



# Wilmington Area Planning Council

## WILMAPCO Public Opinion Survey

### Summary of Results

August 2014

Prepared by:



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# Summary of Results

## Background

National Research Center, Inc. (NRC) conducted a phone survey of a random sample of 600 residents of New Castle County, Delaware and Cecil County, Maryland on behalf of WILMAPCO, the area's Metropolitan Planning Organization. The purpose of the survey was to gauge the public's priorities and thoughts regarding transportation, the results of which will be used in updating the long-range transportation plan. The interview script was developed in 2006 by DMJM Harris (a transportation and infrastructure company) in conjunction with the staff and board of WILMAPCO. The script was pilot tested and revised before being fully administered to residents.

In 2014, the same script was used to conduct a survey in a similar fashion. In 2006 and 2010, an overall quota of 200 completed interviews for Cecil County and 400 completed interviews for New Castle County was set. In 2014, additional quotas were set for race/ethnicity of the respondent. It was difficult to fill some of these quota groups from the random digit dial (RDD) list of phone numbers, so additional listed phone numbers (lists where residents have provided a phone number) where racial/ethnic identity had been determined (although not perfectly) to help fill these quota groups.

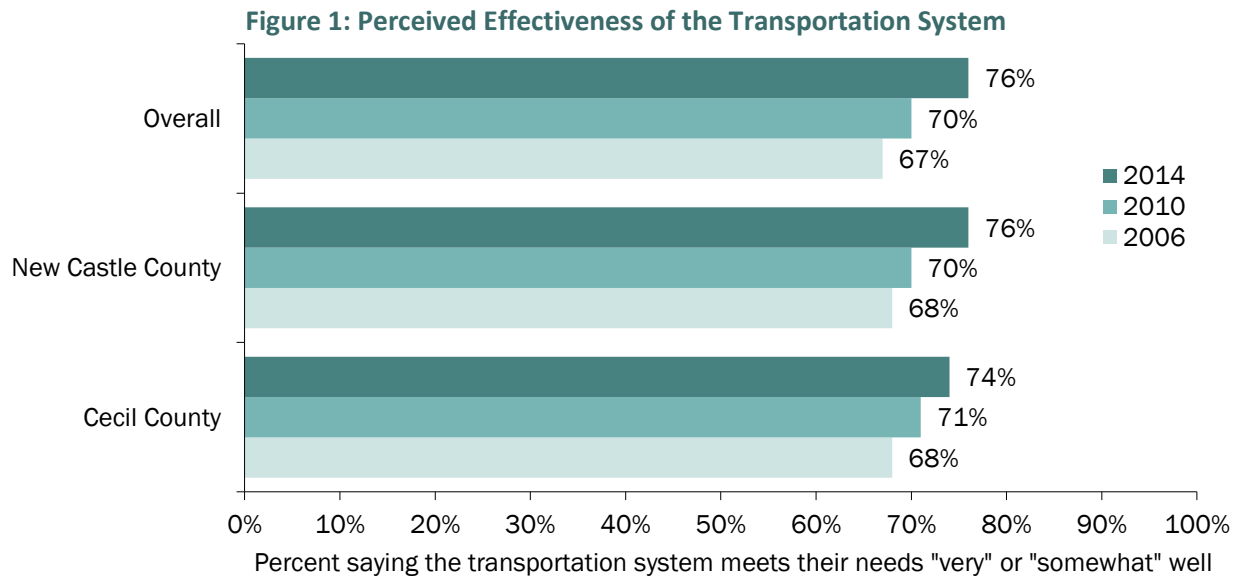
Interview responses were imported into a dataset for analysis by NRC. More information about the survey methodology can be found in *Appendix D: Survey Methodology*, while a copy of the survey itself can be found in *Appendix E: Survey Script*. Tables of survey results, including comparisons to 2006 and 2010 results, can be found in *Appendix A: Responses to Survey Questions*. Responses to open-ended questions can be found in *Appendix B: Verbatim Responses to Open-ended Questions (2014)*. A brief summary of the results is presented below.

## Resident Perceptions about Transportation

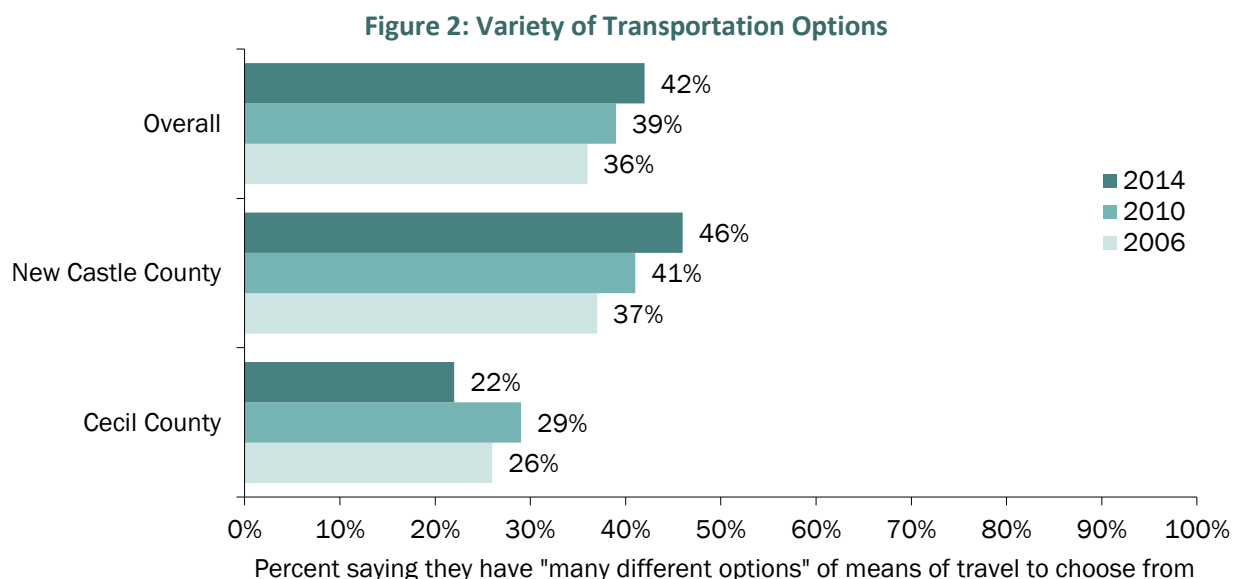
When asked what they thought was the most critical issue facing the region in the next 5 to 10 years, transportation was the issue most frequently mentioned by survey respondents, followed by the economy and growth/development. These were also the top 3 concerns in 2006 and 2010, although growth/development was considered a bigger issue than the economy in 2006 (see Table 3 in *Appendix A: Responses to Survey Questions*).

When asked what the biggest **transportation** problem facing the County was, congestion and limited public transportation were the most frequently mentioned concerns among those who named an issue (28% and 27%, respectively, see Table 11). The next most frequently mentioned issue was the condition of roads (14%). However, for Cecil County residents the far and away top concern was limited public transportation (41%), with congestion and the condition of roads trailing behind at 20% and 17%, respectively.

Three-quarters of respondents felt the transportation system met their travel needs at least “somewhat well,” with about 3 in 10 reporting that the transportation system was meeting their travel needs “very well” (see Figure 1 below and Table 5). These ratings have increased somewhat over time since 2006.



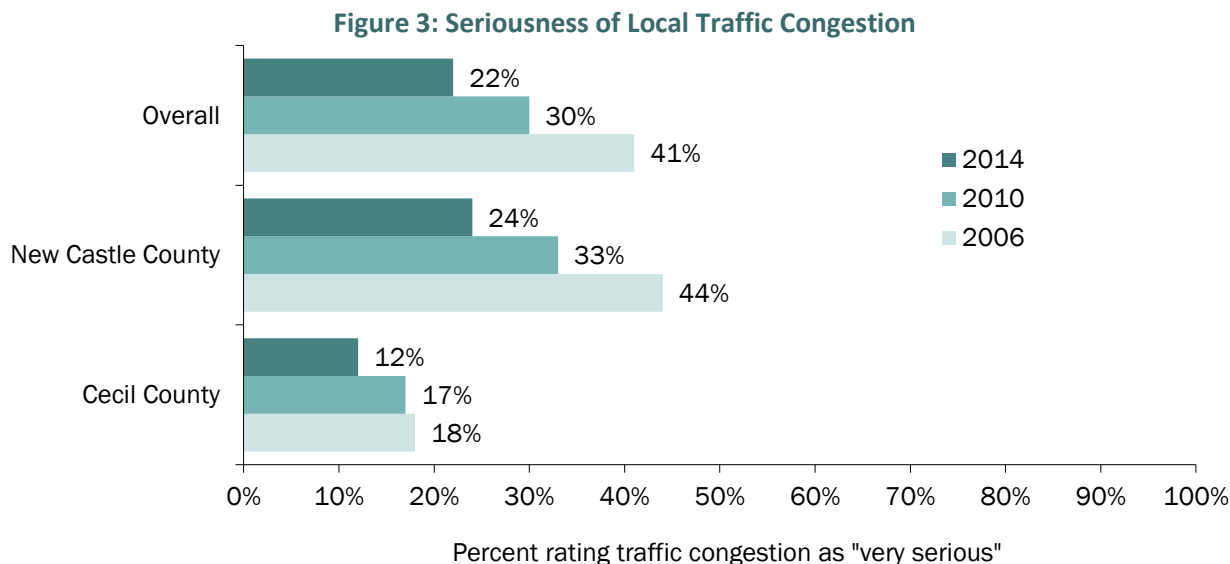
Over half (54%) of respondents felt they had “very few” travel options to choose from (see Table 7), while 42% felt they had many different options (see Figure 2 below). Overall, these ratings increased over time (but not statistically significantly so). However, while this rating in New Castle County also has increased over time, Cecil County has seen a decrease in residents feeling that they have many different travel options. Those in Cecil County were much less likely to feel like they have a variety of travel options compared to those in New Castle County. As in previous years, the options that respondents reported they would most like to have that they currently did not were bus (35%) and train (30%, see Table 9).



A series of seven items were read to respondents, who rated each as either a “critical,” “important” or “not very important” issue. Of these seven issues, two were rated as critical by about 50% or more of respondents in both counties (see Table 30). These included cleaning up the environment (58% overall, 60% in New Castle County and 50% in Cecil County) and preserving open space and farmland (49% overall, 47% in New Castle County and 61% in Cecil County). Overall, preserving open space and farmland was considered a critical issue by a smaller proportion of respondents in 2014 than in 2010 or 2006.

In fact, several of the items rated were considered less critical in 2014 than they had been in years’ past, including reducing traffic congestion (31% felt it was a critical issue in 2014 compared to 41% in 2010 and 49% in 2006), managing growth and development, improving the public transportation system and improving facilities for biking and walking.

All respondents were asked how serious they would say the problem of traffic congestion is in their area; overall, about 2 in 10 respondents felt it was “very serious,” but when compared across the two counties, this proportion was higher in New Castle County (24%) than in Cecil County (12%, see Figure 3 and Table 13). The proportion of respondents overall and especially in New Castle County saying traffic congestion is “very serious” has been decreasing over the survey administrations. In 2006, 41% of all respondents felt traffic congestion was very serious, decreasing to 30% in 2010 and 22% in 2014. In New Castle County, the decline has been from 44% to 24% from 2006 to 2014.



Employed respondents were asked how they usually travel to work each day. Overall, 8 in 10 employed respondents drive alone to work (Table 16). Among employed respondents, 36% said they find themselves in traffic congestion when they go to work “most of the time.” This is the same as what had been observed in 2010, but a decline from 2006, when 50% said they found themselves in traffic congestion most of the time (see Table 21). Those in New Castle County were more likely to say they found themselves in traffic congestion during their work commute “most of the time” (38%) than those in Cecil County (24%).

Respondents were asked to rate how effective they felt 14 various potential transportation improvements would be to reduce traffic congestion. Some improvements were deemed effective by a much greater proportion of respondents than were others. Traffic signal timing and land use planning were the items perceived to have the most impact, with over half of respondents rating these as “very effective” in reducing congestion (see Figure 4 below and Table 44).

**Figure 4: Perceived Effectiveness of Improvements for the Transportation System in Reducing Congestion**

Items rated as “very effective” by:

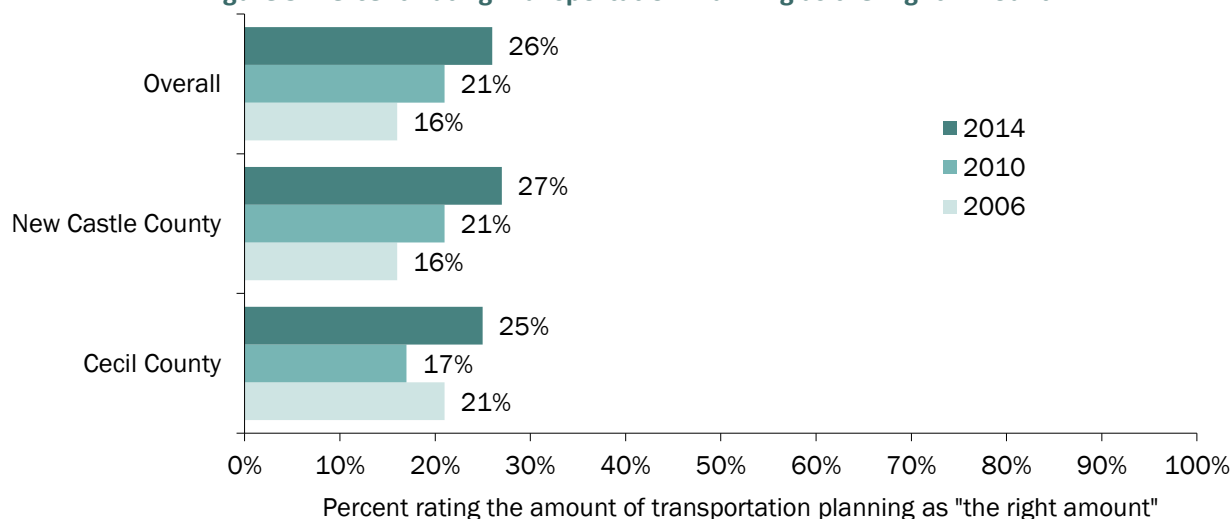
<u>50%+ respondents</u>	<u>40% to 49% of respondents</u>	<u>30% to 39% of respondents</u>	<u>20% to 29% of respondents</u>
<ul style="list-style-type: none"> <li>• Coordinating and better timing of traffic signals</li> <li>• Designing communities that make it easier for people to walk and bike to stores, schools and other public facilities and other neighborhoods</li> </ul>	<ul style="list-style-type: none"> <li>• Improving freight railroads so more products can travel by rail rather than truck</li> <li>• Widening existing highways</li> <li>• Providing more information to make it easier to take transit or carpool</li> <li>• Providing more information on traffic incidents, construction, accidents and delays</li> <li>• Reducing the amount of new development</li> <li>• Improving and expanding bus services</li> </ul>	<ul style="list-style-type: none"> <li>• Building more sidewalks to connect neighborhoods and commercial areas</li> <li>• Developing more park-and-ride lots</li> <li>• Expanding passenger railroad services</li> <li>• Expanding bicycle networks - bike trails, lanes and routes</li> </ul>	<ul style="list-style-type: none"> <li>• Providing special lanes for carpooling and transit</li> <li>• Building major new highways</li> </ul>

Most of the items were deemed more effective by New Castle County residents than by Cecil County residents, particularly traffic signal timing, land use planning, widening highways and building new highways.

## Transportation Planning

Overall, respondents felt that there has not been enough planning between development and transportation, although the proportion feeling that there has not been enough planning has declined over the survey years, from 79% in 2006 to 73% in 2010 and 66% in 2014 (see Table 28). Likewise, the proportion feeling there is the right amount of planning has increased from 16% in 2006 to 26% in 2014 (see Figure 5 below).

**Figure 5: Percent Rating Transportation Planning as the Right Amount**



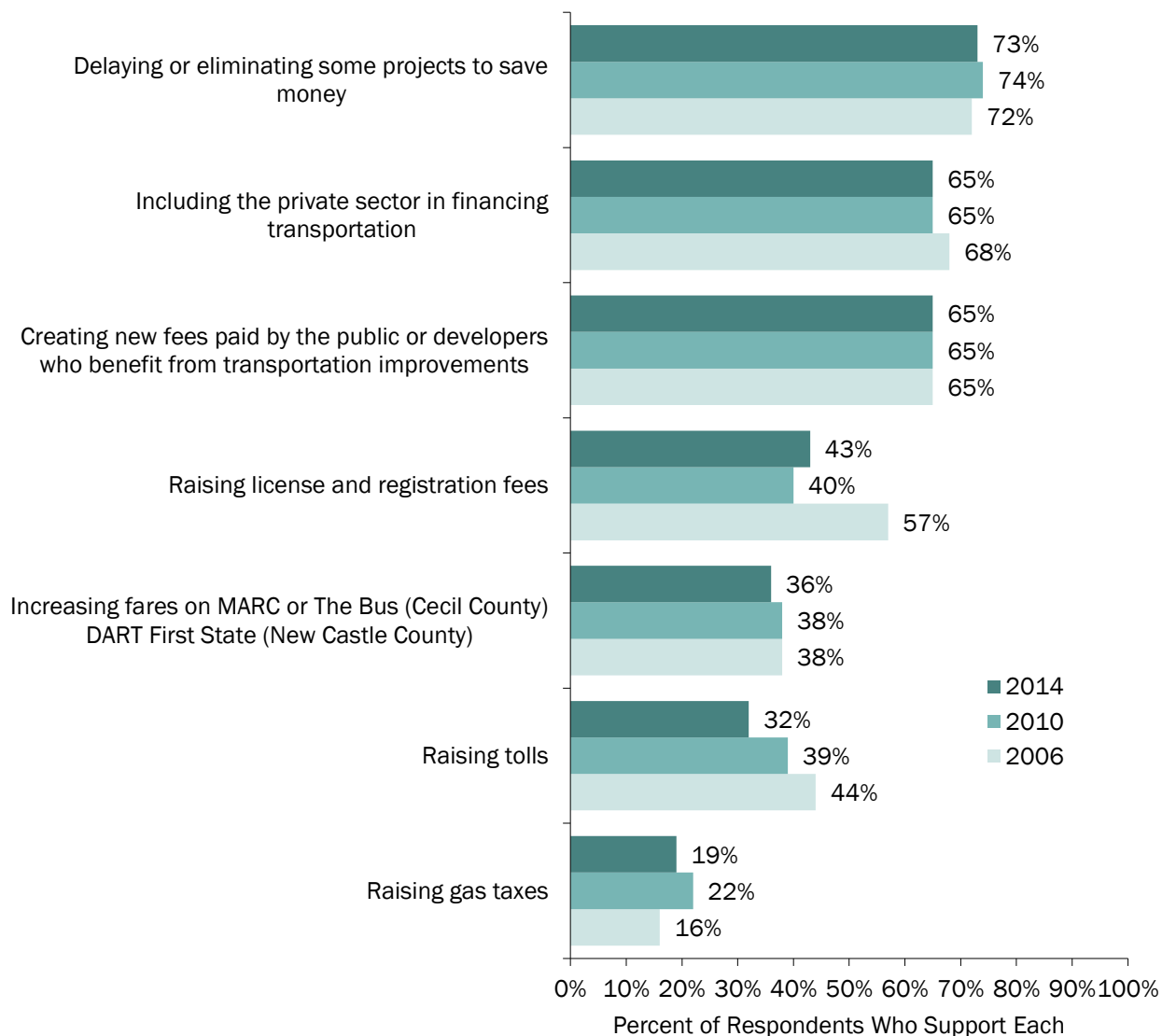
When presented with three statements about the impact of transportation system in their county, only 6% felt that the transportation system “is basically as good as it needs to be in order to maintain economic growth” (see Table 32). This has remained stable since 2006. Among those who felt changes needed to be made, about half thought minor changes and investments were needed and about half felt major changes and investments were needed. A smaller proportion of respondents in 2014 and 2010 felt major changes were needed (44% in 2010, 47% in 2014) compared to 2006 (60%).

Those interviewed prioritized improving existing transportation facilities (63%) over constructing new transportation facilities in developing areas (37%, see Table 34). Similar results were observed in 2010 and 2006. When asked which of five potential improvements should receive the highest priority for funding, maintaining and repairing the existing transportation system received the greatest proportion of respondent support (34%, see Table 36). The next most popular option was using technology to improve the transportation system (21%), followed by providing more options such as transit, walk or bike (17%), increasing safety for all travel options (14%) and building more roads and highways in developing areas (10%). Over time, a larger proportion of respondents have prioritized maintenance of the existing system and increasing safety, while support for providing alternate options and increasing travel safety have declined somewhat. In 2014, a greater proportion of those in Cecil County prioritized maintenance of the existing system than those in New Castle County.

Those participating in the WILMAPCO Public Opinion Survey were asked whether they supported various ways to close the gap between the funds available and the funds needed to pay for transportation projects. Over 60% of respondents from both counties supported delaying or

eliminating some projects to save money, including the private sector in financing transportation and creating new fees paid by the public or developers who benefit from transportation improvements (see Figure 6 and Table 46). The least popular options were raising tolls and raising gas taxes, with decreasing support over time for raising tolls. Raising tolls was more unpopular in Cecil County (15% support in 2014) than in New Castle County (35% in 2014).

**Figure 6: Support for Various Funding Methods for Transportation Projects**



Generally, respondents believed that the most common cause of traffic crashes was poor driving (56%) or speeding (22%, see Table 38). About 10% felt that congestion was the most common cause of traffic crashes, while only 12% blamed the poor design of roads (6% of all respondents) or the poor condition of roads (6%). The proportion of respondents blaming poor driving has increased somewhat over time.

## Preferences for Growth and Development

While in 2006 less than half (43%) of respondents said they “accept development because it improves the economy,” in 2010 and 2014 just over half of respondents (53% and 51%, respectively) would accept development (see Table 48). Similar results were observed in both New Castle County and Cecil County.

When asked in what type of setting they would most prefer to live, a significant majority (62%) of Cecil County respondents preferred a rural environment, while a significant majority (62%) of New Castle County respondents chose a suburban setting (see Table 50). Few respondents in either county (10% Cecil County and 15% in New Castle County) would prefer an urban environment.

Survey respondents preferred that new development be concentrated in certain areas, like existing towns and villages or designated growth areas (71%) rather than where developers and landowners choose (29%, see Table 52). Those in Cecil County were more likely to prefer growth occur in existing areas and designated growth areas (81%) than were those in New Castle County (69%). In fact, in New Castle County, there has been an increase in the proportion of respondents saying that development should occur where developers choose, from 23% in 2006 to 31% in 2014.

Three potential strategies to manage growth and development were read to those participating in the WILMAPCO Public Opinion Survey. Over 80% agreed or strongly agreed with each statement (see Table 54). Interviewed residents felt that mixing appropriate businesses with new residential development should be encouraged, revising zoning codes to better support transit use, bicycling and walking should be encouraged, and support should be given to farmland or open space preservation through tax incentives or subsidies to help direct development to other areas. Few differences were seen by County and ratings were fairly similar in 2010 compared to 2006.

