recognition has **increased** in the past four years.
- As in prior years, the most popular transportation financing option was local option rental car surcharges. Significantly, every financing option we asked about was more popular in 2009 than it had been in 2005, one of several lines of evidence suggesting increased recognition of the financial implications of our current transportation woes.
- A substantial majority (62%) think that the only realistic solution to future transportation challenges is "to invest in public transportation, like bus and rail service, and stop primarily relying on highways."

### **Transit:**

- Support for mass transit as a supplement to the highway system has grown in the past four years. Large majorities endorse the view that Central Florida needs “a more balanced transportation system including increased transit options like trains and buses,” that Florida lags behind other states in developing passenger rail, and that passenger rail needs to be considered as an alternative to the continued expansion of highway capacity.
- Despite the evident enthusiasm for passenger and commuter rail alternatives, 37% of the respondents to the telephone survey had never heard of SunRail. Once explained, most believe that the system will be “a valuable addition to our transportation system.”

### **Roadways:**

- Adding lanes to increase I-4 capacity is not generally endorsed and the idea of paying for new I-4 lanes by tolling them was particularly unpopular.
- There is continuing strong endorsement of the sentiment that new roads should not be built in environmentally sensitive areas and that we need to ensure adequate transportation options for people with disabilities.

### **Transportation Alternatives:**

- Using flexible work schedules (staggered start-and-finish times; four day work weeks) to manage congestion was far more popular among respondents than the implementation of these measures by employers would imply.
- While a sizable minority, especially in Orange County, do bike or walk to work, distances rule out these options for the large majority of the regional population.

Throughout the survey, differences by county and respondent demographics were slight. Several findings indicate, however, that Internet respondents were more interested in and knowledgeable about transportation issues than phone respondents. In interpreting the implications, keep in mind that the phone survey is based on a random sample of regional residents whereas the Internet respondents were entirely self-selected.

# Transportation Issues in Central Florida: A Survey of Public Opinion 2009

By

James D. Wright, Jana L. Jasinski, Amy M. Donley, and Jenna Truman  
Institute for Social and Behavioral Sciences  
Department of Sociology  
University of Central Florida

## *Introduction*

METROPLAN ORLANDO conducts public opinion research as part of public involvement efforts tied to transportation planning in Central Florida. The research helps gauge public opinion and knowledge of important issues to the METROPLAN ORLANDO Board. Information generated provides a present-day perspective, along with comparative results to previous research completed over the last decade.

In total, three large-scale public opinion surveys have been commissioned by METROPLAN ORLANDO: (1) a survey completed in 2001 by Dr. Evan Berman at UCF's Department of Public Administration, (2) a partial replication of the Berman survey in 2005, and (3) the most recent 2009 public opinion survey. As a result, the organization now has survey results spanning a decade, along with a corresponding trend analysis on several transportation issues of importance to Central Florida.

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

In a 2001 poll of the three-county area, 75% agreed that "traffic congestion negatively impacts the quality of life in Central Florida."

Survey after survey documents broad concerns tied to transportation, traffic and traffic congestion. In a 2005 METROPLAN ORLANDO survey, majorities exceeding 90% agreed that "solving Central Florida's transportation issues is important to me personally." In the 2001 survey, the comparable percentage was 93%. Like majorities (93%) said transportation issues were very or somewhat important to them and their families and equally important to the Central Florida region as a whole. But only a third agreed that "what is now being done to address transportation issues in the region is adequate to solve our problems." Nearly seven residents in ten said they were not satisfied with the *status quo*.

Research completed on behalf of other community organizations (and with other foci) show the same general patterns. A community needs assessment done by ISBS for the Heart of Florida United Way in 2007-2008 asked an open-ended question, "What would you say is the most important problem you and your family face here in Central Florida today?" At the time of this

survey, Orlando's escalating crime rate was very much in the news, so it is not surprising that crime, violence, delinquency and related issues of social disorder were at the top of the list. That was followed closely by concerns over the high cost of living. But the third most prominent area of concern was traffic, congestion, and related transportation issues.

An ISBS survey completed in August 2008 found that 89% of regional residents rated traffic congestion as a somewhat or very serious problem and 71% said that roads and traffic were "one of the bad things about living in Central Florida" (the latter up from 64% in 2003).

As the regional transportation planning agency for Orange, Osceola, and Seminole Counties, METROPLAN ORLANDO continues to monitor public opinion related to transportation in Central Florida. This following report provides results and an analysis of the most recently commissioned survey, which was fielded in March-April 2009. For the first time, the survey also included an online component using Survey Gizmo software.

### *Survey Methodology*

#### Telephone Survey

Like its predecessor, **Transportation Issues in Central Florida: A Survey of Public Opinion, 2009**, was designed and implemented as a computer-assisted telephone interview of phone-accessible households in the tri-county region (Orange, Osceola and Seminole Counties).

The 2005 telephone survey, comprised of 860 interviews, sampled each county in proportion to its relative size. The 2009 telephone survey, comprised of 835 interviews, followed a similar sampling strategy. In addition to the telephone survey, an online survey (112 responses) was available via a survey link posted to ISBS and METROPLAN ORLANDO Web sites. Results from the phone survey and the online survey are treated as separate studies in this report.

Table One shows the distribution of telephone survey respondents across the three counties and the corresponding 2005-2007 population estimates from the Census Bureau's *American Community Surveys*. As is apparent, the sample proportions differ only slightly from the correct population proportions in Central Florida.

**Table One: Distribution of telephone sample, online sample, and population across the three-county area**

County	2005-07 Est. Population	Percent	Phone Sample		Online Sample	
			Sample Size	Percent	Sample Size	Percent
Orange	1,050,676	61.7	498	59.6	66	58.9
Osceola	243,872	14.3	133	15.9	6	5.4
Seminole	407,360	23.9	204	24.4	40	35.7
Total	1,701,908	100.0	835	100.0	112	100.0

A sample of names and telephone numbers for the three-county area was purchased from Survey Sampling, Inc., a nationally reputable sampling firm. The sample list contained 7,500 names and phone numbers, which interviewers attempted to contact 24,218 times. Table Two shows the disposition of those call attempts.

**Table 2: Disposition of Call Attempts (N<sup>1</sup> = 24,218)**

Number of Call Attempts	Per Cent	Disposition
685	2.8	Busy signal
89	0.4	Business number
6729	27.8	Regular call back (in English)
162	0.7	Call back in Spanish
21	0.1	Call back, not in English or Spanish
2703	11.2	Number Disconnected
12530	51.7	No answer (e.g. voice mail, answering machine)
203	0.8	Hard refusal
99	0.4	Other (fax line, no incoming calls, etc.)
55	0.2	Partial interview (break-off)
41	0.2	Out of target area
66	0.3	Not in sampling frame
835	3.5	Completed interview
24218	100%	Total

As is typically the case with telephone surveys, women and the elderly were over-sampled slightly. Post-survey weights were applied to the general population data to correct these age and gender imbalances. A technical discussion of the weighting scheme appears in the appendix. **All reported results are based on the weighted data.**

Gender is recorded by interviewer observation, so surveyors generally know the gender of every respondent. Age is calculated from year of birth. A few respondents declined to answer the year of birth question. Since sample weights cannot be applied to those with missing data on age, the

<sup>1</sup> N= sample size or number

weighted sample size is smaller than the unweighted sample size. The weighted sample size for the telephone survey is 822. For a sample of 822 and for proportions near 0.5, the 95% confidence intervals (“margin of error”) are  $\pm 3.35\%$ .

As indicated, many of the items in the survey were taken from Berman’s earlier (2001) study and the 2005 Transportation Issues Survey. However, several of the questions were modified for various reasons and a number were omitted entirely to best reflect the current needs of METROPLAN ORLANDO. As a result, trend data is available for several items in the 2001 and 2005 surveys, but that is not the case for the entire survey.

The survey questionnaire evolved through multiple revisions, each pre-tested for length, comprehensibility, and other features. The final version was then transformed into a CATI script and installed on ISBS computers. Interviews were conducted between March 16 and April 1, 2009, at the ISBS Survey Research Lab.

All interviewers were prescreened for their telephone interviewing skills then subjected to a 90-minute training session including two practice interviews. Surveys were conducted between 3:00 and 9:00 PM Monday through Friday, 9:00 AM to 9:00 PM Saturday and noon to 9:00 PM Sunday. A Spanish-language version of the survey was available and 16 surveys (about 2% of the total) were completed in Spanish.

### **Online Survey**

The online survey was identical in content to the telephone version. The software Survey Gizmo was used to create and field the online survey. A link to the survey was posted on both the ISBS and METROPLAN ORLANDO websites on March 27<sup>th</sup> and was available until April 17<sup>th</sup> 2009. The online version specifically did not allow respondents to provide “neutral” responses. Available responses only included: strongly agree, agree, disagree, and strongly disagree. The absence of a “neutral” response fits with current expert opinions in the field of research, which suggests that offering a “don’t know” choice often results in selections not based on a lack of opinion, but rather from ambivalence.

Without any information on the potential respondent population on an internet survey, there is no way to calculate either a response rate or a margin of error. One hundred and seventeen respondents began the survey indicating they were over 18 and therefore met the first eligibility criteria for the survey. One hundred and twelve of these lived in Orange, Osceola or Seminole County and therefore met the second eligibility criteria. Although the number of respondents answering each question varied, 93 respondents completed the entire survey by answering every question.

### *Respondent Profile*

Table Three shows basic demographic information for the weighted sample. About 30% of respondents are ages 18-35, 56% are between 36 and 64, and the remaining 13% are over age 65. Most respondents (67%) have lived in Central Florida more than 10 years. One in five has a

high school education or less; one third has some college but not a four-year degree; 30% have four-year degrees; and 16% have education beyond the bachelor's level.

The white percentage in the survey sample is 69.1%; in the total three-county population, the percentage is 66.5% (as of the 2000 Census). Likewise, 11.7% of the sample is African American, vs. 12.8% African American in the tri-county population. The percentage of Hispanics in the sample is 10.4%.<sup>2</sup>

Differences by county were modest, but worth a brief note. Since Orange County is the largest in terms of population of the three, Orange County results are close to the overall sample totals. Survey results suggest Osceola residents have spent less time in Florida, and are generally less educated than respondents in other counties. Osceola residents are more likely to be Hispanic. The survey also suggests Seminole County residents are significantly better educated than the remainder of the three-county population.

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<sup>2</sup> The sample percentage of Hispanics cannot be compared to the Census figures for the tri-county population because the survey question requires respondents to choose one race/ethnicity from the list we provided, whereas in the Census, there are separate questions about race and Hispanic status (thus, black Puerto Ricans can and do report "black" as their race and "Hispanic" as their ethnicity).



**Table Three: Weighted Sample Demographics: Total and by County**

		Telephone Sample			Online
Characteristic	Total Sample	Orange	Osceola	Seminole	Web Sample
<b>Gender</b>					
Male	51.4	49.1	54.3	55.1	41.9
Female	48.6	50.1	45.7	44.9	58.1
N =	821	485	140	196	93
<b>Time in Florida</b>					
2 yrs or less	6.7	8.1	7.9	2.6	4.3
3-5 years	9.4	8.3	18.6	5.6	7.6
6-10 years	16.8	15.1	20.0	18.9	16.3
More than 10	67.1	68.6	53.6	73.0	71.7
N =	820	484	140	196	92
<b>Education</b>					
HS or less	20.1	23.2	21.4	11.7	4.3
Some	33.2	32.2	38.6	31.6	18.3
College					
Coll Grad	30.5	29.5	25.0	36.7	50.5
Post-grad	16.2	15.1	15.0	19.9	26.9
N =	814	478	140	196	93
<b>Age</b>					
18-35	30.2	29.7	37.1	26.4	31.5
36-64	56.2	55.9	51.4	60.4	59.6
65+	13.6	14.4	11.4	13.2	9.0
N =	822	485	140	197	89
<b>Race/Ethnicity</b>					
White	69.1	67.6	66.2	74.7	80.2
Black	11.7	15.3	8.1	5.2	4.4
Hispanic	10.4	10.9	14.7	6.2	7.7
All other	8.8	6.2	11.0	13.9	7.7
N =	806	476	136	194	91

The marginal frequencies for all variables are shown in Appendices B (phone survey) and C (online survey) and may be consulted for additional details beyond those reported in the text.

