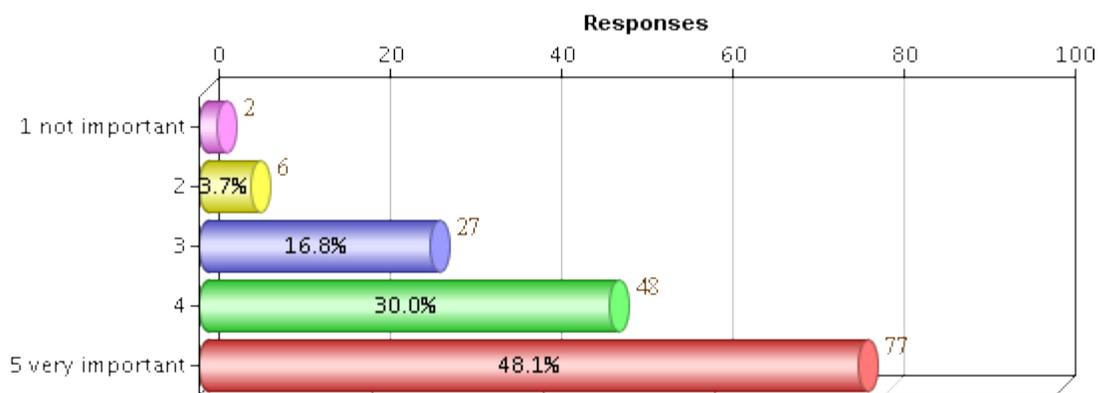


Appendix B – Survey Results

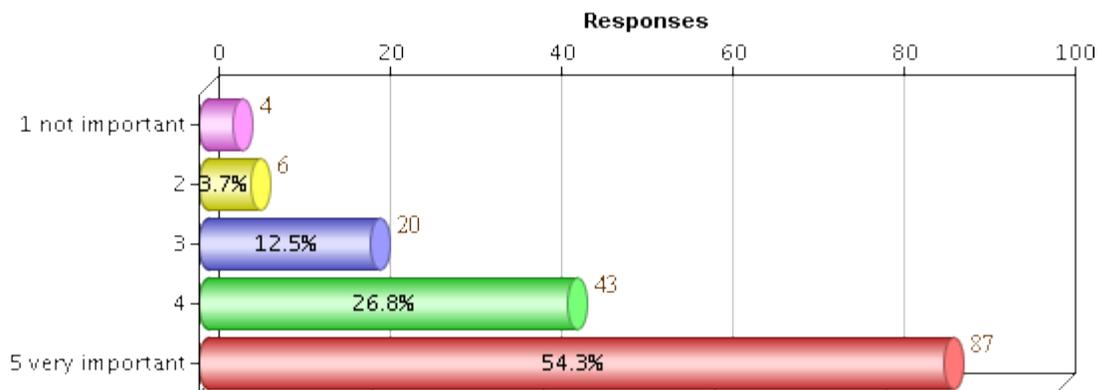
1. Protect and enhance the natural and built environment:

Preserve the region's cultural, natural and historic assets



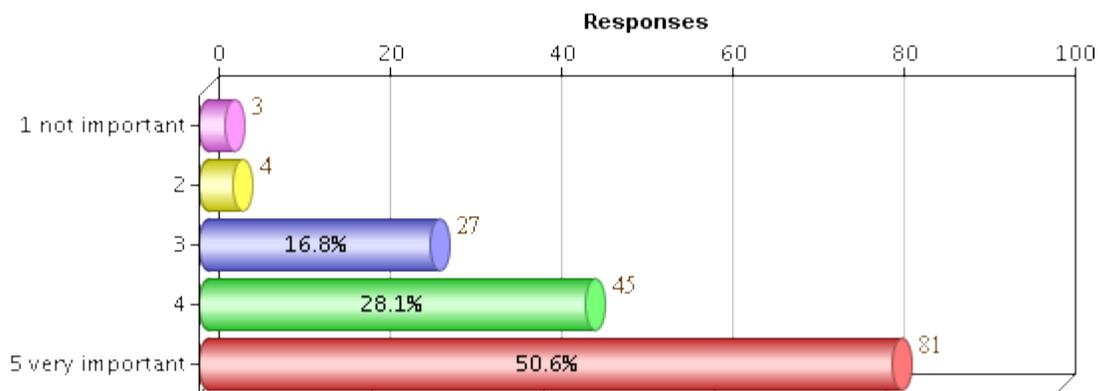
Total Number of Responses for this Item: 160

Reduce adverse impacts on environmentally sensitive areas



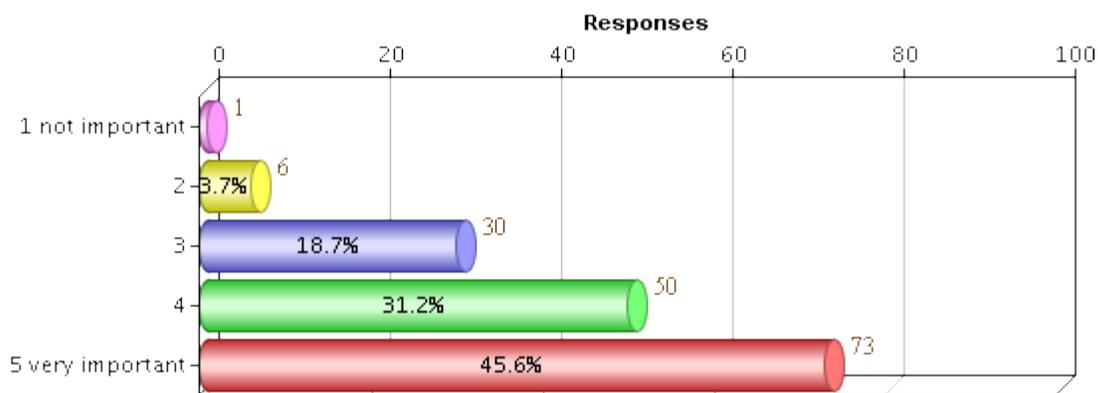
Total Number of Responses for this Item: 160

Reduce carbon footprint by encouraging walking, biking, carpooling and mass transit



Total Number of Responses for this Item: 160

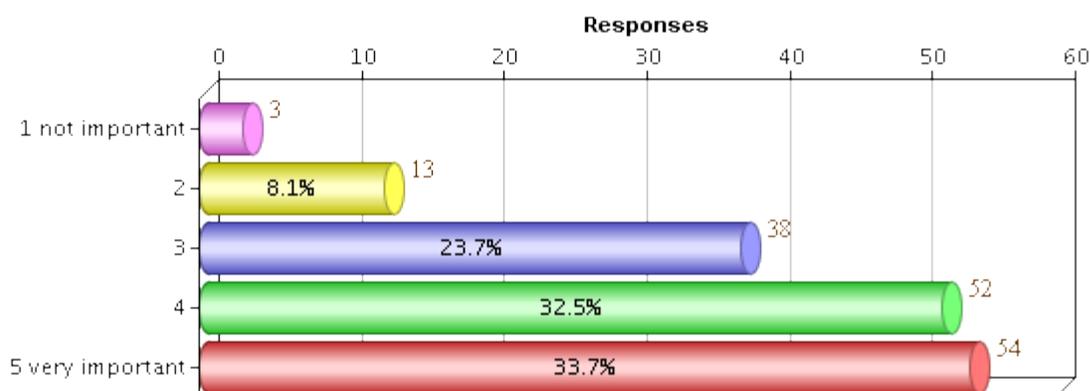
Clean up and re-develop vacant industrial and Brownfield sites



Total Number of Responses for this Item: 160

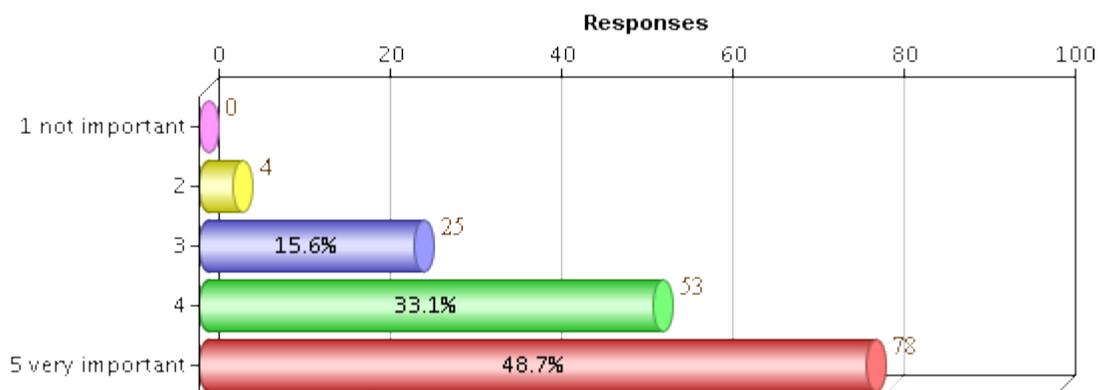
2. Improve mobility and connections between travel options:

Improve travel options for senior citizens, people with disabilities and low-income residents



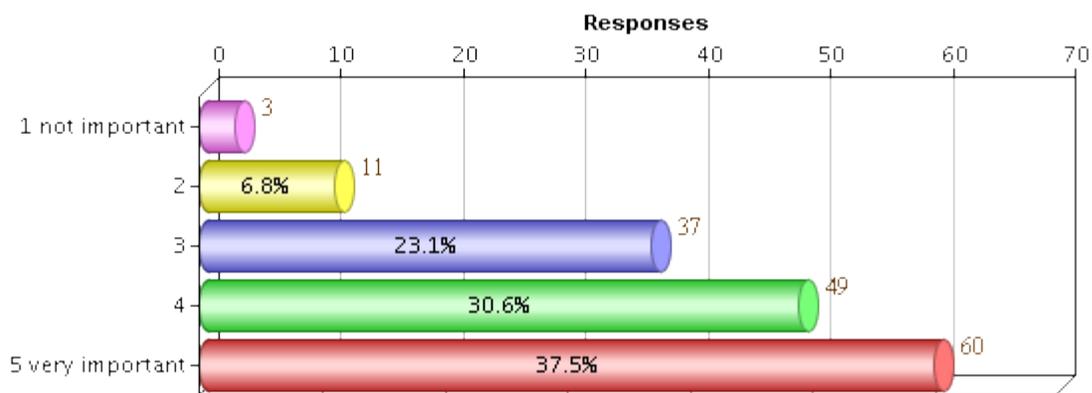
Total Number of Responses for this Item: 160