## Use of Public Transit

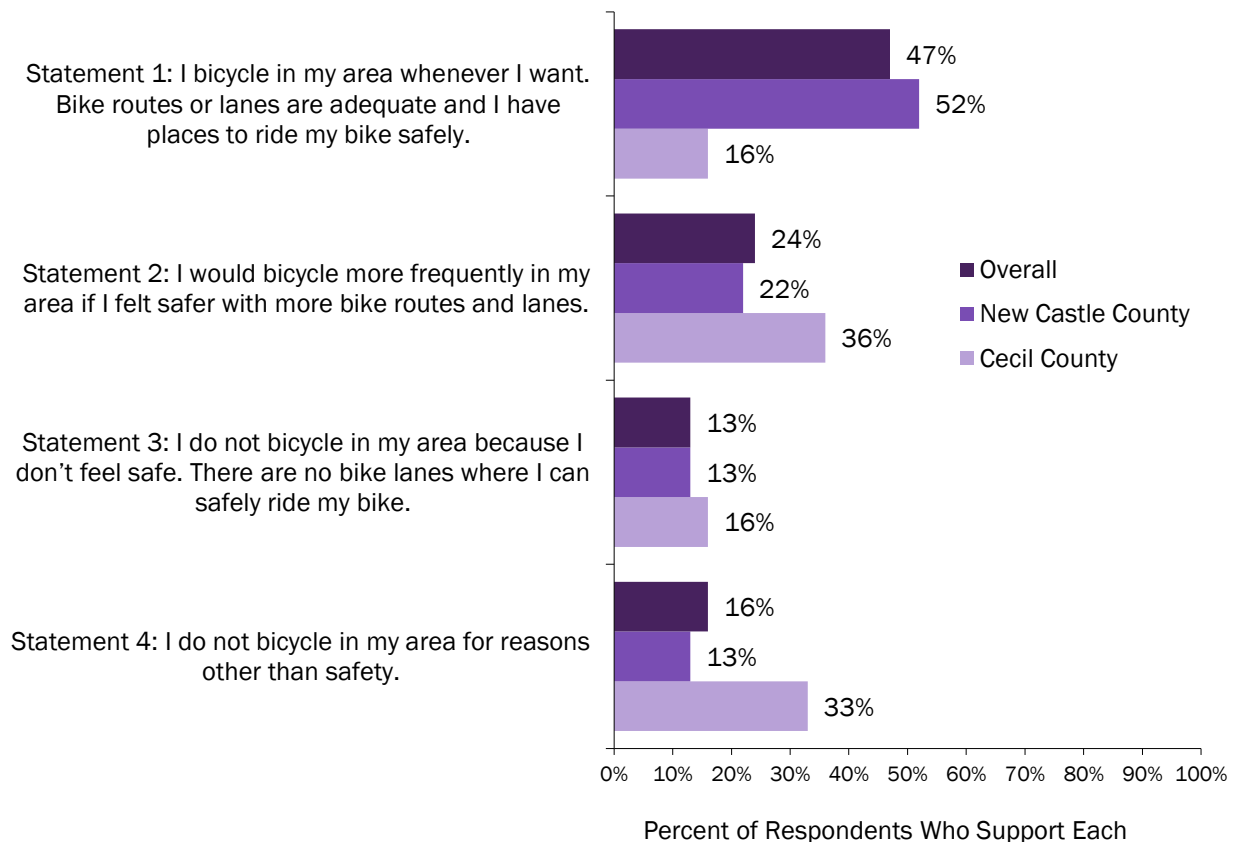
About 6 in 10 Cecil County respondents and half (48%) of New Castle County respondents had not used any form of transit in the past year (see Table 24). This is similar to what had been observed in previous surveys. The most commonly used public transportation options were DART buses, AMTRAK and SEPTA trains.

For New Castle County respondents, public transit had been used most often to go to work (35%), followed by recreation/entertainment (31%, see Table 26). For Cecil County respondents, public transit had been used most often for recreation/entertainment (38%) and work (32%).

## Use and Safety of Pedestrian and Bicycle Facilities

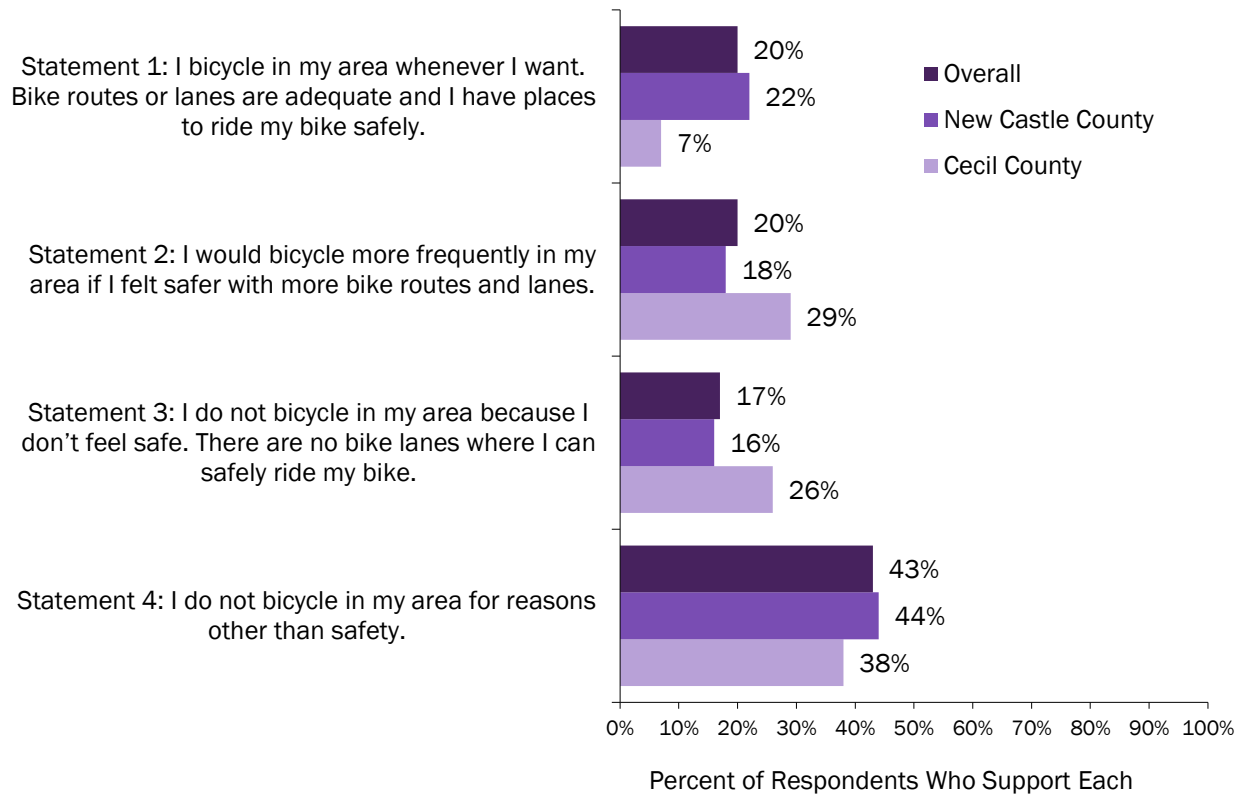
Those interviewed for the WILMAPCO Public Opinion Survey were asked which of four statements concerning pedestrian facilities best described their own feelings. Just over half of New Castle County respondents (52%) felt that they walk when they want because there are adequate and safe pedestrian facilities, compared to only 16% of Cecil County respondents (see Figure 7 and Table 40). The proportion of Cecil County residents feeling safe while walking declined from 2006 to 2014, while the proportion who said they would walk more if they felt safer increased from 2006 to 2014. Proportions stayed roughly similar in New Castle County over the survey period.

**Figure 7: Use of Pedestrian Facilities, 2014**



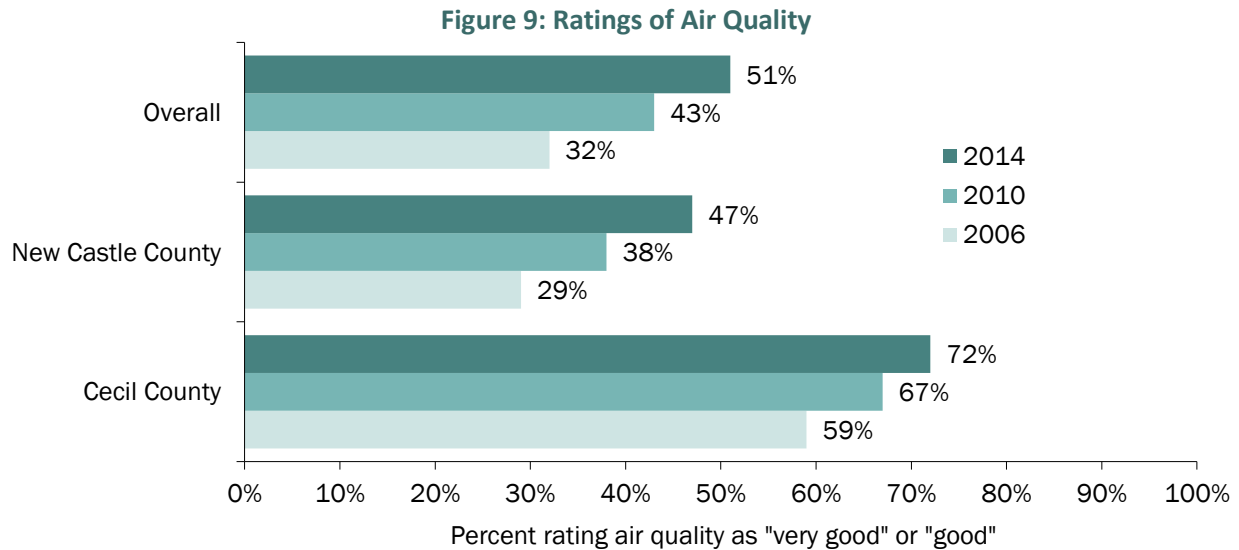
When asked about bicycle facilities, about 4 in 10 in both counties said they do not bicycle due to reasons other than safety (see Figure 8 and Table 42). Only 7% of those in Cecil County and 22% of those in New Castle County said they bike where they want to because there are adequate bike routes or lanes, and they feel safe. Opinions about bicycle safety in 2014 were fairly similar compared to 2006 and 2010.

**Figure 8: Use of Bicycle Facilities, 2014**



## Air Quality

Those interviewed were asked to rate the air quality in the region. Ratings in both counties have increased over time (see Figure 9 and Table 56), with Cecil County respondents giving more positive ratings than New Castle County respondents.



When asked what they would be willing to do to improve air quality, no respondents said they would not be willing to make any changes and only 5% said that they could not make any changes (see Table 60). About 6 in 10 of those interviewed said they would be willing to carpool or vanpool or to use transit, while nearly as many said they would consider taking transit, or to walk or bike.

About half of respondents had heard of Ozone Action days, a significant decline from 2006 and 2010 when about 6 in 10 respondents had heard of Ozone Action days (see Table 58). Overall, about one-quarter of respondents had heard of PM (particulate matter) 2.5. In Cecil County, 14% of respondents had heard of the Air Quality Partnership of Delaware, roughly similar to the 20% who had heard of it in 2010.

## Familiarity with WILMAPCO

Most respondents (66%) had not heard of the Wilmington Area Planning Council (WILMAPCO) before taking the survey, about the same proportion as in 2006 and 2010 (see Table 77). About one-third said they would be interested in receiving free newsletters or public meeting announcements from WILMAPCO, about the same as in 2010 but somewhat lower than what had been observed among 2006 respondents (see Table 78).

## Appendix A: Responses to Survey Questions

Tables of survey results are shown below. The 2014 survey script was nearly identical to the scripts used in 2006 and 2010, so the tables below show comparisons of the 2014 results to 2010 to 2006 results. Where differences between years are “statistically significant” (meaning that there was a less than 5% probability that differences observed were due to chance alone, tested with chi-square tests of significance,  $p < 0.05$ ), they are marked with grey shading. Tests of statistical significance could not be conducted on results for questions for which multiple responses were allowed (see, for example, Table 3 on the next page).

In many cases, responses are shown twice; first with the “don’t know” or “refused” responses excluded to show the proportion of respondents with an opinion giving each response and the second with the “don’t know” or “refused” responses included to show the proportion of respondents who gave such a response. In some cases, only one table is shown, either because a “don’t know” or “refused” option was not allowed, or because the “don’t know” option represents an opinion. Tests of statistical significance were not repeated for the questions including the “don’t know” responses, but shaded in a similar manner to the table without the don’t know responses.

**Table 1: Years of Residence in County**

To begin with, for how many years have you lived in Cecil/New Castle County or have you lived here all your life?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Under 3 years	8%	7%	5%	13%	9%	14%	8%	7%	7%
3 to under 6 years	12%	12%	8%	11%	10%	5%	12%	12%	8%
6 to under 11 years	8%	10%	15%	9%	17%	9%	8%	12%	14%
11 to under 21 years	18%	14%	15%	21%	16%	19%	19%	14%	16%
21+ years	26%	25%	28%	22%	32%	25%	26%	26%	28%
All my life	28%	31%	29%	24%	15%	26%	28%	29%	29%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 2: Number of Motor Vehicles in Household**

Could you tell me how many motor vehicles are in your household?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
One	22%	25%	26%	16%	19%	16%	21%	24%	24%
Two	48%	44%	43%	45%	42%	46%	48%	44%	44%
Three	17%	15%	20%	20%	25%	18%	17%	17%	20%
Four or more	9%	12%	7%	17%	12%	16%	10%	12%	9%
None	4%	4%	3%	2%	2%	4%	4%	4%	4%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 3: Critical Issues Facing the Region**

Looking ahead, what do you think will be the most critical issue facing the region in the next 5 to 10 years?*	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
The economy	9%	25%	23%	3%	20%	27%	8%	24%	24%
Growth/development	24%	16%	17%	35%	16%	21%	25%	16%	18%
Transportation	37%	27%	28%	22%	22%	34%	35%	26%	29%
Environment	2%	4%	8%	3%	3%	4%	2%	4%	7%
Open space and farmland	1%	1%	2%	0%	1%	3%	1%	1%	2%
Public education	5%	2%	6%	2%	1%	4%	4%	2%	6%
Crime	2%	1%	6%	1%	2%	3%	2%	1%	5%
Affordable housing	3%	0%	2%	2%	0%	0%	3%	0%	1%
Other**	37%	39%	8%	43%	43%	8%	38%	40%	8%
There are no critical issues	1%	1%	2%	0%	4%	1%	1%	2%	1%
Infrastructure	---	---	8%	---	---	9%	---	---	8%
Drugs	---	---	1%	---	---	7%	---	---	2%
Health/health care	---	---	1%	---	---	1%	---	---	1%
Energy (gas, oil, renewables)	---	---	2%	---	---	0%	---	---	1%

\*Percent may total more than 100 as respondents were allowed more than one response.

\*\* In 2014, some of the "other" responses were coded back into existing categories, or one of a few new categories

**Table 4: Critical Issues Facing the Region**

Looking ahead, what do you think will be the most critical issue facing the region in the next 5 to 10 years?*	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
The economy	8%	21%	19%	3%	17%	22%	8%	21%	20%
Growth/development	21%	14%	14%	32%	14%	17%	23%	14%	15%
Transportation	33%	23%	23%	20%	19%	28%	31%	23%	24%
Environment	2%	3%	6%	3%	2%	4%	2%	3%	6%
Open space and farmland	1%	1%	2%	0%	0%	2%	1%	1%	2%
Public education	4%	2%	5%	2%	1%	3%	4%	2%	5%
Crime	2%	1%	5%	1%	1%	2%	2%	1%	4%
Affordable housing	3%	0%	1%	2%	0%	0%	2%	0%	1%
Other**	33%	34%	6%	40%	36%	6%	34%	34%	6%
Don't know/Refused	10%	14%	17%	7%	15%	19%	10%	14%	18%
There are no critical issues	1%	1%	1%	0%	3%	1%	0%	1%	1%
Infrastructure	---	---	7%	---	---	7%	---	---	7%
Drugs	---	---	1%	---	---	5%	---	---	1%
Health/health care	---	---	1%	---	---	1%	---	---	1%
Energy (gas, oil, renewables)	---	---	1%	---	---	0%	---	---	1%

\*Percent may total more than 100 as respondents were allowed more than one response.

\*\* In 2014, some of the "other" responses were coded back into existing categories, or one of a few new categories

**Table 5: Quality of Transportation System**

How well do you feel the transportation system meets your travel needs?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Very well	22%	22%	29%	20%	31%	24%	21%	24%	29%
Somewhat well	46%	48%	47%	48%	40%	50%	46%	46%	47%
Not too well	23%	20%	15%	17%	12%	16%	22%	19%	15%
Not at all	9%	10%	9%	16%	17%	11%	10%	11%	9%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 6: Quality of Transportation System**

How well do you feel the transportation system meets your travel needs?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Very well	21%	22%	29%	19%	31%	22%	21%	23%	28%
Somewhat well	45%	46%	45%	46%	40%	47%	45%	45%	46%
Not too well	23%	20%	14%	16%	12%	15%	22%	18%	15%
Not at all	9%	9%	8%	16%	17%	10%	10%	10%	9%
Don't know/Refused	2%	3%	3%	3%	1%	5%	2%	3%	4%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 7: Variety of Transportation Options**

Would you say that you have many different means of travel to choose from such as auto, mass transit, biking and walking to meet your travel needs or would you say that you have very few options to choose from?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Many different options	37%	41%	46%	26%	29%	22%	36%	39%	42%
Somewhere in between	6%	5%	4%	5%	2%	3%	6%	5%	4%
Very few options	57%	54%	51%	69%	70%	74%	58%	56%	54%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 8: Variety of Transportation Options**

Would you say that you have many different means of travel to choose from such as auto, mass transit, biking and walking to meet your travel needs or would you say that you have very few options to choose from?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Many different options	37%	40%	45%	25%	27%	21%	35%	38%	41%
Somewhere in between	6%	5%	4%	5%	2%	3%	6%	4%	4%
Very few options	56%	53%	50%	68%	66%	71%	58%	55%	53%
Don't know/Refused	1%	2%	2%	2%	5%	4%	1%	3%	2%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 9: Desired Transportation Not Currently Available**

What types of transportation would you like access to that you do not have available now?*	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Bus	42%	33%	35%	46%	35%	38%	43%	34%	35%
Train	31%	28%	28%	33%	35%	37%	31%	29%	30%
Auto /Car	3%	4%	3%	3%	3%	9%	3%	4%	4%
Bicycle	10%	12%	12%	13%	10%	13%	10%	11%	12%
Walk	5%	7%	5%	6%	8%	8%	6%	8%	5%
Other	5%	13%	9%	7%	9%	15%	5%	12%	10%
None, I have access to all I need	29%	35%	38%	20%	29%	21%	27%	34%	35%

\*Percent may total more than 100 as respondents were allowed more than one response.

**Table 10: Desired Transportation Not Currently Available**

What types of transportation would you like access to that you do not have available now?*	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Bus	37%	31%	33%	43%	34%	37%	38%	32%	34%
Train	27%	26%	27%	31%	35%	36%	28%	27%	28%
Auto /Car	2%	3%	2%	3%	3%	9%	3%	3%	3%
Bicycle	9%	11%	12%	12%	10%	13%	9%	11%	12%
Walk	5%	7%	5%	5%	8%	8%	5%	7%	5%
Other	4%	12%	9%	7%	9%	14%	5%	12%	10%
None, I have access to all I need	25%	32%	36%	18%	28%	21%	24%	32%	33%
Don't know/Refused	15%	7%	5%	12%	1%	3%	15%	6%	5%

\*Percent may total more than 100 as respondents were allowed more than one response.

**Table 11: Biggest Transportation Issue**

What do you think is the biggest transportation problem facing Cecil/New Castle County today?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Congestion	53%	42%	29%	30%	27%	20%	50%	39%	28%
Over development	4%	4%	2%	3%	1%	0%	4%	3%	2%
Condition of roads	8%	9%	14%	14%	8%	17%	9%	9%	14%
Limited public transportation	17%	13%	25%	26%	21%	41%	18%	14%	27%
Lack of funding for transportation	2%	1%	2%	1%	4%	2%	2%	1%	2%
Aging population	1%	1%	0%	3%	0%	1%	1%	1%	0%
Cost of travel	2%	1%	1%	3%	2%	7%	2%	1%	2%
Pollution	0%	1%	0%	0%	0%	0%	0%	1%	0%
Other**	27%	25%	23%	32%	30%	9%	28%	25%	21%
None, there really isn't any transportation problem	7%	4%	5%	9%	7%	3%	8%	4%	4%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

\*\* In 2014, some of the "other" responses were coded back into existing categories, or one of a few new categories

**Table 12: Biggest Transportation Issue**

What do you think is the biggest transportation problem facing Cecil/New Castle County today?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Congestion	39%	38%	27%	21%	24%	18%	37%	36%	26%
Over development	3%	3%	2%	2%	1%	0%	3%	3%	2%
Condition of roads	6%	8%	13%	10%	7%	15%	7%	8%	13%
Limited public transportation	12%	12%	23%	18%	18%	37%	13%	13%	25%
Lack of funding for transportation	2%	1%	1%	0%	4%	2%	2%	1%	2%
Aging population	0%	1%	0%	2%	0%	0%	1%	1%	0%
Cost of travel	2%	1%	1%	2%	2%	6%	2%	1%	2%
Pollution	0%	1%	0%	0%	0%	0%	0%	1%	0%
Other**	26%	23%	21%	31%	26%	8%	27%	23%	19%
Don't know/Refused	2%	9%	6%	5%	13%	10%	2%	10%	6%
None, there really isn't any transportation problem	7%	4%	4%	9%	6%	3%	8%	4%	4%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

\*\* In 2014, some of the "other" responses were coded back into existing categories, or one of a few new categories

**Table 13: Seriousness of Local Traffic Congestion**

How serious would you say is the problem of traffic congestion in your area?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Not too serious	15%	21%	28%	44%	39%	53%	19%	24%	32%
Somewhat serious	41%	47%	49%	38%	44%	35%	40%	46%	46%
Very serious	44%	33%	24%	18%	17%	12%	41%	30%	22%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 14: Seriousness of Local Traffic Congestion**

How serious would you say is the problem of traffic congestion in your area?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Not too serious	15%	21%	27%	44%	39%	53%	19%	23%	31%
Somewhat serious	40%	46%	48%	38%	44%	34%	40%	46%	46%
Very serious	44%	32%	24%	18%	17%	12%	41%	30%	22%
Don't know/Refused	0%	1%	1%	0%	0%	1%	0%	1%	1%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 15: Employment status**

Are you currently employed?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Yes, Employed		65%	63%		62%	62%		65%	63%
No, Not Employed		35%	37%		38%	38%		35%	37%
Total		100%	100%		100%	100%		100%	100%

**Table 16: Modal choice for the work commute**

How do you usually travel to work each day?*	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Drive alone		84%	82%		86%	64%		84%	79%
Carpool / ride with others		9%	4%		8%	12%		9%	5%
Take a bus		3%	6%		1%	0%		3%	5%
Take a train		2%	1%		1%	5%		2%	2%
Walk		3%	11%		2%	3%		3%	10%
Bicycle		3%	3%		2%	2%		3%	3%
Work at home		4%	9%		6%	21%		4%	10%
Other		1%	3%		0%	3%		1%	3%

\*Percent may total more than 100 as respondents were allowed more than one response.