# RESULTS

## *Importance of Transportation Issues to the Public*

The survey results show clearly that (1) transportation issues are **important** to the vast majority; (2) the public is **not satisfied** with existing congestion levels and (3) people expect **more to be done** to resolve transportation problems in the region.

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

- Nearly 9 in 10 respondents say transportation issues are somewhat (29%) or very important (60%) to them and their families; similarly, almost everyone says that transportation issues are very (71%) or somewhat (25%) important to the Central Florida region. Results from the 2005 survey were very similar (96% said transportation issues were very [67%] or somewhat [26%] important to them and their families and 94% said that those issues were very [72%] or somewhat important [22%] to the Central Florida region).
- Nearly all respondents (97%) agree or strongly agree that *improving* Central Florida's transportation system is important to them. Further, there is general agreement that in order to make needed improvements, *increased funding* is required (86% of respondents agreed or strongly agreed that increased funding would be needed to improve the region's transportation system). In the 2005 survey, majorities exceeding 90% agreed (42%) or agreed strongly (50%) that "solving Central Florida's transportation issues is important to me personally." In the 2001 survey, the comparable percentage was 93%. Although the results are similar, wording differences between the surveys (improving vs. solving) make direct comparisons impossible.

It is of interest to note that slightly more people see transportation issues as important to the region than as important to them personally. Transportation issues, in short, are not seen just as private troubles but as matters of public policy. This sentiment is echoed in the response to the question regarding the importance of *improving* the region's transportation system. With a few exceptions, these sentiments were equally widespread in all three counties and across various demographic groupings.

A finding that transportation is an important issue is commonplace when it comes to research and has been reproduced in virtually every local survey undertaken in the past decade locally and in other metropolitan areas as well. Of interest to METROPLAN ORLANDO is the degree of dissatisfaction expressed in the survey about the existing efforts to address transportation issues. Less than one resident in four agreed or strongly agreed that what is now being done to improve our transportation system is adequate. Four years ago one resident in three found the current effort "adequate".

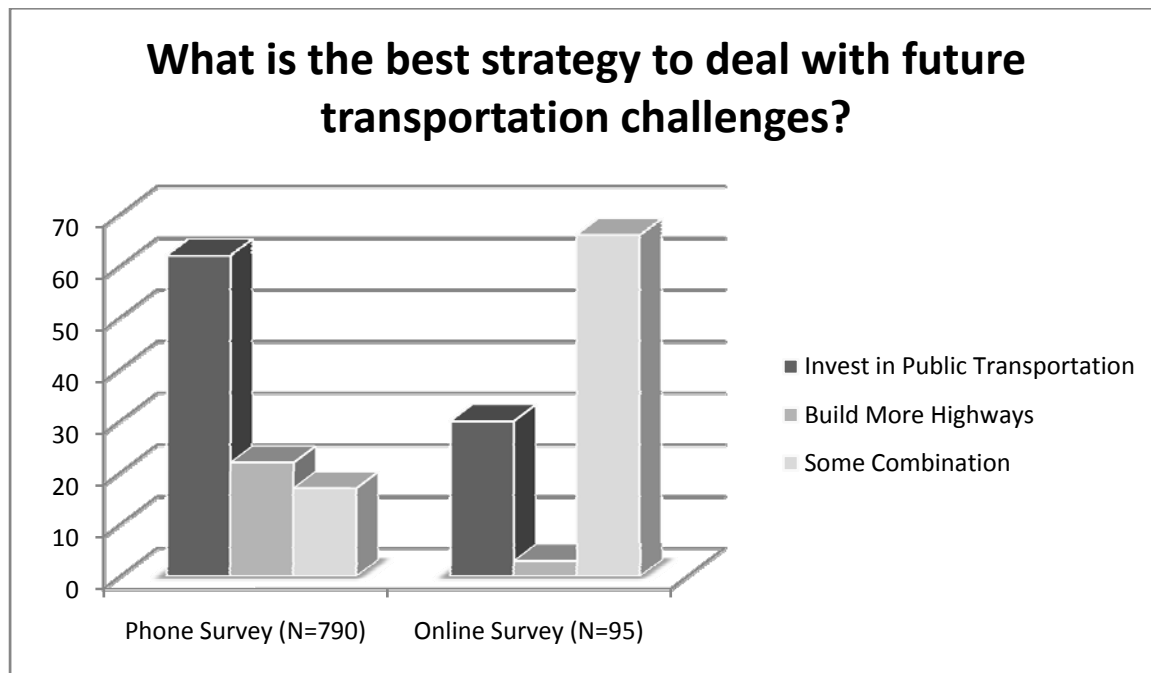
It appears that Central Florida residents are less satisfied with efforts to resolve transportation issues now, compared to four years ago, and are still seeking more aggressive efforts by policy makers in their search for solutions and the means to fund them.

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

- Seminole County residents (85% disagreed or disagreed strongly with the idea that the effort is adequate)
- Better-educated respondents (among college graduates, the percent who thought existing efforts were not adequate was 83% -- among those with a post-graduate degree, 86%)
- Residents who have lived in Central Florida for a longer time
- Males
- Respondents over age 36

(All differences just noted are statistically significant.)

What is the best strategy to deal with future transportation challenges? We asked respondents the following question: “Some people say that the only realistic solution to future transportation challenges is to **invest in public transportation, like bus and rail service**, and stop primarily relying on highways. Others say that the only realistic solution is to **build more roads and highways**. Which of these is closest to your own opinion?” Results are as follows:



By far the majority of telephone respondents believe that investing in public transportation is the most realistic solution. In contrast, online survey respondents were more interested in some combination of new highways and public transportation.

In 2005 two slightly different questions were used to try to understand how the public opinion on potential solutions to Central Florida’s transportation challenges. One question asked

respondents if restricting new residential and commercial development was a realistic solution. Remarkably, a thin majority of 55% agreed (38.2%) or agreed strongly (17.1%) with this viewpoint. And a near majority of 47% agreed (32.4%) or agreed strongly (14.6%) that “the only realistic solution to transportation and congestion issues in the region is to stop building highways and invest instead in public transportation systems.”

Although not a direct comparison with the 2009 question, it would appear that support for public transportation alternatives has increased in the past four years.

### *Transportation Priorities*

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

The survey asked respondents to agree or disagree with seventeen transportation initiatives organized into three sections: roadways, mass transit, and efficiency. The lead-in to the sequence read: “METROPLAN ORLANDO is charged with setting transportation priorities for Central Florida, a process that includes adopting a long range transportation plan. Future transportation challenges include a growing population, limited space to expand roadways, concerns about air quality and declining funding. Given these challenges, I would like to ask you about some of the current topics being considered. For each statement I read, please tell me to what level you agree or disagree – agree strongly (3), agree (2), disagree (1), or disagree strongly (0). You can also say you really don’t have any opinion about the statement.”

Table Four shows the rank order of the 17 offered options within each subtopic, first for the phone survey and then the online survey. The table also shows the mean ranking of each option on the 0-3 scale (higher numbers = more agreement) and the percentage rating each option as “Agree and Strongly Agree”. Differences in popular support for adjacently ranked items are very small (as indicated by the small mean differences) and should not be considered salient.

Overall the highest priority items on the list, each “Agreed” to by nearly all (97%) of the phone respondents, were to ensure adequate transportation for people with disabilities; to ensure that new development does not increase traffic congestion (92%); and to develop a more balanced transportation system (88%). In 2005 two of these statements -- adequate transportation for people with disabilities and ensuring that new development does not increase traffic congestion - were also rated as among the most important by Central Florida residents.

Roadways: The least controversial statement about roadways included in the sequence was ensuring that new development does not increase traffic congestion, also very popular in 2005, followed by fairly strong endorsement that new roads should “not be built in environmentally sensitive areas” (mean endorsement = 2.09)

Focusing future transportation plans primarily on new roads was less popular, especially among Internet respondents. Three in for phone and Internet respondents supported adding new lanes to I-4, but if new lanes are to be added, the sentiment is that they should only be added as funding comes available through regular sources and not paid for by “charging a toll to use them.” In

every survey conducted, incorporating toll lanes of any sort with additional lanes on I-4 has proven very unpopular.

*Mass Transit:* In the mass transit section, ensuring adequate transportation for senior citizens and people with disabilities was the most highly endorsed item (97% agreed). There was also strong endorsement of the view that Central Florida needs “a more balanced transportation system including increased transit options like trains and buses.”

Majorities also agreed that Florida lags behind other states in developing passenger rail and that passenger rail merits consideration as an alternative to the perpetual expansion of highway capacity. Internet respondents were especially likely to have strong passenger rail sentiments. That said, slightly fewer people agreed that high gas prices would motivate more people to use mass transit (system convenience and routing are evidently more important considerations).

Right around half said they would be more inclined to use the bus system, even if wait times were decreased or more routes were available.

*Efficiency:* Finally, majorities endorse greater efficiencies in the transportation system and any mechanism to achieve that goal. The idea that better coordination of traffic signals will reduce congestion is widely believed. Most people also find that dynamic message signs are a useful means to reduce congestion and that it is acceptable to use transportation funds to “clear highway accidents, broken down cars and other incidents more quickly.”

Online survey responses to transportation priorities were slightly different from phone respondents in two areas -- “Central Florida needs a more balanced transportation system including increased transit options like trains and buses” and “Florida is behind other states in efforts to develop passenger rail systems.” Both emerged at the top of the Internet list.

While some of the offered options were clearly seen as more important than others, none of the seventeen options we asked about was deemed completely disagreeable by the majority.

The option least likely to be agreed to in this sequence was: “Keeping the existing lanes free, additional lanes should be built as soon as possible and paid for by charging a toll to use them.” Despite the last-place finish, 32% of our respondents agreed with the concept (5% agreed strongly) – amounting to almost one Central Floridian in three.

**Table Four**  
**What are the public’s transportation priorities?<sup>3</sup>**

	<b>Phone</b>		<b>Online</b>	
	Mean Score	Percent “Agree”	Mean Score	Percent “Agree”
<b><i>Roadways</i></b>				
Local governments should ensure that new development does not increase traffic congestion	2.31	91.6	2.45	87.9
New roadways should not be built in environmentally sensitive areas	2.09	82.7	2.13	81.9
Future transportation plans should primarily focus on expanding and building new roads	1.97	76.7	1.58	50.5
Adding lanes to I-4 is a good idea	1.94	75.6	2.14	78.4
Additional lanes should be added only when funding is available, regardless of how long that takes.	1.85	71.8	1.60	56.1
Keeping the existing lanes free, additional lanes should be built as soon as possible and paid for by charging a toll to use them	1.19	32.0	1.32	43.1
<b><i>Mass Transit</i></b>				
Future plans should ensure adequate transportation for senior citizens and people with disabilities	2.41	97.1	2.49	96.9
Central Florida needs a more balanced transportation system - including increased transit options like trains and buses	2.27	88.1	2.64	95.9
Florida is behind other states in efforts to develop passenger rail systems	2.21	87.4	2.65	94.8
A passenger rail system should be seriously considered as an alternative to expanding and building new roads	2.15	84.0	2.43	88.7

<sup>3</sup> Appendix A may be consulted for the precise wordings of these and all other questions included in the survey.