Expand public transit service



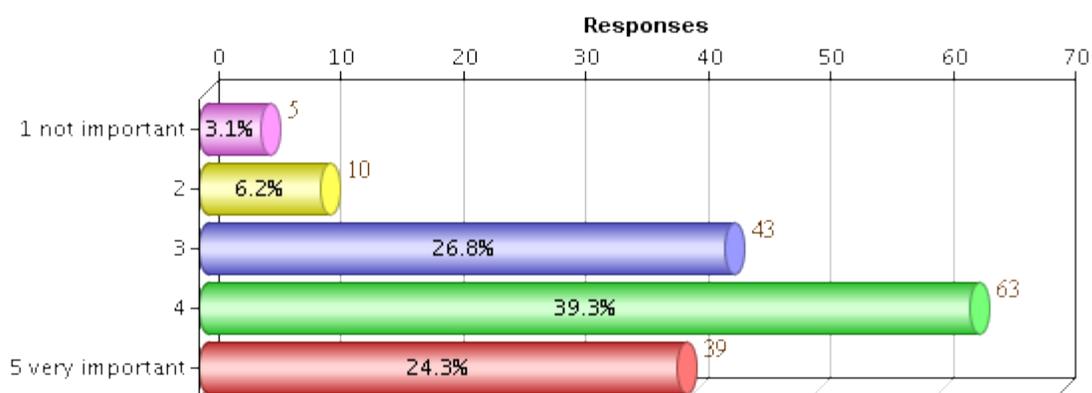
Total Number of Responses for this Item: 160

Improve road and rail connections that increase the efficiency of freight traffic



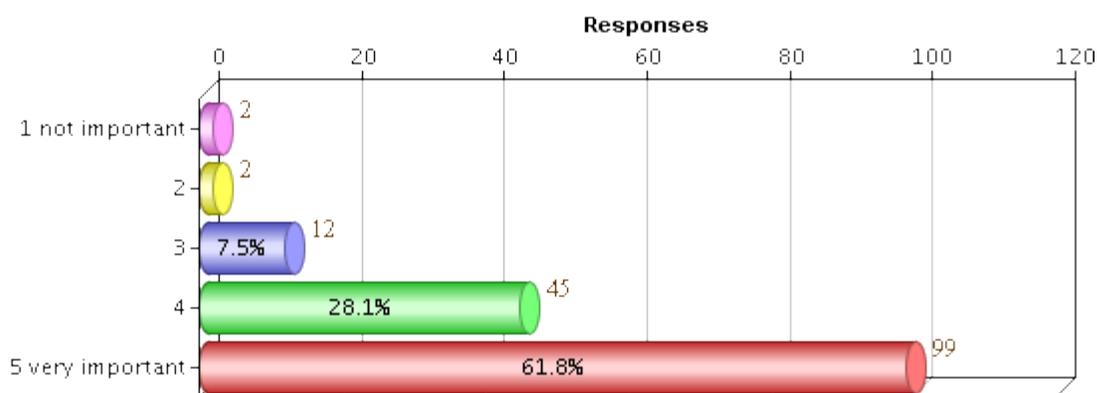
Total Number of Responses for this Item: 160

Balance the impacts of truck deliveries with their role in filling consumer and business needs



Total Number of Responses for this Item: 160

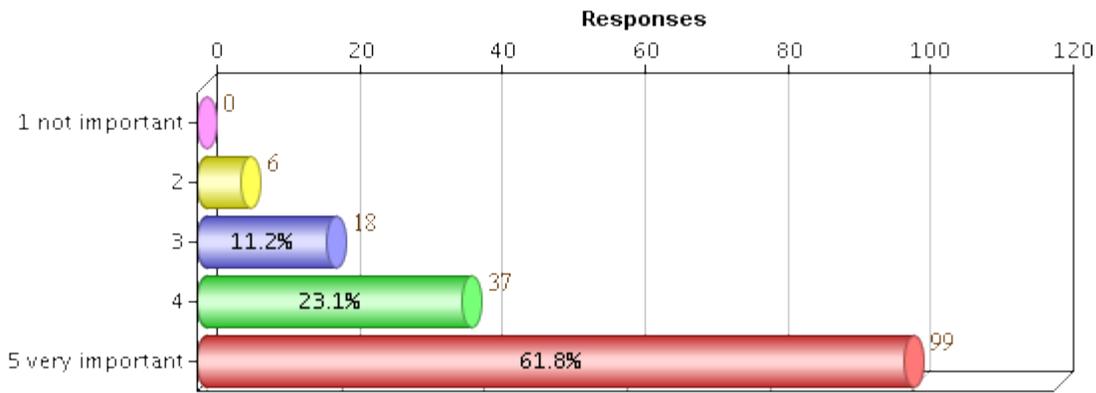
Improve pedestrian, bicycle and public transit connections to employment, shopping and residential centers



Total Number of Responses for this Item: 160

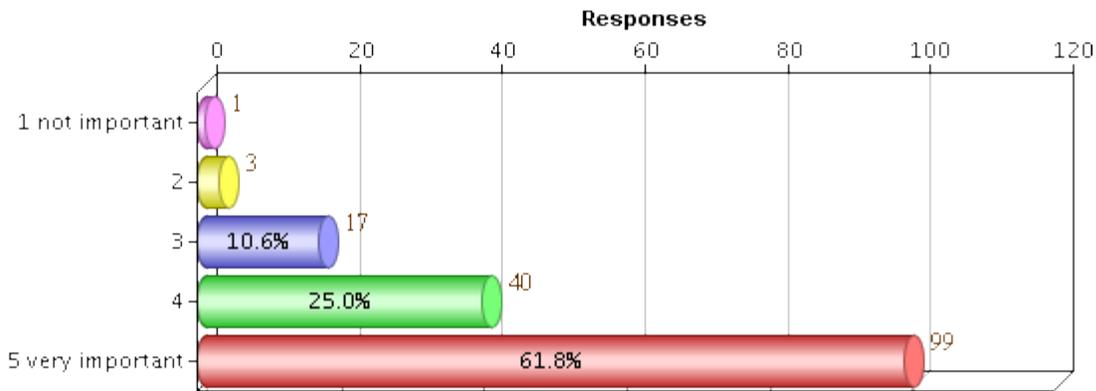
3. Reduce traffic congestion:

Maintain and improve the efficiency of existing roadways



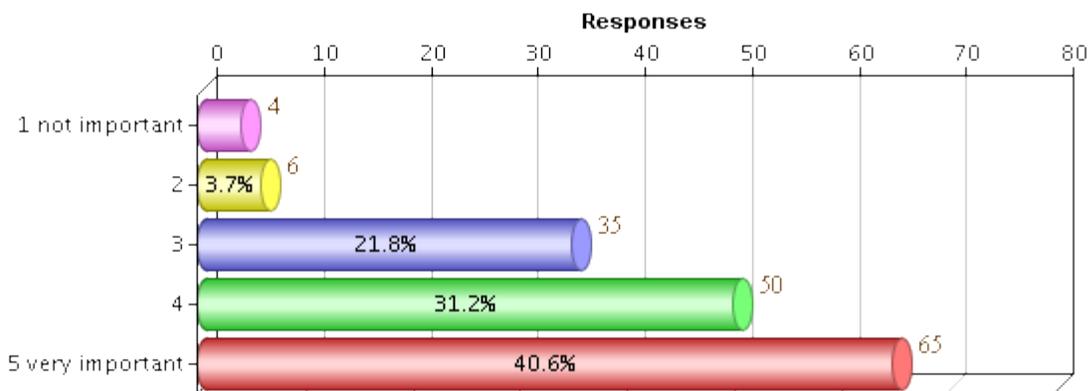
Total Number of Responses for this Item: 160

Enhance public transit, walking, biking, and ridesharing to reduce automobile usage



Total Number of Responses for this Item: 160

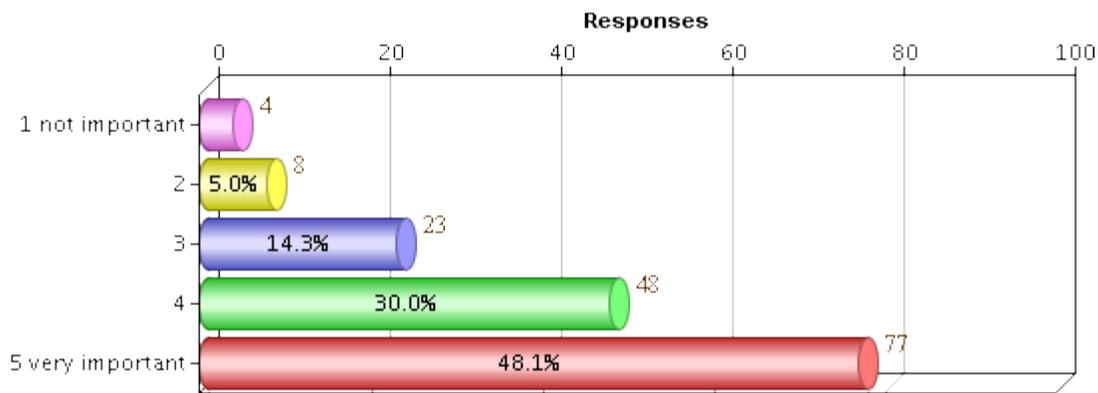
Reduce traffic impacts of through traffic on neighborhoods and municipalities