**Table 17: Average duration of commute to work**

On the average, how long does it take you to travel to work each day?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Less than 5 minutes		9%	7%		11%	2%		9%	6%
6 to 9 minutes		7%	7%		6%	12%		7%	7%
10 to 14 minutes		10%	12%		8%	12%		10%	12%
15 to 19 minutes		14%	15%		8%	9%		13%	14%
20 to 24 minutes		19%	15%		10%	11%		17%	14%
25 to 29 minutes		8%	5%		9%	7%		8%	5%
30 to 39 minutes		14%	19%		17%	18%		15%	19%
40 to 49 minutes		10%	10%		13%	16%		10%	11%
50 to 59 minutes		2%	3%		2%	7%		2%	3%
60 or more minutes		7%	8%		15%	6%		8%	8%
Total		100%	100%		100%	100%		100%	100%

**Table 18: Average duration of commute to work**

On the average, how long does it take you to travel to work each day?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Less than 5 minutes		9%	7%		11%	2%		9%	6%
6 to 9 minutes		7%	7%		6%	12%		7%	7%
10 to 14 minutes		10%	12%		8%	12%		10%	12%
15 to 19 minutes		13%	15%		8%	9%		13%	14%
20 to 24 minutes		19%	15%		10%	10%		17%	14%
25 to 29 minutes		8%	5%		9%	7%		8%	5%
30 to 39 minutes		14%	19%		17%	18%		15%	19%
40 to 49 minutes		10%	10%		13%	16%		10%	11%
50 to 59 minutes		2%	3%		2%	7%		2%	3%
60 or more minutes		7%	8%		15%	6%		8%	8%
Don't Know / Refused		1%	0%		1%	1%		1%	0%
Total		100%	100%		100%	100%		100%	100%

**Table 19: Duration of commute to work if no traffic congestion**

How long do you think it would take to travel to work if there was no traffic congestion at all?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Less than 5 minutes		18%	16%		17%	4%		18%	14%
6 to 9 minutes		10%	14%		9%	12%		10%	13%
10 to 14 minutes		22%	23%		10%	16%		20%	23%
15 to 19 minutes		16%	18%		13%	9%		16%	17%
20 to 24 minutes		13%	9%		10%	13%		12%	9%
25 to 29 minutes		3%	9%		13%	3%		5%	8%
30 to 39 minutes		12%	4%		16%	31%		12%	8%
40 to 49 minutes		4%	6%		6%	10%		4%	7%
50 to 59 minutes		0%	0%		1%	1%		0%	0%
60 or more minutes		1%	1%		5%	1%		2%	1%
Total		100%	100%		100%	100%		100%	100%

**Table 20: Duration of commute to work if no traffic congestion**

How long do you think it would take to travel to work if there was no traffic congestion at all?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Less than 5 minutes		18%	16%		16%	3%		18%	14%
6 to 9 minutes		10%	13%		9%	11%		10%	13%
10 to 14 minutes		21%	23%		10%	15%		20%	22%
15 to 19 minutes		16%	17%		13%	9%		15%	16%
20 to 24 minutes		12%	9%		9%	12%		12%	9%
25 to 29 minutes		3%	9%		13%	3%		5%	8%
30 to 39 minutes		11%	4%		16%	30%		12%	8%
40 to 49 minutes		4%	6%		5%	10%		4%	6%
50 to 59 minutes		0%	0%		1%	1%		0%	0%
60 or more minutes		1%	1%		5%	1%		2%	1%
Don't Know / Refused		3%	1%		2%	4%		3%	2%
Total		100%	100%		100%	100%		100%	100%

**Table 21: Frequency of Traffic Congestion on Work Commute**

In general, how often do you find yourself in traffic congestion when you go to work?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Never	8%	7%	7%	18%	13%	15%	8%	7%	8%
Rarely	16%	27%	19%	21%	27%	28%	14%	27%	20%
Sometimes	23%	29%	37%	20%	32%	33%	19%	29%	36%
Most of the time	54%	37%	38%	29%	28%	24%	42%	36%	36%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 22: Behaviors to Avoid Traffic Congestion on Work Commute**

Which of the following have you done to avoid traffic congestion to and from work? Have you ever...?*	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Changed the time you leave	73%	71%	67%	60%	54%	72%	71%	68%	68%
Changed the route you take	67%	66%	66%	64%	57%	59%	67%	65%	65%
Changed jobs	9%	6%	6%	8%	2%	5%	9%	5%	6%
Changed where you live	10%	5%	11%	8%	4%	11%	10%	5%	11%
Worked from home	20%	17%	20%	15%	22%	25%	19%	18%	20%
Used carpools or vanpools	13%	11%	8%	11%	14%	15%	13%	11%	8%
Taken a bus or train	19%	12%	17%	7%	2%	12%	17%	11%	16%
Walked or biked	11%	8%	15%	8%	2%	5%	11%	7%	14%
I have never made any changes to avoid congestion	7%	7%	5%	11%	19%	11%	8%	9%	6%
Other	1%	1%	2%	3%	0%	0%	2%	1%	2%

\*Percent may total more than 100 as respondents were allowed more than one response.

**Table 23: Behaviors to Avoid Traffic Congestion on Work Commute**

Which of the following have you done to avoid traffic congestion to and from work? Have you ever...?*	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Changed the time you leave	73%	69%	67%	59%	54%	72%	71%	67%	68%
Changed the route you take	67%	65%	66%	63%	57%	59%	67%	64%	65%
Changed jobs	9%	6%	6%	8%	2%	5%	9%	5%	6%
Changed where you live	10%	5%	11%	8%	4%	11%	10%	5%	11%
Worked from home	20%	16%	19%	15%	22%	25%	19%	17%	20%
Used carpools or vanpools	13%	10%	8%	11%	14%	15%	13%	11%	8%
Taken a bus or train	19%	12%	16%	7%	2%	12%	17%	11%	16%
Walked or biked	11%	8%	15%	8%	2%	5%	11%	7%	14%
I have never made any changes to avoid congestion	7%	7%	5%	10%	19%	11%	8%	9%	6%
Other	1%	1%	2%	3%	0%	0%	2%	1%	2%
Don't know/Refused	0%	2%	0%	2%	0%	1%	0%	2%	1%

\*Percent may total more than 100 as respondents were allowed more than one response.

**Table 24: Public Transportation Used in the Last Year**

What type of public transportation have you taken in the past year?*	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
DART buses	27%	24%	28%	5%	7%	4%	24%	22%	25%
SEPTA trains	20%	14%	18%	5%	6%	8%	17%	13%	16%
MARC	1%	2%	1%	7%	7%	11%	2%	3%	3%
The Bus	0%	0%	0%	3%	7%	3%	0%	1%	0%
Department of Aging buses	0%	0%	0%	1%	1%	1%	0%	0%	0%
UNICITY	1%	1%	0%	0%	0%	0%	1%	1%	0%
Amtrak	25%	23%	19%	13%	11%	24%	24%	21%	20%
Other	3%	3%	4%	4%	4%	9%	3%	3%	5%
I have not used mass transit in the past year	48%	52%	48%	73%	66%	60%	52%	54%	50%

\*Percent may total more than 100 as respondents were allowed more than one response.

**Table 25: Public Transportation Used in the Last Year**

What type of public transportation have you taken in the past year?*	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
DART buses	27%	24%	28%	5%	7%	4%	24%	21%	25%
SEPTA trains	19%	14%	18%	5%	6%	8%	17%	13%	16%
MARC	1%	2%	1%	7%	7%	11%	2%	3%	3%
The Bus	0%	0%	0%	3%	7%	3%	0%	1%	0%
Department of Aging buses	0%	0%	0%	1%	1%	1%	0%	0%	0%
UNICITY	1%	1%	0%	0%	0%	0%	1%	1%	0%
Amtrak	25%	23%	19%	13%	11%	24%	23%	21%	20%
Other	3%	3%	4%	4%	4%	9%	3%	3%	5%
I have not used mass transit in the past year	48%	52%	48%	73%	66%	60%	51%	54%	50%
Don't know/Refused	1%	1%	0%	0%	0%	0%	0%	1%	0%

\*Percent may total more than 100 as respondents were allowed more than one response.

**Table 26: Trip Destination for Public Transit Use**

What has been your destination when you've used public transit?*	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Work	41%	43%	35%	19%	13%	32%	39%	39%	35%
School	3%	6%	7%	4%	16%	10%	3%	7%	8%
Shopping	16%	16%	23%	7%	14%	9%	15%	15%	21%
Personal appointment	10%	22%	20%	18%	28%	21%	11%	23%	20%
Visiting	12%	14%	19%	17%	21%	21%	13%	15%	19%
Recreational/entertainment	23%	33%	31%	33%	49%	38%	23%	35%	32%
Other	21%	7%	22%	18%	6%	24%	21%	6%	22%

\*Percent may total more than 100 as respondents were allowed more than one response.

**Table 27: Trip Destination for Public Transit Use**

What has been your destination when you've used public transit?*	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Work	41%	42%	35%	18%	13%	32%	39%	39%	34%
School	3%	6%	7%	4%	16%	10%	3%	7%	8%
Shopping	16%	15%	23%	7%	14%	9%	15%	15%	21%
Personal appointment	10%	22%	20%	17%	28%	21%	11%	22%	20%
Visiting	12%	14%	18%	17%	21%	21%	13%	14%	19%
Recreational/entertainment	23%	33%	31%	31%	48%	38%	23%	34%	32%
Other	21%	6%	21%	18%	6%	24%	21%	6%	22%
Don't know/Refused	0%	1%	1%	4%	1%	1%	0%	1%	1%

\*Percent may total more than 100 as respondents were allowed more than one response.

**Table 28: Amount of Transportation Planning**

Would you say there was a great deal of planning, about the right amount of planning, or not enough planning between development and transportation?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Great deal of planning	3%	4%	7%	6%	9%	4%	3%	5%	7%
Right amount of planning	16%	21%	27%	21%	17%	25%	16%	21%	26%
Not enough planning	80%	73%	65%	73%	71%	70%	79%	73%	66%
Depends	1%	2%	1%	0%	3%	1%	1%	2%	1%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 29: Amount of Transportation Planning**

Would you say there was a great deal of planning, about the right amount of planning, or not enough planning between development and transportation?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Great deal of planning	3%	4%	7%	5%	8%	3%	3%	4%	6%
Right amount of planning	14%	20%	24%	20%	16%	23%	15%	19%	24%
Not enough planning	75%	67%	59%	70%	66%	63%	74%	67%	60%
Depends	1%	2%	1%	0%	3%	1%	1%	2%	1%
Don't know/Refused	7%	8%	9%	4%	7%	10%	6%	8%	9%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 30: Critical Issues Facing the Region**

For each please tell me if you think it is a critical issue, an important issue or not very important. What about..?		New Castle County			Cecil County			Overall		
		2006	2010	2014	2006	2010	2014	2006	2010	2014
Reducing traffic congestion on roads and highways?	Critical issue	51%	43%	32%	39%	29%	24%	49%	41%	31%
	Important issue	46%	50%	60%	50%	60%	58%	46%	51%	59%
	Not very important issue	4%	7%	9%	11%	11%	17%	5%	8%	10%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Improving the public transportation system - bus and train service?	Critical issue	37%	33%	29%	36%	38%	41%	37%	33%	31%
	Important issue	51%	51%	51%	49%	53%	47%	51%	51%	51%
	Not very important issue	12%	17%	20%	15%	9%	12%	13%	15%	19%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Revitalizing existing communities and downtowns?	Critical issue	35%	36%	40%	25%	31%	40%	34%	35%	40%
	Important issue	47%	48%	44%	51%	51%	49%	48%	48%	45%
	Not very important issue	17%	17%	16%	24%	18%	10%	18%	17%	15%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Improving facilities for biking and walking?	Critical issue	27%	28%	19%	27%	32%	27%	27%	29%	21%
	Important issue	50%	49%	55%	51%	46%	46%	50%	49%	53%
	Not very important issue	23%	23%	26%	21%	22%	27%	23%	23%	26%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Cleaning up the environment?	Critical issue	62%	58%	60%	65%	56%	50%	62%	57%	58%
	Important issue	32%	37%	33%	29%	36%	39%	31%	37%	34%
	Not very important issue	6%	5%	7%	6%	8%	12%	6%	6%	8%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Managing growth and development?	Critical issue	65%	53%	44%	65%	49%	44%	65%	53%	44%
	Important issue	32%	42%	50%	32%	44%	45%	32%	42%	49%
	Not very important issue	3%	5%	6%	3%	7%	11%	3%	5%	7%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Preserving open space and farmland?	Critical issue	62%	58%	47%	74%	66%	61%	63%	59%	49%
	Important issue	32%	35%	44%	24%	30%	32%	31%	34%	42%
	Not very important issue	6%	8%	9%	1%	4%	7%	6%	7%	9%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 31: Critical Issues Facing the Region**

For each please tell me if you think it is a critical issue, an important issue or not very important. What about..?		New Castle County			Cecil County			Overall		
		2006	2010	2014	2006	2010	2014	2006	2010	2014
Reducing traffic congestion on roads and highways?	Critical issue	50%	43%	31%	39%	28%	24%	49%	40%	30%
	Important issue	45%	50%	59%	49%	60%	57%	45%	51%	59%
	Not very important issue	3%	7%	8%	11%	11%	17%	5%	8%	10%
	Don't know/Not sure/Refused	2%	0%	1%	1%	0%	3%	1%	0%	2%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Improving the public transportation system - bus and train service?	Critical issue	35%	31%	28%	34%	35%	39%	35%	32%	30%
	Important issue	49%	49%	50%	46%	50%	46%	48%	49%	49%
	Not very important issue	12%	16%	19%	14%	8%	12%	12%	15%	18%
	Don't know/Not sure/Refused	5%	4%	2%	6%	7%	3%	5%	5%	2%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Revitalizing existing communities and downtowns?	Critical issue	33%	34%	37%	24%	30%	38%	32%	34%	37%
	Important issue	45%	46%	42%	48%	49%	47%	45%	46%	42%
	Not very important issue	17%	16%	15%	23%	17%	10%	17%	16%	14%
	Don't know/Not sure/Refused	5%	4%	7%	6%	3%	5%	5%	4%	6%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Improving facilities for biking and walking?	Critical issue	27%	27%	19%	27%	32%	27%	27%	28%	20%
	Important issue	49%	48%	54%	51%	46%	45%	49%	48%	52%
	Not very important issue	23%	22%	25%	21%	21%	26%	22%	22%	26%
	Don't know/Not sure/Refused	1%	3%	2%	1%	1%	2%	1%	2%	2%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Cleaning up the environment?	Critical issue	62%	57%	59%	65%	56%	49%	62%	57%	58%
	Important issue	32%	37%	33%	29%	36%	38%	31%	37%	33%
	Not very important issue	6%	5%	7%	6%	8%	11%	6%	6%	8%
	Don't know/Not sure/Refused	1%	1%	1%	1%	0%	2%	1%	1%	1%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Managing growth and development?	Critical issue	64%	53%	43%	65%	47%	43%	64%	52%	43%
	Important issue	31%	42%	49%	31%	42%	44%	31%	42%	48%
	Not very important issue	3%	5%	6%	3%	7%	11%	3%	5%	7%
	Don't know/Not sure/Refused	1%	1%	1%	1%	3%	3%	1%	1%	1%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Preserving open space and farmland?	Critical issue	61%	57%	46%	74%	66%	60%	63%	58%	48%
	Important issue	32%	34%	44%	24%	30%	32%	31%	34%	42%
	Not very important issue	6%	8%	9%	1%	4%	7%	5%	7%	9%
	Don't know/Not sure/Refused	1%	1%	1%	0%	0%	0%	1%	1%	1%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 32: Impact of Transportation on the Economy**

Please tell me which statement comes closest to your own view.	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
The transportation system in Cecil/New Castle County is basically as good as it needs to be in order to maintain economic growth.	5%	9%	6%	10%	12%	8%	6%	9%	6%
The transportation system in Cecil/New Castle County needs some minor changes and investments.	33%	48%	48%	35%	41%	42%	34%	47%	47%
The transportation system in Cecil/New Castle County needs some major changes and investments.	61%	43%	46%	54%	47%	50%	60%	44%	47%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 33: Impact of Transportation on the Economy**

Please tell me which statement comes closest to your own view.	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
The transportation system in Cecil/New Castle County is basically as good as it needs to be in order to maintain economic growth.	5%	9%	6%	10%	12%	8%	6%	9%	6%
The transportation system in Cecil/New Castle County needs some minor changes and investments.	32%	47%	47%	35%	40%	41%	33%	46%	46%
The transportation system in Cecil/New Castle County needs some major changes and investments.	59%	42%	45%	54%	45%	49%	58%	43%	45%
Don't know/Refused	4%	2%	3%	1%	3%	2%	3%	2%	3%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 34: Transportation Priorities: Improve Existing Facilities or Construct New Facilities**

Given that transportation dollars are limited in Maryland/Delaware, what should the state's highest priority be?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Improve existing transportation facilities	61%	67%	63%	62%	53%	63%	61%	65%	63%
Construct new transportation facilities in developing areas	39%	33%	37%	38%	47%	37%	39%	35%	37%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 35: Transportation Priorities: Improve Existing Facilities or Construct New Facilities**

Given that transportation dollars are limited in Maryland/Delaware, what should the state's highest priority be?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Improve existing transportation facilities	56%	62%	58%	56%	51%	57%	56%	60%	58%
Construct new transportation facilities in developing areas	36%	31%	34%	34%	44%	33%	35%	33%	34%
Not sure/Other/Refused	8%	7%	8%	10%	5%	10%	9%	7%	8%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 36: Funding Priorities for Transportation Improvements**

What type of transportation improvements do you think should receive the highest priority for funding? Should the priority be to...?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Maintain and repair the existing transportation system	23%	27%	33%	26%	31%	43%	24%	27%	34%
Build more roads and highways in developing areas	13%	12%	11%	9%	8%	9%	12%	12%	10%
Provide more options such as transit, walk or bike	24%	18%	17%	27%	29%	20%	24%	20%	17%
Increase safety for all travel options	6%	12%	16%	9%	9%	7%	6%	11%	14%
Use technology to improve the transportation system	30%	28%	22%	25%	21%	19%	29%	27%	21%
Other	4%	2%	2%	3%	2%	2%	4%	2%	2%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 37: Funding Priorities for Transportation Improvements**

What type of transportation improvements do you think should receive the highest priority for funding? Should the priority be to...?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Maintain and repair the existing transportation system	23%	26%	32%	25%	30%	43%	23%	27%	34%
Build more roads and highways in developing areas	13%	12%	11%	9%	8%	9%	12%	11%	10%
Provide more options such as transit, walk or bike	23%	18%	16%	27%	29%	20%	24%	20%	17%
Increase safety for all travel options	6%	12%	16%	9%	9%	6%	6%	11%	14%
Use technology to improve the transportation system	29%	28%	21%	24%	21%	18%	29%	27%	21%
Other	4%	2%	2%	3%	2%	2%	4%	2%	2%
Not sure/Refused	2%	2%	2%	3%	2%	2%	2%	2%	2%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 38: Common Causes for Traffic Crashes in Region**

In thinking about safety, what do you think is the most common cause of traffic crashes in our region? Would you say...	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Congestion	14%	10%	10%	13%	11%	7%	14%	10%	10%
Poor design of roads	4%	7%	5%	5%	7%	13%	4%	7%	6%
Poor condition of roads	1%	4%	6%	2%	2%	6%	1%	4%	6%
Poor driving	49%	52%	56%	47%	54%	58%	49%	53%	56%
Speeding	26%	19%	23%	23%	20%	16%	26%	19%	22%
Weather conditions	1%	0%	0%	1%	0%	0%	1%	0%	0%
Other	5%	7%	7%	10%	7%	11%	6%	7%	8%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 39: Common Causes for Traffic Crashes in Region**

In thinking about safety, what do you think is the most common cause of traffic crashes in our region? Would you say...	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Congestion	14%	10%	10%	13%	11%	6%	14%	10%	9%
Poor design of roads	4%	7%	4%	5%	7%	12%	4%	7%	6%
Poor condition of roads	1%	4%	5%	2%	2%	6%	1%	4%	5%
Poor driving	49%	52%	52%	47%	54%	52%	49%	52%	52%
Speeding	26%	19%	21%	23%	20%	15%	26%	19%	20%
Weather conditions	1%	0%	0%	1%	0%	0%	1%	0%	0%
Other	5%	7%	7%	10%	7%	11%	6%	7%	8%
Don't know/Refused	0%	1%	1%	0%	1%	0%	0%	1%	1%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 40: Safety of Pedestrian Facilities**

Please tell me which statement comes closest to your own view.	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
I walk in my area whenever I want to because sidewalks and crosswalks are adequate and I have places to walk safely.	51%	46%	52%	28%	27%	16%	48%	43%	47%
I would walk more frequently in my area if I felt safer with more sidewalks and crosswalks.	27%	25%	22%	25%	42%	36%	26%	28%	24%
I do not walk in my area because I don't feel safe.	9%	9%	13%	16%	17%	16%	10%	10%	13%
I do not walk in my area for reasons other than safety.	14%	20%	13%	30%	15%	33%	16%	19%	16%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 41: Safety of Pedestrian Facilities**

Please tell me which statement comes closest to your own view.	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
I walk in my area whenever I want to because sidewalks and crosswalks are adequate and I have places to walk safely.	50%	45%	51%	28%	27%	15%	47%	42%	46%
I would walk more frequently in my area if I felt safer with more sidewalks and crosswalks.	26%	25%	22%	25%	41%	34%	26%	28%	24%
I do not walk in my area because I don't feel safe.	9%	9%	13%	16%	17%	15%	10%	10%	13%
I do not walk in my area for reasons other than safety.	14%	20%	13%	30%	15%	31%	16%	19%	16%
Don't Know/Refused	1%	1%	1%	1%	1%	4%	1%	1%	2%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 42: Safety of Bicycling Facilities**

Please tell me which statement comes closest to your own view.	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
I bicycle in my area whenever I want. Bike routes or lanes are adequate and I have places to ride my bike safely.	18%	18%	22%	12%	10%	7%	17%	17%	20%
I would bicycle more frequently in my area if I felt safer with more bike routes and lanes.	23%	22%	18%	25%	16%	29%	23%	21%	20%
I do not bicycle in my area because I don't feel safe. There are no bike lanes where I can safely ride my bike.	20%	18%	16%	32%	39%	26%	22%	22%	17%
I do not bicycle in my area for reasons other than safety.	39%	41%	44%	32%	35%	38%	38%	40%	43%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 43: Safety of Bicycling Facilities**

Please tell me which statement comes closest to your own view.	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
I bicycle in my area whenever I want. Bike routes or lanes are adequate and I have places to ride my bike safely.	18%	18%	22%	11%	10%	7%	17%	17%	20%
I would bicycle more frequently in my area if I felt safer with more bike routes and lanes.	22%	22%	18%	25%	16%	29%	22%	21%	19%
I do not bicycle in my area because I don't feel safe. There are no bike lanes where I can safely ride my bike.	19%	18%	15%	31%	39%	25%	21%	21%	17%
I do not bicycle in my area for reasons other than safety.	38%	41%	43%	31%	35%	37%	37%	40%	42%
Don't Know/Refused	3%	1%	2%	2%	0%	1%	3%	1%	2%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 44: Effectiveness of Improvements for the Transportation System**

Now I am going to read you a list of some things that might be done to improve the transportation system and reduce congestion in your area. For each, please tell me how effective you think it would be.		New Castle County			Cecil County			Overall		
		2006	2010	2014	2006	2010	2014	2006	2010	2014
How about improving and expanding bus services?	Very effective	38%	32%	42%	31%	34%	32%	37%	33%	40%
	Somewhat effective	50%	45%	47%	43%	51%	46%	49%	46%	46%
	Not at all effective	12%	23%	12%	26%	15%	22%	14%	21%	13%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Expanding passenger railroad services?	Very effective	36%	31%	35%	35%	44%	40%	36%	33%	35%
	Somewhat effective	41%	44%	39%	39%	41%	41%	41%	43%	40%
	Not at all effective	23%	26%	26%	26%	15%	19%	24%	24%	25%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Providing special lanes for carpooling and transit?	Very effective	28%	28%	27%	22%	28%	19%	27%	28%	26%
	Somewhat effective	46%	39%	36%	38%	35%	25%	45%	38%	34%
	Not at all effective	26%	33%	37%	40%	36%	56%	28%	34%	40%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Coordinating and better timing of traffic signals?	Very effective	57%	60%	63%	57%	51%	43%	57%	59%	60%
	Somewhat effective	33%	29%	30%	28%	33%	31%	32%	30%	30%
	Not at all effective	10%	10%	7%	15%	16%	26%	11%	11%	10%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Widening existing highways?	Very effective	43%	40%	50%	39%	37%	32%	43%	40%	47%
	Somewhat effective	37%	32%	30%	36%	41%	35%	37%	33%	30%
	Not at all effective	20%	28%	20%	24%	22%	33%	21%	27%	22%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Building major new highways?	Very effective	26%	21%	27%	13%	16%	8%	24%	20%	24%
	Somewhat effective	39%	33%	38%	34%	28%	28%	39%	32%	36%
	Not at all effective	34%	46%	35%	53%	56%	64%	37%	48%	40%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Building more sidewalks to connect neighborhoods and commercial areas?	Very effective	40%	41%	39%	39%	53%	36%	40%	43%	38%
	Somewhat effective	37%	37%	37%	36%	27%	39%	37%	35%	37%
	Not at all effective	23%	23%	24%	24%	20%	25%	23%	22%	24%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Providing more information to make it easier to take transit or carpool?	Very effective	47%	46%	44%	43%	50%	41%	46%	46%	43%
	Somewhat effective	41%	38%	42%	38%	38%	36%	41%	38%	41%
	Not at all effective	12%	17%	14%	19%	13%	23%	13%	16%	16%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Developing more park-and-ride lots?	Very effective	35%	38%	39%	31%	42%	31%	34%	39%	38%
	Somewhat effective	53%	44%	44%	44%	40%	47%	52%	44%	44%
	Not at all effective	13%	17%	17%	25%	17%	21%	14%	17%	18%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Now I am going to read you a list of some things that might be done to improve the transportation system and reduce congestion in your area. For each, please tell me how effective you think it would be.		New Castle County			Cecil County			Overall		
		2006	2010	2014	2006	2010	2014	2006	2010	2014
Providing more information on traffic incidents, construction, accidents and delays?	Very effective	48%	48%	45%	44%	46%	36%	48%	47%	43%
	Somewhat effective	36%	36%	43%	37%	37%	40%	36%	36%	43%
	Not at all effective	16%	16%	12%	19%	17%	24%	16%	16%	14%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Expanding bicycle networks - bike trails, lanes and routes?	Very effective	29%	34%	33%	31%	45%	28%	29%	36%	32%
	Somewhat effective	44%	42%	44%	43%	35%	39%	44%	41%	43%
	Not at all effective	27%	24%	23%	26%	19%	33%	27%	23%	25%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Designing communities that make it easier for people to walk and bike to stores, schools and other public facilities and other neighborhoods?	Very effective	60%	53%	56%	53%	64%	48%	59%	55%	54%
	Somewhat effective	29%	35%	32%	31%	25%	32%	29%	33%	32%
	Not at all effective	12%	12%	12%	16%	11%	20%	12%	12%	13%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Reducing the amount of new development?	Very effective	52%	46%	42%	52%	48%	39%	52%	46%	42%
	Somewhat effective	32%	34%	41%	37%	29%	32%	33%	33%	40%
	Not at all effective	16%	21%	17%	11%	23%	29%	15%	21%	19%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Improving freight railroads so more products can travel by rail rather than truck?	Very effective	49%	48%	47%	43%	54%	52%	48%	49%	48%
	Somewhat effective	38%	34%	36%	37%	36%	33%	38%	34%	35%
	Not at all effective	13%	19%	17%	20%	10%	14%	14%	17%	17%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 45: Effectiveness of Improvements for the Transportation System**