Higher gas prices will increase the number of people who are willing to use transit	1.98	79.5	2.33	86.8
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I would be more likely to use the bus system if wait times were decreased	1.65	55.1	1.58	49.4
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I would be more likely to use the bus system if more routes were available	1.60	52.8	1.48	42.8
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***Improving Efficiency***

Better coordination of traffic lights and signals will reduce congestion	2.26	93.9	2.49	97.0
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Electronic message signs on highways are a useful tool to help manage congestion	2.07	84.0	1.99	77.8
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Transportation funding should be used to fund services that clear highway accidents, broken-down cars and other incidents more quickly	2.01	83.2	2.02	78.9
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The survey also asked respondents about their opinions on variable tolls. Specifically respondents were asked, “In some cities, additional lanes like we just talked about have a variable toll where the charge is higher during peak travel times. This way, commuters who choose to pay the toll are ensured a congestion-free lane for their travel. How about you personally: Would you be willing to pay a variable toll to avoid being stuck in traffic congestion on I-4?” Thin majorities in both survey phases said yes, as the following chart shows:

	Phone		Online	
	Percent	N	Percent	N
Yes, definitely	24.2	192	19.6	19
Yes, probably	29.4	233	35.1	34
No, probably no	18.0	143	28.9	28
No, definitely not	28.5	226	16.5	16
	100.0	795	100.0	97

## *Sun Rail*

New to the 2009 research was a section on SunRail, described in the survey tool as “Central Florida’s first passenger rail system designed to provide commuter service as an alternative to I-4.” The series of questions related to SunRail began with a general question to determine whether respondents were familiar with the project. More than one third had not heard of SunRail.

By comparison, more than eight in ten online survey respondents were familiar with SunRail. The 25-point difference almost certainly reflects the self-selection biases present among persons who completed the online version of the survey, many of whom appear to be Central Floridians who strongly support passenger rail and were seeking an opportunity to express their views to METROPLAN ORLANDO.

### **Have you heard anything about SunRail?**

	<b>Phone</b>	<b>Online</b>
No	37.3	12.6
Yes	62.7	87.4
N =	822	95

Respondents who indicated they had not heard anything about SunRail were read the following statement: “SunRail involves purchasing a freight rail track that runs through Volusia, Seminole, Orange and Osceola Counties and using the line for passenger rail services. The system is similar to services in Salt Lake City, Utah; Dallas, TX; and Seattle, WA”. Following this informational statement all respondents were asked their opinions on passenger rail systems.

The survey asked respondents for six opinions regarding commuter rail systems. The lead-in to the sequence read “Here are some statements about commuter rail. For each statement I read, tell me if you agree strongly (3), agree (2), disagree (1), or disagree strongly (0). You can also say you really don’t have any opinion about the statement”.

Table Five shows the rank order of the six offered statements. The figure also shows the mean ranking of each option on the 0-3 scale (higher numbers = more agreement) and the percentage who “agreed” with each option. Differences in agreement levels for adjacently ranked items are again very small (as indicated by the small mean differences) and should not be considered salient.

The highest ranked items, strongly agreed to by more than 90% of the phone and internet respondents, were “a passenger rail system would be a valuable addition to our transportation system” and “future passenger rail connections should include service to the airport.”



Endorsement was nearly as strong in both respondent groups for the ideas that “passenger rail systems will become increasingly important in the coming decades” and that “passenger rail systems should be an element of our transportation system, just like roadways.” Of course, since a passenger rail system does not yet exist, people have understandable difficulties seeing how such a system might fit into their own daily commute. It is not surprising that a smaller number of respondents said they “would be willing to incorporate passenger rail into their daily commute as a way to avoid congested roads.” As other communities have learned, once a rail system and its connections become a reality, opinions such as this are likely to change.

The idea of running passenger rail lines to the theme parks was not as enthusiastically endorsed by respondents, suggesting a strong interest in systems that serve the needs of everyday commuters.

Passenger rail, it seems, is viewed quite positively in the abstract. Though, the lack of a real, tangible, existing system makes it difficult for people to classify passenger rail as a viable alternative to their current transportation commute. For more on this topic, see below, Travel on Interstate Four.

**Table Five**

	Phone Survey		Online Survey	
	Mean Score	Percent “Agree”	Mean Score	Percent “Agree”
A passenger rail system would be a valuable addition to our transportation system	2.35	92.8	2.69	94.8
Future passenger rail connections should include service to the airport	2.33	93.3	2.70	95.8
Passenger rail systems will become increasingly important in the coming decades	2.28	91.9	2.64	93.7
Passenger rail systems should be an element of our transportation system, just like roadways.	2.23	90.1	2.63	94.9
Future passenger rail connections should include service to the theme parks	2.04	81.7	2.44	91.5
I would be willing to incorporate passenger rail into my daily commute as a way to avoid congested roads	1.94	74.6	2.30	82.4

## *Financing Options*

One question in the survey asked people to agree or disagree, “Improving Central Florida’s transportation system means we will have to increase funding.” About one respondent in five (21%) strongly agreed and another two-thirds (65%) agreed, although not strongly (what might be considered reluctant acceptance of an inescapable truth). In 2005 we asked a similar although not identical question (“Solving Central Florida’s transportation issues means we will have to raise taxes”) and found that about one respondent in six (17%) strongly agreed and another 46% agreed, although not strongly. So to all appearances, acceptance of the need for increased transportation funding seems to have grown in the region.

Where should this new funding come from? For that matter, where does transportation funding come from now? About halfway through the survey we asked a series of questions regarding preferred methods of funding transportation needs.

The survey began by asking if Central Florida residents have relatively accurate idea about how transportation projects are presently funded. The answer: They do not. Although most funding for transportation projects comes from gasoline taxes, only about one in six phone respondents knew that to be the case. The modal response to this sequence was usage fees (i.e., tolls), with just over one in four respondents stating that usage fees are “the primary current method of paying for transportation projects.” One in five respondents said they simply did not know how transportation projects were funded. (In contrast, almost thirty percent of online respondents identified gas taxes as the primary funding method, again suggesting that people who are more knowledgeable about and more interested in transportation issues were more likely to seek out and complete the on-line survey). Full results for the question are shown below:

**Which of the following do you believe is the primary current method of paying for transportation projects like new roads and highways – gas taxes, property taxes, sales taxes, or usage fees like tolls? Or is this not something you know much about?**

	Phone Percent	Online Percent
Gas Taxes	16.7	28.3
Property Taxes	7.0	2.2
Sales Taxes	9.9	3.3
Usage fees	27.8	12.0
Some combination of these (VOLUNTEERED)	19.2	54.3
Don't Know	19.4	---
	N= 802	92

The 2009 survey gave respondents seven possible options to increase funding for transportation. Five of the financing options were also part of the 2005 survey. Trend results for those five items are shown in Table Six. The most popular financing option by far -- regardless of year -- is the local option rental car surcharge, supported by 69% in 2005 and 74% in 2009.

At the other end of the continuum, increasing the gasoline tax was the least popular option by a fairly wide margin in both years. However a higher proportion of respondents approved this option in 2009 than agreed to it in 2005.

Of particular interest: every financing option presented was more popular in the 2009 survey than it had been in 2005. That result certainly indicates something about the perceived urgency of Central Florida's transportation issues. By 2009, over half of the survey respondents approved of increasing the number of toll roads as a financing option, up from only 35% four years ago.

The online survey results were slightly different, though the rental car surcharge remained the preferred funding option for more than eight in ten (86%) online respondents. In decreasing rank order after the rental car surcharge were increasing the gasoline tax (63.1%), increasing tag, title and registration fees (61.3%), increasing toll roads (52.2%) and increasing the sales tax (50.6%). Online respondents were more likely to endorse each transportation financing option offered as part of the survey.

Differences by county are of some interest. Five of the financing options were less popular in Orange than in either Osceola or Seminole Counties. These differences were not statistically significant with one exception: Orange County respondents were significantly less likely to approve of increasing the gasoline tax (30% vs. 36% and 45%% in Osceola and Seminole). Differences by demographic grouping are also worth noting:

- Better educated respondents were more supportive of increasing the gas tax, increasing the number of toll roads, and increasing rental car fees
- Males were more likely to approve increasing gas taxes, sales taxes, rental car fees, and implementing a mileage-based tax
- Older respondents were less supportive of increasing rental cars fees and implementing a mileage tax
- Length of residence was also related to several items but in no clear pattern

**Table Six**  
**How Should Transportation Initiatives Be Financed?**  
**2005-2009 Trends**

<b>Financing Options</b>	<b>2005</b>		<b>2009</b>	
	Mean <sup>a</sup> Score	% <sup>b</sup> Agree	Mean <sup>c</sup> Score	% <sup>d</sup> Approve
Increase the rental car surcharge	1.81	69%	1.84	74%
Increase tag, title and registration fees	1.30	40%	1.46	49%
Increase the sales tax	1.26	40%	1.37	45%
Increase the number of toll roads	1.19	35%	1.42	51%
Increase the gasoline tax	1.01	28%	1.20	35%

<sup>a</sup>3 = Strongly agree, 2 = agree, 1= disagree, 0 = strongly disagree. <sup>b</sup>% “agree” or “strongly agree”. <sup>c</sup>3=Strongly approve, 2=Approve, 1=Disapprove, 0=Strongly disapprove. <sup>d</sup>“approve” or “disapprove”.

Two new items about transportation financing options were included in the 2009 survey (Table Seven), though neither generated much enthusiasm. Only 18% would finance transportation initiatives with increased property taxes and only 21% endorsed the concept of replacing the tax on gasoline with a tax on the number of miles traveled, an option increasingly discussed in transportation policy circles.

**Table Seven**  
**How Should Transportation Initiatives Be Financed?**  
**2009**

<b>Financing Options asked only in 2009</b>	Mean <sup>a</sup> Score	% Approve
Replace gasoline tax with tax on miles traveled	0.96	21%
Increase Property Tax	0.93	18%

<sup>a</sup> 3=Strongly approve, 2=Approve, 1=Disapprove, 0=Strongly disapprove. <sup>b</sup>“approve” or “disapprove”.

## Broader Funding Questions

In addition to the specific financing options in the survey, a more global question focused on how transportation should be funded. The most common response was to fund transportation with a ‘pay for what you use’ approach, with four in ten respondents choosing this option. The exact question and marginal results follow:

**More generally, do you think transportation should be funded out of general tax revenues, should it be funded through a dedicated tax (for instance, a sales tax increase set aside specifically for transportation), or should it be funded with a ‘pay for what you use’ approach, for example, through more tolls, user fees, and gas and vehicle taxes.**

	Percent	N
Fund from general tax revenues	21.6	162
Fund from dedicated tax revenues	28.0	210
Fund by “pay for what you use”	41.5	311
Some combination of the above	8.9	67
	100.0	751

### Travel on Interstate 4

Interstate 4 is of central importance in any discussion about transportation issues in the region. In 2005 respondents were asked how often they used I-4 to commute to and from work. Of those with jobs, just over half (51%) said never while just over a third (34.3%) said every day, nearly every day, or at least a few times a week.

The present survey had similar findings, although the online survey had slightly fewer I-4 users. About half the tri-county population uses I-4 to get to-and-from work, at least occasionally.

<b>I-4 to Commute Frequency</b>	2005 Percent	Phone 2009 Percent	Online 2009 Percent
Every day, nearly every day	22.5	23.5	30.5
A few times a week	11.8	10.5	4.9
A few times a month	5.4	9.6	9.8
Less than a few times a month	8.9	7.3	9.8
Almost never	51.3	49.1	45.1
	N= 716	509	82

Do I-4 commuters have different attitudes about transportation? The survey split I-4 users into two groups: those who almost never use the interstate (never) and those who use it at least once a month or more (ever). Responses were compared to questions specifically related to I-4, passenger rail, and transportation funding options (Table 8). Similar percentages of each group strongly agreed that adding lanes to I-4 was a good idea. Although a greater percentage of individuals who travel on I-4 felt that additional lanes should be added only when funding is available, the differences were not large enough to be significant.

Frequency of commuting on I-4 was also associated with SunRail knowledge. Phone respondents who reported only rare travel on the interstate were *more* likely to have heard about SunRail. Further, Central Florida residents who travel on I-4 at least once a month were more likely than those who rarely traveled on I-4 to be supportive of the several of the passenger rail questions in the survey. However, the differences were not large enough to be significant. Individuals who travel on the interstate were more likely to agree strongly with the statement “I would be willing to incorporate passenger rail into my daily commute as a way to avoid congested roads.”