Total Number of Responses for this Item: 160

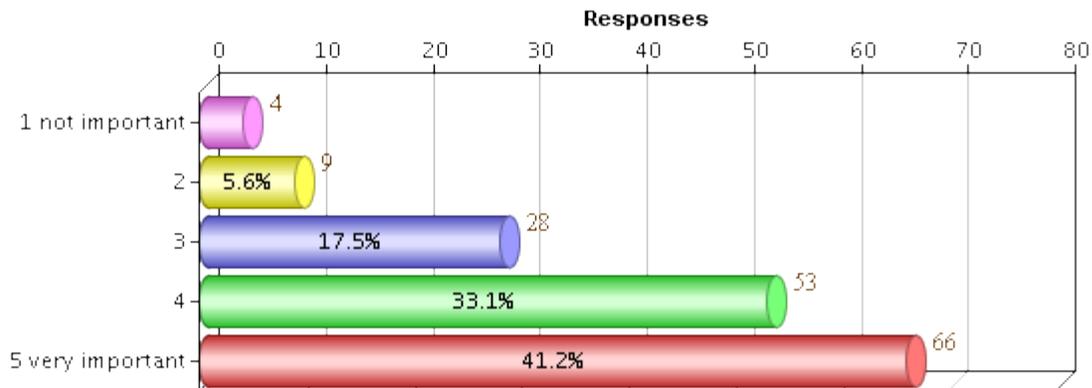
4. Support economic activity in town centers and business corridors:

Prevent sprawl development



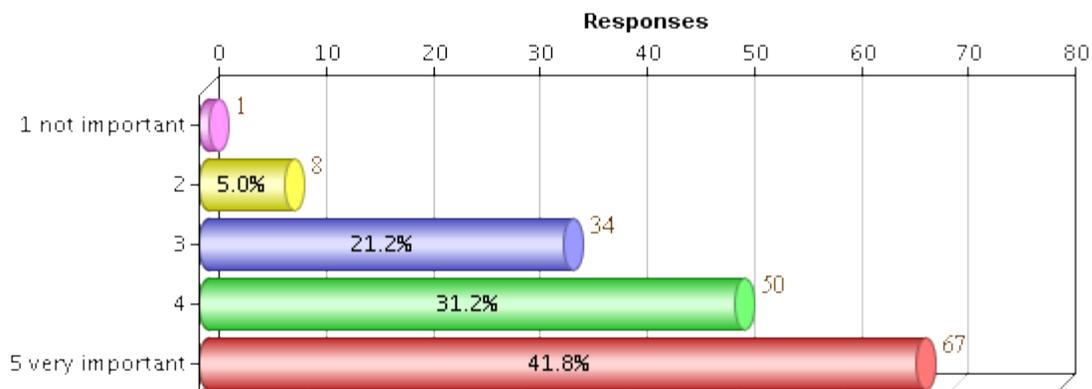
Total Number of Responses for this Item: 160

Support growth in existing and proposed town centers and business corridors



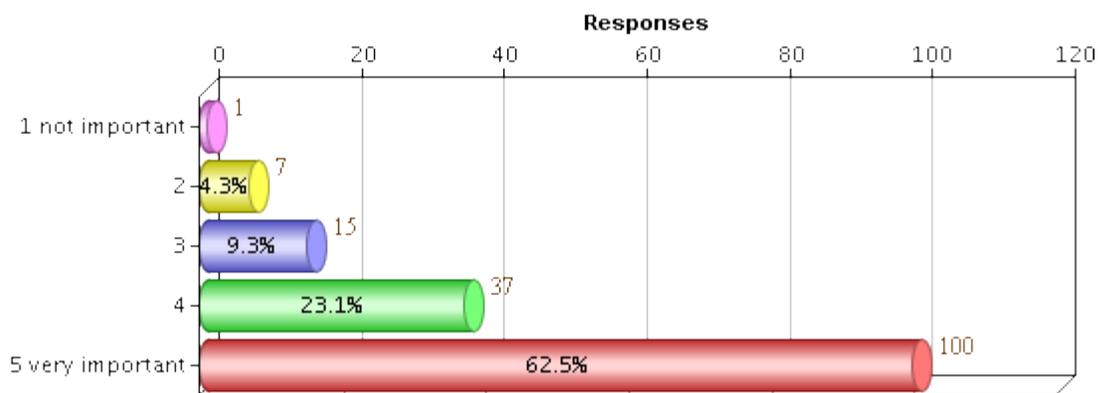
Total Number of Responses for this Item: 160

Encourage the revitalization and redevelopment of older town centers and business corridors



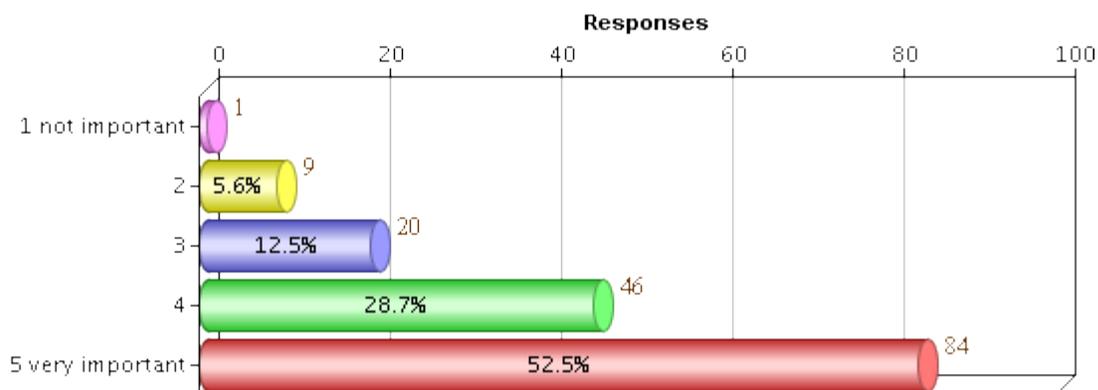
Total Number of Responses for this Item: 160

Improve pedestrian, bicycle and public transit connections to employment, shopping and residential centers



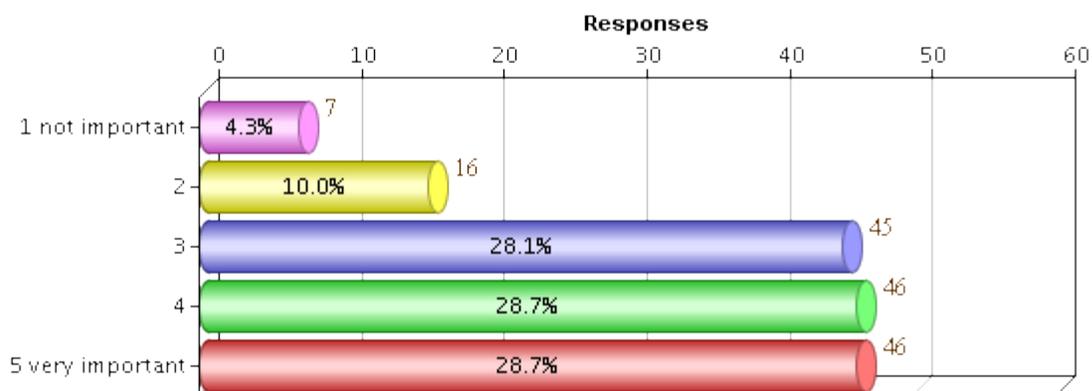
Total Number of Responses for this Item: 160

Encourage development around public transit services



Total Number of Responses for this Item: 160

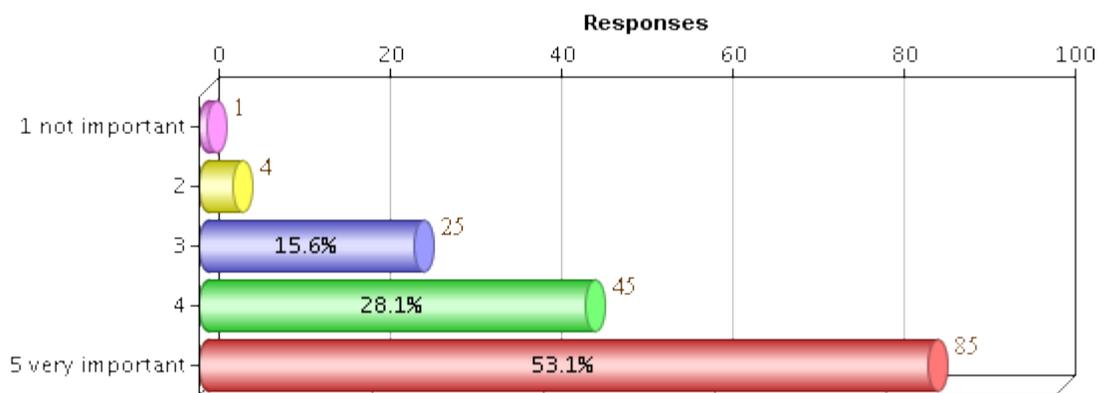
Promote mixed-use and compact development, where appropriate



Total Number of Responses for this Item: 160

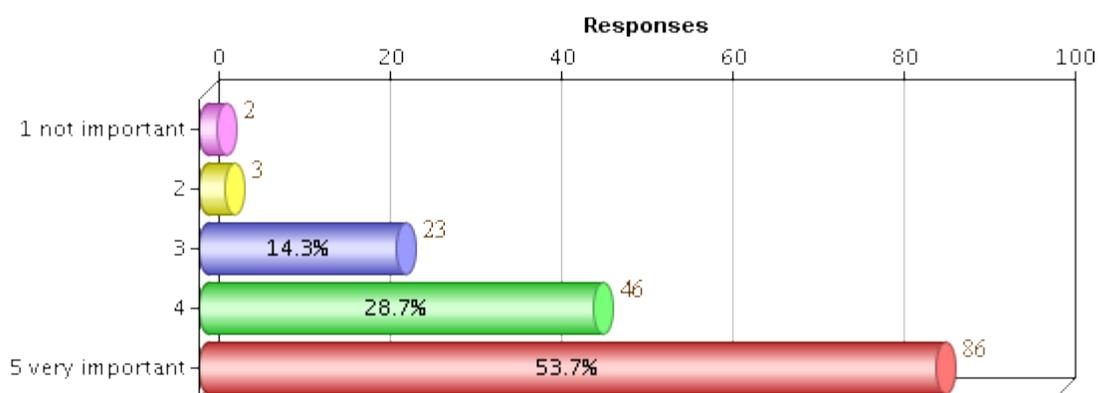
5. Maintain and modernize the county transportation system:

Improve the efficiency and safety of the existing transportation network



Total Number of Responses for this Item: 160

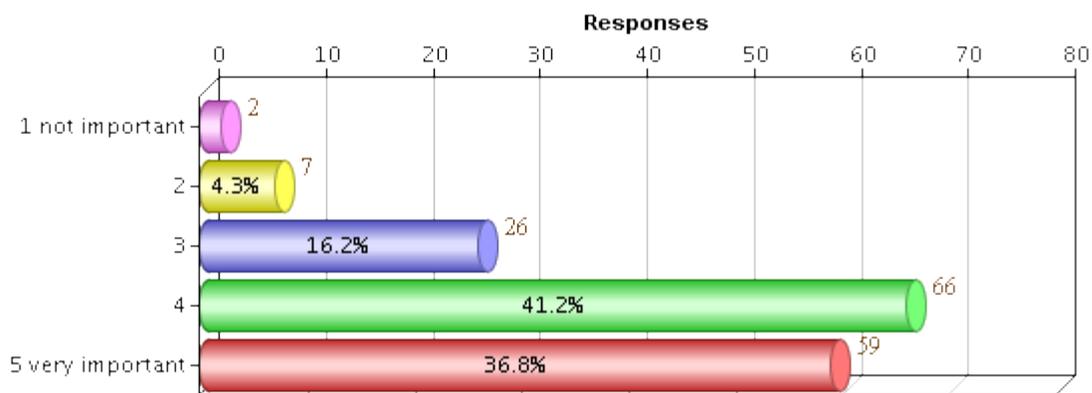
Use new technologies to modernize the transportation network and improve maintenance



Total Number of Responses for this Item: 160

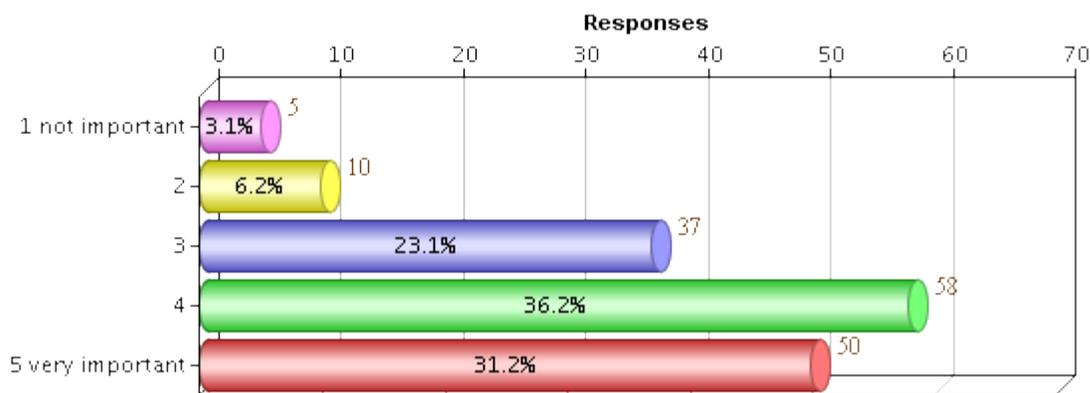
6. Integrate transportation, land use and site design:

Target transportation improvements to support town centers and business corridors



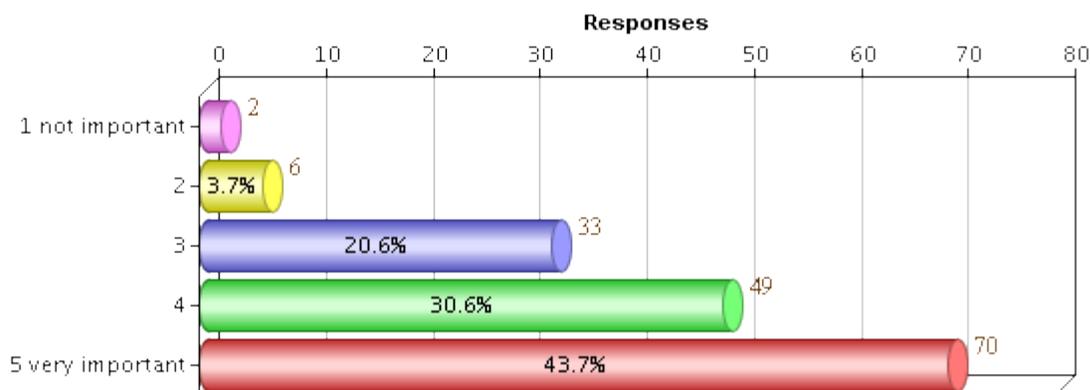
Total Number of Responses for this Item: 160

Address sprawl development and encourage mixed-use development



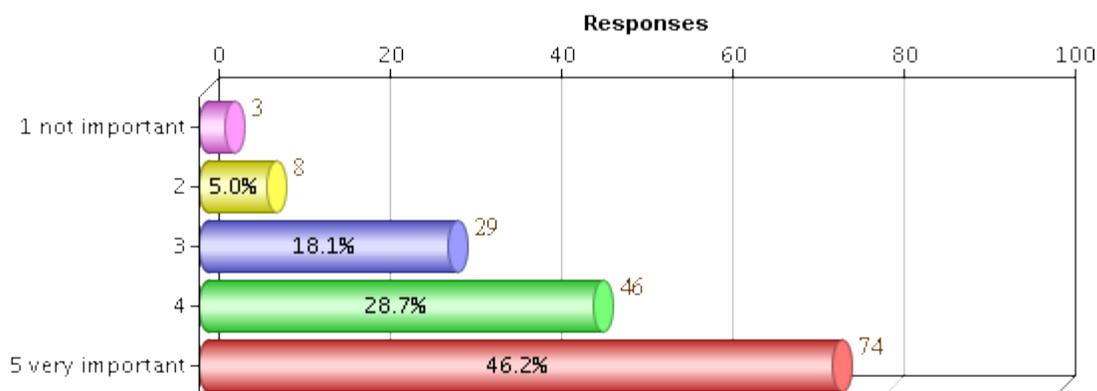
Total Number of Responses for this Item: 160

Encourage development around public transit services



Total Number of Responses for this Item: 160

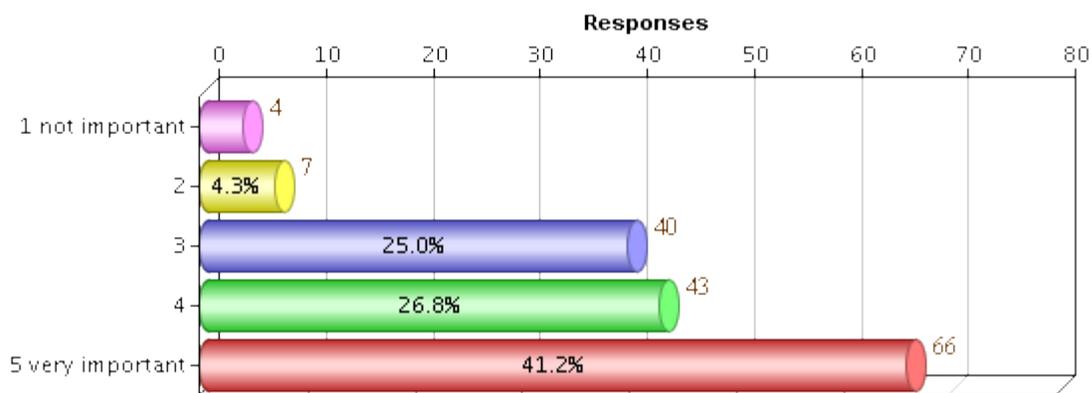
Improve the site design and review process to better link transportation and land use planning



Total Number of Responses for this Item: 160

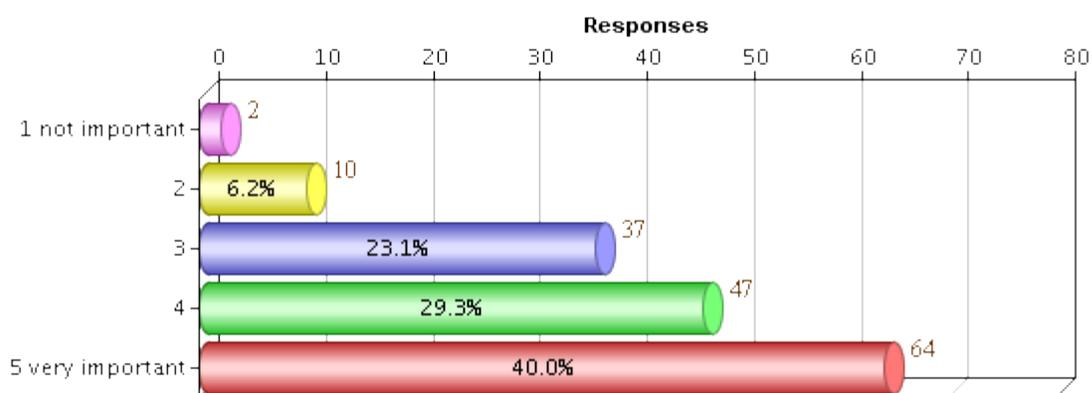
7. Maintain a high level of safety and security:

Use new technologies to provide a high level of security throughout the transportation system



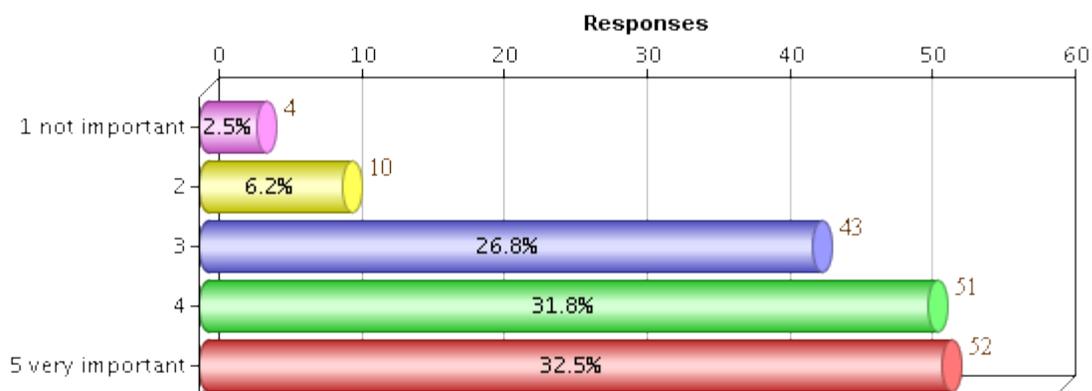
Total Number of Responses for this Item: 160

Improve emergency management and planning preparedness in the event of a crisis or disaster



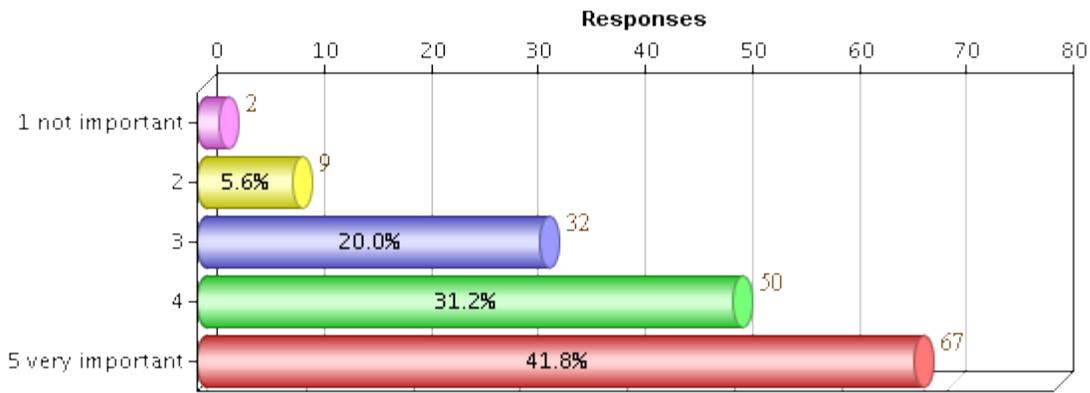
Total Number of Responses for this Item: 160

Expand the use of intelligent transportation systems (ITS) county-wide



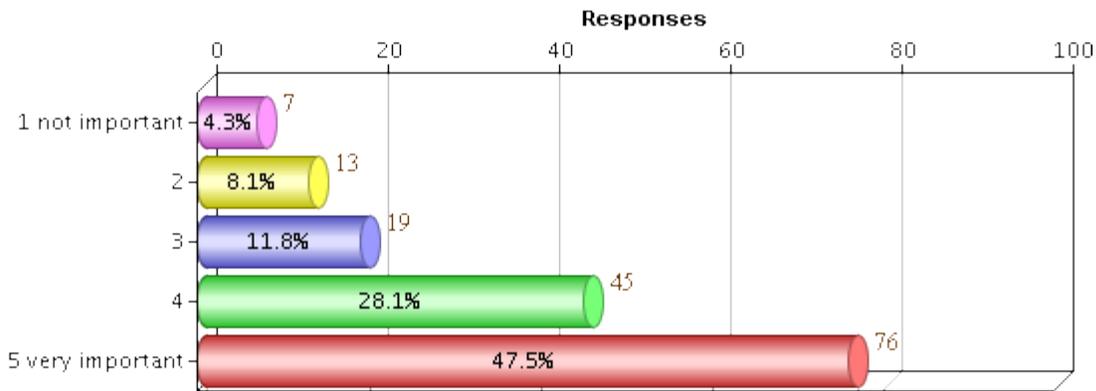
Total Number of Responses for this Item: 160

Identify and prioritize the most critical safety and operational needs



Total Number of Responses for this Item: 160

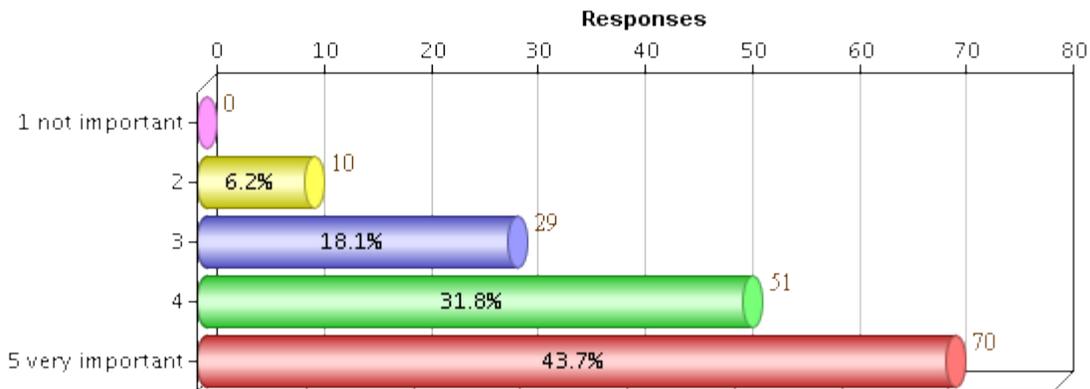
Improve bicycle and pedestrian safety



Total Number of Responses for this Item: 160

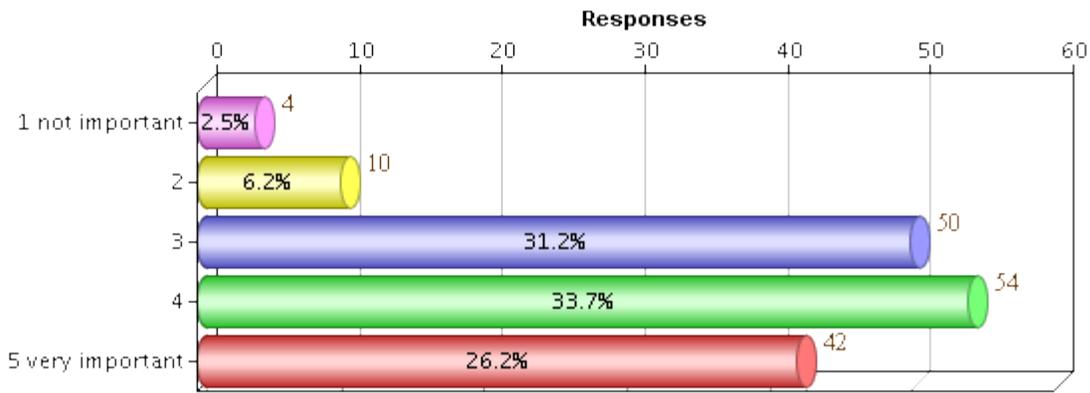
8. Monitor the performance of the transportation system:

Evaluate the system needs and allocate available funding to maintain a safe and reliable transportation system



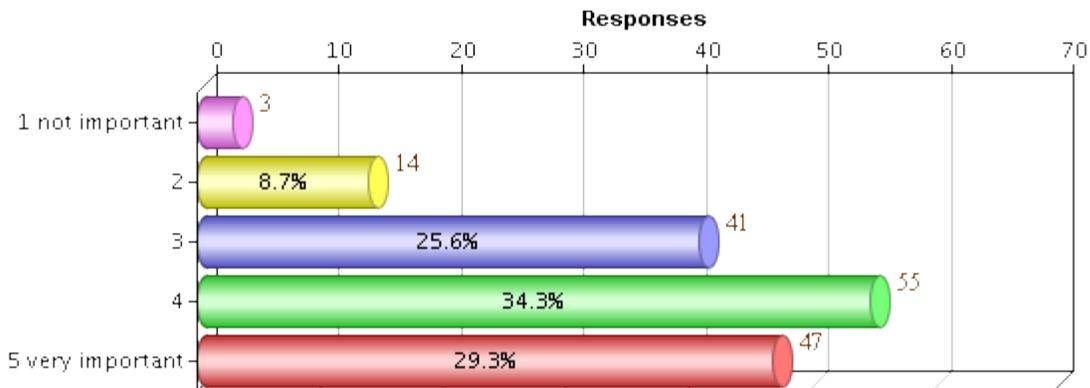
Total Number of Responses for this Item: 160

Set regional performance goals



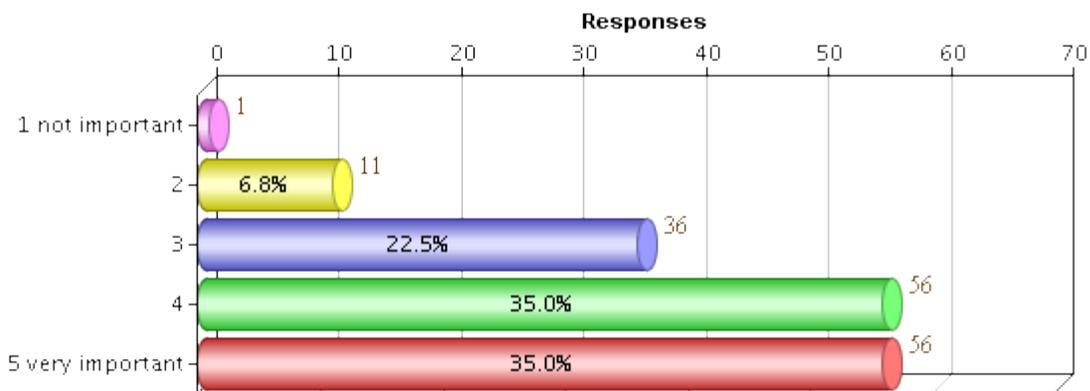
Total Number of Responses for this Item: 160