Now I am going to read you a list of some things that might be done to improve the transportation system and reduce congestion in your area. For each, please tell me how effective you think it would be.		New Castle County			Cecil County			Overall		
		2006	2010	2014	2006	2010	2014	2006	2010	2014
How about improving and expanding bus services?	Very effective	36%	31%	40%	30%	33%	30%	35%	32%	39%
	Somewhat effective	49%	43%	45%	41%	50%	43%	48%	44%	45%
	Not at all effective	12%	22%	11%	25%	15%	21%	14%	21%	13%
	Not sure/Refused	3%	3%	3%	3%	3%	5%	3%	3%	3%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Expanding passenger railroad services?	Very effective	34%	28%	33%	34%	42%	38%	34%	30%	34%
	Somewhat effective	38%	39%	37%	38%	40%	39%	38%	39%	38%
	Not at all effective	22%	23%	25%	26%	15%	18%	22%	22%	24%
	Not sure/Refused	6%	10%	5%	2%	3%	4%	5%	9%	5%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Providing special lanes for carpooling and transit?	Very effective	27%	27%	27%	22%	28%	19%	26%	27%	25%
	Somewhat effective	44%	38%	35%	37%	35%	24%	43%	37%	33%
	Not at all effective	25%	32%	36%	39%	36%	55%	27%	33%	39%
	Not sure/Refused	4%	3%	2%	3%	2%	2%	4%	3%	2%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Coordinating and better timing of traffic signals?	Very effective	56%	59%	61%	57%	50%	42%	56%	58%	58%
	Somewhat effective	33%	29%	29%	28%	32%	31%	32%	29%	29%
	Not at all effective	10%	10%	7%	15%	15%	25%	11%	11%	10%
	Not sure/Refused	2%	2%	3%	0%	3%	2%	2%	2%	3%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Widening existing highways?	Very effective	42%	39%	49%	39%	37%	32%	42%	39%	46%
	Somewhat effective	36%	31%	29%	36%	41%	34%	36%	32%	30%
	Not at all effective	20%	27%	20%	24%	22%	33%	20%	26%	22%
	Not sure/Refused	2%	3%	2%	0%	0%	1%	2%	3%	2%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Building major new highways?	Very effective	25%	20%	26%	13%	16%	8%	24%	20%	23%
	Somewhat effective	38%	32%	37%	33%	27%	27%	37%	31%	35%
	Not at all effective	33%	45%	34%	51%	54%	62%	36%	46%	38%
	Not sure/Refused	3%	3%	4%	3%	2%	4%	3%	3%	4%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Building more sidewalks to connect neighborhoods and commercial areas?	Very effective	40%	40%	38%	38%	52%	36%	40%	42%	37%
	Somewhat effective	36%	36%	36%	36%	27%	38%	36%	35%	37%
	Not at all effective	22%	22%	24%	24%	19%	25%	23%	22%	24%
	Not sure/Refused	1%	1%	2%	2%	2%	1%	2%	1%	2%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Providing more information to make it easier to take transit or carpool?	Very effective	46%	45%	43%	43%	49%	41%	45%	46%	43%
	Somewhat effective	40%	37%	41%	37%	37%	35%	40%	37%	40%
	Not at all effective	12%	16%	14%	18%	13%	23%	13%	16%	15%
	Not sure/Refused	2%	1%	2%	2%	1%	1%	2%	1%	2%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Now I am going to read you a list of some things that might be done to improve the transportation system and reduce congestion in your area. For each, please tell me how effective you think it would be.		New Castle County			Cecil County			Overall		
		2006	2010	2014	2006	2010	2014	2006	2010	2014
Developing more park-and-ride lots?	Very effective	33%	37%	39%	31%	42%	31%	32%	38%	37%
	Somewhat effective	50%	43%	43%	43%	40%	46%	49%	42%	43%
	Not at all effective	12%	17%	17%	24%	17%	21%	14%	17%	18%
	Not sure/Refused	6%	3%	2%	2%	2%	2%	5%	3%	2%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Providing more information on traffic incidents, construction, accidents and delays?	Very effective	48%	47%	43%	43%	46%	35%	47%	46%	42%
	Somewhat effective	36%	36%	42%	37%	37%	39%	36%	36%	42%
	Not at all effective	16%	16%	12%	19%	17%	24%	16%	16%	14%
	Not sure/Refused	1%	2%	2%	1%	0%	3%	1%	2%	2%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Expanding bicycle networks - bike trails, lanes and routes?	Very effective	28%	33%	32%	30%	45%	28%	28%	35%	31%
	Somewhat effective	44%	40%	42%	42%	35%	38%	43%	39%	42%
	Not at all effective	26%	23%	23%	26%	19%	32%	26%	23%	24%
	Not sure/Refused	2%	4%	3%	2%	1%	2%	2%	3%	3%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Designing communities that make it easier for people to walk and bike to stores, schools and other public facilities and other neighborhoods?	Very effective	59%	52%	55%	53%	63%	47%	58%	54%	54%
	Somewhat effective	28%	34%	32%	31%	25%	31%	29%	33%	32%
	Not at all effective	12%	12%	12%	16%	11%	20%	12%	12%	13%
	Not sure/Refused	1%	1%	1%	1%	1%	2%	1%	1%	1%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Reducing the amount of new development?	Very effective	51%	44%	40%	51%	47%	38%	51%	44%	40%
	Somewhat effective	32%	32%	39%	36%	28%	31%	32%	32%	38%
	Not at all effective	15%	20%	16%	11%	23%	29%	15%	20%	18%
	Not sure/Refused	2%	4%	4%	3%	3%	2%	2%	4%	4%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Improving freight railroads so more products can travel by rail rather than truck?	Very effective	47%	46%	46%	43%	52%	51%	46%	47%	46%
	Somewhat effective	37%	32%	35%	36%	34%	33%	37%	33%	34%
	Not at all effective	12%	18%	16%	19%	10%	14%	13%	17%	16%
	Not sure/Refused	5%	4%	4%	2%	3%	2%	4%	4%	3%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 46: Support for Various Funding Methods for Transportation Projects**

There are always more transportation projects that are needed than there is money to pay for them. For each, please tell me if you support or do not support ways to close this gap.		New Castle County			Cecil County			Overall		
		2006	2010	2014	2006	2010	2014	2006	2010	2014
How about raising tolls?	Support	48%	41%	35%	19%	29%	15%	44%	39%	32%
	Do not support	52%	59%	65%	81%	71%	85%	56%	61%	68%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Do you support or not support raising gas taxes?	Support	16%	23%	19%	16%	14%	19%	16%	22%	19%
	Do not support	84%	77%	81%	84%	86%	81%	84%	78%	81%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Do you support or not support raising license and registration fees?	Support	59%	42%	46%	40%	32%	29%	57%	40%	43%
	Do not support	41%	58%	54%	60%	68%	71%	43%	60%	57%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Creating new fees paid by the public or developers who benefit from transportation improvements?	Support	64%	66%	66%	69%	63%	58%	65%	65%	65%
	Do not support	36%	34%	34%	31%	37%	42%	35%	35%	35%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
What about delaying or eliminating some projects to save money?	Support	72%	74%	74%	70%	79%	67%	72%	74%	73%
	Do not support	28%	26%	26%	30%	21%	33%	28%	26%	27%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Do you support or do not support increasing fares on MARC or The Bus (Cecil County) DART First State (New Castle County)?	Support	36%	37%	34%	47%	42%	44%	38%	38%	36%
	Do not support	64%	63%	66%	53%	58%	56%	62%	62%	64%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
What about including the private sector in financing transportation?	Support	67%	64%	65%	68%	68%	61%	68%	65%	65%
	Do not support	33%	36%	35%	32%	32%	39%	32%	35%	35%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 47: Support for Various Funding Methods for Transportation Projects**

There are always more transportation projects that are needed than there is money to pay for them. For each, please tell me if you support or do not support ways to close this gap.		New Castle County			Cecil County			Overall		
		2006	2010	2014	2006	2010	2014	2006	2010	2014
How about raising tolls?	Support	46%	40%	34%	18%	29%	15%	42%	38%	31%
	Do not support	50%	57%	64%	79%	69%	83%	54%	59%	67%
	Don't know/Ref'd	4%	3%	2%	3%	3%	2%	4%	3%	2%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Do you support or not support raising gas taxes?	Support	16%	23%	19%	16%	14%	19%	16%	22%	19%
	Do not support	83%	76%	80%	84%	84%	81%	83%	78%	80%
	Don't know/Ref'd	2%	0%	1%	0%	2%	1%	1%	1%	1%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Do you support or not support raising license and registration fees?	Support	59%	41%	45%	39%	31%	28%	56%	40%	42%
	Do not support	40%	58%	53%	59%	68%	70%	43%	60%	56%
	Don't know/Ref'd	1%	1%	2%	2%	1%	1%	1%	1%	2%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Creating new fees paid by the public or developers who benefit from transportation improvements?	Support	62%	63%	63%	66%	59%	57%	62%	62%	62%
	Do not support	34%	33%	32%	30%	35%	41%	34%	33%	34%
	Don't know/Ref'd	4%	5%	4%	4%	6%	2%	4%	5%	4%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
What about delaying or eliminating some projects to save money?	Support	65%	66%	66%	58%	72%	60%	64%	67%	65%
	Do not support	25%	23%	23%	25%	20%	29%	25%	23%	24%
	Don't know/Ref'd	10%	11%	11%	17%	8%	11%	11%	10%	11%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Do you support or do not support increasing fares on MARC or The Bus (Cecil County) DART First State (New Castle County)?	Support	33%	33%	32%	41%	37%	39%	34%	34%	33%
	Do not support	57%	56%	61%	47%	52%	50%	56%	55%	59%
	Don't know/Ref'd	10%	11%	7%	13%	11%	11%	11%	11%	7%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
What about including the private sector in financing transportation?	Support	60%	58%	60%	60%	62%	56%	60%	59%	60%
	Do not support	29%	32%	32%	28%	29%	36%	29%	32%	33%
	Don't know/Ref'd	12%	10%	8%	12%	9%	8%	12%	9%	8%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 48: Support for New Development**

Some people say that they don't want any new development in their community because growth and congestion has hurt quality of life. Other people accept development and congestion because they feel that growth improves our economy. Which side do you agree with most?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
I don't want any new development	57%	46%	48%	54%	50%	51%	57%	47%	49%
I accept development because it improves the economy	43%	54%	52%	46%	50%	49%	43%	53%	51%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 49: Support for New Development**

Some people say that they don't want any new development in their community because growth and congestion has hurt quality of life. Other people accept development and congestion because they feel that growth improves our economy. Which side do you agree with most?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
I don't want any new development	53%	43%	45%	52%	48%	49%	53%	44%	46%
I accept development because it improves the economy	40%	50%	49%	44%	47%	47%	40%	50%	49%
Don't know/Refused	7%	7%	6%	4%	5%	3%	7%	6%	6%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 50: Preference of Living Environment**

Would you prefer to live in an area that is...?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Urban	18%	15%	15%	9%	8%	10%	17%	14%	14%
Suburban	55%	65%	63%	25%	38%	29%	51%	60%	58%
Rural	27%	20%	21%	66%	54%	62%	32%	26%	28%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 51: Preference of Living Environment**

Would you prefer to live in an area that is...?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Urban	18%	15%	15%	9%	8%	9%	17%	14%	14%
Suburban	53%	63%	62%	24%	38%	28%	49%	59%	57%
Rural	26%	20%	21%	64%	54%	59%	31%	25%	27%
Other/Not sure/Refused	3%	2%	3%	3%	0%	4%	3%	1%	3%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 52: Placement of New Development**

In your opinion should new development be concentrated in certain areas, such as in existing towns and villages and in designated growth areas, or should new development occur wherever developers and landowners choose?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
In existing towns and in designated growth areas	77%	70%	69%	82%	81%	81%	77%	71%	71%
Where developers choose	23%	30%	31%	18%	19%	19%	23%	29%	29%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 53: Placement of New Development**

In your opinion should new development be concentrated in certain areas, such as in existing towns and villages and in designated growth areas, or should new development occur wherever developers and landowners choose?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
In existing towns and in designated growth areas	69%	64%	66%	77%	78%	77%	71%	67%	68%
Where developers choose	21%	28%	30%	17%	19%	19%	20%	27%	28%
Don't know/Refused	10%	8%	4%	6%	4%	4%	9%	7%	4%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 54: Strategies to Manage Growth and Development**

Please tell me if you strongly agree, agree, disagree or strongly disagree with the following statements to manage growth and development.		New Castle County			Cecil County			Overall		
		2006	2010	2014	2006	2010	2014	2006	2010	2014
Mixing appropriate businesses with new residential development should be encouraged.	Strongly agree	25%	28%	21%	28%	21%	18%	26%	27%	21%
	Agree	57%	50%	62%	46%	60%	57%	56%	52%	62%
	Disagree	10%	15%	11%	20%	11%	19%	11%	14%	12%
	Strongly disagree	7%	7%	5%	6%	7%	5%	7%	7%	5%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Revising zoning codes to better support transit use, bicycling and walking should be encouraged.	Strongly agree	37%	43%	37%	37%	39%	24%	37%	42%	35%
	Agree	54%	47%	52%	54%	50%	61%	54%	47%	54%
	Disagree	6%	6%	8%	7%	8%	12%	7%	7%	8%
	Strongly disagree	3%	4%	3%	2%	3%	3%	3%	4%	3%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Supporting farmland or open space preservation through tax incentives or subsidies to help direct development to other areas.	Strongly agree	45%	46%	32%	55%	46%	48%	46%	46%	35%
	Agree	41%	40%	51%	39%	42%	36%	41%	41%	49%
	Disagree	10%	8%	13%	3%	9%	9%	9%	9%	12%
	Strongly disagree	4%	5%	4%	2%	3%	6%	3%	5%	4%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 55: Strategies to Manage Growth and Development**

Please tell me if you strongly agree, agree, disagree or strongly disagree with the following statements to manage growth and development.		New Castle County			Cecil County			Overall		
		2006	2010	2014	2006	2010	2014	2006	2010	2014
Mixing appropriate businesses with new residential development should be encouraged.	Strongly agree	24%	27%	20%	27%	20%	18%	25%	26%	20%
	Agree	55%	48%	60%	45%	59%	56%	53%	50%	60%
	Disagree	10%	14%	11%	19%	11%	19%	11%	14%	12%
	Strongly disagree	7%	6%	5%	6%	7%	5%	7%	7%	5%
	Don't know/Ref'd	4%	4%	3%	3%	3%	3%	4%	4%	3%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Revising zoning codes to better support transit use, bicycling and walking should be encouraged.	Strongly agree	36%	41%	36%	36%	38%	24%	36%	40%	34%
	Agree	53%	44%	51%	53%	49%	60%	53%	45%	53%
	Disagree	6%	6%	8%	7%	8%	11%	6%	6%	8%
	Strongly disagree	3%	4%	3%	2%	3%	3%	3%	4%	3%
	Don't know/Ref'd	3%	5%	2%	3%	3%	2%	3%	5%	2%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Supporting farmland or open space preservation through tax incentives or subsidies to help direct development to other areas.	Strongly agree	44%	45%	32%	53%	44%	47%	45%	45%	34%
	Agree	40%	39%	50%	38%	41%	36%	40%	39%	48%
	Disagree	10%	8%	13%	3%	9%	9%	9%	8%	12%
	Strongly disagree	4%	5%	4%	2%	3%	6%	3%	5%	4%
	Don't know/Ref'd	3%	3%	2%	3%	3%	1%	3%	3%	2%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 56: Air Quality in the Region**

How would you rate air quality in our region?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Very good	5%	10%	11%	17%	24%	29%	6%	12%	14%
Good	24%	28%	36%	42%	43%	43%	26%	31%	37%
Fair	36%	34%	30%	27%	24%	22%	35%	32%	29%
Poor	24%	18%	16%	9%	8%	3%	22%	16%	14%
Very poor	11%	10%	7%	5%	1%	2%	10%	9%	6%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 57: Air Quality in the Region**

How would you rate air quality in our region?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Very poor	11%	10%	7%	5%	1%	2%	10%	9%	6%
Poor	23%	18%	16%	9%	8%	3%	21%	16%	14%
Fair	36%	33%	30%	27%	24%	22%	35%	32%	28%
Good	24%	28%	35%	42%	43%	42%	26%	30%	36%
Very good	5%	10%	10%	17%	24%	29%	6%	12%	13%
Don't know/Refused	1%	2%	2%	0%	0%	1%	1%	2%	2%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 58: Knowledge of Ozone Action Days and PM 2.5**

		New Castle County			Cecil County			Overall		
		2006	2010	2014	2006	2010	2014	2006	2010	2014
Have you heard of the Air Quality Partnership of Delaware?	Yes					20%	14%		20%	14%
	No					80%	86%		80%	86%
	Total					100%	100%		100%	100%
Have you heard of Ozone Action days?	Yes	61%	59%	49%	66%	63%	53%	62%	59%	50%
	No	39%	41%	51%	34%	37%	47%	38%	41%	50%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Have you heard of particulate matter or PM 2.5?	Yes	26%	32%	26%	32%	23%	24%	27%	31%	26%
	No	74%	68%	74%	68%	77%	76%	73%	69%	74%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 59: Knowledge of Ozone Action Days and PM 2.5**

		New Castle County			Cecil County			Overall		
		2006	2010	2014	2006	2010	2014	2006	2010	2014
Have you heard of the Air Quality Partnership of Delaware?	Yes					20%	14%		20%	14%
	No					79%	85%		79%	85%
	Don't know/Ref'd					1%	0%		1%	0%
	Total					100%	100%		100%	100%
Have you heard of Ozone Action days?	Yes	61%	58%	49%	66%	62%	52%	62%	59%	49%
	No	38%	41%	51%	34%	37%	47%	38%	40%	50%
	Don't know/Ref'd	0%	1%	0%	0%	0%	1%	0%	1%	0%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%
Have you heard of particulate matter or PM 2.5?	Yes	26%	32%	26%	32%	23%	24%	27%	31%	26%
	No	73%	67%	73%	67%	77%	76%	72%	68%	74%
	Don't know/Ref'd	1%	1%	0%	1%	0%	0%	1%	1%	0%
	Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 60: Behaviors to Improve Air Quality**

What would you be willing to do to improve air quality in our region? Would you ever...?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Carpool or vanpool	65%	55%	64%	65%	62%	61%	65%	57%	64%
Take transit	63%	51%	57%	57%	51%	61%	62%	51%	57%
Walk or bike	59%	43%	56%	55%	49%	62%	58%	44%	57%
Work from home	50%	31%	34%	53%	39%	32%	51%	32%	34%
I would not be willing to make any changes	6%	5%	0%	9%	4%	0%	6%	4%	0%
I CANNOT make any changes	2%	5%	5%	1%	8%	3%	2%	5%	5%
Other	5%	5%	2%	4%	2%	8%	5%	5%	3%

\*Percent may total more than 100 as respondents were allowed more than one response.

**Table 61: Behaviors to Improve Air Quality**

What would you be willing to do to improve air quality in our region? Would you ever...?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Carpool or vanpool	63%	53%	62%	64%	61%	58%	63%	55%	61%
Take transit	61%	49%	54%	56%	50%	58%	61%	49%	55%
Walk or bike	57%	42%	54%	54%	48%	59%	57%	43%	55%
Work from home	49%	30%	33%	52%	38%	31%	49%	31%	32%
I would not be willing to make any changes	5%	4%	0%	9%	4%	0%	6%	4%	0%
I CANNOT make any changes	2%	5%	5%	1%	7%	3%	2%	5%	4%
Other	5%	5%	1%	4%	2%	8%	5%	5%	2%
None/Nothing/Don't Know/Refused	3%	4%	1%	2%	3%	3%	3%	4%	2%
DO NOT READ: I CANNOT make any changes	0%	0%	2%	0%	0%	2%	0%	0%	2%

\*Percent may total more than 100 as respondents were allowed more than one response.

**Table 62: Respondent's Age**

In which age category may I place you?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
18 to 24	6%	8%	10%	10%	10%	7%	7%	9%	9%
25 to 34	25%	20%	21%	19%	21%	19%	24%	20%	21%
35 to 44	19%	15%	13%	20%	16%	13%	19%	15%	13%
45 to 54	23%	26%	24%	23%	24%	27%	23%	25%	24%
55-64	12%	14%	12%	17%	14%	13%	13%	14%	12%
65+	15%	17%	21%	11%	15%	20%	14%	17%	21%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 63: Respondent's Age**

In which age category may I place you?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
18 to 24	6%	8%	10%	10%	10%	7%	7%	8%	9%
25 to 34	24%	20%	21%	19%	21%	19%	24%	20%	20%
35 to 44	19%	15%	13%	20%	16%	13%	19%	15%	13%
45 to 54	23%	26%	24%	23%	24%	27%	23%	25%	24%
55-64	12%	14%	12%	17%	14%	13%	13%	14%	12%
65+	15%	17%	21%	11%	15%	20%	14%	17%	21%
Refused	1%	1%	0%	0%	1%	0%	1%	1%	0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 64: Respondent's Household Size**

Including yourself, how many persons live your household?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
One	19%	21%	17%	15%	16%	11%	18%	20%	16%
Two	34%	27%	33%	27%	25%	36%	33%	27%	34%
Three	19%	21%	20%	17%	19%	18%	19%	21%	20%
Four	18%	20%	20%	23%	24%	12%	19%	20%	19%
Five	6%	7%	6%	14%	11%	15%	7%	8%	7%
Six or more	5%	3%	4%	4%	4%	9%	5%	3%	5%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 65: Respondent's Household Size**

Including yourself, how many persons live your household?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
One	19%	21%	17%	15%	16%	11%	18%	20%	16%
Two	34%	27%	33%	27%	25%	36%	33%	27%	33%
Three	19%	21%	20%	17%	19%	18%	19%	21%	20%
Four	18%	20%	20%	23%	23%	12%	18%	20%	19%
Five	6%	7%	6%	14%	11%	15%	7%	8%	7%
Six or more	5%	3%	4%	4%	4%	9%	5%	3%	5%
Refused	1%	1%	1%	0%	1%	0%	1%	1%	0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 66: Respondent's Education Level**

What is your highest level of education?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Non-high school graduate	3%	2%	3%	4%	9%	7%	3%	3%	4%
High school graduate	18%	19%	22%	24%	19%	24%	19%	19%	23%
Some college	25%	27%	22%	35%	33%	33%	26%	27%	24%
Bachelors degree	34%	29%	30%	22%	22%	25%	33%	28%	30%
Graduate degree	19%	23%	22%	15%	17%	11%	19%	22%	20%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 67: Respondent's Education Level**

What is your highest level of education?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Non-high school graduate	3%	2%	3%	4%	9%	7%	3%	3%	4%
High school graduate	18%	19%	22%	24%	19%	23%	19%	19%	23%
Some college	25%	26%	22%	34%	32%	32%	26%	27%	24%
Bachelors degree	34%	29%	30%	22%	21%	24%	33%	28%	29%
Graduate degree	19%	23%	22%	15%	17%	11%	19%	22%	20%
Refused	0%	1%	0%	0%	1%	2%	0%	1%	1%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 68: Respondent's Ethnicity or Racial Background, 2006 and 2010**

If you don't mind my asking, what is your ethnic or racial background?*	New Castle County		Cecil County		Overall	
	2006	2010	2006	2010	2006	2010
American Indian or Alaskan Native	0%	0%	0%	0%	0%	0%
Asian or Pacific Islander	2%	7%	0%	1%	2%	6%
Black/African American	20%	15%	3%	3%	18%	13%
White/Caucasian	75%	75%	95%	93%	78%	78%
Other	3%	4%	2%	4%	3%	4%
Latino	1%	1%	0%	0%	1%	1%

\*Percent may total more than 100 as respondents were allowed more than one response.