**Table Eight**  
**Transportation Attitudes by use of I-4 (never vs ever)**

	Phone		Internet	
	Percent “Agree” Never	Ever	Percent “Agree” Never	Ever
Adding lanes to I-4 is a good idea	74.2	78.1	75.7	83.7
Additional lanes should be added only when funding is available regardless of how long that takes	68.9	71.4	68.6	42.9
Passenger rail systems will become increasingly important in the coming decades	91.9	91.4	91.9	97.7
Passenger rails systems should be an element of our transportation system, just like roadways	89.8	91.1	94.6	97.8
Future passenger rail connections should include service to the airport	93.2	91.9	97.3	95.6
Future passenger rail connections should include service to the theme parks	82.0	85.4	91.4	93.2
A passenger rail system would be a valuable addition to our transportation system	93.5	92.9	91.9	97.8
I would be willing to incorporate passenger rail into my daily commute as a way to avoid congested roads	73.2	78.3	83.8	86.7
	Phone		Internet	
	Percent “Yes” Never	Ever	Percent “Yes” Never	Ever
Have you heard anything about SunRail?	69.6	56.8*	81.1	93.0

\*Indicates differences were statistically significant

The survey also considered the relationship between travel on I-4 and approval of different transportation funding options. Approval of the various funding options was significantly associated with I-4 travel frequency for two items “approval of increasing the gasoline tax” and approval for increasing property taxes” with I-4 travelers more likely to approve of the funding option.

**Table Nine**  
**% Approve of funding option by use of I-4 (never vs ever)**

<b>Funding</b>	<b>Phone</b>		<b>Internet</b>	
	Never	Ever	Never	Ever
Increase gasoline tax	32.5	42.9*	59.5	66.7
Increase the sales tax	41.3	44.5	48.6	48.9
Increase property taxes	14.4	21.6*	16.2	17.8
Increase the number of toll roads	53.1	54.1	54.1	50.0
Increase the rental car fee	76.6	74.0	86.5	86.4
Increase tag, title and registration fees	48.8	54.7	59.5	57.8
Replace the gasoline tax with a tax on Vehicle miles traveled	17.7	22.1	22.2	28.9

*Flexible work schedules and days*

Another method of dealing with transportation congestion involves flexible work schedules and four day work weeks. These options are only viable, however, if employers offer them and employees know they are available.

The survey began by asking about flexible work schedules. Although more than half of respondents said flexible work schedules were an option at their school or workplace to address transportation congestion, four in ten said it was not allowed at their workplace and a handful of people were not sure.

More interesting are the findings regarding a four day work week. Almost half of Central Florida residents said that their employers did not offer a four day work week and it was not something that was being discussed as an option. In contrast more than two-thirds of employed respondents said they would be interested in such an option.



Does your school or workplace allow any flexibility in when you start and stop your workday? That is, are some people allowed to come early and leave early while others come later and leave later? Results were as follows:

	Percent	N
No	40.0	197
Yes	57.5	284
I think so, but can't be sure	2.5	12
	100.0	493

Note: This question was asked only of respondents who were employed full or part-time or who were students.

**[Employed people only]**

Some employers have experimented with a **four-day work week** so that people come to work four days a week instead of five. Is this an option at your place of employment?

	Percent	N
Yes	29.1	133
No, not yet, but it is being discussed	18.5	84
No and nothing has been said about it	49.6	226
I think so, but can't be sure	2.8	13
	100.0	456

If your employer gave you a four-day work week option (four 10-hour days vs. five 8-hour days), is that something you would be interested in?

	Percent	N
Very interested	65.8	292
Maybe	16.9	75
Not interested	17.3	77
	100.0	444

## *Biking and Walking as Alternative Modes of Transportation*

Biking and walking are increasingly recognized as transportation options for some segments of the urban population and the survey included a few questions on the topic. The results are summarized in Table 10. The large majority of survey respondents do not bike or walk to work, primarily because the distance is considered too great. By county, Orange County residents were significantly more likely to report biking as a viable option for them (20.9% versus 4.0% of Osceola residents and 8.8% of Seminole residents).

**Table Ten**  
**Biking and Walking**

If the necessary bike lanes and trails were available, would a bicycle be a feasible way for you to get to school, work, or shopping?

	Percent	N
No	66.4	538
Yes	33.6	272
	100.0	810

If NO: Is that mainly because of the distances involved, because you need your car once you get to work, physical or health limitations, the weather, or what?

	Percent	N
Distance	55.3	294
Need car at work	6.5	34
Physical or health limitations	19.4	103
Weather	2.7	14
Other	16.2	86
	100.0	532

Do you ever walk to school or work?

	Percent	N
Yes, regularly	6.0	48
Yes, sometimes	10.1	81
Yes, but rarely	5.2	42
No, never	78.7	630
	100.0	800

If NO: Again, is that mainly because of the distances involved, because you need your car once you get to work, physical or health limitations, the weather, or what?

	Percent	N
Distance	70.6	436
Need car at work	4.5	28
Physical or health limitations	13.7	84
Weather	1.9	12
Other	9.2	57
	100.0	618

## **Appendices**

Appendix A: Survey Instrument

Appendix B: Weighted Marginal Frequencies (Phone Survey)

Appendix C: Marginal Frequencies (Online Survey)

Appendix D: Weighting

## Appendix A: Survey Instrument

### Transportation Issues in Central Florida: A Survey of Public Opinion, 2009

Hi, my name is \_\_\_\_\_. I'm a student at UCF and we're doing a survey about Central Florida's transportation issues. I am not selling anything! The survey only takes about 15 minutes.

**[INTERVIEWER: Add as necessary to assure respondent: Let me stress that your participation in this survey is completely voluntary and confidential. The survey is being sponsored by METROPLAN ORLANDO, the regional transportation planning agency for Central Florida. Do you have any questions you want to ask about the survey?**

Your number was chosen at random to participate in this survey. You will not be identified by name in any document we produce. We are interviewing approximately 800 people and your answers will be combined with everyone else's. You have the right to refuse to answer any question you want. You may also terminate the interview at any time.]

I can only interview people who are 18 years of age or older. Are you at least 18?

- 1 Yes → Continue
- 0 No → May I please speak to anyone in the household who is at least 18?

Also, I can only interview people who are residents of Orange, Seminole and Osceola Counties. Which of these counties do you live in?

- 1 Orange
- 2 Osceola
- 3 Seminole
- 9 None of the above → Apologize for the interruption and terminate interview

Just so we know we have a good geographic spread, please tell me your Zip Code – just the Zip Code, please – I am not asking for your address. ENTER FIVE DIGIT ZIP CODE.

OK, great. Let's get started. As I said, this survey deals with transportation issues – things like traffic, roads, funding, things like that.

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

- 3 Very important
- 2 Somewhat important
- 1 Not too important
- 0 Not important at all
- 9 DK, NA, etc.

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

- 3 Very important
- 2 Somewhat important
- 1 Not too important
- 0 Not important at all
- 9 DK, NA, etc.

METROPLAN ORLANDO is charged with setting transportation priorities for Central Florida, a process that includes adopting a long range transportation plan. Future transportation challenges include a growing population, limited space to expand roadways, concerns about air quality and declining funding.

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### Part One

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Given these challenges, I would like to ask you about some of the current topics being considered. For each statement I read, please tell me to what level you agree or disagree – agree strongly (3), agree (2), disagree (1), or disagree strongly (0). You can also say you really don't have any opinion about the statement.

There are 3 categories I am going to ask you about: roadways, mass transit, and efficiency.

#### Here is the first statement about "Roadways"

Future transportation plans should primarily focus on expanding and building new roads 3 2 1 0 9

New roadways should not be built in environmentally sensitive areas 3 2 1 0 9

Local governments should ensure that new development does not increase traffic congestion 3 2 1 0 9

Now let me ask you some questions about I-4. The ultimate plan for I-4 includes adding lanes. Tell me whether you agree or disagree with the following statements about how to pay for additional lanes on I-4:

Adding lanes to I-4 is a good idea. 3 2 1 0 9

Additional lanes should be added only when funding is available, regardless of how long that takes. 3 2 1 0 9

Keeping the existing lanes free, additional lanes should be built as soon as possible and paid for by charging a toll to use them 3 2 1 0 9

In some cities, additional lanes like we just talked about have a variable toll where the charge is higher during peak travel times. This way, commuters who choose to pay the toll are ensured a congestion-free lane for their travel. How about you personally: Would you be willing to pay a variable toll to avoid being stuck in traffic congestion on I-4?

- 3 Yes, definitely
- 2 Yes, probably
- 1 No, probably no
- 0 No, definitely not
- 9 All missing

**Now some more agree-disagree questions, these about mass transit:**

Central Florida needs a more balanced transportation system - including increased transit options like trains and buses 3 2 1 0 9

I would be more likely to use the bus system if more routes were available 3 2 1 0 9

I would be more likely to use the bus system if wait times were decreased 3 2 1 0 9

A passenger rail system should be seriously considered as an alternative to expanding and building new roads 3 2 1 0 9

Florida is behind other states in efforts to develop passenger rail systems 3 2 1 0 9

Higher gas prices will increase the number of people who are willing to use transit 3 2 1 0 9

Future plans should ensure adequate transportation for senior citizens and people with disabilities 3 2 1 0 9

**Finally, some statements about improving efficiency**

Transportation funding should be used to fund services that clear highway accidents, broken-down cars and other incidents more quickly 3 2 1 0 9

Electronic message signs on highways are a useful tool to help manage congestion 3 2 1 0 9

Better coordination of traffic lights and signals will reduce congestion 3 2 1 0 9

## Part Two

Now I have some questions about Central Florida's first passenger rail system – SunRail – which is designed to provide commuter service as an alternative to I-4.

First of all, have you heard anything about SunRail?

- 0 No
- 1 Yes

IF NO: SunRail involves purchasing a freight rail track that runs through Volusia, Seminole, Orange and Osceola Counties and using the line for passenger rail services. The system is similar to services in Salt Lake City, Utah; Dallas, TX; and Seattle, WA.

Here are some statements about commuter rail. For each statement I read, tell me if you agree strongly (3), agree (2), disagree (1), or disagree strongly (0). You can also say you really don't have any opinion about the statement.

Passenger rail systems will become increasingly important in the coming decades 3 2 1 0 9

Passenger rail systems should be an element of our transportation system, just like roadways. 3 2 1 0 9

Future passenger rail connections should include service to the airport 3 2 1 0 9

Future passenger rail connections should include service to the theme parks 3 2 1 0 9

A passenger rail system would be a valuable addition to our transportation system 3 2 1 0 9

I would be willing to incorporate passenger rail into my daily commute as a way to avoid congested roads 3 2 1 0 9

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## Part Three

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Now I have some statements about general transportation issues. Again, for each statement I read, you tell me if you agree strongly (3), agree (2), disagree (1), disagree strongly (0), if you just don't have any opinion about that statement

Improving Central Florida's transportation system is important to me 3 2 1 0 9



Improving Central Florida's transportation system means we will have to increase funding 3 2 1 0 9

What is now being done to improve our transportation system is adequate to address our problems 3 2 1 0 9

Some people say that the only realistic solution to future transportation challenges is to **invest in public transportation, like bus and rail service**, and stop primarily relying on highways. Others say that the only realistic solution is to **build more roads and highways**. Which of these is closest to your own opinion?

- 1 Invest in public transportation
- 2 Build more highways
- 3 Some combination of these (VOLUNTEERED)
- 4 Don't know, can't say
- 9 All other missing

---

#### Part Four

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Which of the following do you believe is the primary current method of paying for transportation projects like new roads and highways – gas taxes, property taxes, sales taxes, or usage fees like tolls? Or is this not something you know much about?

- 1 Gas Taxes
- 2 Property Taxes
- 3 Sales Taxes
- 4 Usage fees
- 5 Some combination of these (VOLUNTEERED)
- 6 Don't know, can't say
- 9 All other missing

Current levels of transportation funding are not adequate to meet future transportation needs. There are several options for addressing the shortfall. I'll read you a list of things that have been suggested and for each one, you tell me whether you would strongly approve (3), approve (2), disapprove (1) or strongly disapprove (0) of using that approach to finance transportation solutions. (All missing = 9)

Increase the gasoline tax 3 2 1 0 9

Increase the sales tax 3 2 1 0 9

Increase property taxes 3 2 1 0 9

Increase the number of toll roads 3 2 1 0 9

Increase the rental car fee	3	2	1	0	9
Increase tag, title and registration fees	3	2	1	0	9
Replace the gasoline tax with a tax on vehicle miles traveled	3	2	1	0	9

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**Part Five**

More generally, do you think transportation should be funded out of general tax revenues, should it be funded through a dedicated tax (for instance, a sales tax increase set aside specifically for transportation), or should it be funded with a ‘pay for what you use’ approach, for example, through more tolls, user fees, and gas and vehicle taxes.

- 1 Fund from general tax revenues
- 2 Fund from dedicated tax revenues
- 3 Fund by “pay for what you use”
- 4 Some combination of the above
- 5 Don’t know, can’t say
- 9 All other missing

Which of the following best describes your current employment status?

- 1 Work full time
- 2 Work part time
- 3 Retired
- 4 Disabled
- 5 Student
- 6 Keeping house
- 7 Unemployed
- 8 Other
- 9 All missing

[If 1, 2, or 5]

Does your school or workplace allow any flexibility in when you start and stop your workday? That is, are some people allowed to come early and leave early while others come later and leave later?

- 0 No
- 1 Yes
- 7 I think so, but can’t be sure
- 8 Don’t know, can’t say
- 9 All other missing

[Employed people only]

Some employers have experimented with a **four-day work week** so that people come to work four days a week instead of five. Is this an option at your place of employment?

- 1 Yes
- 2 No, not yet, but it is being discussed
- 3 No and nothing has been said about it
- 7 I think so, but can't be sure
- 8 Don't know, can't say
- 9 All other missing

If your employer gave you a four-day work week option (four 10-hour days vs. five 8-hour days), is that something you would be interested in?

- 3 Very interested
- 2 Maybe
- 1 Not interested
- 9 All missing

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

- 4 Every day, nearly every day
- 3 A few times a week
- 2 A few times a month
- 1 Less than a few times a month
- 0 Almost never
- 9 DK/NA

[ALL RESPONDENTS] If the necessary bike lanes and trails were available, would a bicycle be a feasible way for you to get to school, work, or shopping?

- 0 No
- 1 Yes

If NO: Is that mainly because of the distances involved, because you need your car once you get to work, physical or health limitations, the weather, or what?

- 1 Distance
- 2 Need car at work
- 3 Physical or health limitations
- 4 Weather
- 5 Other: RECORD VERBATIM
- 9 Missing

Do you ever walk to school or work?

- 3 Yes, regularly
- 2 Yes, sometimes
- 1 Yes, but rarely
- 0 No, never
- 9 DK/NA

If NO: Again, is that mainly because of the distances involved, because you need your car once you get to work, physical or health limitations, the weather, or what?

- 1 Distance
- 2 Need car at work
- 3 Physical or health limitations
- 4 Weather
- 5 Other: RECORD VERBATIM
- 9 Missing

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### Part Six

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Now just a few more questions for classification purposes and we'll be done.

How long have you lived in Central Florida? \_\_\_\_\_ YEARS  
(6 months or less = 0; otherwise, round to the nearest year)

How much formal schooling have you had?

- 1 Less than high school
- 2 High school or equivalent (including GED)
- 3 Some college (including AA degree, two-year community college)
- 4 College graduate
- 5 Graduate or professional degree
- 9 DK/NA

In what year were you born? \_\_\_ \_\_\_ \_\_\_ \_\_\_

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

- 1 White
- 2 Black/African-American
- 3 Hispanic
- 4 Asian/Pacific Islander
- 5 Native American
- 6 Multi-racial or multi-ethnic
- 7 Other

That completes the survey. You've been great – thank you so much for your time and effort!

Record R's gender

1	Male
0	Female

## Appendix B: Weighted Marginal Frequencies (Phone Survey)

### county residents of Orange, Seminole and Osceola Counties

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid 1 Orange	485	59.0	59.0	59.0
2 Osceola	140	17.1	17.1	76.1
3 Seminole	196	23.9	23.9	100.0
Total	822	100.0	100.0	

### tranfam how important transportation issues to you and family

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid 0 Not important at all	21	2.6	2.6	2.6
1 Not too important	61	7.4	7.4	10.0
2 Somewhat important	243	29.6	29.6	39.6
3 Very important	496	60.4	60.4	100.0
Total	821	100.0	100.0	
Missing 9 DK NA	0	.0		
Total	822	100.0		

### tranreg transportation issues important to the Central FL

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid 0 Not important at all	6	.8	.8	.8
1 Not too important	21	2.6	2.6	3.4
2 Somewhat important	208	25.4	25.5	28.9
3 Very important	580	70.6	71.1	100.0
Total	816	99.4	100.0	
Missing 9 DK NA	5	.6		
Total	822	100.0		

### road1 Focus on expanding and building new roads

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid 0 disagree strongly	26	3.1	3.2	3.2
1 disagree	163	19.9	20.1	23.3
2 agree	433	52.7	53.3	76.6
3 agree strongly	190	23.1	23.4	100.0
Total	813	98.9	100.0	
Missing 9 DK	9	1.1		
Total	822	100.0		

**road2 New roadways should not be built in environmentally sensitive areas**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 disagree strongly	30	3.7	3.8	3.8
	1 disagree	108	13.1	13.5	17.3
	2 agree	416	50.6	52.1	69.4
	3 agree strongly	244	29.7	30.6	100.0
	Total	798	97.1	100.0	
Missing	9 DK	24	2.9		
Total		822	100.0		

**road3 Local governments should ensure that new development does not increase traffic congestion**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 disagree strongly	9	1.1	1.1	1.1
	1 disagree	58	7.1	7.3	8.4
	2 agree	406	49.4	50.9	59.3
	3 agree strongly	325	39.5	40.7	100.0
	Total	798	97.2	100.0	
Missing	9 DK	23	2.8		
Total		822	100.0		

**road4 Adding lanes to I-4 good idea**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 disagree strongly	39	4.8	5.1	5.1
	1 disagree	150	18.3	19.4	24.5
	2 agree	400	48.7	51.7	76.1
	3 agree strongly	185	22.5	23.9	100.0
	Total	774	94.2	100.0	
Missing	9 DK	48	5.8		
Total		822	100.0		

**road5 Additional lanes added when funding available**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 disagree strongly	40	4.8	5.1	5.1
	1 disagree	181	22.0	23.1	28.2
	2 agree	421	51.3	53.8	82.0
	3 agree strongly	141	17.2	18.0	100.0
	Total	783	95.3	100.0	
Missing	9 DK	39	4.7		
Total		822	100.0		

**road6 Additional lanes should be built as soon as possible and paid for by charging a toll**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 disagree strongly	146	17.7	18.4	18.4
	1 disagree	392	47.8	49.6	67.9
	2 agree	212	25.8	26.7	94.7
	3 agree strongly	42	5.1	5.3	100.0
	Total	792	96.4	100.0	
Missing	9 DK	30	3.6		
Total		822	100.0		

**road7 willing to pay a variable toll**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 No, definitely not	226	27.5	28.5	28.5
	1 No, probably not	143	17.4	18.0	46.5
	2 Yes, probably	233	28.4	29.4	75.8
	3 Yes, definitely	192	23.4	24.2	100.0
	Total	795	96.7	100.0	
Missing	9 DK NA	27	3.3		
Total		822	100.0		

**mass1 Central Florida needs a more balanced transportation system**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 disagree strongly	17	2.0	2.1	2.1
	1 disagree	79	9.6	9.8	11.9
	2 agree	376	45.7	46.9	58.8
	3 agree strongly	330	40.2	41.2	100.0
	Total	801	97.5	100.0	
Missing	9 DK	21	2.5		
Total		822	100.0		

**mass2 I would be more likely to use the bus system if more routes were available**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 disagree strongly	84	10.2	10.5	10.5
	1 disagree	292	35.5	36.7	47.2
	2 agree	278	33.8	35.0	82.2
	3 agree strongly	141	17.2	17.8	100.0
	Total	795	96.7	100.0	
Missing	9 DK	27	3.3		
Total		822	100.0		



**mass3 I would be more likely to use the bus system if wait times were decreased**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 disagree strongly	80	9.7	10.2	10.2
	1 disagree	272	33.1	34.8	45.0
	2 agree	275	33.5	35.2	80.1
	3 agree strongly	155	18.9	19.9	100.0
	Total	783	95.3	100.0	
Missing	9 DK	39	4.7		
Total		822	100.0		

**mass4 A passenger rail system should be seriously considered as an alternative to expanding and building new roads**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 disagree strongly	29	3.5	3.6	3.6
	1 disagree	99	12.0	12.3	16.0
	2 agree	392	47.7	49.1	65.1
	3 agree strongly	279	33.9	34.9	100.0
	Total	799	97.2	100.0	
Missing	9 DK	23	2.8		
Total		822	100.0		

**mass5 Florida is behind other states in efforts to develop passenger rail systems**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 disagree strongly	15	1.8	2.1	2.1
	1 disagree	75	9.2	10.5	12.6
	2 agree	369	44.9	51.6	64.2
	3 agree strongly	256	31.2	35.8	100.0
	Total	715	87.0	100.0	
Missing	9 DK	107	13.0		
Total		822	100.0		

**mass6 Higher gas prices will increase the number of people who are willing to use transit**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 disagree strongly	32	4.0	4.1	4.1
	1 disagree	131	15.9	16.4	20.5
	2 agree	450	54.8	56.6	77.1
	3 agree strongly	182	22.1	22.9	100.0
	Total	795	96.7	100.0	
Missing	9 DK	27	3.3		
Total		822	100.0		

**mass7 Future plans should ensure adequate transportation for senior citizens and people with disabilities**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 disagree strongly	6	.7	.7	.7
	1 disagree	18	2.2	2.2	2.9
	2 agree	425	51.8	52.0	54.9
	3 agree strongly	369	44.9	45.1	100.0
	Total	818	99.6	100.0	
Missing	9 DK	3	.4		
Total		822	100.0		

**eff1 Transportation funding should be used to fund services that clear accidents/incidents quickly**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 disagree strongly	12	1.4	1.5	1.5
	1 disagree	120	14.6	15.4	16.9
	2 agree	495	60.2	63.3	80.1
	3 agree strongly	155	18.9	19.9	100.0
	Total	782	95.2	100.0	
Missing	9 DK	39	4.8		
Total		822	100.0		

**eff2 Electronic message signs on highways are a useful tool to help manage congestion**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 disagree strongly	21	2.5	2.6	2.6
	1 disagree	108	13.1	13.4	16.0
	2 agree	473	57.6	58.9	74.9
	3 agree strongly	202	24.6	25.1	100.0
	Total	804	97.8	100.0	
Missing	9 DK	18	2.2		
Total		822	100.0		

**eff3 Better coordination of traffic lights and signals will reduce congestion**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 disagree strongly	8	1.0	1.0	1.0
	1 disagree	41	5.0	5.1	6.1
	2 agree	494	60.2	61.2	67.3
	3 agree strongly	264	32.2	32.7	100.0
	Total	808	98.4	100.0	
Missing	9 DK	13	1.6		
Total		822	100.0		

**rail1 Heard of SunRail**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 no	307	37.3	37.3	37.3
	1 yes	515	62.7	62.7	100.0
	Total	822	100.0	100.0	

**rail2 Passenger rail systems will become increasingly important in the coming decades**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 disagree strongly	21	2.5	2.5	2.5
	1 disagree	46	5.6	5.6	8.2
	2 agree	429	52.3	53.0	61.1
	3 agree strongly	315	38.4	38.9	100.0
	Total	811	98.7	100.0	
Missing	9 DK	11	1.3		
	Total	822	100.0		

**rail3 Passenger rail systems should be an element of our transportation system, just like roadways**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 disagree strongly	25	3.0	3.0	3.0
	1 disagree	55	6.7	6.8	9.8
	2 agree	437	53.2	54.1	64.0
	3 agree strongly	291	35.4	36.0	100.0
	Total	808	98.4	100.0	
Missing	9 DK	13	1.6		
	Total	822	100.0		

**rail4 Future passenger rail connections should include service to the airport**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 disagree strongly	13	1.6	1.6	1.6
	1 disagree	42	5.1	5.1	6.7
	2 agree	422	51.4	51.8	58.5
	3 agree strongly	338	41.2	41.5	100.0
	Total	815	99.2	100.0	
Missing	9 DK	6	.8		
	Total	822	100.0		

**rail5 Future passenger rail connections should include service to the theme parks**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 disagree strongly	30	3.7	3.8	3.8
	1 disagree	116	14.1	14.4	18.2
	2 agree	449	54.7	56.0	74.3
	3 agree strongly	206	25.1	25.7	100.0
	Total	802	97.6	100.0	
Missing	9 DK	20	2.4		
Total		822	100.0		

**rail6 A passenger rail system would be a valuable addition to our transportation system**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 disagree strongly	18	2.2	2.2	2.2
	1 disagree	40	4.9	5.0	7.2
	2 agree	390	47.4	48.1	55.3
	3 agree strongly	362	44.1	44.7	100.0
	Total	810	98.6	100.0	
Missing	9 DK	11	1.4		
Total		822	100.0		

**rail7 I would be willing to incorporate passenger rail into my daily commute as a way to avoid congested roads**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 disagree strongly	55	6.7	7.0	7.0
	1 disagree	144	17.5	18.3	25.4
	2 agree	376	45.8	48.0	73.4
	3 agree strongly	209	25.4	26.6	100.0
	Total	784	95.4	100.0	
Missing	9 DK	38	4.6		
Total		822	100.0		

**gen1 Improving Central FL's transportation system is important to me**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 disagree strongly	1	.2	.2	.2
	1 disagree	23	2.8	2.8	2.9
	2 agree	454	55.2	55.4	58.4
	3 agree strongly	341	41.4	41.6	100.0
	Total	818	99.6	100.0	
Missing	9 DK	3	.4		
Total		822	100.0		

**gen2 Improving Central Florida's transportation system means we will have to increase funding**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 disagree strongly	17	2.1	2.2	2.2
	1 disagree	94	11.4	11.7	13.9
	2 agree	523	63.6	65.3	79.3
	3 agree strongly	166	20.2	20.7	100.0
	Total	800	97.3	100.0	
Missing	9 DK	22	2.7		
Total		822	100.0		

**gen3 What is now being done to improve our transportation system is adequate to solve our problems**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 disagree strongly	194	23.6	26.0	26.0
	1 disagree	382	46.4	51.2	77.2
	2 agree	155	18.9	20.8	98.0
	3 agree strongly	15	1.8	2.0	100.0
	Total	746	90.7	100.0	
Missing	9 DK	76	9.3		
Total		822	100.0		

**gen4 Invest in public transportation or build more roads and highways**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 invest in public transportation	489	59.5	60.3	60.3
	2 build more highways	171	20.8	21.1	81.3
	3 some combination of these	131	16.0	16.2	97.5
	4 DK can't say	20	2.5	2.5	100.0
	Total	811	98.7	100.0	
Missing	9 All other missing	11	1.3		
Total		822	100.0		

**fund1 Primary current method of paying for transportation projects like new roads**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 gas taxes	134	16.3	16.7	16.7
	2 property taxes	56	6.8	7.0	23.7
	3 sales taxes	79	9.6	9.9	33.6
	4 usage fees	223	27.1	27.8	61.4
	5 some combination of these	154	18.7	19.2	80.6
	6 DK can't say	156	19.0	19.4	100.0
	Total	802	97.6	100.0	
Missing	9 All other missing	20	2.4		
Total		822	100.0		

**fund2 Increase the gasoline tax**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 strongly disapprove	161	19.7	20.0	20.0
	1 disapprove	364	44.3	45.0	65.0
	2 approve	243	29.6	30.1	95.1
	3 strongly approve	40	4.8	4.9	100.0
	Total	809	98.4	100.0	
Missing	9 all missing	13	1.6		
Total		822	100.0		

**fund3 Increase the sales tax**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 strongly disapprove	102	12.5	12.7	12.7
	1 disapprove	341	41.5	42.4	55.1
	2 approve	322	39.2	40.1	95.2
	3 strongly approve	39	4.7	4.8	100.0
	Total	805	98.0	100.0	
Missing	9 all missing	17	2.0		
Total		822	100.0		

**fund4 Increase property taxes**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 strongly disapprove	214	26.0	26.4	26.4
	1 disapprove	450	54.8	55.7	82.0
	2 approve	134	16.3	16.5	98.6
	3 strongly approve	12	1.4	1.4	100.0
	Total	809	98.5	100.0	
Missing	9 all missing	12	1.5		
Total		822	100.0		

**fund5 Increase the number of toll roads**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 strongly disapprove	130	15.8	16.2	16.2
	1 disapprove	266	32.3	33.1	49.3
	2 approve	347	42.2	43.2	92.5
	3 strongly approve	60	7.3	7.5	100.0
	Total	802	97.6	100.0	
Missing	9 all missing	20	2.4		
Total		822	100.0		

**fund6 Increase the rental car fee**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 strongly disapprove	51	6.1	6.5	6.5
	1 disapprove	152	18.5	19.6	26.1
	2 approve	441	53.6	56.8	82.9
	3 strongly approve	133	16.1	17.1	100.0
	Total	776	94.4	100.0	
Missing	9 all missing	46	5.6		
Total		822	100.0		

**fund7 Increase tag, title and registration fees**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 strongly disapprove	87	10.5	10.9	10.9
	1 disapprove	319	38.8	40.0	50.9
	2 approve	330	40.2	41.4	92.3
	3 strongly approve	61	7.5	7.7	100.0
	Total	797	97.0	100.0	
Missing	9 all missing	25	3.0		
Total		822	100.0		

**fund8 Replace the gasoline tax with a tax on vehicle miles traveled**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 strongly disapprove	216	26.3	27.8	27.8
	1 disapprove	400	48.7	51.5	79.2
	2 approve	140	17.0	18.0	97.3
	3 strongly approve	21	2.6	2.7	100.0
	Total	778	94.6	100.0	
Missing	9 all missing	44	5.4		
Total		822	100.0		

**trans1 transportation should be funded out of general tax revenues, dedicated tax revenues, or pay for what you use**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 fund from general tax revenues	162	19.7	20.3	20.3
	2 fund from dedicated tax revenues	210	25.6	26.3	46.6
	3 fund by "pay for what you use"	311	37.9	39.0	85.6
	4 some combination of the above	67	8.2	8.4	94.0
	5 DK Can't say	48	5.9	6.0	100.0
	Total	799	97.2	100.0	
Missing	9 All other missing	23	2.8		
Total		822	100.0		

**employ current employment status**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 work full time	392	47.7	47.8	47.8
	2 work part time	61	7.4	7.4	55.1
	3 retired	149	18.1	18.1	73.3
	4 disabled	23	2.8	2.8	76.0
	5 student	64	7.8	7.8	83.8
	6 keeping house	42	5.1	5.1	88.9
	7 unemployed	54	6.6	6.6	95.6
	8 other	36	4.4	4.4	100.0
	Total	821	99.9	100.0	
Missing	9 all missing	1	.1		
Total		822	100.0		

**trans2 Does your school or workplace allow any flexibility in when you start and stop your workday?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 No	197	24.0	39.5	39.5
	1 Yes	284	34.5	56.7	96.2
	7 I think so, but can't be sure	12	1.5	2.4	98.7
	8 DK Cant say	7	.8	1.3	100.0
	Total	500	60.9	100.0	
Missing	9 all other missing	16	2.0		
	System	305	37.1		
	Total	322	39.1		
Total		822	100.0		

**trans3 four-day work week an option at your place of employment**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	133	16.1	28.2	28.2
	2 No, not yet, but it is being discussed	84	10.2	17.9	46.1
	3 No and nothing has been said about it	226	27.5	48.1	94.2
	7 I think so but can't be sure	13	1.6	2.7	97.0
	8 DK can't say	14	1.7	3.0	100.0
	Total	470	57.2	100.0	
Missing	9 all other missing	47	5.7		
	System	305	37.1		
	Total	352	42.8		
Total		822	100.0		



**trans4 would you be interested in a four-day work week**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 not interested	77	9.4	17.3	17.3
	2 maybe	75	9.1	16.9	34.2
	3 very interested	292	35.6	65.8	100.0
	Total	444	54.0	100.0	
Missing	9 all missing	72	8.8		
	System	305	37.1		
	Total	378	46.0		
Total		822	100.0		

**trans5 How often do you use I-4 for commuting to and from work?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 almost never	250	30.4	49.1	49.1
	1 less than a few times a month	37	4.5	7.3	56.5
	2 a few times a month	49	5.9	9.6	66.0
	3 a few times a week	53	6.5	10.5	76.5
	4 every day, nearly every day	119	14.5	23.5	100.0
	Total	509	61.9	100.0	
Missing	9 DK/NA	8	.9		
	System	305	37.1		
	Total	313	38.1		
Total		822	100.0		

**bike would a bicycle be a feasible way for you to get to school/work/shopping**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 No	538	65.5	66.4	66.4
	1 Yes	272	33.1	33.6	100.0
	Total	810	98.6	100.0	
Missing	9 missing	12	1.4		
Total		822	100.0		

**bike1 If NO: why bicycle not feasible**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 distance	294	35.8	55.3	55.3
	2 need car at work	34	4.2	6.5	61.7
	3 physical or heath limitations	103	12.5	19.4	81.1
	4 weather	14	1.7	2.7	83.8
	5 other	86	10.5	16.2	100.0
	Total	532	64.8	100.0	
Missing	9 Missing	6	.8		
	System	283	34.5		
	Total	290	35.2		
Total	822	100.0			

**walk Do you ever walk to school or work?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 No, never	630	76.7	78.7	78.7
	1 Yes, but rarely	42	5.1	5.2	84.0
	2 Yes, sometimes	81	9.8	10.1	94.0
	3 Yes, regularly	48	5.8	6.0	100.0
	Total	800	97.3	100.0	
Missing	9 DK/NA	22	2.7		
Total	822	100.0			

**walk1 If NO: Why do you not walk to school or work**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 distance	436	53.1	70.6	70.6
	2 need car at work	28	3.4	4.5	75.2
	3 physical or heath limitations	84	10.3	13.7	88.9
	4 weather	12	1.4	1.9	90.8
	5 other	57	6.9	9.2	100.0
	Total	618	75.2	100.0	
Missing	9 Missing	12	1.5		
	System	192	23.3		
	Total	204	24.8		
Total	822	100.0			

**educ How much formal schooling have you had?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 less than high school	18	2.1	2.2	2.2
	2 high school or equivalent	146	17.8	18.0	20.1
	3 some college	270	32.8	33.2	53.3
	4 college graduate	248	30.2	30.5	83.8
	5 graduate or professional degree	132	16.0	16.2	100.0
	Total	814	99.1	100.0	
Missing	9 DK/NA	8	.9		
Total		822	100.0		

**race which of the following do you consider as your racial or ethnic group?**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 white	558	67.9	68.9	68.9
	2 black/african american	94	11.5	11.6	80.6
	3 hispanic	85	10.3	10.5	91.1
	4 asian/pacific islander	39	4.8	4.9	95.9
	5 native american	5	.6	.6	96.5
	6 multi-racial or multi-ethnic	19	2.3	2.4	98.9
	7 other	9	1.1	1.1	100.0
	Total	809	98.5	100.0	
Missing	9 missing	13	1.5		
Total		822	100.0		

**genderr gender recode**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	.00 male	423	51.5	51.5	51.5
	1.00 female	399	48.5	48.5	100.0
	Total	822	100.0	100.0	

**raeger age recoded into three groups**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1.00 35 or younger	248	30.2	30.2	30.2
	2.00 36-64 yrs	462	56.2	56.2	86.4
	3.00 65 yrs and older	112	13.6	13.6	100.0
	Total	822	100.0	100.0	

## Appendix C: Marginal Frequencies (Online Survey)

### county residents of Orange Seminole and Osceola counties

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Orange	66	52.4	58.9	58.9
	2 Osceola	6	4.8	5.4	64.3
	3 Seminole	40	31.7	35.7	100.0
	Total	112	88.9	100.0	
Missing	9 None of the above	4	3.2		
	System	10	7.9		
	Total	14	11.1		
Total		126	100.0		

### tranfam how important transportation issues to you and your family

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Not too important	2	1.6	1.8	1.8
	2 Somewhat important	35	27.8	32.1	33.9
	3 Very important	72	57.1	66.1	100.0
	Total	109	86.5	100.0	
Missing	System	17	13.5		
Total		126	100.0		

### tranreg transportation issues important to Central Florida region

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	2 Somewhat important	14	11.1	12.8	12.8
	3 Very important	95	75.4	87.2	100.0
	Total	109	86.5	100.0	
Missing	System	17	13.5		
Total		126	100.0		

### road1 Focus on expanding and building new roads

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Disagree Strongly	15	11.9	15.2	15.2
	1 Disagree	34	27.0	34.3	49.5
	2 Agree	28	22.2	28.3	77.8
	3 Agree Strongly	22	17.5	22.2	100.0
	Total	99	78.6	100.0	
Missing	System	27	21.4		
Total		126	100.0		

**road2 New roadways should not be built in environmentally sensitive areas**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Disagree Strongly	4	3.2	4.0	4.0
	1 Disagree	14	11.1	14.1	18.2
	2 Agree	46	36.5	46.5	64.6
	3 Agree Strongly	35	27.8	35.4	100.0
	Total	99	78.6	100.0	
Missing	System	27	21.4		
Total		126	100.0		

**road3 Local governments should ensure that new development does not increase traffic congestion**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Disagree Strongly	2	1.6	2.0	2.0
	1 Disagree	10	7.9	10.1	12.1
	2 Agree	28	22.2	28.3	40.4
	3 Agree Strongly	59	46.8	59.6	100.0
	Total	99	78.6	100.0	
Missing	System	27	21.4		
Total		126	100.0		

**road5 Additional lanes should be added only when funding is available**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Disagree Strongly	12	9.5	13.2	13.2
	1 Disagree	28	22.2	30.8	44.0
	2 Agree	35	27.8	38.5	82.4
	3 Agree Strongly	16	12.7	17.6	100.0
	Total	91	72.2	100.0	
Missing	System	35	27.8		
Total		126	100.0		

**road6 Additional lanes should be built as soon as possible and paid for by charging a toll to use them**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Disagree Strongly	25	19.8	26.3	26.3
	1 Disagree	29	23.0	30.5	56.8
	2 Agree	27	21.4	28.4	85.3
	3 Agree Strongly	14	11.1	14.7	100.0
	Total	95	75.4	100.0	
Missing	System	31	24.6		
Total		126	100.0		

**road7 willing to pay a variable toll**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 No, definitely not	16	12.7	16.5	16.5
	1 No, probably not	28	22.2	28.9	45.4
	2 Yes, probably	34	27.0	35.1	80.4
	3 Yes, definitely	19	15.1	19.6	100.0
	Total	97	77.0	100.0	
Missing	System	29	23.0		
Total		126	100.0		

**mass1 Central Florida needs a more balanced transportation system**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Disagree Strongly	2	1.6	2.0	2.0
	1 Disagree	2	1.6	2.0	4.1
	2 Agree	25	19.8	25.5	29.6
	3 Agree Strongly	69	54.8	70.4	100.0
	Total	98	77.8	100.0	
Missing	System	28	22.2		
Total		126	100.0		

**mass2 I would be more likely to use the bus system if more routes were available**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Disagree Strongly	16	12.7	16.3	16.3
	1 Disagree	40	31.7	40.8	57.1
	2 Agree	21	16.7	21.4	78.6
	3 Agree Strongly	21	16.7	21.4	100.0
	Total	98	77.8	100.0	
Missing	System	28	22.2		
Total		126	100.0		

**mass3 I would be more likely to use the bus system if wait times were decreased**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Disagree Strongly	13	10.3	13.4	13.4
	1 Disagree	36	28.6	37.1	50.5
	2 Agree	27	21.4	27.8	78.4
	3 Agree Strongly	21	16.7	21.6	100.0
	Total	97	77.0	100.0	
Missing	System	29	23.0		
Total		126	100.0		

**mass4 A passenger rail system should be seriously considered as an alternative to expanding and building new roads**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Disagree Strongly	4	3.2	4.1	4.1
	1 Disagree	7	5.6	7.2	11.3
	2 Agree	29	23.0	29.9	41.2
	3 Agree Strongly	57	45.2	58.8	100.0
	Total	97	77.0	100.0	
Missing	System	29	23.0		
Total		126	100.0		

**mass5 Florida is behind other states in efforts to develop passenger rail systems**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Disagree Strongly	1	.8	1.0	1.0
	1 Disagree	4	3.2	4.1	5.2
	2 Agree	23	18.3	23.7	28.9
	3 Agree Strongly	69	54.8	71.1	100.0
	Total	97	77.0	100.0	
Missing	System	29	23.0		
Total		126	100.0		

**mass6 Higher gas prices will increase the number of people who are willing to use transit**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Disagree Strongly	2	1.6	2.0	2.0
	1 Disagree	11	8.7	11.2	13.3
	2 Agree	38	30.2	38.8	52.0
	3 Agree Strongly	47	37.3	48.0	100.0
	Total	98	77.8	100.0	
Missing	System	28	22.2		
Total		126	100.0		

**mass7 Future plans should ensure adequate transportation for senior citizens and people with disabilities**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Disagree	3	2.4	3.1	3.1
	2 Agree	44	34.9	44.9	48.0
	3 Agree Strongly	51	40.5	52.0	100.0
	Total	98	77.8	100.0	
Missing	System	28	22.2		
Total		126	100.0		

**eff1 Transportation funding should be used to fund services that clear highway accidents incidents quickly**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Disagree Strongly	3	2.4	3.2	3.2
	1 Disagree	17	13.5	17.9	21.1
	2 Agree	50	39.7	52.6	73.7
	3 Agree Strongly	25	19.8	26.3	100.0
	Total	95	75.4	100.0	
Missing	System	31	24.6		
Total		126	100.0		

**eff2 Electronic message signs on highways are a useful tool to help manage congestion**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Disagree Strongly	7	5.6	7.1	7.1
	1 Disagree	15	11.9	15.2	22.2
	2 Agree	49	38.9	49.5	71.7
	3 Agree Strongly	28	22.2	28.3	100.0
	Total	99	78.6	100.0	
Missing	System	27	21.4		
Total		126	100.0		

**eff3 Better coordination of traffic lights and signals will reduce congestion**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Disagree Strongly	1	.8	1.0	1.0
	1 Disagree	2	1.6	2.0	3.1
	2 Agree	43	34.1	43.9	46.9
	3 Agree Strongly	52	41.3	53.1	100.0
	Total	98	77.8	100.0	
Missing	System	28	22.2		
Total		126	100.0		

**rail1 Heard of SunRail**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 No	12	9.5	12.6	12.6
	1 Yes	83	65.9	87.4	100.0
	Total	95	75.4	100.0	
Missing	System	31	24.6		
Total		126	100.0		



**rail2 Passenger rail systems will become increasingly important in the coming decades**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Disagree Strongly	1	.8	1.1	1.1
	1 Disagree	5	4.0	5.3	6.3
	2 Agree	21	16.7	22.1	28.4
	3 Agree Strongly	68	54.0	71.6	100.0
	Total	95	75.4	100.0	
Missing	System	31	24.6		
Total		126	100.0		

**rail3 Passenger rail systems should be an element of our transportation system just like roadways**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Disagree Strongly	1	.8	1.0	1.0
	1 Disagree	4	3.2	4.1	5.2
	2 Agree	25	19.8	25.8	30.9
	3 Agree Strongly	67	53.2	69.1	100.0
	Total	97	77.0	100.0	
Missing	System	29	23.0		
Total		126	100.0		

**rail4 Future passenger rail connections should include service to the airport**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Disagree Strongly	2	1.6	2.1	2.1
	1 Disagree	2	1.6	2.1	4.2
	2 Agree	19	15.1	19.8	24.0
	3 Agree Strongly	73	57.9	76.0	100.0
	Total	96	76.2	100.0	
Missing	System	30	23.8		
Total		126	100.0		

**rail5 Future passenger rail connections should include service to the theme parks**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Disagree Strongly	4	3.2	4.2	4.2
	1 Disagree	4	3.2	4.2	8.4
	2 Agree	33	26.2	34.7	43.2
	3 Agree Strongly	54	42.9	56.8	100.0
	Total	95	75.4	100.0	
Missing	System	31	24.6		
Total		126	100.0		

**rail6 A passenger rail system would be a valuable addition to our transportation system**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Disagree Strongly	1	.8	1.0	1.0
	1 Disagree	4	3.2	4.2	5.2
	2 Agree	19	15.1	19.8	25.0
	3 Agree Strongly	72	57.1	75.0	100.0
	Total	96	76.2	100.0	
Missing	System	30	23.8		
Total		126	100.0		

**rail7 I would be willing to incorporate passenger rail into my daily commute as a way to avoid congested roads**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Disagree Strongly	4	3.2	4.1	4.1
	1 Disagree	13	10.3	13.4	17.5
	2 Agree	30	23.8	30.9	48.5
	3 Agree Strongly	50	39.7	51.5	100.0
	Total	97	77.0	100.0	
Missing	System	29	23.0		
Total		126	100.0		

**gen1 Improving Central Florida's transportation system is important to me**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	2 Agree	36	28.6	37.9	37.9
	3 Agree Strongly	59	46.8	62.1	100.0
	Total	95	75.4	100.0	
Missing	System	31	24.6		
Total		126	100.0		

**gen2 Improving Central Florida's transportation system means we will have to increase funding**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Disagree Strongly	3	2.4	3.3	3.3
	1 Disagree	8	6.3	8.8	12.1
	2 Agree	46	36.5	50.5	62.6
	3 Agree Strongly	34	27.0	37.4	100.0
	Total	91	72.2	100.0	
Missing	System	35	27.8		
Total		126	100.0		

**gen3 What is now being done to improve our transportation system is adequate to address our problems**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Disagree Strongly	34	27.0	36.2	36.2
	1 Disagree	51	40.5	54.3	90.4
	2 Agree	8	6.3	8.5	98.9
	3 Agree Strongly	1	.8	1.1	100.0
	Total	94	74.6	100.0	
Missing	System	32	25.4		
Total		126	100.0		

**gen4 invest in public transportation or build more roads and highways**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Invest in public transportation	29	23.0	30.5	30.5
	2 Build more highways	3	2.4	3.2	33.7
	3 Some combination of these	63	50.0	66.3	100.0
	Total	95	75.4	100.0	
Missing	System	31	24.6		
Total		126	100.0		

**fund1 primary current method of paying for transportation projects like new roads**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Gas Taxes	26	20.6	28.3	28.3
	2 Property Taxes	2	1.6	2.2	30.4
	3 Sales Taxes	3	2.4	3.3	33.7
	4 Usage fees	11	8.7	12.0	45.7
	5 Some combination of these	50	39.7	54.3	100.0
	Total	92	73.0	100.0	
Missing	System	34	27.0		
Total		126	100.0		

**fund2 Increase the gasoline tax**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Strongly Disapprove	8	6.3	8.7	8.7
	1 Disapprove	26	20.6	28.3	37.0
	2 Approve	34	27.0	37.0	73.9
	3 Strongly Approve	24	19.0	26.1	100.0
	Total	92	73.0	100.0	
Missing	System	34	27.0		
Total		126	100.0		

**fund3 Increase the sales tax**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Strongly Disapprove	14	11.1	15.1	15.1
	1 Disapprove	32	25.4	34.4	49.5
	2 Approve	41	32.5	44.1	93.5
	3 Strongly Approve	6	4.8	6.5	100.0
	Total	93	73.8	100.0	
Missing	System	33	26.2		
Total		126	100.0		

**fund4 Increase property taxes**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Strongly Disapprove	21	16.7	22.8	22.8
	1 Disapprove	55	43.7	59.8	82.6
	2 Approve	15	11.9	16.3	98.9
	3 Strongly Approve	1	.8	1.1	100.0
	Total	92	73.0	100.0	
Missing	System	34	27.0		
Total		126	100.0		

**fund5 Increase the number of toll roads**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Strongly Disapprove	9	7.1	9.8	9.8
	1 Disapprove	35	27.8	38.0	47.8
	2 Approve	40	31.7	43.5	91.3
	3 Strongly Approve	8	6.3	8.7	100.0
	Total	92	73.0	100.0	
Missing	System	34	27.0		
Total		126	100.0		

**fund6 Increase the rental car fee**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Strongly Disapprove	2	1.6	2.2	2.2
	1 Disapprove	10	7.9	10.9	13.0
	2 Approve	52	41.3	56.5	69.6
	3 Strongly Approve	28	22.2	30.4	100.0
	Total	92	73.0	100.0	
Missing	System	34	27.0		
Total		126	100.0		

**fund7 Increase tag title and registration fees**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Strongly Disapprove	9	7.1	9.7	9.7
	1 Disapprove	27	21.4	29.0	38.7
	2 Approve	45	35.7	48.4	87.1
	3 Strongly Approve	12	9.5	12.9	100.0
	Total	93	73.8	100.0	
Missing	System	33	26.2		
Total		126	100.0		

**fund8 Replace the gasoline tax with a tax on vehicle miles traveled**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Strongly Disapprove	37	29.4	40.2	40.2
	1 Disapprove	30	23.8	32.6	72.8
	2 Approve	19	15.1	20.7	93.5
	3 Strongly Approve	6	4.8	6.5	100.0
	Total	92	73.0	100.0	
Missing	System	34	27.0		
Total		126	100.0		

**trans1 transportation should be funded out of general tax revenues dedicated tax or pay for what you use**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Fund from general tax revenues	5	4.0	5.4	5.4
	2 Fund from dedicated tax revenues	16	12.7	17.4	22.8
	3 Fund by "pay for what you use"	17	13.5	18.5	41.3
	4 Some combination of the above	54	42.9	58.7	100.0
	Total	92	73.0	100.0	
Missing	System	34	27.0		
Total		126	100.0		

**employ current employment status**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Work full time	77	61.1	82.8	82.8
	2 Work part time	5	4.0	5.4	88.2
	3 Retired	3	2.4	3.2	91.4
	5 Student	1	.8	1.1	92.5
	6 Keeping house	4	3.2	4.3	96.8
	7 Unemployed	1	.8	1.1	97.8
	8 Other	2	1.6	2.2	100.0
	Total	93	73.8	100.0	
Missing	System	33	26.2		

**fund7 Increase tag title and registration fees**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Strongly Disapprove	9	7.1	9.7	9.7
	1 Disapprove	27	21.4	29.0	38.7
	2 Approve	45	35.7	48.4	87.1
	3 Strongly Approve	12	9.5	12.9	100.0
	Total	93	73.8	100.0	
Missing	System	33	26.2		
Total		126	100.0		

**employa current employment status other**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		124	98.4	98.4	98.4
	independent contrator	1	.8	.8	99.2
	Retired but full time employed	1	.8	.8	100.0
	Total	126	100.0	100.0	

**trans2 Does your school or workplace allow any flexibility in when you start and stop your workday**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 No	23	18.3	28.4	28.4
	1 Yes	54	42.9	66.7	95.1
	7 I think so, but cant be sure	4	3.2	4.9	100.0
	Total	81	64.3	100.0	
Missing	System	45	35.7		
Total		126	100.0		

**trans3 four day work week an option at your place of employment**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Yes	15	11.9	18.3	18.3
	2 No, not yet, but it is being discussed	15	11.9	18.3	36.6
	3 No and nothing has been said about it	50	39.7	61.0	97.6
	4 I think so, but cant be sure	2	1.6	2.4	100.0
	Total	82	65.1	100.0	
Missing	System	44	34.9		
Total		126	100.0		

trans4 would you be interested in a four day work week

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Not interested	11	8.7	13.4	13.4
	2 Maybe	25	19.8	30.5	43.9
	3 Very interested	46	36.5	56.1	100.0
	Total	82	65.1	100.0	
Missing	System	44	34.9		
Total		126	100.0		

trans5 How often do you use I 4 for commuting to and from work

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Almost never	37	29.4	45.1	45.1
	1 Less than a few times a month	8	6.3	9.8	54.9
	2 A few times a month	8	6.3	9.8	64.6
	3 A few times a week	4	3.2	4.9	69.5
	4 Every day, nearly every day	25	19.8	30.5	100.0
	Total	82	65.1	100.0	
Missing	System	44	34.9		
Total		126	100.0		

bike would a bicycle be a feasible way for you to get to school work or shopping

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 No	65	51.6	69.9	69.9
	1 Yes	28	22.2	30.1	100.0
	Total	93	73.8	100.0	
Missing	System	33	26.2		
Total		126	100.0		

bike1 if NO why bicycle not feasible

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Distance	35	27.8	54.7	54.7
	2 Need car at work	13	10.3	20.3	75.0
	3 Physical or health limitations	1	.8	1.6	76.6
	4 Weather	9	7.1	14.1	90.6
	5 Other	6	4.8	9.4	100.0
	Total	64	50.8	100.0	
Missing	System	62	49.2		
Total		126	100.0		

**bike1a if NO why bicycle not feasible other**

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid	120	95.2	95.2	95.2
5	1	.8	.8	96.0
ALL OF THE ABOVE	1	.8	.8	96.8
hot and sweaty for work	1	.8	.8	97.6
n/a	1	.8	.8	98.4
Safety	1	.8	.8	99.2
The sweat factor, and the weather	1	.8	.8	100.0
Total	126	100.0	100.0	

**walk Do you ever walk to school or work**

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid	81	64.3	88.0	88.0
0 No, never	81	64.3	88.0	88.0
1 Yes, but rarely	2	1.6	2.2	90.2
2 Yes, sometimes	3	2.4	3.3	93.5
3 Yes, regularly	6	4.8	6.5	100.0
Total	92	73.0	100.0	
Missing	34	27.0		
System	34	27.0		
Total	126	100.0		

**walk1 if NO why do you not walk to school or work**

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid	81	64.3	100.0	63.0
1 Distance	51	40.5	63.0	63.0
2 Need car at work	17	13.5	21.0	84.0
3 Physical or health limitations	2	1.6	2.5	86.4
4 Weather	6	4.8	7.4	93.8
5 Other	5	4.0	6.2	100.0
Total	81	64.3	100.0	
Missing	45	35.7		
System	45	35.7		
Total	126	100.0		

**walk1a if NO why do you not walk to school or work other**

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid	121	96.0	96.0	96.0
5	1	.8	.8	96.8
ALL OF THE ABOVE	1	.8	.8	97.6
I LOVE to bike and do, but purely for leisure	1	.8	.8	98.4
I work from home, virtually	1	.8	.8	99.2
work from home - need to be fresh and on time when visiting clients	1	.8	.8	100.0



**educ How much formal schooling have you had**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	2 High school or equivalent (including GED)	4	3.2	4.3	4.3
	3 Some college (including AA degree, two-year community college)	17	13.5	18.3	22.6
	4 College graduate	47	37.3	50.5	73.1
	5 Graduate or professional degree	25	19.8	26.9	100.0
	Total	93	73.8	100.0	
Missing	System	33	26.2		
Total		126	100.0		

**race Which of the following do you consider as your racial or ethnic group**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 White	73	57.9	80.2	80.2
	2 Black/African-American	4	3.2	4.4	84.6
	3 Hispanic	7	5.6	7.7	92.3
	4 Asian/Pacific Islander	2	1.6	2.2	94.5
	5 Native American	2	1.6	2.2	96.7
	6 Multi-racial or multi-ethnic	2	1.6	2.2	98.9
	7 Other	1	.8	1.1	100.0
	Total	91	72.2	100.0	
Missing	System	35	27.8		
Total		126	100.0		

**gender Finally what is your gender**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	0 Male	39	31.0	41.9	41.9
	1 Female	54	42.9	58.1	100.0
	Total	93	73.8	100.0	
Missing	System	33	26.2		
Total		126	100.0		

**road4r**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	.00 Disagree Strongly	9	7.1	9.3	9.3
	1.00 Disagree	12	9.5	12.4	21.6
	2.00 Agree	32	25.4	33.0	54.6
	3.00 Agree Strongly	44	34.9	45.4	100.0
	Total	97	77.0	100.0	
Missing	System	29	23.0		
Total		126	100.0		

**raeger age recoded into three groups**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1.00 35 or younger	28	22.2	31.5	31.5
	2.00 36-64 yrs	53	42.1	59.6	91.0
	3.00 65 yrs and older	8	6.3	9.0	100.0
	Total	89	70.6	100.0	
Missing	System	37	29.4		
Total		126	100.0		

**demo1rx how long lived in Central Florida recoded**

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1.00 2 years or less	4	3.2	4.3	4.3
	2.00 3-5 years	7	5.6	7.6	12.0
	3.00 6 to 10 years	15	11.9	16.3	28.3
	4.00 more than ten years	66	52.4	71.7	100.0
	Total	92	73.0	100.0	
Missing	System	34	27.0		
Total		126	100.0		

## Appendix D: Weighting

### Sampling and Sample Weights for Phone Survey

It is well-known that the tendency to participate in telephone surveys is correlated with certain socio-demographic variables. Generally, groups who are more likely to be at home and available to answer the telephone at any given moment are over-represented in such surveys while those less likely to be at home are under-represented. *To deal with this problem we have created sampling weights*

The logic of sample weighting is straightforward. Under-sampled groups are weighted “up” (each actual respondent is treated as more than one respondent for analysis purposes) and over-sampled groups are weighted “down,” with the weights proportional to the degree of under- or over-sampling. In the present case, for example, the observed proportion of males is 38.0% whereas the correct proportion (according to the 2000 Census) is 49.7%. The ratio of correct to observed proportions (in this case,  $49.7/38.0 = 1.308$  gives the corresponding weight necessary to correct for the under-sampling of men: each male, that is, is treated as 1.308 respondents in the weighted data. And by the same logic, each sampled female is treated as .811 respondents. We also weighted for age to correct for age imbalances. In this case younger respondents were weighted up and older respondents were weighted down. Multiplying a particular weight for gender by that for age results in the final weight for males ages 18-35 for example.

The specific calculations for the weight are listed below:

\*\*\*\*\*weight calculations\*\*\*\*\*

if (genderr eq 0 and rager eq 1) weight = (2.897).  
if (genderr eq 0 and rager eq 2) weight=(1.254).  
if (genderr eq 0 and rager eq 3) weight=(0.657).

if (genderr eq 1 and rager eq 1) weight = (1.796).  
if (genderr eq 1 and rager eq 2) weight=(0.778).  
if (genderr eq 1 and rager eq 3) weight=(0.407).

fre weight.