Use performance measures and benchmarks to track progress



Total Number of Responses for this Item: 160

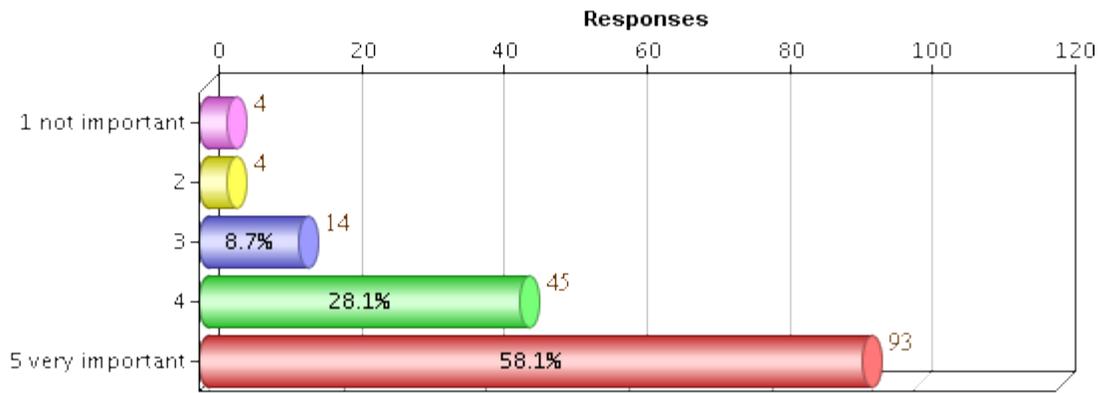
Measure the performance and effectiveness of proposed improvements



Total Number of Responses for this Item: 160

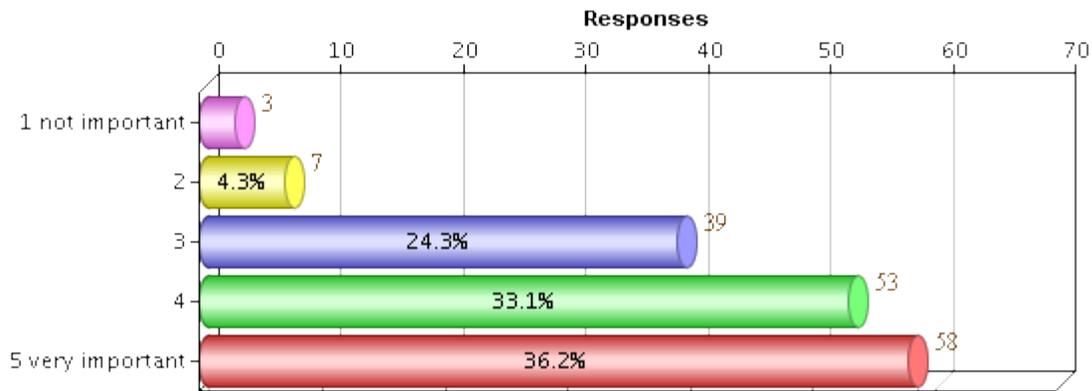
9. Reduce green house gas emissions contributing to climate change:

Reduce automobile dependency by enhancing the existing public transit system and improving conditions for walking, biking and ridesharing



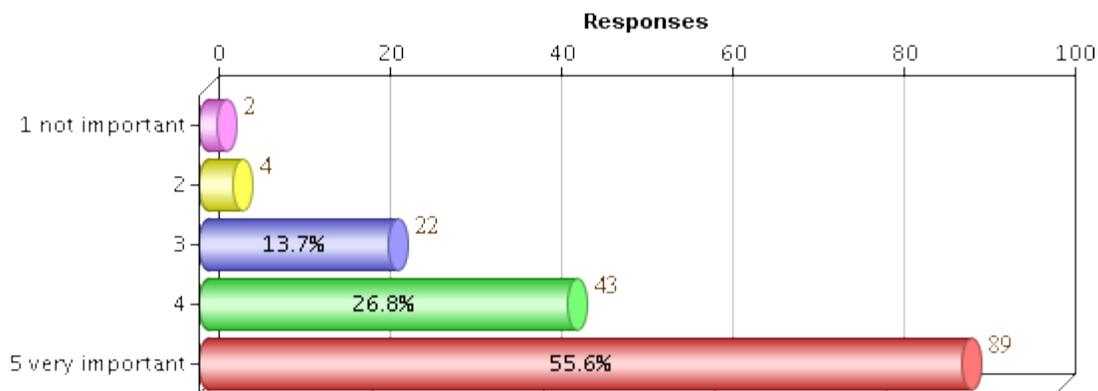
Total Number of Responses for this Item: 160

Address sprawl development and encourage mixed-use development



Total Number of Responses for this Item: 160

Reduce vehicle emissions by minimizing the amount of time vehicles idle in traffic



Total Number of Responses for this Item: 160

10. Please include any other concerns or suggestions you may have for helping to shape transportation decision making in Somerset County.

Dukes Pkwy. West is being over-run with large trucks that it was not designed to handle. As Duke Farms opens its door to the public something needs to be done to curb such heavy traffice from this road.

The Counties in New Jersey are in definite need of some type of mass transit. It is absurd to see so many drivers on our highways. It is even more discouraging to see that many of

them are from Pennsylvania. We must do something to help the growing problem of congestion. On another note, the transportation of students to RVCC should not be eliminated from the budget. Any person who has the desire to attend college should not have to add additional headaches of wondering how they will eventually get there. You have a wonderful, useful service already in place. Encourage students to better themselves by making sure you keep the mass transit to the college running. These students are our future and should not have to default due to logistics.

There is a necessity to add a road through the Department of Defense Depot in northern Hillsborough that would connect Roycefield Road with Route 206, so that the tractor-trailer truck traffic wouldn't exacerbate the already unsafe conditions for traffic on Duke Parkway West. Duke Parkway West was never designed to take the volume or weight of the traffic that is now using that road, and with additional residential communities being built west of Roycefield Road, and industrial developments being encouraged on Roycefield Road and Beekman Lane, such a road is necessary to handle the growing traffic in the area. Another suggestion for a solution to this would be the elimination of Duke Parkway West, and the creation of extending Brown Avenue from 206 to Roycefield road, AND add a bridge from Beekman lane across the Raritan river to connect quicker with 202, avoiding downtown Raritan.

1. There are many bicycle and pedestrian paths in somerset co., yet many do not connect for continued safe passage. Make a plan that connects trails and bike lanes, then prioritize and make the connections. Somerset co. could be the leader on the east coast for connections.
2. Discontinue Duke Parkway West (extrememly unsafe) and extend Brown ave from 206 to Roycefield rd as the alternate. DPW could then serve Duke Farms as an entrance.
3. Continue Beekman lane over the Raritan river to make a northern connection to 202, thus eliminating conjestion and traffic in Raritan borough.

I am very concerned that the Wheels bus may be eliminated, thereby making it impossible for a great number of students to continue to attend Raritan Valley Community College or, even, to consider attending the college. A large number of students now riding the Wheels buses to get to the college have to undergo arduous commutes, some involving two buses (the 101 Bus as well as the Wheels bus, or the train in addition to the Wheels bus) and cannot afford to buy a car or to pay the high cost of gas, maintenance and insurance. On a personal note, Both Professor Ronald Tyson and I ride the bus at least 8 times a week and have commented on the growing number of students, most of them people of color, who are now taking the Wheels bus. One morning recently, there were at least 20 people, one of them a disabled student in a wheelchair, the vast majority of them taking classes at RVCC. There is also the issue of the college's commitment to environmental protection, an issue endorsed through both curricular and co-curricular activities. Dan Aronson is one the members of the college community who has been most active in promoting efforts to foster greater use, both by students and others, of public transportation. In the spirit of the College's Mission, Core Values and Vision, it is vital that the administration support efforts to maintain and, even, expand public transportation to the college. If we are in fact committed to providing affordable access to students and to fostering greater diversity among our student population, we can do no less. I have told students and other members of the college to be sure to fill out this survey . Some of them had not even heard that the buses may be continued and were very upset at the prospect. I have also encouraged them to speak directly to President Casey Crabill and to others in the administration of the college. I proposed that we form a committee to lobby on behalf of the expansion of public transportation to the college. I am delighted to know that Ms. Janet Perantoni is on the advisory committee for RideWise and am looking forward to working with her on this urgent issue. The bus drivers have told us that word is that the buses may be discontinued as soon

as the start of June and I also saw an article to this effect in one of the local papers. It is imperative that we not lose this valuable public resource--the only public transportation to Raritan Valley Community College--and, with it, so many current and future students. -- Anita Anita Rosenblithe, Ph.D. Professor, English Raritan Valley Community College P.O. Box 3300 Somerville, NJ 08876-1265 908-526-1200, ext. 8430

Awareness needs to be raised about how to use the public transportation system. I think a lot of people who use their cars to commute just get stressed out about how to plan their public transportation trip. They know they can just get in their car and go whereas they don't know where they can park their car in order to take the train or the bus to work.

regular maintenance of existing roads (e.g. even simple pothole repair) will go a long way toward improving safety

Publicize safety measures auto and truck drivers should use when approaching a bicyclist or passing them. Also implement a road safety course for bicyclists and re-start a bike license requirement for both adults and children. Make wearing helmets mandatory for adults as it is for children.

Add a road through the DOD Mercury Depot in Hillsborough that connects Roycefield Road with Route 206. Right now the truck traffic on Dukes Parkway West creates VERY UNSAFE conditions. Too many trucks on a road that's clearly not meant for huge tractor trailers. How many accidents do we need before this happens? It seems that bad accidents are commonplace on that road. Why are trucks allowed on that road?! It is a residential area with a very small (thin) road. Is it even engineered for the capacity it now bears? I'd be interested in seeing the civil engineering reports. It seems it would be simple to just bypass that Dukes West and have a road go through the depot. Much safer, less accidents. it's a win win...

In all planning, focus on social transportation--low hanging fruit: biking, walking, additional public "scoot" vehicles that come and go to more destinations, more flexibly. Encourage use of GPS systems to smooth out traffic congestion. Longer range: begin to implement structure for more robust public transportation: Bussing, light rail, transportation centers. Think creatively: a Somerset County monorail! Golf cart circuits in town (leave your car behind, pick up a golf cart/bike, bicycle built for two for inner-town shopping, appts., visits. No cars on town streets, certain complexes). Encourage businesses to promote off hours for work, shoppers, get rid of school bussing (who needs it really? We all have cars galore--or centralize that operation and share transportation. Instead of busses picking up individual kids, parents bring their child to one of a few central locations in morning, with a shorter, direct hop to the school for the bus. Leave pm as is, but at least might help minimize am traffic)

it is a major concern for many seniors to be able to get to existing shopping areas close to thier homes. in many parts of somerset county this is impossible.

transit villages

I'm concerned that this survey was oddly designed. Was the redundancy built in or was unintentional in the way it will skew the results. Generally it would be nice to reduce the requirement for cars that exists in our present planning. In the "About You:" section below you do not provide many options. People do not necessarily use a single form of transportation. Don't you think it would be nice to know the different types of transportation they use? In my case I sometimes use a Single Occupant Vehicle, other times I telecommute and other times I bike.

I would like to see dedicated bike paths through the Duke Estate area -- not just bike lane signs on the shoulders of high speed roads. I picked a house close to my place of work and would like to bike there, but there's no safe way to get from Hillsborough to

Raritan/Somerville. It looks like the only way I'm going to get to bike daily is to move to another state.

#1 improvement on streets would be timed traffic lights, so that if you drive the speed limit you are unlikely to get stopped more than once by a traffic signal. This would require some sort of clock synchronization between the traffic signal controllers. Have traffic lights in more rural locations switch to a steady blinking light (yellow in the predominate flow of traffic, red in the other directions) from 10pm to 5am. Put rumble strips along lanes that merge/end, shoulders, bike lanes, etc. Rumble strips should get progressively more annoying toward the end of the merge lane. Make narrow channels (wide enough for bike tires) through the rumble strips in the bike lanes. The rumble strips should be snow-plow-friendly (lowered into the surface instead of raised? seasonally removable? Provide more information to drivers about road/traffic/routes by using electronic road-side displays or by helping collect/send data to traffic services. Tax breaks to those who carpool. Increase tax on all low MPG vehicles. Your poll uses the word "encourage" frequently. The type of encouragement that would be used greatly changes my feeling on how to rank. For example, regarding the methods to encourage housing development near public transit: giving tax breaks to developers & residents (effective), giving tax breaks to developers only (not effective if the properties remain vacant because no one wants to live there), spending thousands on TV advertising (not effective because most people will choose where they live/work predominately on other factors).

More busses, please!

Encourage local businesses to use flextime options for workers to reduce congestion at peak times.

Need more connection points between cars and mass - transit. It costs too much to park and ride (\$12/day at many train stations). Add bike racks at all government offices. Add bike lanes to new major road improvements.

On Route 287 south from Bernards Twp., make a crossover to the inner lanes and close the exit to 202/206 south from the outer lanes. Exit to 202/206 south only from the inner lanes of 287 south. Include signage before the crossover directing traffic to the Bridgewater Commons Mall and 202/206 south to the crossover in order to exit 287. Close the NJ State Police Barracks on Route 22 east and use the property to change the entire interchange from Route 22 west to Route 202/206 south towards the Somerville Circle and change the interchange from Route 202/206 south from Route 22 east as well in this area. Also add an exit from Route 22 east to Route 202/206 south where the barracks are now.

Dukes Parkway West has proven to be an unsafe road for bicycling as well as traffic, as bigger and more large-haul trucks together with more traffic from new residential developments in the area, are congesting the road that was never designed for such traffic. Since more and more tractor-trailer trucks are using the mercury depot, it's time to put in a boulevard to connect Roycefield Road and Route 206 that's designed to accommodate increased commuting traffic and truck traffic, and leave Dukes Parkway West for bicyclists and hikers.

The truck traffic on Dukes Parkway West is awful. They speed; they swerve. I have almost been run off of the road. Please build a new road through the industrial area that connects to Route 206. Thank you.

a good website w/ actionable info makes a big difference

It is necessary to add a road through the DOD Depot to connect Roycefield Rd. to 206, so that tractor-trailer truck traffic does not exacerbate the already unsafe conditions for traffic on Duke Parkway West. Duke Parkway West was never designed to take the volume and weight of traffic now using the road. With new development west of Roycefield and

Beekman the road through the Depot is necessary to handle the growing traffic in the area. with the high volume of traffic on Route 206 in Hillsborough, Dukes Parkway West becomes an easy cut-through. This road has seen its share of accidents and near-misses because it is not suited for the volume or speeds of vehicles. An alternate road exists that connects 206 and Roycefield Road that may be a better and safer route. Re-use of this would improve traffic flow and safety while saving money. This alternative should be explored.

For the past 8 years I travel daily between Cherry Hill and Hillsborough and have seen a marked increase in the levels of traffic. There is one road in particular, Duke Parkway West that has become very congested and at times I believe dangerous because of the high speed limit and the class size of the vehicles using the roadway. I understand that the Township/county has an opportunity to construct an alternative roadway, for Duke Parkway West, through the Department of Defense Depot in northern Hillsborough. This would connect Roycefield Road with Route 206, so that the tractor-trailer truck traffic wouldn't exacerbate the already unsafe conditions for traffic on Duke Parkway West. Duke Parkway West was never designed to take the volume or weight of the traffic that is now using this road, and with additional residential communities being built west of Roycefield Road, and industrial developments being encouraged on Roycefield Road and Beekman Lane, such a road is necessary to handle the growing traffic in the area.

I am owner/operator of Pioneer Pet Care at 47 East Mountain Road Hillsborough, NJ (opened 1978). My address has changed 3 times in 30 + years. Most people use a GPS today, yet my address will direct them to 45 E. Mountain Rd. in Montgomery (Carrier Foundation). This has had a direct impact on my business. THEY CANT FIND ME. I have tried contacting Map Quest, Google, Rand McNally etc. Any help would be appreciated to get this corrected. Since I am directly across the street from the Rescue Squad I imagine a GPS would also give false directions for them. Not good if someone has an emergency. Thank you.

Free transportation for seniors should be maintained and expanded. In Davis, California, a senior can call a day ahead for the senior bus to pick them up at home and deliver them anywhere in town (doctor's office, shopping, grandchildren, etc.). He/She can also get a return ride. The cost is \$1 per ride - affordable for any senior, provides them with mobility, and makes the transition from driving to relying on transportation more attractive.

Fix Canal Road. The potholes are incredible. Keep bicyclists off Canal Road. They cause cars to veer in to the other lane of twisting roads. Not safe for anyone involved!

Please build pedestrian/bike access into every plan. It's absurd the state rebuilt the Thompson Ave/US-22 overpass a year ago and put down grass instead of a sidewalk. The incremental cost would have been minimal. I see pedestrians on a regular basis risking their safety to get to the other side of the overpass.

The entire Somerset County Transportation System needs to be re-evaluated to insure it is efficient and effective. And the privatization of the whole system should be considered. The question must be asked; Why is Somerset County so invested in transportation?

School Buses have a set schedule. Garbage Trucks, Recycling Trucks, certain Delivery Trucks and other vehicles have a flexible schedule and should be restricted from Certain Roadways 7-9am and 5-7pm to reduce Congestion and Emmisions similar to the No Left Turns during these high congestion time periods.

Somerset County lags WAY behind other NJ and national regions in use of alternative transportation, including mass transit, bicycling and walking.

More bicycle options in the Raritan and Somerville area that connects trails and bikeways to the downtown areas. More safe bike parking options, such as bike lockers at train stations. re-open West Trenton Line to passenger service.

Improve the synchronization of the traffic signals on route 202 during rush hours. This has been a complaint by many motorists for the last 10 years but still has not been addressed. market biking to work to make it acceptable and safe

I think public transportation improvements are needed to assist longer distance commuters. I don't think county-wide public transport is used much at all by commuters or shoppers with cars. Road improvement is needed to alleviate traffic congestion since central New Jersians are devoted to their cars.

Traffic congestion is more severe along the major highway arteries primarily attributable during the week to commuting and commercial activities. Public transportation that enables people to commute from and within Somerset County to multiple stations in proximity to the major arteries would be beneficial. Identified bicycle lanes along major arteries would improve bicyclist safety.

Maintain the roads; fix the potholes. There needs to be better enforcement of traffic laws to catch dangerous drivers and keep them off the roads. IF the police can't or won't enforce the laws how about getting some smart technology in place to catch them?

Make traffic lights on 202 synch better.

Improve collaboration with NJDOT to properly maintain Rt. 206, some sections of which are in terrible shape. Focus on projects that relieve traffic and help key intersections work more efficiently. Develop street design standards that are pedestrian and bike friendly. Provide incentives to local planning boards to adopt those standards, and work with DOT to do the same on Rt. 206. Provide mini-grants to towns for small projects that enhance pedestrian mobility and safety -- e.g. curb-cuts and short sidewalks to connect crosswalks with bus shelters or bus stop benches.

Fill the potholes on 22. People need to look at the road instead of the traffic causing a safety problem.

It will be good to have a NJ Transit service on all roads that have a lot of congestion. A good candidate would be Easton Ave CR 524. Although it has a DASH service, not having service all through the day makes it less useful.

Improve the lane arrangements from Route 287 onto Route 78.

Have police vigorously enforce traffic laws. In particular, failure to stay to the right, using cell phones, applying make-up, eating, reading etc. while operating a motor vehicle, driving in the left or center lanes of a mutilane highway at 10-15 miles per hour below the posted speed limit, exiting multilane highways from the left or middle lane at the last minute with little or no warning, failure to use turn signals.

I'd like to see more emphasis on sharing services with Middlesex County (possibly using Rutgers as a catalyst). The benifits of public transit do not end at county borders.

Light transit -- transportation for the elderly to recreation or exercise venues, i.e. the YMCA.

Improve walkability & bikability to improve health, reduce traffic & help the environment. Consider safety issues - lighting, crime, intersections,etc. Encourage worksites to stagger work hours and allow telecommuting to reduce traffic congestion.

What is ITS and section 8 questions were confusing to a lay person

Expand DASH service to include limited daily evening and weekend connections to Bound Brook/New Brunswick train stations for recreational commuting!

Re-evaluate intersections where the installation of traffic lights would improve the flow of traffic and reduce accidents. I live near the intersection of Leland Ave. and Mountain Ave. in North Plainfield. There have been several accidents there, especially when a "left-turner" thinks s/he can beat the traffic driving through the intersection.

Would be surprised if most survey takers didn't respond to most questions as '3' or above, which will make it difficult to use as a tool for prioritizing and allocating scarce resources.

NOTE: 'Work zipcode' (below) shouldn't be required - not everyone works!!!

Fix Rt. 206. The current merge lanes only serve to back up traffic. Also-if possible minimize the truck traffic. They are also a huge part of the traffic problem. The reason I rated certain issues as "unimportant" is that I feel those areas are working well and don't see the need for improvement there.

Widen the roads to eliminate congestion

To encourage walking and biking the use of County open space funds as grants to local municipalities to build qualified pathways would be very beneficial. Should result in improved health, reduced emissions, energy savings and reduced traffic congestion. Such use of these funds can be viewed in the same context as other recreational uses.

Encourage Montgomery Township to support the dualization of Route 206. Get the West Trenton Rail line operational again and make sure there is a rail station near Amwell Road. Time the traffic lights on Route 206 to reduce/eliminate the backups through Hillsborough.

Suggest addressing pedestrian/bicycle access issues between South Bound Brook and Franklin Twp along CR 527/Interstate 287 interchange; would be ideal for mass transit to exist between Princeton/Montgomery Twp and Somerville and/or New Brunswick and Somerville.

The weather in this area is prohibitive for use of bicycle commuting. You should not be trying to promote bicycles as a means to get to work. Typical companies do not offer lockers and showers for employees to refresh after biking to work. And in the winter it is too snowy for a biker. Spending money on bike lanes is ridiculous in this area!!

Somerset County needs more bus transportation. Hopefully, this is something that will be discussed in further detail.

The pot-holes are dangerous! Road conditions need to be improved. The major highways are overly congested. I78 needs a fourth lane.

Cycling is becoming and should be a growing interest among 50+ people. It is a great way to stay in shape and enjoy the outdoors. Many are active people who can no longer enjoy some of the activities and sports because of age or injuries. In order to keep in shape and enjoy some of the excitement and pleasure of riding the most important issues are safe and/or scenic BIKE routes to ride covering the entire county. Many roads are extremely dangerous and there are very few that are well shouldered or have debris filled shoulders or even bike paths. They are not useful if they are filled with debris that causes one to go into the lane suddenly to avoid them. Even sewer plates need to be better placed to avoid dangerous situations.

Increase the number of trains (arrivals in the a.m. before 9 a.m. and departures after 5 p.m.) traveling from the Pennsylvania border to Bridgewater area.

Coordinate traffic light better so there is less traffic around the lights. Many are not timed for efficient driving.

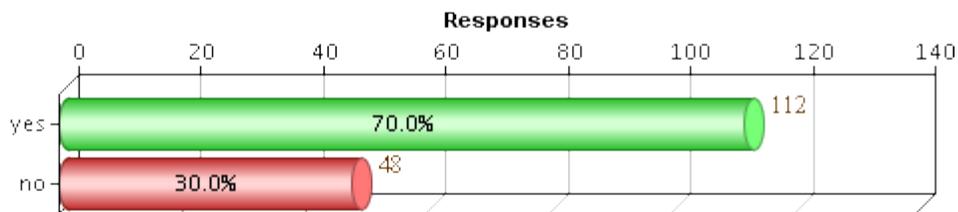
Public Transportation needs to expand. Living in Somerset county near one of the most dense and busiest counties in the state, Middlesex county, creates a lot of spillover traffic. More frequent bus times in the morning hours for public transportation would be very beneficial. Also, something needs to be done about the landing lane/franklin blvd. & Easton ave intersection. So much traffic builds up there and it is a very dangerous spot for pedestrians and bikers to cross.

More public transportation. I live on Easton Ave and work in Liberty Corner/Basking Ridge area (where Verizon is). I would love to take any public transit there but there is none. I

don't know if something like this exists or not - say introducing 'call a county cab' to go to places will be a great idea. Obviously this will be paid service with rates cheaper than the local taxi services. I'm sure people will use it if created enough awareness.

Total Number of Responses for this Item: 160

Do you live in Somerset County?



Total Number of Responses for this Item: 160

Home zip code:

- 08812
- 08876
- 08844
- 08822
- 08844
- 08844
- 08876
- 10003
- 08853
- 08873
- 08846
- 08876
- 08844
- 08880
- 08887
- 08873
- 08876
- 08829
- 08876
- 08844
- 08873
- 08853
- 07853
- 07922

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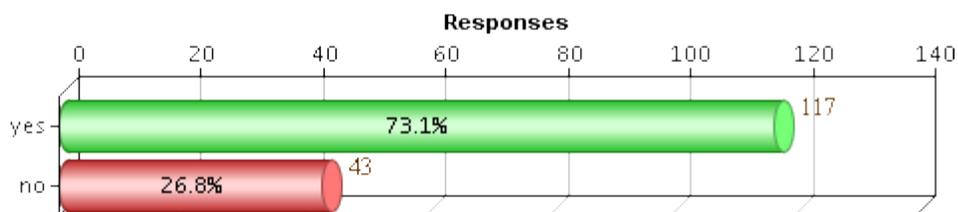
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Total Number of Responses for this Item: 160

Do you work in Somerset County?



Total Number of Responses for this Item: 160

Work zip code:

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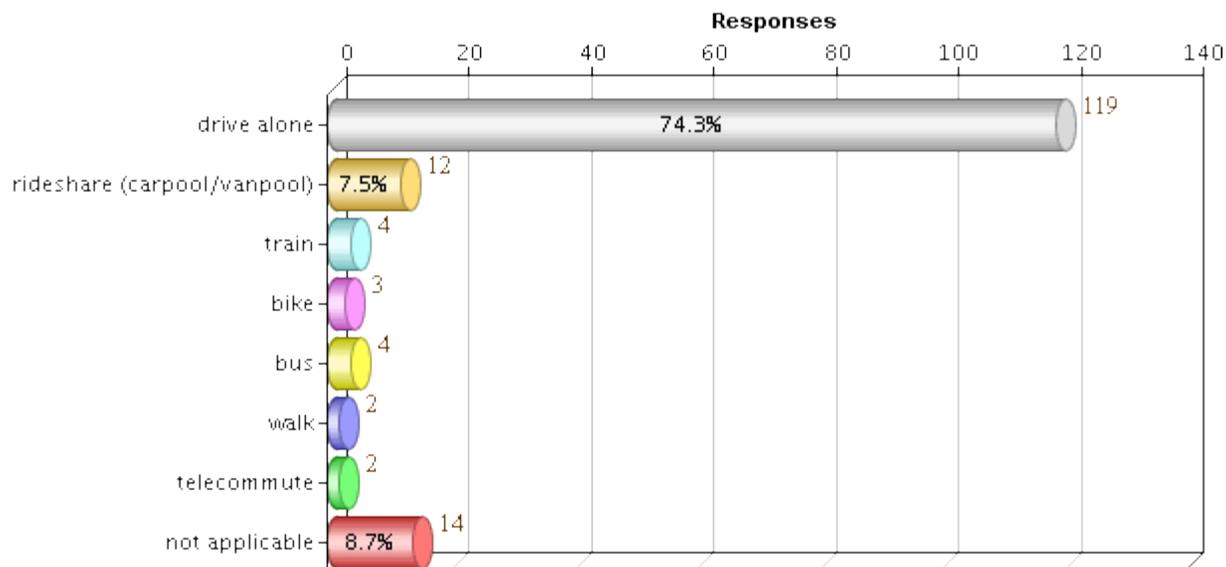
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07068

Total Number of Responses for this Item: 160

If you are employed or in school, what form of transportation do you use to get there?



Total Number of Responses for this Item: 160

Email Address

mbowles@ddcf.org

viwillensky@msn.com

ghuntington@ddcf.org
arosenbl@raritanval.edu
carespin17@yahoo.com
rbtdmd@verizon.net
kormosi@verizon.net
alexonline@embarqmail.com
chasm11@msn.com
fran4tennisandvb@aol.com
dudley@speakeasy.org
spgillooly@verizon.net
richardc020@yahoo.com
cansecoa@yahoo.com
jwyatt@comcast.net
bobpescinski@gmail.com
edwardmogin@optonline.net
Ingo.Stohrer@gmx.net
ccerv@verizon.net
ttaylor@ddcf.org
dianamisty@aol.com
gabrielm@gabrielonline.net
celeste_marshall@yahoo.com
rackiesan1@yahoo.com
math_mom@verizon.net
montclairbobbyb@gmail.com
KenworthW900L5@aol.com
rgrooney@comcast.net
PETERBEORN@HOTMAIL.COM
valeriajuz@hotmail.com
zislins@usamailbox.com
rositaparker@essenar.com
setafitch@aol.com
lwilson@hbts.com
frankjbrown@gmail.com
ejleo123@yahoo.com
vpathak@orgmeta.com
jkinnnj@aol.com
billfparks@gmail.com
korbermeister@gmail.com
brian.auger@gmail.com
wedeen@co.somerset.nj.us
danogiants@msn.com
thelafster@yahoo.com

bpj74@hotmail.com
mposhea@us.ibm.com
chasm11@msn.com
joemet4@verizon.net
kenrbnsn@rbnsn.com
sgiardina@dsirf.com
olauralu47@aol.com
mryder1991@gmail.com
kimfrench@myway.com
jjkukla@msn.com
bstoll@nmmlaw.com
mail@visitingnurse.org
kpaparelli@usga.org
dibonavl1@gmail.com
carespin17@yahoo.com
bernadette_ulrich@shi.com
kristin.cree@spcorp.com

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