**Table 69: Respondent's Ethnicity or Racial Background, 2006 and 2010**

If you don't mind my asking, what is your ethnic or racial background?*	New Castle County		Cecil County		Overall	
	2006	2010	2006	2010	2006	2010
American Indian or Alaskan Native	0%	0%	0%	0%	0%	0%
Asian or Pacific Islander	2%	7%	0%	1%	2%	6%
Black/African American	19%	14%	3%	3%	17%	13%
White/Caucasian	72%	71%	91%	90%	75%	74%
Other	3%	4%	2%	4%	3%	4%
Refused	3%	5%	3%	3%	3%	4%
Not determined	0%	2%	0%	0%	0%	1%
Latino	1%	1%	0%	0%	1%	1%

\*Percent may total more than 100 as respondents were allowed more than one response.

**Table 70: Respondent's Ethnicity, 2014**

Are you Spanish, Hispanic or Latino?	New Castle County	Cecil County	Overall
	2014	2014	2014
Yes	7%	3%	6%
No	93%	97%	94%
Total	100%	100%	100%

**Table 71: Respondent's Ethnicity, 2014**

Are you Spanish, Hispanic or Latino?	New Castle County	Cecil County	Overall
	2014	2014	2014
Yes	7%	3%	6%
No	92%	97%	93%
Refused	1%	1%	1%
Total	100%	100%	100%

**Table 72: Respondent's Racial Background, 2014**

Which of the following races do you consider yourself to be?	New Castle County	Cecil County	Overall
	2014	2014	2014
American Indian or Alaskan Native	0%	0%	0%
Asian or Pacific Islander	5%	1%	4%
Black/African American	24%	6%	21%
White/Caucasian	68%	90%	72%
Other	4%	3%	4%

\*Percent may total more than 100 as respondents were allowed more than one response.

**Table 73: Respondent's Racial Background, 2014**

Which of the following races do you consider yourself to be?	New Castle County	Cecil County	Overall
	2014	2014	2014
American Indian or Alaskan Native	0%	0%	0%
Asian or Pacific Islander	4%	1%	4%
Black/African American	23%	6%	20%
White/Caucasian	66%	89%	70%
Other	4%	3%	4%
Refused	3%	1%	3%

\*Percent may total more than 100 as respondents were allowed more than one response.

**Table 74: Respondent's Annual Family Income**

So that we can group all answers, what is your total annual family income? Is it....?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
2014: Under \$25,000 / 2006,2010: Under \$20,000	9%	7%	14%	8%	6%	13%	8%	7%	14%
2014: \$25,000 to under \$50,000 / 2006,2010: \$20,000 to under \$40,000	15%	18%	18%	20%	19%	21%	15%	19%	18%
2014: \$50,000 to under \$100,000 / 2006,2010: \$40,000 to under \$80,000	32%	30%	39%	28%	34%	31%	31%	30%	38%
2014: \$100,000 or MORE / 2006,2010: \$80,000 or more	45%	45%	29%	44%	41%	35%	45%	44%	30%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 75: Respondent's Annual Family Income**

So that we can group all answers, what is your total annual family income? Is it....?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
2014: Under \$25,000 / 2006,2010: Under \$20,000	7%	6%	12%	7%	6%	10%	7%	6%	12%
2014: \$25,000 to under \$50,000 / 2006,2010: \$20,000 to under \$40,000	13%	15%	16%	17%	17%	17%	13%	16%	16%
2014: \$50,000 to under \$100,000 / 2006,2010: \$40,000 to under \$80,000	27%	25%	34%	24%	30%	25%	26%	26%	33%
2014: \$100,000 or MORE / 2006,2010: \$80,000 or more	38%	37%	26%	38%	36%	29%	38%	37%	26%
Refused	16%	17%	12%	15%	12%	19%	16%	16%	13%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table 76: Respondent's Zip Code

What is your zip code?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
1907	0%	0%	0%	0%	0%	0%	0%	0%	0%
2191	0%	0%	0%	0%	0%	0%	0%	0%	0%
8701	0%	0%	0%	0%	0%	0%	0%	0%	0%
9720	0%	0%	0%	0%	0%	0%	0%	0%	0%
10713	0%	0%	0%	0%	0%	0%	0%	0%	0%
12804	0%	1%	0%	0%	0%	0%	0%	1%	0%
12921	0%	0%	0%	0%	0%	1%	0%	0%	0%
19008	0%	0%	0%	0%	0%	0%	0%	0%	0%
19018	0%	0%	0%	0%	0%	0%	0%	0%	0%
19084	0%	0%	0%	0%	0%	0%	0%	0%	0%
19173	0%	0%	0%	0%	0%	0%	0%	0%	0%
19311	0%	0%	0%	0%	0%	0%	0%	0%	0%
19471	0%	0%	1%	0%	0%	0%	0%	0%	1%
19701	5%	8%	9%	0%	0%	0%	5%	7%	7%
19702	11%	9%	6%	0%	0%	0%	10%	8%	5%
19703	1%	2%	4%	0%	0%	0%	1%	2%	3%
19706	1%	1%	0%	0%	0%	0%	1%	0%	0%
19707	5%	4%	4%	0%	0%	0%	4%	3%	3%
19708	0%	0%	0%	0%	0%	0%	0%	0%	0%
19709	9%	8%	5%	0%	0%	0%	7%	7%	4%
19711	13%	8%	14%	0%	0%	0%	11%	7%	12%
19713	5%	7%	6%	0%	0%	0%	4%	6%	5%
19720	11%	8%	8%	0%	0%	0%	9%	7%	6%
19734	1%	3%	3%	0%	0%	0%	1%	3%	3%
19771	0%	0%	0%	0%	0%	0%	0%	0%	0%
19782	0%	0%	0%	0%	0%	0%	0%	0%	0%
19792	0%	0%	0%	0%	0%	0%	0%	0%	0%
19801	1%	1%	3%	0%	0%	0%	1%	1%	3%
19802	4%	3%	6%	0%	0%	0%	3%	2%	5%
19803	4%	6%	4%	0%	0%	0%	3%	5%	3%
19804	3%	3%	4%	0%	0%	0%	3%	3%	3%
19805	5%	4%	5%	0%	0%	0%	4%	3%	5%
19806	1%	1%	1%	0%	0%	0%	1%	1%	1%
19807	3%	1%	2%	0%	0%	0%	3%	1%	2%
19808	8%	7%	8%	0%	0%	0%	7%	6%	7%
19809	2%	3%	2%	0%	0%	0%	2%	2%	2%
19810	4%	6%	4%	0%	0%	0%	4%	5%	3%
19828	0%	0%	0%	0%	0%	0%	0%	0%	0%
19882	0%	0%	0%	0%	0%	0%	0%	0%	0%
19970	0%	0%	0%	0%	0%	0%	0%	0%	0%
19977	0%	0%	0%	0%	0%	0%	0%	0%	0%

What is your zip code?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
20904	0%	0%	0%	0%	0%	0%	0%	0%	0%
20911	0%	0%	0%	0%	0%	0%	0%	0%	0%
20921	0%	0%	0%	0%	0%	3%	0%	0%	0%
21034	0%	0%	0%	0%	0%	0%	0%	0%	0%
21093	0%	0%	0%	0%	0%	0%	0%	0%	0%
21901	0%	0%	0%	22%	10%	13%	3%	2%	2%
21902	0%	0%	0%	0%	0%	0%	0%	0%	0%
21903	0%	0%	0%	7%	3%	2%	1%	0%	0%
21904	0%	0%	0%	8%	8%	9%	1%	1%	1%
21911	0%	0%	0%	10%	5%	13%	1%	1%	2%
21912	0%	0%	0%	0%	1%	0%	0%	0%	0%
21913	0%	0%	0%	1%	0%	1%	0%	0%	0%
21914	0%	0%	0%	1%	3%	1%	0%	1%	0%
21915	0%	0%	0%	4%	8%	1%	1%	1%	0%
21916	0%	0%	0%	0%	0%	0%	0%	0%	0%
21917	0%	0%	0%	1%	2%	2%	0%	0%	0%
21918	0%	0%	0%	3%	4%	3%	0%	1%	1%
21919	0%	0%	0%	3%	2%	5%	0%	0%	1%
21920	0%	0%	0%	0%	0%	0%	0%	0%	0%
21921	0%	0%	0%	34%	42%	43%	5%	7%	7%
21922	0%	0%	0%	1%	0%	0%	0%	0%	0%
21928	0%	0%	0%	0%	0%	0%	0%	0%	0%
21941	0%	0%	0%	0%	0%	0%	0%	0%	0%
27912	0%	0%	0%	1%	0%	0%	0%	0%	0%
29111	0%	0%	0%	0%	0%	1%	0%	0%	0%
29191	0%	0%	0%	0%	0%	0%	0%	0%	0%
29911	0%	0%	0%	1%	0%	0%	0%	0%	0%
41904	0%	0%	0%	0%	0%	0%	0%	0%	0%
41921	0%	0%	0%	0%	0%	0%	0%	0%	0%
49702	0%	0%	0%	0%	0%	0%	0%	0%	0%
80501	0%	0%	0%	1%	0%	0%	0%	0%	0%
Don't know/refused	1%	5%	1%	0%	9%	0%	1%	6%	1%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 77: Familiarity with WILMAPCO**

As I stated in the beginning, this survey is being conducted by WILMAPCO, the Wilmington Area Planning Council. Are you familiar with this organization?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Yes	33%	33%	34%	30%	30%	29%	32%	33%	33%
No	67%	66%	65%	68%	68%	70%	67%	66%	66%
Not sure/Don't know/Refsued	0%	1%	1%	2%	2%	1%	0%	1%	1%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 78: Interested in Receiving Free Newsletters or Public Meeting Announcements**

Would you be interested in receiving free newsletters or public meeting announcements from WILMAPCO regarding future transportation plans in your area?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Newsletters	16%	15%	14%	20%	20%	12%	17%	16%	14%
Public meeting announcements	4%	0%	2%	3%	2%	0%	4%	0%	2%
Both	32%	19%	20%	22%	20%	14%	30%	19%	20%
Neither	48%	66%	63%	56%	58%	73%	49%	65%	64%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 79: Interested in Receiving Free Newsletters or Public Meeting Announcements**

Would you be interested in receiving free newsletters or public meeting announcements from WILMAPCO regarding future transportation plans in your area?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Newsletters	15%	14%	14%	19%	18%	10%	15%	14%	13%
Public meeting announcements	4%	0%	2%	3%	1%	0%	4%	0%	2%
Both	29%	18%	20%	20%	18%	13%	28%	18%	19%
Neither	44%	61%	60%	52%	53%	64%	45%	60%	61%
Don't know/Refused	8%	7%	4%	6%	10%	13%	7%	8%	5%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 80: Respondent's Gender**

Was this person male or female?	New Castle County			Cecil County			Overall		
	2006	2010	2014	2006	2010	2014	2006	2010	2014
Male	48%	47%	48%	50%	48%	48%	48%	47%	48%
Female	52%	53%	52%	50%	52%	52%	52%	53%	52%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

## Appendix B: Verbatim Responses to Open-ended Questions (2014)

**Question 6: Looking ahead, what do you think will be the most critical issue facing the region in the next 5 to 10 years? (“Other” responses, many of which were coded into existing categories or a few new ones)**

- ◆ 202 BYPASS
- ◆ 495 A BRIDGE THAT WAS CLOSED IT NEED S TO BE FIXED ITS CAUSING TRAFFIC CONGESTION THROUGH THE CITY OF WILMINGTON
- ◆ 495 BRIDGE
- ◆ ACCESS TO A LOT ROADWAYS MORE BYPASSES
- ◆ AGING INFRASTRUCTURE
- ◆ AIR QUALITY, CLIMATE CHANGE
- ◆ ALL OF THE ABOVE
- ◆ BARLEY MILLS PLAZA
- ◆ BETTER BIKE LANES
- ◆ BIKE LANES
- ◆ BIKE LANES
- ◆ BRIDGES
- ◆ BRIDGES AND ROAD REPAIR.
- ◆ BRIDGES BEING CLOSED AND NOT RE-OPENED, ACCESS IN RURAL AREAS BECOMING MORE LIMITED
- ◆ BRIDGES, POT HOLES
- ◆ BUDGET
- ◆ BUSINESS
- ◆ CAB DRIVERS ARE A HAZARD
- ◆ CLEAN WATER
- ◆ CLEVELAND AVENUE CONGESTION, HILLSIDE AND 273 CONGESTION, AND PUBLIC TRANSPORTATION AS IN GETTING FROM ONE SIDE TO THE OTHER
- ◆ CLIMATE CHANGE
- ◆ CLIMATE CONTROL
- ◆ CONCERN FOR POOR PEOPLE- I AM A PASTOR- WE NEED MISSIONS IN THIS COUNTRY. SEPARATION OF CHURCH AND STATE- STATE WONT FUND CHURCHES BUT THE STATE WANTS SUPPORT FROM CHURCHES FOR ELECTIONS, AND OTHER THINGS
- ◆ CONDITION OF ROADS
- ◆ CONDITION OF THE ROADS, IE POT HOLES AND NARROW ROADS WITHOUT PROPER TURNING LANES
- ◆ CONDITIONS OF ROADS,
- ◆ CONGESTION
- ◆ CONGESTION
- ◆ CONGESTION
- ◆ CONGESTION
- ◆ CONGESTION AN MOTOR VEHICLE TRAFFIC
- ◆ CONGESTION IN THE MALL AREA
- ◆ CONGESTION ON I95, LACK OF PUBLIC TRANSPORTATION THAT'S APPEALING TO PEOPLE; THAT'S RAPID AND CONVENIENT
- ◆ CONGESTION, OVERPOPULATION
- ◆ CROWDED
- ◆ CRUMBLING INFRASTRUCTURE SUCH AS BRIDGES
- ◆ CRUMBLING ROADS AN BRIDGES
- ◆ DOGS
- ◆ DRAUGHT
- ◆ DRUG PROBLEM
- ◆ DRUG PROBLEMS
- ◆ DRUG USE
- ◆ DRUGS
- ◆ DRUGS
- ◆ DRUGS
- ◆ DRUGS
- ◆ DRUGS
- ◆ DRUGS AND PARKING
- ◆ ECONOMICS
- ◆ EDUCATION
- ◆ EMPLOYMENT
- ◆ EMPLOYMENT
- ◆ EMPLOYMENT
- ◆ EMPLOYMENT

- ◆ EMPLOYMENT
- ◆ EMPLOYMENT AND INFRASTRUCTURE
- ◆ END THE WAR
- ◆ ENERGY AND CLIMATE
- ◆ EQUAL RIGHTS REGARDING MARRIAGE
- ◆ EXTREME WEATHER
- ◆ FACILITIES BIG ENOUGH TO HANDLE THE CHILDREN FOR SCHOOLS K TO HIGH SCHOOL AND INFRASTRUCTURE WHAT WE HAVE NOW IS STARTING TO FAIL
- ◆ FINISH THE ROADS THAT WERE UNDER CONSTRUCTION
- ◆ "FIXING THE ROADS
- ◆ GETTING A NEW PRESIDENT"
- ◆ FLOODED
- ◆ FLOODING
- ◆ FLOODING BROUGHT ABOUT BECAUSE THERE IS NO PLACE FOR THE RAIN WATER TO FLOW BECAUSE OF CONSTRUCTION
- ◆ FLOODING DURING INCLEMENT WEATHER
- ◆ FLOODING, TRANSPORTATION IN DELAWARE IS DIFFICULT TO GET TO THE BEACH, IT WOULD BE NICE TO HAVE A ALTERNATIVE TO ROUTE 1
- ◆ GAS PRICE
- ◆ GAS PRICES
- ◆ GAS PRICES
- ◆ GAS PRICES
- ◆ GAS PRICES
- ◆ GAS PRICES
- ◆ GASOLINE IS TOO HIGH
- ◆ GASOLINE ON TH OZONE
- ◆ GET RID OF PRESIDENT OBAMA
- ◆ GETTING RAIL SERVICE THROUGH THE COUNTY
- ◆ GETTING RID OF OMALLY AND OBAMA/ DEMOCRATS
- ◆ GLOBAL WARMING
- ◆ GLOBAL WARMING
- ◆ GLOBAL WARMING
- ◆ GLOBAL WARMING AND ENERGY
- ◆ GOVERNMENT CONTROL:
- ◆ GOVERNMENT ELIMINATING MIDDLE CLASS
- ◆ GOVT INTRUSION AND REGULATIONS- TAKING OVER MY LIFE
- ◆ GOV'T SPENDING
- ◆ HATE THEM
- ◆ HEALTH
- ◆ HEALTH CARE
- ◆ HEALTH CARE
- ◆ "HEALTHCARE TO PEOPLE.
- ◆ ASSURING VOTING"
- ◆ HIGHWAY EXPANSION
- ◆ HIGHWAYS
- ◆ HOLDING THE JOB
- ◆ HOMELESSNESS
- ◆ HOMELESSNESS
- ◆ HOUSING
- ◆ HOUSING
- ◆ HWY INFRASTRUCTURE, ROADS NOT PLANNED WELL
- ◆ HWY MAINTENANCE AND RESTORATION
- ◆ I-95
- ◆ IM 82 YEARS OLD, THE INTEREST, YOU DON'T GET ANY INTEREST ON YOUR MONEY AT ALL. WHEN BUSH WAS IN OFFICE I HAD BETTER INTEREST RATES.
- ◆ I'M LOOKING FOR THE BYPASS - IT'S JUST NOT HAPPENING
- ◆ IMPROVED HIGHWAY SYSTEM, BETTER ROADS, LIKE POT HOLES AND REPAIRS
- ◆ IMPROVING THE ROADS
- ◆ INCARCERATED PEOPLE OR PEOPLE WHO HAVE RECORD EVEN AN OLD ONE...FOLKS WHO MADE BAD MISTAKES BUT ARE BETTER...BUT THESE DAYS VERY HARD TO GET A JOB OR APARTMENT EVEN AFTER PAYING THIER DUES.
- ◆ INFRASTRUCTURE
- ◆ INFRASTRUCTURE
- ◆ INFRASTRUCTURE - HIGHWAYS ,BRIDGES
- ◆ INFRASTRUCTURE A BRIDGE ISSUE WITH ROADS AND HIGHWAYS MAINTENANCE MORE EFFECTIVE

- [illegible]

- [illegible]

- ◆ TRAFFIC CONGESTION
- ◆ TRAFFIC CONGESTION
- ◆ TRAFFIC CONGESTION
- ◆ TRAFFIC CONGESTION
- ◆ TRAFFIC CONGESTION ON I 95
- ◆ TRAFFIC CONTROL
- ◆ TRAFFIC CONTROL TRAFFIC LIGHTS
- ◆ TRAFFIC RED LIGHTS
- ◆ TRANSPORTATION BETWEEN HERE AND WILMINGTON
- ◆ TRANSPORTATION FOR OLDER ADULTS AND LOW-INCOME PEOPLE, WHAT'S GOING TO HAPPEN WITH THE RAIL LINES AND OIL
- ◆ TWO LANE ROADS ARE TOO SMALL AND TOO MUCH TRAFFIC
- ◆ UNEMPLOYMENT
- ◆ UNEMPLOYMENT
- ◆ UNEMPLOYMENT
- ◆ UNEMPLOYMENT
- ◆ UNEMPLOYMENT
- ◆ UNEMPLOYMENT
- ◆ UPKEEP OF ROADS
- ◆ URBAN SPRAWL
- ◆ UTILITIES SEWERS WATER ELECTRICITY TRANSPORTATION
- ◆ VIOLENCE
- ◆ VOLUME OF TRAFFIC
- ◆ WAR
- ◆ WARS, TAKING CARE OF THE ELDERLY
- ◆ WATER INFRASTRUCTURE NEEDS TO BE BIGGER
- ◆ WATER LEVEL RISING
- ◆ WATER QUALITY
- ◆ WE'LL BE SATURATED WITH TRAFFIC
- ◆ WORKING CONDITIONS

**Question 9: What types of transportation would you like access to that you do not have available now?**

- ◆ A CHAUFFEURED LIMO
- ◆ A SHUTTLE TO GET PEOPLE FROM THEIR NEIGHBORHOODS TO LOCAL MALLS AND SHOPPING- LIKE TO NORTHERN OR SOUTHERN REGIONS- LIKE IN PIGEON FORGE TENNESSEE AND IN BOOTHBAY HARBOR MAINE. TO CUT DOWN ON TRAFFIC ON ROADS AND PEOPLE IN PARKING LOTS . IT IS A CONTINUOUS SHUTTLE- IN WALKING DISTANCE FROM HOME-A SET SCHEDULE- A LOOP -YOU CAN RETURN WHERE YOU STARTED- ELDERLY CAN GET ANYWHERE BY SHUTTLE- SWIPE PASS FOR A DESIGNED YEAR OR MONTH- NO CHANGE NEEDED EACH TIME- IN TOWNS WITH SHUTTLES IT IS A NOMINAL FEE-LIKE IN PIGEON FORGE. WITH A DESIGNATED ROUTE - IT CAN BE BY MALL OR THE COMMONS COMPLEX FOR A DOCTOR- THEN COMPLETE LOOP HOME-JUST STOPS WHEN PEOPLE PULL CORD TO STOP. IT MAY TAKE 18 MINUTES TO MAKE THE LOOP
- ◆ AIR TRAFFIC -- SOMETHING SHOULD BE DONE AT THE WILMINGTON AIRPORT
- ◆ AIRPORT TRANSPORTATION
- ◆ ALLOW ELECTRIC GOLF CARTS
- ◆ AMTRAK SUCKS AND ITS EXPENSIVE
- ◆ ASSESSMENT RIDE -
- ◆ BETTER PUBLIC TRANSIT
- ◆ BETTER SERVICES FOR HANDICAPPED AND DISABLED PERSONS SUCH AS DASH SERVICE
- ◆ BIG LIMO PULL UP AND LET ME IN
- ◆ BIKE LANES
- ◆ BIKE LANES

- ◆ BOAT
- ◆ BOAT
- ◆ BUS FROM ONE SIDE OF TOWN TO THE OTHER, NOT JUST TO THE DOWNTOWN CORE.
- ◆ CAB SERVICE
- ◆ CABS OR TAXIS
- ◆ CONVENIENT AND ACCESSIBLE BUSES
- ◆ DART COULD BE A LOT BETTER
- ◆ DISABILITY CARTS
- ◆ ELIMINATE BICYCLES ON NARROW ROADS
- ◆ ELIMINATING CONSTRUCTION
- ◆ EXPAND THE TROLLEY SERVICE NOT JUST HAVE IT DOWNTOWN
- ◆ FLY ME PLACES
- ◆ FLYING
- ◆ FLYING CAR
- ◆ HELICOPTER
- ◆ I'M FINE WITH MY AUTOMOBILE, BUT THE ROUTES ARE SO CONGESTED; THAT'S MY ONLY ISSUE
- ◆ I'M SO FAR OUT IN THE COUNTRY THAT IT'S KIND OF POINTLESS.
- ◆ IMPROVEMENTS ON WHAT WE ALREADY HAVE BECAUSE ANY HIGHWAY I TRAVEL ON NEEDS REPAIR
- ◆ IT'D BE NICE TO HAVE A LITTLE MORE RIVER TRAFFIC
- ◆ JITNEY SERVICES SMALL VEHICLES RUNNING CONSTANT CIRCUITS
- ◆ LITE RAIL
- ◆ MAJOR AIRLINES TO WILMINGTON AIRPORT
- ◆ MARC STOP IN ELTON AND IN NEWARK
- ◆ MASS TRANSIT
- ◆ MASS TRANSIT
- ◆ MASS TRANSIT I.E. TAXI AND BUS
- ◆ MASS TRANSIT AND BIKING
- ◆ MEDICAL TRANSPORTATION
- ◆ MORE BIKE LANES
- ◆ MY OWN VAN
- ◆ PARA TRANSIT
- ◆ PAYING FOR USE OF THE TOLL. TRAIN IN ELTON
- ◆ PLANE
- ◆ PUBLIC
- ◆ PUBLIC TRANSPORTATION
- ◆ RAPID TRANSIT USING TROLLIES, STREETCARS, AND NON-GAS VEHICLES
- ◆ SAFER AND MORE BIKE LANES
- ◆ SENIOR TRANSPORTATION
- ◆ SHUTTLE SERVICE
- ◆ SHUTTLE SERVICE NO STEPS NOT BUS

- ◆ SIDEWALKS/WALKING PATH
- ◆ SOMETHING WHEELCHAIR ACCESSIBLE
- ◆ SUBWAY
- ◆ SUBWAY
- ◆ SUBWAY
- ◆ SUBWAY SYSTEM
- ◆ TAXI
- ◆ TAXI
- ◆ TAXI
- ◆ TAXICABS
- ◆ TAXIS
- ◆ TAXIS
- ◆ TAXIS
- ◆ TAXIS
- ◆ THE MARC TRAIN SHOULD COME TO WILMINGTON OR AT LEAST NEWARK AND THE SEPTA TRAIN SHOULD GO ALL THE WAY TO PRAIRIEVILLE MD.
- ◆ THE PERA TRANSIT IF IT DIDN'T REQUIRE SO MUCH PAPER WORK
- ◆ THEY NEED TO SYNCHRONIZE THE BUSES SOMETIMES WHEN THE BUS IS PULLING UP AND THE OTHER IS PULLING OUT AND THEN I MISS THE BUS. IT TAKES ME LONGER TO TAKE THE BUS BECAUSE I HAVE TO BOARD 2 BUSES. THEY NEED TO WAIT UNTIL THE PASSENGERS ARE GETTING OFF THE OTHER BUS PULLING IN TO SEE IF THEY NEED TO TAKE THE BUS PULLING OUT
- ◆ THEY'RE CUTTING OFF THE BUS SERVICE AND ITS VERY IMPORTANT TO A LOT OF PEOPLE
- ◆ TRANSPORTATION FOR ELDERLY
- ◆ TROLLEY WOULD BE GREAT, BIKE LANES
- ◆ VAN TRAVEL, CAR POOLING, I WANT MY OWN JETPACK
- ◆ WHITE RAIL SERVICE (WILMINGTON TO DOVER)

**Question 10: What do you think is the biggest transportation problem facing Cecil/New Castle County today? (Other responses, some of which were coded into existing categories)**

- ◆ 495 BEING SHUT DOWN, THE BRIDGE
- ◆ 495 CLOSURE
- ◆ 495 CORRIDOR CAUSING DELAYS ON 95
- ◆ ACCESS
- ◆ AFFORDABLE RELIABLE AND EASILY ACCESSED TRANSPORTATION
- ◆ ALMOST NON EXISTENT
- ◆ AVAILABILITY
- ◆ BAD LAND USE DECISIONS
- ◆ BARLEY MILL PLAZA
- ◆ BETTER RAIL
- ◆ BRIDGES
- ◆ BUDGET
- ◆ BUILD MORE BY PASSES
- ◆ BUILDING MORE LANES AND ROADS INSTEAD OF BUILDING A SAFE CLEAN AND EFFICIENT MASS TRANSIT SYSTEM
- ◆ BUS DOESN'T COME QUICKLY
- ◆ BUS ROUTES
- ◆ BUS SCHEDULES IN THE RUSH HR SHOULD BE EVERY 15 MINUTES. SOME PEOPLE HAVE TO WAIT A HALF HR TO AN HR WAITING FOR THE NEXT BUS
- ◆ BUS SERVICE
- ◆ BUS SYSTEM
- ◆ BUS SYSTEM
- ◆ BUSES ARE INCONSIDERATE THEY RIDE RIGHT PAST YOU THE SHELTERS NEED TO HAVE LIGHT IN THEM AT THE BUS STOPS
- ◆ BUSES ARE NEVER ON TIME OR THEY'RE AHEAD OF TIME
- ◆ BUSES DO NOT RUN GOOD NOT RUN ON SUNDAY
- ◆ BUSES DON'T RUN ALL NIGHT AND BARELY ON SUNDAYS AT ALL
- ◆ BUSES NOT RUNNING LATE ENOUGH
- ◆ BUSES RUNNING LATE AT NIGHT
- ◆ BUSING
- ◆ BUSSES TIMES SENIORS MEDICAL CENTER
- ◆ CANCELLING THE DART BUS FROM CECIL TO NEW CASTLE
- ◆ CAR ONLY
- ◆ CARS
- ◆ CARS ON THE ROAD
- ◆ CELL PHONES AND NOT PAYING ATTENTION CARLESS DRIVERS
- ◆ CERTAIN LIGHTS DON'T TAKE INTO ACCOUNT LENGTH OF TIME NEEDED, INCLUDING TURN LANES
- ◆ CLOSURE OF 495
- ◆ CONGESTION TOO MUCH TRAFFIC NOT ENOUGH ROUTES
- ◆ CONSTRUCTION

- ◆ CONSTRUCTION
- ◆ CONSTRUCTION CAUSES CONGESTION
- ◆ CONSTRUCTION MAKING TRAFFIC BACKUP
- ◆ CONTROLLING SOME OF THE YOUNGER PEOPLE AND ADOLESCENTS THEY TEND TO BE LOUD AND ROWDY ON THE PUBLIC TRANSPORTATION THERE'S VERY LITTLE SUPERVISION OR CONTROL.
- ◆ COORDINATE THE STOPS FOR THE BUS BETTER
- ◆ "COORDINATION OF THE MASS TRANSIT
- ◆ BUSES TO GET TO THE TRAIN STATION THEY SCHEDULES NEVER SEEM TO MATCH UP"
- ◆ CRAZY DRIVERS, ROAD RAGE POLLUTION
- ◆ CRUMBLING INFRASTRUCTURE
- ◆ DART BUSES, THERE ARE A LOT OF THEM AND IT IS VERY CROWDED. THE WAITING TIME IS LONG.
- ◆ DART STOPS ON THE MIDDLE OF THE STREETS AND THEY ARE SUPPOSE TO PULL OVER TO THE SIDE
- ◆ DELDOT
- ◆ DELDOT
- ◆ DELDOT
- ◆ DISRESPECTFUL DRIVERS
- ◆ DON'T HAVE BUSING SERVICE WHICH SENIORS NEED. NO TAXI'S.
- ◆ DRIVERS A LOT TEXT AND TALK ON THE PHONE AND DRINK AND DRIVE AT NIGHT
- ◆ DRIVERS THEMSELVES
- ◆ DRUGS AND ALCOHOL
- ◆ EXAMPLES
- ◆ EXPANSION OF ROADS TO GET TO BEACH AND DOVER, MIDDLETON
- ◆ FUNDING FOR INFRASTRUCTURE
- ◆ GAS PRICES
- ◆ GAS PRICES
- ◆ GETTING A REGULAR BUS ROUTE-MORE FOR ELDERLY ON A CALL BASIS. THEY SAY ITS READILY AVAILABLE BUT MY WIFE CALLED AND THEY DID NOT SHOW UP.
- ◆ HI SPEED LANES DEVALUED MY PROPERTY
- ◆ HIGH GAS PRICES
- ◆ HIGHWAY CONSTRUCTION
- ◆ HIGHWAY PLANNING
- ◆ I 495 BRIDGE
- ◆ IDIOTS ON ROAD
- ◆ INABILITY TO PLAN REPAIRS
- ◆ INFRASTRUCTURE
- ◆ INFRASTRUCTURE CAN'T HANDLE THE INFLOW OF PEOPLE
- ◆ INTERSECTION OF MARSH ROAD WHERE THE CHRISIANNA MALL DONE EXTENSIVE AND STILL A PIECE OF CRAP
- ◆ IT DOESN'T CONNECT

- ◆ ITS NEARLY 100% CAR TRAVEL.
- ◆ LACK OF BIKE LANES
- ◆ LACK OF BIKING AREAS
- ◆ LACK OF BUSING
- ◆ "LACK OF CONNECTING TO A MAJOR CITY
- ◆ LIKE IF GO TO NEW YORK
- ◆ IF I TAKE THE SUBWAY FROM NJ TO NY IT COSTS 1.25"
- ◆ LACK OF MULTIPLE STOPS
- ◆ LACK OF OPTIONS
- ◆ LACK OF RAIL SERVICE
- ◆ LACK OF RAIL SERVICE AND EXPENSE OF RAIL SERVICE
- ◆ LACK OF RAIL TRANSIT SERVICE
- ◆ LACK OF SIDEWALKS FOR THE BIKERS.
- ◆ LACK OF TRANSPORTATION FOR THE NEEDY WHO DON'T HAVE VEHICLES OR FAMILY MEMBERS WITH VEHICLES
- ◆ LIGHTS, NOT ENOUGH BUSSES
- ◆ LIMITED BUS ROUTES
- ◆ LIMITED STOPS IN SUBURBAN AREAS.
- ◆ LIMITED TRANSPORTATION BETWEEN TOWNS
- ◆ LOT OF TRAFFIC
- ◆ LOTS OF PEOPLE DRIVING CARS
- ◆ LOW INCOME LACK TRANSPORTATION
- ◆ MAINTAINING ROADS AND HANDLING THOSE MOVING IN - NEW DEVELOPMENTS
- ◆ MAINTENANCE AND A BUSY 95 AND RAILROAD BRIDGES
- ◆ MASS TRANSIT
- ◆ MASS TRANSIT, TRAFFIC LIGHTS ARE MESSED UP
- ◆ MINIMAL TRAINS TO PHILEDELPHIA,NJ, IT GOES TO ONE SPOT TO BALTIMORE & NEWARK & NOT ENOUGH BIKE PATHS PATHS
- ◆ MONEY
- ◆ MORE BUS STOPS, MORE BUSES, WALK FAR TO GET TO THE BUS, DON'T HAVE ENOUGH PARK N RIDES
- ◆ MORE STOPS FOR THE TRAIN AND BUS
- ◆ NO EMERGENCY TRANSPORTATION
- ◆ NO TRAIN SERVICES AND IF THEY CUT OFF THE BUS SERVICES THAT IS ALSO BAD.
- ◆ NO TRAIN SVC.
- ◆ NO TRAINS
- ◆ NO TRANSPORTATION SYSTEMS AVAILABLE
- ◆ NOT ENOUGH ACCESS ROUTES
- ◆ NOT ENOUGH BUS ROUTES
- ◆ NOT ENOUGH BUSES
- ◆ NOT ENOUGH INFRASTRUCTURE TO SUPPORT DEVELOPMENT
- ◆ NOT ENOUGH JOBS IN CECIL

- ◆ NOT ENOUGH PEDESTRIAN OR BIKE ACCESS
- ◆ NOT ENOUGH ROADS
- ◆ NOT ENOUGH TRAINS GOING SOUTH
- ◆ NOT ENOUGH WAYS TO GET AROUND NOT ENOUGH CONNECTIONS IN THE STATE
- ◆ NUMBER OF ROADS
- ◆ ONE HUB ONLY, CONGESTION GETTING WORSE
- ◆ OVER CROWDING OF ROADS
- ◆ OVER POPULATION
- ◆ PEOPLE DOING PLANNING ARE TRYING TO URBANIZE IT, WHICH IS A JOKE
- ◆ PEOPLE DRIVE ALL THE TIME
- ◆ PEOPLE IN OUR AREA DON'T KNOW HOW TO DRIVE
- ◆ PEOPLE NOT DRIVING WELL- DRIVE UNSAFELY HERE
- ◆ PEOPLE NOT USING BUSES
- ◆ PLANNING
- ◆ POLITICIANS
- ◆ POOR TRAFFIC LIGHTING AND POOR PLANNING
- ◆ POTHoles
- ◆ RAIL
- ◆ REPUTATION GETTING WORD OUT ABOUT BUS TRAVEL AND MASS TRANSIT  
LETting PEOPLE KNOW IT AVAILABLE
- ◆ RETHINK MASS TRANSPORTATION AND THE WAY IT IS DONE, IT IS NOT QUICK AND  
EASY
- ◆ ROAD CONSTRUCTION MAKES IT DIFFICULT TO GET AROUND & CONGESTION
- ◆ ROAD CONSTRUCTION CONSTANT
- ◆ ROAD CONSTRUCTION THAT BACKS UP TRAFFIC AND COMMUTE TIME
- ◆ ROAD WAY SYSTEM NOT DEVELOPMENT TO KEEP UP WITH RAPID DEVELOPMENT
- ◆ "RURAL TOO MUCH COUNTRY
- ◆ NOT ENOUGH BUS STOPS"
- ◆ RUSH HOUR AND THE NUMBER OF BUSES YOU NEED TO TAKE
- ◆ SAFETY
- ◆ SCHEDULING OF PUBLIC TRANSIT
- ◆ SHUT DOWN THE 345
- ◆ SINGLE ROADS
- ◆ SMALL AIRPORT
- ◆ SMALL ROADS
- ◆ SO CROWDED WE NEED TO RELY ON MORE TRAIN SERVICE. WE NEED MORE TRAIN  
SERVICE. THE WHOLE COUNTRY NEEDS TRAIN SERVICE BECAUSE THE ROADS ARE  
SO CLOGGED.
- ◆ SOME BUSES DON'T GO TO CERTAIN AREAS AND THE WEEKEND SCHEDULE IS NOT  
FLEXIBLE
- ◆ SPEEDERS
- ◆ SUBURBAN EXPANSION
- ◆ SWARMS OF BEES

- ◆ TAXI
- ◆ TAXIS AVAILABILITY
- ◆ TEXTING AND DRIVING
- ◆ THE BRIDGE ON 495 THEY SHUT DOWN THE WHOLE SECTION
- ◆ THE BUSES RUN EVERY ONE OR 2 HRS AND THERE IS NO BUSES ON SUNDAY
- ◆ "THE BUSES THEY STOP RUNNING EARLY
- ◆ SOME OF THEM ARE KIND OF IGNORANT THE BUS DRIVERS THEMSELVES"
- ◆ THE DELAY WHEN TRAVELING A CERTAIN ROUTE. WHERE I GET OFF THE BUS I HAVE TO WALK A FEW BLOCKS DOWN.
- ◆ THE NUMBER 24 BUS TRAVELS ON A ROAD THAT HAS NO BUS STOPS AND IT DAMAGES CARS IN THE PROCESS OF TURNING ON TO THE ROAD AND THE BUS DRIVERS HAS USUALLY HAS NO PEOPLE ON THE BUS. THE BUS IS EMPTY. AT THE END OF THE ROAD AND IM TALKING ABOUT WEST 7TH ST., THE BUS DRIVER TAKES A NAP. I THINK THE NO. 24 BUS OUGHT TO TRAVEL TO PENNSYLVANIA AVE ON GREENFIELD AVE.
- ◆ THE NUMBER LANES GOING IN ONE DIRECTION
- ◆ THE SCHEDULE OF THE BUSES AND TRAINS
- ◆ THE TIMING OF THE SYSTEM THAT THEY HAVE
- ◆ THE TRAFFIC SITUATION BEING THE 495 BRIDGE CLOSING HAS BEEN HORRIBLE THE RESIDENTS OF THE CITY WILMINGTON
- ◆ THE WAY THE BUSES ARE RUNNING. SHE COMES FROM NY 24 HOUR BUS SERVICE NOT WHERE SHE LIVES NOW. NO MATTER WHAT BUS YOU CATCH IN DELAWARE YOU HAVE TO RIDE THE BUS ALL THE WAY BACK TO RODNEY SQUARE BEFORE YOU CAN GO ON TO ANOTHER BUS
- ◆ THE WAY THE ROADS ARE DESIGNED - DOESNT MAKE SENSE
- ◆ THERE AREN'T ENOUGH SIDEWALKS-YOU CAN'T WALK YOU'RE IN THE STREET
- ◆ THEY AWAY THE ROADS ARE SET UP ARE DANGEROUS FOR PEDESTRIANS
- ◆ THEY DON'T RUN ENOUGH
- ◆ THEY MOVED BUS STOP FURTHER FROM ME AND IS DISABLED WISHES SHE COULD GET THE BUS EASER
- ◆ THEY NEED TO HAVE ALL THE BUSES GO ON 13 IF THAT IS THEIR DESTINATION AND NOT HAVE ONE TAKE A SCENIC ROUTE
- ◆ TIME AND TRANSPORTATION
- ◆ TIME FRAME BUSES RUN ON
- ◆ TOO MANY CARS, TOO FEW ROADS
- ◆ TOO MANY DRIVERS SPEEDING AND NOT PAYING ATTENTION TO WHERE THEY GO
- ◆ TOO MANY PEOPLE, CARS, EVERYTHING
- ◆ TOO MANY TRAFFIC LIGHTS
- ◆ TOO MANY TRAFFIC LIGHTS WHICH DISRUPTS THE FLO OF TRAFFIC
- ◆ TOO MUCH GRIDLOCK
- ◆ TOOK THE TRAIN STOP OFF
- ◆ TOURIST SUCK ON THE WEEKEND
- ◆ TRAFFIC
- ◆ TRAFFIC

- ◆ TRAFFIC
- ◆ TRAFFIC
- ◆ TRAFFIC CONTROL
- ◆ TRANSPORTATION TO GET TO A JOB
- ◆ TRAVEL FEES
- ◆ TURN LANES, GAS, PEOPLE VISITING, BUS TRANSPORTATION NOT THAT GREAT
- ◆ WALKING PATHS, LIMITED TRANSPORTATION
- ◆ WE ARE TOO RURAL AND THERE'S NOT A LOT OF PEOPLE THAT WOULD USE THE BUS TRANSPORTATION
- ◆ WE NEED MORE ROADS, LESS PEOPLE RIDING BICYCLES ON ROADS THAT ARE NARROW - THAT IS A HAZARD FOR THE BICYCLIST AND THE DRIVER
- ◆ WEATHER
- ◆ WHEN BUS GOES BY IT IS EMPTY- DUE TO INCONVENIENCE OF SCHEDULES- SO PEOPLE DRIVE BY CAR. 4 TEENS IN A FAMILY MAY MAKE 4 CARS ON THE ROAD- ALL DAY CONGESTION. MORE SHOULD USE PUBLIC TRANSPORT TO WORK- GENERAL PEOPLE DON'T USE TRANSIT TO GO TO THE MALL OR SHOP RITE. EVEN IT I WANTED TO USE PUBLIC TRANSIT I DON'T KNOW HOW TO GET FROM MY HOME TO A DOCTORS APPOINTMENT- IT IS NOT ON A NORMAL BUS ROUTE - IT IS NOT CONVENIENT- THE SHUTTLE IS MORE CONVENIENT FOR 5 MILE AND LESS TRANSPORT ISSUES. FOR THOSE GOING TO WORK THE PUBLIC TRANSIT IS A BETTER FIT.
- ◆ WITHOUT A CAR YOU ARE STUCK
- ◆ YOUNG DRIVERS

**Question 11B. How do you usually travel to work each day? [Read list as needed]**

- |                     |                             |
|---------------------|-----------------------------|
| ◆ ALSO WORK AT HOME | ◆ MOTORCYCLE                |
| ◆ CAN WORK AT HOME  | ◆ PLANE                     |
| ◆ COMPANY CAR       | ◆ WORK FROM HOME , AIRPLANE |
| ◆ MOTORCYCLE        |                             |

**Question 13: Which of the following have you done to avoid traffic congestion to and from work? Have you ever...? Other:**

- |                               |        |
|-------------------------------|--------|
| ◆ NOTHING                     | ◆ TAXI |
| ◆ WENT IN AT A DIFFERENT TIME |        |

**Question 14: What type of public transportation have you taken in the past year? Have you taken DART buses, SEPTA, MARC, The Bus, the Department of Aging buses, Amtrak (Cecil County) DART buses, SEPTA, MARC, UNICITY, Amtrak (New Castle County) or have you not used mass transit? Other:**

- |   |   |
|---|---|
| ◆ AIRLINES  | ◆ PARA TRANSIT  |
| ◆ AIRPLANES   | ◆ PARA TRANSIT  |
| ◆ BUSES.TROLLEY SUBWAY  | ◆ PARA TRANSIT  |
| ◆ CAB   | ◆ PARA TRANSIT  |
| ◆ CAR   | ◆ PERSONAL HELICOPTER                                 |
| ◆ CAR POOL WITH SON OR DAUGHTER                                   | ◆ PLANES  |
| ◆ CECIL COUNTY TRANSIT  | ◆ PRIVATE BUSING FOR MEDICAL                          |
| ◆ DRIVE MYSELF  | ◆ SENIOR CITIZEN BUS                                  |
| ◆ FLORIDA BUSSES  | ◆ SUBWAY  |
| ◆ GREY HOUND  | ◆ TAXI  |
| ◆ GREYHOUND   | ◆ TAXI  |
| ◆ I HAVE USED MASS TRANSIT BUT I DO NOT THINK IT WAS ANY OF THOSE | ◆ THE L   |
| ◆ JUST CAR  | ◆ THE SUBWAY , THE TROLLEY- IN OTHER AREAS OF COUNTRY |
| ◆ LONG DISTANCE BUS AND SOME LOCAL BUS                            | ◆ THE TRAIN - I THINK IT IS AMTRAC                    |
| ◆ MEDICAL TRANSPORTATION  | ◆ TRAIN TO NEW YORK                                   |
| ◆ MEDICAL VAN   | ◆ TRAVEL BY AIR                                       |
| ◆ MY DAUGHTER DRIVES ME   | ◆ TROLLEY IN WILMINGTON                               |

**Question 15: What has been your destination when you've used public transit? (IF NECESSARY, for example, going to work, shopping, school?) Other:**

- |                                    |  |
|------------------------------------|--|
| ◆ ANOTHER CITY                     | ◆ GOING TO THE LIBRARY   |
| ◆ APPOINTMENTS                     | ◆ GOING TO WILMINGTON  |
| ◆ BALTIMORE OR WASHINGTON          | ◆ HAVEN'T USED IT  |
| ◆ BUSINESS                         | ◆ I DRIVE MYSELF   |
| ◆ BY TRAIN TO THE DOCTORS OFFICE   | ◆ IF I GET ON SEPTA I'M GOING TO PHILADELPHIA, IF I GET ON DART I'M GOING TO WILMINGTON. |
| ◆ CALIFORNIA, DOG SQUARE IN BOSTON | ◆ JURY DUTY  |
| ◆ CAR SERVICE, PHILLY              | ◆ LEISURE  |
| ◆ CONFERENCES                      | ◆ LITTLE BIT OF ALL  |
| ◆ DAUGHTER AND SON TAKE HER        | ◆ MARKET STREET IN WILMINGTON  |
| ◆ DOCTOR                           | ◆ MARTIN AIRPORT   |
| ◆ DOCTORS OR TO TOWN               | ◆ NEW YORK   |
| ◆ ENTERTAINMENT VENUES             | ◆ NEW YORK   |
| ◆ FAMILY THAT KIND OF THINGS       | ◆ NEW YORK   |
| ◆ FIELD TRIP                       | ◆ NEWARK CITY, COMMERCIAL DISTRICTS  |
| ◆ GOING TO PA                      |  |
| ◆ GOING TO PHILADELPHIA.           |  |

- ◆ NONE
- ◆ NY, DC, AMTRAK
- ◆ NYC
- ◆ NYC, PHILADELPHIA
- ◆ NYC, PHILADELPHIA
- ◆ NYC, PHILLY AIRPORT, LOCAL
- ◆ OTHER CITIES
- ◆ OTHER STATE
- ◆ OUT OF STATE
- ◆ OUT OF STATE
- ◆ PARK IN RIDE
- ◆ PHILADELPHIA
- ◆ PHILADELPHIA & WILMINGTON
- ◆ RODNEY SQUARE
- ◆ SENIOR CENTER
- ◆ SENIOR CITIZEN CENTER
- ◆ SIGHTSEEING
- ◆ THE CITY
- ◆ TO GET HOME
- ◆ TRAVEL
- ◆ TRAVEL
- ◆ UNIVERSITY OF D.E. AQUARIUM IN BALTIMORE M.D. AMTRAK TO PHILADELPHIA TO THE CAMDEN AQUARIUM AND TAKE A BUS TO GO OVER BY BOAT A FAIRY.
- ◆ VACATION
- ◆ VISIT DOCTORS
- ◆ VWI AIRPORT
- ◆ WASHINGTON DC
- ◆ WHEREVER I WANTED TO GO
- ◆ WILMINGTON

**Question 16: Could you please tell me why you do not use buses and trains in your area?**

- ◆ I DO NOT GO WHERE I NEED TO GO, DON'T HAVE A PLACE TO ACCESS NEAR ME AND NOWHERE TO GET WHERE I WAS WORKING
- ◆ AREN'T ANY
- ◆ AS LONG AS THE WEATHER IS NICE I TAKE MYSELF
- ◆ AVAILABILITY
- ◆ BASICALLY BECAUSE I HAVE MY OWN CAR
- ◆ BECAUSE AT THE PRESENT MOMENT I HAVE TRANSPORTATION OF MY OWN THAT I CAN USE
- ◆ BECAUSE FROM WHERE I LIVE TO WHERE I WORK THERE IS NO MASS TRANSIT-
- ◆ BECAUSE I CANT GET IN AND OUT OF THEM THAT WELL.
- ◆ BECAUSE I CAN'T GET TO THEM; LIMITED MOBILITY
- ◆ BECAUSE I DO HAVE MY CAR, BUT WOULD LIKE THE OPPORTUNITY TO USE BUS AND TRAIN AS I GET OLDER
- ◆ BECAUSE I DRIVE
- ◆ BECAUSE I DRIVE
- ◆ BECAUSE I DRIVE MY CAR
- ◆ BECAUSE I DRIVE.
- ◆ BECAUSE I ENJOY DRIVING
- ◆ BECAUSE I HAVE A CAR AND I DRIVE THERE
- ◆ BECAUSE I HAVE A CAR OR IF I DON'T HAVE MY CAR SOMEONE ELSE CAN TAKE ME
- ◆ BECAUSE I HAVE MY OWN VEHICLE
- ◆ BECAUSE I HAVE SIX CARS
- ◆ BECAUSE I HAVEN'T NEEDED TO
- ◆ BECAUSE I OWN CARS
- ◆ BECAUSE I WOULD HAVE TO WALK TO THE BUSES FOR 20 MINUTES

- ◆ BECAUSE I WOULD RATHER DRIVE
- ◆ BECAUSE I'M NOT A BUS ROUTE, AND EVEN IF I DROVE TO A BUS ROUTE THE BUS WOULDN'T GO DIRECTLY TO MY PLACE OF EMPLOYMENT; IT WOULD TAKE AN HOUR AND A HALF
- ◆ BECAUSE IT DOESN'T GO WHERE I NEED IT TO GO.
- ◆ BECAUSE NONE OF THEM GO WHERE I WANT TO GO WHEN I WANT TO GO
- ◆ BECAUSE OF THE LOCATION IN MIDDLE TOWN
- ◆ BECAUSE THE TRAIN STATION IS NEAR WHERE I WORK.
- ◆ BECAUSE THERE ARE NO BUSES OR TRAINS IN MY AREA
- ◆ BECAUSE THERE IS NOT A TRAIN THAT STOPS IN MY AREA AND IM NOT INTERESTED IN THE BUSES
- ◆ "BECAUSE THEY ARE NO TRAIN CONVENIENT TO WHERE I LIVE AND THEY DON'T STOP WHERE I WORK
- ◆ I WOULD NEED A TRAIN TO STOP AT THE MILITARY BASE WHERE I WORK"
- ◆ BECAUSE THEY ARE NOT - AGAIN, THE TYPE OF JOB I HAVE, I CAN'T USE A BUS AND I CAN'T USE A TRAIN
- ◆ BECAUSE THEY ARE NOT AVAILABLE AND I DON'T NEED ONE (TRAIN) IT IS VERY LIMITED.
- ◆ BECAUSE THEY DON'T GO TO THE PLACES YOU NEED TO GO.
- ◆ BECAUSE WE HAVE TWO VEHICLES IN THE HOUSE HOLD. AND WE COULD GET TO IT IF WE DIDN'T HAVE VEHICLES ITS ABOUT 40 MILES TO THE BUS STOP AND THE ROAD THAT YOU HAVE TO TAKE ISN'T THE FRIENDLIEST ROAD
- ◆ BECAUSE WE LIVE OUT IN THE COUNTRY AND THEY ARE NOT ACCESSIBLE OUT HERE
- ◆ BIKE
- ◆ BUSES DON'T RUN AT 3:30 IN THE MORNING
- ◆ CAN NOT STAND IN RAIN OR SNOW USE MY OWN CAR
- ◆ CANT GET ON BUSSES VERY WELL
- ◆ CANT GET THERE, CANT WALK TO THE BUS STOP
- ◆ CAUSE I OWN MY OWN VEHICLES . CATCHING A BUS IS FOR KIDS
- ◆ CAUSE I REALLY DON'T GO ANYWHERE-I AM RETIRED- I DRIVE ANYWHERE I GO AND I DON'T GO OUT OF STATE
- ◆ CAUSE IT DOESN'T GO WHERE I WANT IT TO GO
- ◆ CAUSE THEY ARE NOT HERE
- ◆ CAUSE WHEN I GET TO WORK I HAVE TO USE MY CAR
- ◆ CLOSE TO WORK CLOSE BY
- ◆ CO PROVIDES A VEHICLE
- ◆ COMFORTABLE IN OWN VEHICLE
- ◆ CONVENIENCE
- ◆ DIFFICULTY GETTING UP STEPS
- ◆ DO NOT NEED THEM-I USUALLY TAKE MY TRUCK AND I'M CLOSE TO EVERYTHING
- ◆ DO NOT NEED TO I HAVE MY OWN TRANSPORTATION
- ◆ DOES NOT GO TO MY WORK FROM MY HOME
- ◆ DOES NOT WORK OUT WITH MY LIFESTYLE

- ◆ DON'T COME IN MY AREA
- ◆ DON'T GO WHERE YOU NEED TO GO
- ◆ DON'T HAVE ANY
- ◆ DON'T HAVE THE SCHEDULE I AM LOOKING FOR
- ◆ DON'T NEED TO. WHEN I USED TO WORK I USED SEPTA
- ◆ DON'T NEED TO; I HAVE MY OWN CAR
- ◆ DON'T NEED TOO
- ◆ DRIVE, DON'T GO TOO FAR
- ◆ FASTER TO DRIVE
- ◆ GENERALLY DON'T GO TO WHERE I'M GOING
- ◆ GET IN MY CAR AND DRIVE WHERE I GO
- ◆ GOT A CAR
- ◆ GOT OWN TRANSPORTATION
- ◆ HAS OWN CAR
- ◆ HAVE A CAR
- ◆ HAVE A CAR AND CAN GO WHEN WANT, AMTRAK TOO FAR
- ◆ HAVE A CAR DRIVING IS MORE CONVENIENT THAN BUS OR TRAIN
- ◆ HAVE MY OWN CAR DRIVE MY SELF
- ◆ HAVE OUR OWN VEHICLES- COME AND GO AS WE PLEASE
- ◆ HAVE TO WALK 2 MILES TO GET
- ◆ HOVE NO IDEA HOW THEY WORK, HAVE A CAR
- ◆ I ALWAYS DROVE
- ◆ I AM A CAR PERSON
- ◆ I AM A MOTHER AND PHD AND AM BUSY
- ◆ I AM RETIRED AN SOMEWHAT IMPAIRED BUT I CAN DRIVE
- ◆ I CAN NOT GET ONTO THE BUS
- ◆ I CAN TAKE MYSELF WHERE I WANT TO GO AND IF I CANT MY DAUGHTERS CAN TO THE DRS AND OFFICES AND SUCH
- ◆ I CAN WALK TO LOTS OF THINGS THAT I NEED AND IT'S JUST MORE CONVENIENT FOR ME TO DRIVE AND I'M ELDERLY AND I'D HAVE TO WALK AT LEAST 1/2 A MILE TO GET A BUS
- ◆ I DID NOT HAVE A NEED
- ◆ I DIDN'T FEEL SAFE AT THE BUS STOP
- ◆ I DO NOT NEED TO, I DRIVE MY CAR TO WORK
- ◆ I DON'T BECAUSE OF TYPE OF WORK I DO . DO PRIVATE DUTY NURSING
- ◆ I DON'T BELIEVE BUSES GO ANYWHERE I LIVE IF THE RAIL WAS MORE CONVENIENT I WOULD USE IT FOR LONGER TRIPS
- ◆ I DON'T HAVE ANY PLACE TO GO BECAUSE EVERYTHING IS LESS THAN A MILE FROM ME
- ◆ "I DON'T HAVE TO EVERYTHING I DO IS CLOSE
- ◆ I DON'T HAVE THE FUNDS TO TRAVEL"
- ◆ I DON'T HAVE TO I MIGHT USE A TRAIN TO VISIT MY SON
- ◆ I DON'T LIKE THEM

- ◆ I DON'T LIKE TO FEEL STUCK
- ◆ I DON'T NEED THEM
- ◆ I DON'T NEED TO
- ◆ I DON'T NEED TO
- ◆ I DON'T NEED TO - I CAN JUST WALK TO SCHOOL
- ◆ I DON'T PARTICULARLY CARE FOR PUBLIC TRANSPORTATION WHERE I'D. GOING TO PHILLY I'D RATHER TAKE THE TRAIN.
- ◆ I DON'T THINK I HAVE A WAY TO DO ANY THING AND I HAVE TO WALK TWO AND HALF MILES TO THE BUS STOP AND IT NOT WORTH THE WAIT ONCE I GET THERE AND IT DOESN'T GO TO MY WORK PLACE
- ◆ I DON'T THINK THERE'S ANY BUSES DOWN HERE AND IF I HAVE TO LEAVE MIDDLETOWN ON MY CHILDREN DRIVES ME
- ◆ "I DON'T TO GO TO WHERE I HAVE TO GET THE BUS CUS I HAVE WALK THROUGH THE HIGHWAY
- ◆ PREFER TO DRIVE"
- ◆ I DON'T TRAVEL TO THE AREAS THAT THE TRAIN GOES TO P/ NO BUS AVAILABLE
- ◆ I DON'T WANT TO SIT ON A BUS STOP.
- ◆ I DRIVE
- ◆ I DRIVE
- ◆ I DRIVE
- ◆ I DRIVE
- ◆ I DRIVE
- ◆ I DRIVE I DON'T HAVE TO GET A BUS
- ◆ I DRIVE MY CAR
- ◆ I DRIVE TO AND FROM WORK THAT'S IT
- ◆ I DRIVE WHERE I NEED TO GO WHICH WOULD BE A CAR
- ◆ I GOT FIVE CARS; I DON'T NEED IT.
- ◆ I GOT TO DRIVE TO IT AND THEN I DON'T NEED TO GO ANYWHERE I ONLY NEED TO GO TO WAL-MART UNLESS I GO TO BALTIMORE NO CAR SUITS ME FINE
- ◆ I HAVE 2 BUSES
- ◆ I HAVE A CAR
- ◆ I HAVE A CAR
- ◆ I HAVE A CAR
- ◆ I HAVE A CAR
- ◆ I HAVE A CAR
- ◆ I HAVE A CAR
- ◆ I HAVE A CAR
- ◆ I HAVE A CAR
- ◆ I HAVE A CAR
- ◆ I HAVE A CAR
- ◆ I HAVE A CAR AND I USE MY CAR
- ◆ I HAVE A CAR AND I'D TO WAIT THERE
- ◆ I HAVE A CAR AND THE BUS SERVICE ISN'T THAT CONVENIENT FOR ME
- ◆ I HAVE A CAR I DRIVE

- ◆ I HAVE A CAR. I GET THERE QUICKER
- ◆ I HAVE A MOTOR VEHICLE
- ◆ I HAVE A VEHICLE
- ◆ I HAVE A VEHICLE, DRIVE MYSELF
- ◆ I HAVE ALWAYS HAD MY OWN CAR
- ◆ I HAVE AN AUTOMOBILE
- ◆ I HAVE AN AUTOMOBILE AND I DRIVE
- ◆ I HAVE CARS AVAILABLE TO ME AND I TRAVEL LOCALLY OCCASIONALLY I GO TO CONNECTICUT.+
- ◆ I HAVE FIVE KIDS AND THEY DON'T GO WHERE I NEED TO GO
- ◆ I HAVE HAVEN'T SEEN ANY GO , D
- ◆ I HAVE MY CAR
- ◆ I HAVE MY OWN AUTOMOBILE
- ◆ I HAVE MY OWN TRANSPORTATION
- ◆ I HAVE MY OWN TRANSPORTATION
- ◆ I HAVE MY OWN VEHICLE
- ◆ I HAVE NO NEED
- ◆ I HAVE NO NEED FOR IT I USE MY OWN CAR
- ◆ I HAVE NO NEED TO
- ◆ I HAVE OTHER TRANSPORTATION
- ◆ I HAVE THE NEED-DON'T HAVE THE NEED-MY JOB DOESN'T WARRANT IT
- ◆ I HAVE TO DRIVE TO GET TO THAT BUS OR TRAIN SO I JUST DRIVE
- ◆ I HAVE YOUR OWN TRANSPORTATION
- ◆ I HAVEN'T BEEN GOING ANY PLACE WHERE THE TRAINS HAVE BEEN GOING AND I USE MY CAR FOR THE TRANSPORTATION THAT A FEW OF THOSE OFFER
- ◆ I HAVEN'T GONE ANYWHERE WHERE IT IS NOT ACCESSIBLE TO DRIVE
- ◆ I HAVEN'T HAD A NEED
- ◆ I JUST TAKE MY CAR
- ◆ I JUST USE MY OWN CAR
- ◆ I JUST USE MY VEHICLE
- ◆ I LIKE TO DRIVE MY CAR
- ◆ I LIVE IN THE COUNTRY AND THERE AREN'T ANY BUSES OR TRAINS
- ◆ I LIVE OUT IN THE COUNTRY - THERE'S NOTHING AROUND...I'D HAVE TO GO UP 4 MILES TO CATCH THE BUS IF I WAS GOING TO USE IT
- ◆ I LIVE OUT OF THE WAY AND NO BUS GOES TO MY JOB SO I COULDN'T IF I WANTED TO IT IMPOSSIBLE
- ◆ I LIVE TOO FAR OFF THE ROADS P/ NO
- ◆ I PREFER TO DRIVE
- ◆ I PREFER TO DRIVE
- ◆ I PREFER TO GO BY AUTOMOBILE.
- ◆ I STAY HOME WITH THE CHILDREN AND DON'T TRAVEL MUCH
- ◆ I STILL DRIVE
- ◆ I THINK THE SCHEDULES ARE A LITTLE FAR APART FOR ME

- ◆ I TRIED TO GET TRANSPORTATION TO MY CARDIOLOGIST - CALLED TWO TIMES LEFT MESSAGES AND GOT NO RETURN CALLS. SO FIVE DAYS LATER I CALLED AND YOU HAVE TO GIVE THEM TWO WEEKS NOTICE IF YOUR OUT OF THE COUNTY. A LOT OF TIMES YOU DON'T KNOW IF YOU NEED TO GO TO CARDIOLOGIST. IT'S NOT VERY MUCH HELP.
- ◆ I TRIED TO USE IT ON WEEKEND BUT NOTHING WAS CONVENIENT THEY DO NOT COME TO WHERE WE ARE OR NO TIMES THAT WE NEEDED TO BE PICKED UP WE WOULD HAVE TO WALK TWO OR THREE MILES
- ◆ I USE MY PERSONAL CAR
- ◆ I USED TO HAVE A CAR, MY CAR BROKE DOWN AND NOW MY DAUGHTER COMES AND GETS ME.
- ◆ I WORK FOR THE STATE AND WE VANPOOL
- ◆ I WORK FROM HOME AND I HAVE A CAR
- ◆ I WORK FROM HOME NOW.
- ◆ I WOULD HAVE TO DRIVE TO GET TO A BUS, AND I WOULD HAVE TO PARK TO CATCH A BUS SO IT DOESN'T MAKE ANY SENSE
- ◆ I WOULD LIKE TO - IT WOULD BE NICE TO HAVE ANY TYPE OF TRANSPORTATION BESIDES MY OWN CAR.
- ◆ I WOULDN'T BE CONVENIENT FOR ME I LIKE TO THE FLEXIBILITY OF DRIVING
- ◆ ID HAVE TO DRIVE SOMEWHERE TO GET TO A BUS
- ◆ I'D RATHER USE MY CAR AND GO WHERE I WANT TO GO AND THE BUS DRIVERS HAVE A TERRIBLE ATTITUDE TO HANDICAPPED PEOPLE
- ◆ IM A CONTRACTOR ALL THAT STUFF DOESN'T GO WHERE I NEED TO GO
- ◆ "INCONVENIENCE, THERE NOTHING AROUND
- ◆ HERE"
- ◆ INCONVENIENT. THE BUS AND TRAIN SERVICE REQUIRES A LOT MORE BUSES THAT ARE SCHEDULED FOR THE TRAINS
- ◆ INDEPENDENT TRAVEL
- ◆ IT DOES GO TO WHERE I WORK I WOULD HAVE TO WALK 2 MILES
- ◆ "IT IS MORE CONVENIENT TO DRIVE IT TAKES LESS TIME
- ◆ AND SAVES MONEY TOO"
- ◆ IT IS NOT AN OPTION, MY COMMUTE DOES NOT OFFER A TRAIN OR BUS
- ◆ IT IS NOT AVAILABLE EXCEPT UPON THE COUNTY BUS SERVICE WHICH MUST BE SCHEDULE A DAY OR TWO IN ADVANCE AND THE SUBSIDIZED TAXI IS TOO EXPENSIVE FOR INDIVIDUAL USE
- ◆ "IT TAKES A LONG TIME AND COSTS MORE
- ◆ ITS MORE CONVENIENT TO DRIVE THAN TO TAKE PUBLIC TRANSPORTATION"
- ◆ IT TAKES FIFTEEN MINUTES TO GET TO WORK BY CAR, WOULD ADD AN EXTRA HOUR BY BUS
- ◆ IT TAKES TO MUCH TIME DEPARTURE ROUTES AND ARRIVAL NOT GOOD I NEED TO BE AT WORK
- ◆ ITS LIMITED , DOESN'T GO WHERE I NEED TO GO
- ◆ ITS NOT AT ALL CONVENIENT
- ◆ IT'S NOT AVAILABLE I WOULD HAVE TO DRIVE TO A BUS STOP OR TRAIN STATION THERE'S NOTHING WITHIN WALKING DISTANCE

- ◆ "JUST FOR THE FACT OF WE HAVE THE CAR AND WE
- ◆ RE OK WITH THAT UP TO THIS POINT"
- ◆ LIKE TO DRIVE
- ◆ LIVE IN THE COUNTRY. THERE IS NOTHING OUT HERE
- ◆ LIVE TO CLOSE TO WORK
- ◆ LOCATION IS PROBABLY TOO CLOSE TO USE PUBLIC TRANSIT LIKES FREEDOM OF OWN VEHICLE
- ◆ LONGER TO GET TO WORK THAN IT WOULD TO DRIVE. ITS 18 MILES AWAY
- ◆ MOST OF TRAVEL ARE CLOSE TO HOME, SO WAITING FOR BUS WOULD TAKE MORE TIME THAN CAR
- ◆ MOSTLY I DON'T UNDERSTAND THE BUS SYSTEM AND SCHEDULES.
- ◆ NEVER LOOKED INTO, ONLY TRAVELING 7 MILES
- ◆ NO ACCESS, CAUSE I LIVE RURAL CECIL COUNTY AND NOT ENOUGH PEOPLE TO WARRANT BUSES
- ◆ NO BUS STOPS
- ◆ NO BUS, AND AMTRAK IS IN ANOTHER PLACE, NOT CONVENIENT, ONE CLOSE BY NOT RE-OPENED, THAT WOULD MAKE USE MORE FEASIBLE
- ◆ NO BUSES AND TRAINS DON'T TAKE YOU TO WHERE YOU NEED TO GO AROUND HERE
- ◆ "NO BUSES IN AREA
- ◆ TRAINS HAVE NO USE FOR THEM"
- ◆ NO BUSES OR TRAINS IN MY AREA
- ◆ NO NEED
- ◆ NO NEED
- ◆ NO NEED
- ◆ NO NEED FOR THEM
- ◆ NO NEED MY WIFE'S PLACE OF EMPLOYMENT IS CLOSE BY AND I AM RETIRED SO
- ◆ NO NEED RIGHT NOW
- ◆ NO NEED TO
- ◆ NO NEED TO BE ON ONE
- ◆ NO NEED TO DO IT
- ◆ NO NEED TO USE BUS TRAN NOT AFFORDABLE
- ◆ NO NEED, I HAVE MY OWN CAR
- ◆ NO PARTICULAR REASON I JUST HAVEN'T
- ◆ NO REASON TO, AND THERE'S NONE IN MY AREA.
- ◆ NO REASON TO. WORK CLOSE TO HOME AND DON'T GO INTO THE CITY
- ◆ NO TRAIN THAT GOES TO WORK
- ◆ "NO USE DON'T COME CLOSE TO YOU
- ◆ BY THE TIME I DRIVE TO TRAIN STATION I WOULD BE AT WORK"
- ◆ NO USE FOR
- ◆ NONE AVAILABLE
- ◆ NONE AVAILABLE
- ◆ NONE IN MY AREA

- ◆ NONE OF THEM COME THIS AREA
- ◆ NOT ACCESSIBLE WHERE I LIVE, AUTO IS.
- ◆ NOT AS CONVENIENT AS BIGGER CITIES AND AVAILABLE
- ◆ NOT AVAIL TO ME IN MIDDLETOWN
- ◆ NOT AVAILABLE
- ◆ NOT AVAILABLE
- ◆ NOT AVAILABLE
- ◆ NOT AVAILABLE
- ◆ NOT AVAILABLE FOR WHAT NEED
- ◆ NOT AVAILABLE IN THE AREA
- ◆ NOT CONVENIENT
- ◆ NOT CONVENIENT
- ◆ NOT CONVENIENT TO GET TO
- ◆ NOT CONVENIENT, AND DAUGHTER IN WHEELCHAIR, AND ALSO THE COST
- ◆ NOT CONVENIENT-AND I DO OK WITH MY CAR
- ◆ "NOT GOING TO WHERE I GOP
- ◆ AND NOT IN AREA"
- ◆ NOT IN MY AREA; CLOSEST BUS IS FAR AWAY
- ◆ NOT IN THIS AREA
- ◆ NOT NEAR MY HOUSE AND NOT NECESSARY FOR ME. NOT NEAR MY WORK.
- ◆ NOT READILY AVAILABLE AND I STILL DRIVE MYSELF
- ◆ NOT READILY AVAILABLE INN MY AREA P/ TRAIN SCHEDULE IS NOT COMPATIBLE TO M Y WORK SCHEDULE
- ◆ NOT RUN FREQUENTLY
- ◆ NOTHING DOWN HERE
- ◆ OWNS A VEHICLE
- ◆ "PERSONALLY I DON'T HAVE MUCH OF A NEED FOR IT
- ◆ WHEN I DO NEED IT OFTEN THE WAIT TIME THE CONNECTIONS MAKE IT UNBELIEVABLE LONG"
- ◆ PREFER TO DRIVE MY CAR
- ◆ PREFERS TO USE HIS CAR
- ◆ RATHER FURNISH OWN TRANSPORT
- ◆ REALLY NOT A LOT OF FREQUENT BUS SERVICE
- ◆ RETIRED
- ◆ RIGHT NOW I DON'T HAVE TO GO ANYWHERE THAT REQUIRES A BUS OR TRAIN. WOULD LIKE TO TAKE A TRAIN TO MAINE.
- ◆ THE BUS STOP IS A MILE AWAY FROM MY HOME AND I DROP THE KIDS AT THEIR STOP THEN GO TO WORK SO IT'S A MATTER OF TIME
- ◆ THE BUSES AREN'T FREQUENT ENOUGH, THE DENSITY OF POPULATION IS NOT HIGH ENOUGH
- ◆ THE CLOSEST TRAIN IS ELKTON IT ONLY GOES TO BALTIMORE AND NONE GOES ANYWHERE I NEED TOGO
- ◆ THE DISTANCE, I USUALLY HAVE TO CATCH A RIDE

- ◆ THE PLACES I WANT TO GO THEY DON'T GO AND POSSIBLY I AM NOT AWARE OF ROUTES AND TIME SCHEDULES
- ◆ THE REASON IS I NEED FLEXIBILITY HAVE CHILDREN TO PICK UP-BEING ABLE TO LEAVE AT ANY TIME
- ◆ THERE ARE NO BUSES IN MY AREA WITHOUT WALKING TO FIND THEM. THERE ARE NOT AVAILABLE.
- ◆ THERE ARE NO STOPS WHERE I WORK
- ◆ THERE ARE NO TRAIN STOPS IN MY LOCAL AREA AND I HAVE A CAR
- ◆ THERE ARE NO TRAINS AVAILABLE.
- ◆ THERE ARE NONE HERE THAT ARE CONVENIENT FOR ME.
- ◆ THERE ARE NOT READILY AVAILABLE FOR ME, I AM DISABLED. IF BUSES WERE AROUND AND CHEAPER, I WOULD PROBABLY GO A LOT MORE PLACES.
- ◆ THERE AREN'T ANY
- ◆ THERE AREN'T ANY
- ◆ THERE AREN'T ANY HERE-WE LIVE OUT IN THE COUNTRY
- ◆ THERE AREN'T ANY; TRAIN DOESN'T STOP NEARBY VERY OFTEN
- ◆ THERE AREN'T VERY MANY ROUTES TO GO WHERE I WANT TO GO AND THE TIMES ARE NOT GOOD
- ◆ THERE IS NO BUSES IN MY AREA. I HAVE TO TRAVEL 5 TO TEN MINUTES TO GET TO A BUS.
- ◆ THERE IS NO LOCALIZED PICKUP OR DROP-OFF
- ◆ THERE IS NO PUBLIC TRANSPORTATION NEAR WHERE I'M LIVING
- ◆ THERE IS NONE
- ◆ THERE IS NONE AROUND
- ◆ THERE IS NONE IN THIS AREA- NO MASS TRANSPORTATION IN THIS AREA ONLY EARLY IN THE MORNING FOR THOSE TO GO TO WORK
- ◆ THERE IS NOT A BUS STOP CONVENIENT TO WHERE I LIVE MY CHILDREN HAD NO WAY TO GET TO A BUS STOP UNLESS THEY HAD A RIDE THE CLOSEST BUS STOP TO MY HOME IS A COUPLE OF MILES
- ◆ THERE ISN'T ANY
- ◆ THERE'S NO OPPORTUNITY, BUSES ARE AVAILABLE BUT ITS HARD TO TAKE YOUR KIDS TO DAYCARE. NOT HAVE FREEDOM TO LEAVE WORK. THE INCONVENIENCE OF TIME TAKE THE BUSES
- ◆ THERE'S NO REASON
- ◆ THERE'S NONE AVAILABLE TO WHERE I NEED TO GO
- ◆ THERE'S NOT A BUS STOP CLOSE ENOUGH TO WHERE I LIVE
- ◆ THERE'S NOT A STRAIGHT SHOT TO WORK FROM WHERE I'M AT. I'D HAVE TO GO DOWNTOWN TO WHERE I NEED TO GO EVEN THOUGHT IT'S A STRAIGHT SHOT, SO I CARPOOL WITH MY DAUGHTER WHEN I CAN
- ◆ THERE'S NOT TO ACCESSIBLE AND THE AMTRAK IS TO EXPENSIVE
- ◆ THERE'S NOTHING CLOSE
- ◆ THERE'S REALLY NOT A WHOLE LOT OF BUSES IN THE AREA, SO I WOULD HAVE TO DRIVE TO GET A BUS AND I DON'T NEED TO DRIVE TO GET A BUS
- ◆ THEY ARE JUST NOT CONVENIENT IN MY AREA I WOULD HAVE TO DRIVE SOMEWHERE TO USE PUBLIC TRANSPORTATION

- ◆ THEY ARE NOT AVAILABLE
- ◆ THEY ARE NOT AVAILABLE AND DRIVING IS MORE CONVENIENT
- ◆ THEY ARE NOT CLOSE TO HIM
- ◆ THEY ARE NOT RELIABLE
- ◆ THEY AREN'T HERE AND I WOULD HAVE TO DRIVE MY CAR TO GET TO THEM ANYWAY
- ◆ THEY DO NOT GO WHERE I NEED TO GO
- ◆ THEY DO NOT RUN TO WHERE I NEED TO GO
- ◆ THEY DON'T DROP ME OFF AT MY JOB AND TOO MANY TRANSFERS
- ◆ THEY DON'T GET ME WHERE I WANT TO GO AND IT'S TOO FAR FOR ME TO GET THERE ON FOOT TO THE CLOSEST STATION
- ◆ THEY DON'T GO ANYWHERE I WANT TO GO
- ◆ THEY DON'T GO TO LOCAL POINTS OF INTEREST SUCH AS SHOPPING, ETC
- ◆ THEY DON'T GO WHERE I DO
- ◆ THEY DON'T GO WHERE I GO
- ◆ THEY DON'T GO WHERE I NEED THEM TO GO
- ◆ THEY DON'T GO WHERE I NEED TO GO
- ◆ THEY DON'T GO WHERE I NEED TO GO
- ◆ THEY DON'T GO WHERE I WANT TO GO
- ◆ THEY DON'T GO WHERE I WANT TO GO THEY ARE NOT AVAILABLE.
- ◆ THEY DON'T GO WHERE IM GOING BESIDES IT WOULD BE TO INCONVENIENT
- ◆ THEY DON'T STOP ANYWHERE CLOSE TO WHERE I LIVE
- ◆ THEY DON'T STOP NEAR MY HOUSE
- ◆ THEY'RE DIRTY
- ◆ THEY'RE NOT AVAILABLE CLOSE BY
- ◆ THEY'RE NOT HERE
- ◆ THEY'RE NOT REALLY IN MY AREA. NO ACCESS. IT'S NOT OUT HERE.
- ◆ THIS YEAR I HAVEN'T-NO REASON
- ◆ TO FAR TO GET TOO
- ◆ TO TAKE PUBLIC TRANSPORT I WOULD HAVE TO DRIVE UP INTO DELAWARE
- ◆ TOO FAR AWAY
- ◆ TOO FAR AWAY AND NOT GOING WHERE IM GOING
- ◆ TOO FAR FROM BUSSES AND TRAINS
- ◆ TOO LAZY
- ◆ TRAIN TO GO LONG DISTANCE-OTHERWISE I DRIVE I CANNOT WAIT
- ◆ TRAINS NOT AVAILABLE, BUSSES ARE LIMITED IN AVAILABLE AND I HAVE NO DESIRE TO GET ON ONE
- ◆ TWO CROWDED. TO SLOW. DON'T COME ON TIME. AND NOT OFTEN ENOUGH
- ◆ UNEMPLOYED
- ◆ USUALLY WE DRIVE
- ◆ VEHICLE
- ◆ VEHICLE

- ◆ VERY INCONVENIENT TO GET TO PUBLIC TRANSPORTATION
- ◆ WE ARE CAPABLE OF DRIVING AND JUST HAVE SHORT JAUNTS AROUND WITH DRIVING OUR OWN TRANSPORTATION
- ◆ WE DON'T GO ANYWHERE
- ◆ WE DON'T HAVE ANY
- ◆ WE DRIVE
- ◆ WE HAVE A CAR NO BUS SERVICE LOCAL
- ◆ WE HAVE ONE CAR AND IF I NEED THE CAR, MY BOYFRIEND TAKES THE BUS.
- ◆ WELL BECAUSE THEY DON'T GO WHERE I NEED TO GO
- ◆ WELL MY PROBLEM IS MY WORK SCHEDULE IT DOESN'T COINCIDE WITH THE BUS SCHEDULE
- ◆ WELL, BECAUSE IT IS MUCH SIMPLER TO GET IN MY TRUCK AND GO TO WORK. IT ONLY TAKES 15 MINUTES, I GO TO WORK ABOUT 430, THERE IS NOT MUCH TRAFFIC
- ◆ WHERE SHE'S HEADING THE BUSES ARE NOT HEADING
- ◆ WORK TOO MUCH

**Question 27: What type of transportation improvements do you think should receive the highest priority for funding? Should the priority be to...? Other:**

- |                                     |                                  |
|-------------------------------------|----------------------------------|
| ◆ ALL OF THE ABOVE                  | ◆ THE WHOLE ISSUE IS MULTI       |
| ◆ ALL OF THEM                       | DIMENSIONAL AND SHOULD BE        |
| ◆ ALL OF THEM                       | SPREAD OUT THRU OUT ALL OF THE   |
| ◆ ALL THE ABOVE                     | ABOVE                            |
| ◆ BUS TRANSPORTATION IN SUBURBS     | ◆ THEY NEED TO DEVELOP A PUBLIC  |
| MORE OFTEN                          | TRANSPORTATION SYSTEM            |
| ◆ BUSES SHOULD COME MORE THAN       | ◆ "TRAINS CONNECTED AND MAKE IT  |
| ONCE AN HOUR                        | COST EFFECTIVE LIKE CUSTOMERS IN |
| ◆ GET A HELICOPTER                  | NEW YORK DON'T WANT TO COME      |
| ◆ IMPROVE ALL                       | BECAUSE THE TRAIN IS NOT COST    |
| ◆ IMPROVE BUSING                    | EFFECTIVE AND THE CONNECTION IS  |
| ◆ MORE PATHS AND BIKEWAYS           | NOT CONVENIENT                   |
| ◆ PROVIDE MORE TRANSIT OPTIONS      | ◆ YOU HAVE TO GET OFF IN         |
| AND INCREASE SAFETY                 | WILMINGTON AND THAT              |
| ◆ PROVIDE SECURITY FOR 24HR TRANSIT | ENVIRONMENT SCARES PEOPLE"       |
| ◆ "PUT NEW SIGNS UP WITH            | ◆ TRANSPORTATION FOR ELDERLY     |
| ◆ I DRIVE A TRACTOR TRAILER AND     | ◆ WHEN YOU HAVE A GOOD THING     |
| THEIR WEIGHT SIGNS AND HEIGHT       | GOING, LEAVE IT ALONE            |
| THEY ARE ALL PUT UP IMPROPERLY"     |                                  |

**Question 28: In thinking about safety, what do you think is the most common cause of traffic crashes in our region? Would you say....? Other:**

- ◆ ALCOHOLISM, POOR DRIVING WITH HIGHER EMPHASIS ON IMPAIRED DRIVING, IMPATIENCE
- ◆ ALL OF THE ABOVE
- ◆ ALL OF THE ABOVE
- ◆ ALL OF THE ABOVE
- ◆ ALL OF THE ABOVE
- ◆ ALL OF THE ABOVE
- ◆ ALL OF THE ABOVE - OR CONGESTION IF YOU NEED ONE
- ◆ ALL THE THINGS THE DISTRACT YOU WHEN YOUR DRIVING
- ◆ CELL AND TEXTING
- ◆ CELL PHONE AND POTHOLES AND DRUNKS
- ◆ CELL PHONE USE
- ◆ CELL PHONES
- ◆ CELL PHONES
- ◆ CELL PHONES
- ◆ CELL PHONES
- ◆ COMBINATION CONDITION OF THE ROADS AND SPEEDING AND I'M THINKING OF POT HOLES. P-PEOPLE TRY TO AVOID THE POT HOLES BUT THEY ARE DOING 70-MPH UP THE ROAD AND THEY TRY TO AVOID THE POT HOLE BY VEERING TINTO THE OTHER LANE
- ◆ CONGESTION AND POOR DESIGN OF ROADS, BOTH.
- ◆ CONGESTION AND POOR DRIVING
- ◆ DISTRACTED DRIVING
- ◆ DON'T THINK WE HAVE TO WORRY, WE HAVE A GOOD POLICE DEPT.
- ◆ "DRIVERS NOT PAYING ATTENTION ON THEIR CELL PHONES
- ◆ NOT BEING A DEFENSIVE DRIVER"
- ◆ DRUNK DRIVING
- ◆ I LIVE IN A FARM COMMUNITY AND WE HIT A LOT OF DEER
- ◆ INATTENTIVE DRIVING AND SPEED
- ◆ MORE POPULATION AND SAME AMOUNT OF ROADS
- ◆ PEOPLE ARE RECKLESS AND ALWAYS IN A HURRY...AND NOT ENOUGH ENFORCEMENT
- ◆ PEOPLE DRIVING WITH CELLPHONES
- ◆ PEOPLE GET DRUNK AND DRIVE
- ◆ PEOPLE THAT DON'T BELONG IN THE ROAD, THE OLDER PEOPLE SOME OF THEM CANT EVEN SEE PAST THE STEERING WHEEL AND SOME OF THEM NEED TO BE REEVALUATED AND TESTED TO MAKE SURE ITS STILL SAFE FRO THEM TO WORK
- ◆ PEOPLE WHO DON'T KNOW HOW TO DRIVE THEY DON'T KNOW ANYTHING ABOUT TRAFFIC RULES. AND THEY ARE ONLY THINKING ABOUT THEMSELVES WHEN THEY DRIVE
- ◆ POOR DRINKING
- ◆ POOR DRIVING AND SPEEDING
- ◆ POOR DRIVING AND SPEEDING
- ◆ POOR SIGNAGE
- ◆ SENIOR CITIZENS
- ◆ SPEEDING POOR DRIVING
- ◆ TEXTING
- ◆ TEXTING AND TALKING ON PHONE
- ◆ TEXTING AND TALKING ON THE PHONE
- ◆ TEXTING OR CELL PHONES
- ◆ THE CELL PHONE AND TEXTING THAT PEOPLE ARE DOING WHILE THEY ARE DRIVING
- ◆ THE SIGNS

**Question 30: Could you please tell me why you do not walk in your area?**

- ◆ A LOT OF TRAFFIC
- ◆ ARTHRITIS
- ◆ BAD NEIGHBORHOOD
- ◆ BC EVERY PLACE I WANT TO GO ARE FURTHER THAN WALKING DISTANCE THEY ARE TOO FAR TO WALK NOT SAFE
- ◆ BECAUSE COUNTRY AREA WITH NO SIDEWALKS
- ◆ BECAUSE I AM NOT PHYSICALLY ABLE
- ◆ BECAUSE I AM OLD AND I HAVE A BAD HIP
- ◆ BECAUSE I DON'T FEEL SAFE
- ◆ BECAUSE I DRIVE SIX CARS
- ◆ BECAUSE I LIVE IN A DRUG HAVEN ITS NOT SAFE
- ◆ BECAUSE I WOULD HAVE TO WALK IN THE ROAD. NO SIDEWALKS AND NO STREET LIGHTS.
- ◆ BECAUSE IM 74 I DON'T WALK
- ◆ BECAUSE IM LAZY
- ◆ BECAUSE I'M LAZY
- ◆ BECAUSE IT'S NOT SET UP FOR WALKERS
- ◆ BECAUSE ITS RURAL
- ◆ BECAUSE OF THE CRIME
- ◆ BECAUSE OF THE CRIME IN THE AREA
- ◆ BECAUSE OF THE CRIME RATE ITSELF
- ◆ BECAUSE OF THE SAFETY CONCERN
- ◆ BECAUSE THERE A LOT OF CRIME AROUND
- ◆ BECAUSE THERE ARE TOO MANY UNSAVORY PEOPLE WHO LIVE IN THE AREA
- ◆ BECAUSE THERE'S NO REASON TO WALK THERE ARE STORES ONLY HOUSES IF I NEED TO GO ANYWHERE I JUST GO IN MY CAR
- ◆ BECAUSE THERE'S TOO MANY STRAY DOGS RUNNING AROUND
- ◆ BECAUSE THEY ARE ALL MAJOR ROADS, IF YOU GO OFF OUR BLOCK ITS A MAJOR ROAD WITH NO SIDEWALKS
- ◆ "BECAUSE THEY DON'T HAVE SIDEWALKS OR NOTHING LIKE THAT
- ◆ IT IS A HIGHWAY"
- ◆ BECAUSE WE JUST HAVE DIRT ROADS AND NO SPEED LIMITS, USUALLY DRUNK DRIVERS
- ◆ BECOME OF CRIME. ENOUGH SIDEWALKS. AREA DETERIORATED. ROAMING ANIMALS, SPEEDING, TEEN PROBLEMS
- ◆ BRAND NEW DEVELOPMENT AND ALL LOTS NOT BUILT YET, TOO MANY CONSTRUCTION AND VEHICLES
- ◆ CANT WALK WELL
- ◆ CARS AND TRUCKS GO VERY FAST AND THERE ARE A LOT OF CHILDREN LIVING HERE
- ◆ CAUSE I LIVE OFF A MAJOR HIGHWAY
- ◆ CONFINED TO WHEELCHAIR
- ◆ COUNTRY RD

- ◆ CRIME
- ◆ CRIME DRUGS
- ◆ DOES NOT GO OUT AFTER DARK
- ◆ DOES WALK, LAST QUESTION DIDN'T APPLY
- ◆ DON'T BE SAFE
- ◆ DON'T DO A LOT OF WALKING
- ◆ DON'T FEEL THE NEED AS MUCH
- ◆ DON'T LIKE TO WALK
- ◆ DON'T WALK SO WELL, AREA ISN'T VERY SAFE
- ◆ DON'T WALK.
- ◆ DOPE DEALERS AND DOPE USERS.
- ◆ DRIVING
- ◆ DRUGS AND CRIME
- ◆ EMPHYSEMA AND ON OXYGEN
- ◆ GET RUN OVER
- ◆ GETTING MUGGED
- ◆ GO AND WALK ON THE BOARD WALK
- ◆ HANDICAPPED
- ◆ HEALTH RESTRICTIONS
- ◆ I DRIVE ANYWHERE I NEED TO GO
- ◆ I AM DISABLED
- ◆ I CAN'T WALK VERY FAR...NO SIDEWALKS WHERE I LIVE...EDGE OF NEWARK....
- ◆ I DO
- ◆ I DO BUT NOT FOR ANY OF THOSE REASONS
- ◆ I DO NOT DO A LOT OF WALKING
- ◆ I DO NOT WALK BECAUSE OF SAFETY
- ◆ I DO NOT WALK, I HAVE CURVATURE OF THE SPINE
- ◆ I DO WALK IM IN THE COUNTRY
- ◆ I DO WALK IN MY AREA BUT I DON'T HAVE SIDEWALKS AND I FEEL SAFE
- ◆ I DON'T FEEL SAFE - THE CRIME RATE HAS GONE UP - YOU NEVER KNOW WHEN SOMEBODY IS GOING TO POP UP
- ◆ I DON'T FEEL SAFE ON THE ROAD
- ◆ I DON'T FEEL SAFE WALKING ON THE ROAD ANYMORE
- ◆ "I DON'T FEEL SAFE
- ◆ THE AREA I LIVE IN RIGHT NEXT STORE IS A VERY HIGH CRIME AREA"
- ◆ I DON'T HAVE A SIDE WALK ON MY ROAD AND HEAVY TRAFFIC.
- ◆ I DON'T HAVE TIME
- ◆ I DON'T LEAVE THE HOUSE IM DEPRESSED
- ◆ I DON'T WALK DUE TO HEALTH REASONS
- ◆ I DON'T WALK LONG DISTANCES - WHERE I LIVE IS MILES AWAY FROM A STORE
- ◆ I DON'T WALK MUCH
- ◆ I DRIVE

- ◆ I DRIVE EVERYWHERE AND THERE IS NOTHING IN MY AREA TO WALK TO EXCEPT A CORNER STORE
- ◆ I DRIVE TO PARK AND WALK THERE
- ◆ I HAVE A CAR
- ◆ I HAVE A LOT OF PROBLEMS WITH MY FEET AND I CAN'T WALK A LOT
- ◆ I HAVE A MOTORIZED CHAIR
- ◆ I HAVE ARTHRITIS IN BOTH OF MY KNEES SO CAN'T WALK
- ◆ I JUST DON'T HAVE THE TIME
- ◆ I JUST DON'T WALK AROUND BECAUSE I HAVE AN AUTOMOBILE AND I AM LAZY
- ◆ I JUST NOT CHOOSE TO
- ◆ I LIKE TO WALK AT THE PARK
- ◆ I LIVE ACROSS FROM SCHOOL WORST AREAS IN THE CITY. PEOPLE OUTSIDE AT NIGHT POLLUTION AND VIOLENCE
- ◆ I LIVE IN A RURAL AREA, THERE ARE NO SIDEWALKS AND THAT KIND OF THING.
- ◆ I LIVE IN DEVELOPMENT BUT OUTSIDE THERE AREN'T ANY
- ◆ I LIVE IN RURAL I DRIVE
- ◆ I LIVE IN THE FARMLAND TO FAR AWAY TO GO ANYWHERE
- ◆ I LIVE ON 12 ACRES, VERY RURAL AREA.
- ◆ I LIVE ON A HIGHWAY
- ◆ I LIVE ON A HIGHWAY
- ◆ I PLAY TENNIS AND GOLF AND THAT IS ENOUGH EXERCISE
- ◆ I PREFER TO DRIVE
- ◆ I THINK I'D RATHER WALK TO THE PARK-IT'S NOT SAFE-DEPENDS ON THE TIME
- ◆ "I WALK BUT THE TROUBLE THE ROADS ARE NARROW SOME OF THEM DRIVE CRAZY
- ◆ THERE NO ROOM TO GET OFF
- ◆ THE DITCHES ARE SO DEEP IF YOU GET DOWN IN THEM
- ◆ YOU COULD BREAK YOUR ANKLE IF YOU STEP OFF THE ROAD YOU DOWN IN THE DITCH"
- ◆ I WALK IN MY AREA OCCASIONALLY WITH NO CROSSWALKS AND SIDEWALKS
- ◆ I WALK IN MY NEIGHBORHOOD NOWHERE ELSE IS CLOSE TO MY HOUSE
- ◆ I WALK WHERE I WANT BUT WE DON'T HAVE SIDEWALKS AND I FEEL SAFE
- ◆ I WALK WITH A CANE, SURE TO BE HIT, KNOCKED OVER, OR ROBBED
- ◆ I WORK AL THE TIME AND WHEN I GET HOME IT IS DARK
- ◆ IF I WALKED ON THE ROAD WE WOULD HAVE TO DODGE TRAFFIC AND GET HIT BY CARS
- ◆ IM 82 YEARS OLD IN A WALKER IN A HEALTH FACILITY
- ◆ IM 86 AN ITS NO LONGER WALKING AROUND MY NEIGHBORHOOD
- ◆ IM HANDICAP
- ◆ IM HANDICAPPED
- ◆ IM IN A RURAL AREA I LIVE CLOSE TO A TOWN BUT THE TERRAIN IS A VERY STEP HILL AND THERE'S NO SIDEWALK
- ◆ I'M IN A WHEELCHAIR
- ◆ IM LEGALLY BLIND

- ◆ I'M NOT GOING TO WALK IN UNSAFE AREAS
- ◆ IM NOT PHYSICALLY FIT TO WALK
- ◆ IM ON A PRIVATE ROAD
- ◆ I'M OUT IN THE COUNTRY-I HOPE THEY DON'T MORE ROADS OUT HERE
- ◆ IM RETIRED AND I HAVE ARTHRITIS
- ◆ IM VISUALLY IMPAIRED AND I DON'T FEEL SAFE.
- ◆ IT HAS GOTTEN TO BE A DRUG POPULATED AREA AND I'M AFRAID OF THE PEOPLE
- ◆ IT IS NOT SAFE
- ◆ ITS A HIGH DRUG AREA AND THERE'S A LOT OF VIOLENCE
- ◆ IT'S A HUGH DISTANCE FOR EVERYTHING
- ◆ ITS BORING
- ◆ ITS HARD FOR ME TO GET IN AND OUT MY BUILDING . MY AREA RIGHT HERE NOW IS JUST A BIG PARKING LOT. WHEN WE GET ON THE ROAD ITS A LITTLE HARD TO GET THERE. ITS JUST TOO MUCH DISTANCE FOR ME. I HAVE WALKED IT BEFORE WHEN I ..A FEW YEARS AGO WHEN YOU TALK ABOUT 2008 OR 2009. BUT AFTER THAT I HAVE NOT BEEN ABLE TO WALK THAT GOOD. BECAUSE OF MY PHYSICAL PROBLEMS.
- ◆ ITS JUST NOT PRACTICAL TOO FAR FROM TOWN TO GO TO A STORE WE WOULD WALK FIVE MILES
- ◆ ITS ME REALLY I JUST DON'T HAVE THE TIME TO WALK
- ◆ ITS NOT A PEDESTRIAN FRIENDLY AREA
- ◆ IT'S NOT CONVENIENT
- ◆ ITS NOT SAFE, NO CROSS WALKS, DRIVING IS AN ISSUE, SPEEDING, STOP SIGNS ARE FAR AND IN-BETWEEN
- ◆ ITS NOT WALKABLE - THE LIGHTS DON'T WORK FOR PEDESTRIANS AND I DON'T THINK THE STREET IS MADE FOR PEOPLE TO WALK AROUND
- ◆ ITS SAFETY BUT NOT FROM THE CONDITION OF THE WALKING AREAS, TOO MUCH VIOLENCE IS CREEPING INTO THE AREA--ROBBERIES AND SUCH.
- ◆ JUST DON'T NEED TO
- ◆ LACK OF MOTIVATION
- ◆ LAZY
- ◆ LAZY
- ◆ LEGALLY BLIND
- ◆ LIVE IN A VERY RURAL AREA
- ◆ LIVE IN THE COUNTRY
- ◆ LIVE IN THE WOODS
- ