

***Your Transportation  
Personality...Understanding Why  
Stakeholders' Transportation  
Interests Differ***

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INDOT



# Your Transportation Personality

Purdue Road School Presentation  
 March 2000, Cristine M. Klika

**What is your transportation personality? Do you know where transportation stakeholders are coming from? How do you deal with competing interests as you strive to define your transportation goals? Take my unscientific Transportation Personality Test!**

**Instructions:**

- Mark your answers to the following questions. If you can't decide just mark them both.
- Transfer answers corresponding to each question number to the grid on next page. Note the numbering goes *across*.
- Total the number of As and Bs for each column.
- Circle the letter receiving the highest score.

**Questionnaire**

1) We should	a) discourage people from using roads when they are congested	b) provide enough lanes to accommodate projected usage
2) I trust more	a) the Pavement Management system	b) an experienced engineer's judgment
3) We should	a) get people through construction zones as quickly as possible	b) get people through construction zones as safely as possible
4) I think	a) our rest areas are too nice	b) our rest areas are not nice enough
5) The Department of Transportation should	a) build for anticipated future needs	b) preserve the system
6) We do a good job if	a) our International Roughness Index numbers go down	b) we get good comments from the public about our roads
7) We should	a) take a house to avoid a wetland	b) take a wetland to avoid a house
8) We should	a) try to preserve small town atmospheres	b) provide good Level of Service for road users
9) We should	a) discourage people from using roads when they are congested	b) find a way to meet all transportation needs
10) I am more influenced by	a) the traffic accident statistics on a stretch of road	b) an emotional plea from a citizen
11) Safety would be enhanced if	a) people would drive more safely	b) we built more safety-oriented projects
12) We should	a) Make transportation plans that enhance and protect the environment	b) build roads to stimulate the economy
13) Preservation projects	a) don't need to include capacity enhancement, even if needed	b) should always include capacity enhancement where needed
14) The public	a) often does not understand the issues	b) usually knows best
15) Project designers	a) should try harder to accommodate adjacent property owners on a project	b) should keep safety and standards paramount in the design
16) I would rather have	a) nice trees next to the road	b) a straight, wide road
17) We should invest more in	a) projects to increase roadway capacity	b) safety projects
18) We should try to	a) just do a good job and positive public opinion will automatically result	b) promote situations that will generate positive public opinion
19) Those trucks	a) sure cause us problems, and they scare me	b) are the lifeblood of our economy
20) We should	a) choose more projects that result in improved air quality	b) choose more capacity enhancement projects



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### Transportation Personality Scoring Worksheet

	A	B		A	B		A	B		A	B
1			2			3			4		
5			6			7			8		
9			10			11			12		
13			14			15			16		
17			18			19			20		
totals											
	P	F		S	A		O	G		I	M

### Transportation Personality Types

- P/F** Planning vs. Fixing. This set of letters indicates your tendency toward planning vs. fixing. This is the “chicken-egg” issue: should we invest in infrastructure to anticipate needs in order to influence the need itself, or should we maintain a strong preserve-first policy and focus on responding to today’s pressing needs.
- S/A** Statistics vs. Anecdotes. This set of letters indicates whether you would rather make a decision based on facts, figures, and statistics or by an impassioned plea from a citizen.
- O/G** One vs. Group. This is the indicator for your preference for the individual (the “O”) or the group (the “G”). It measures your feeling on the balance between impacting the one or the many.
- I/M** Impacts vs. Mobility. When faced with a choice, would you decide in favor of the road users’ mobility or preserving the adjacent land uses? The “I” personality would decide in favor of reducing impacts at the cost of mobility, while the “M” personality will favor the reduction of road user costs even if it means adversely affecting adjacent lands.

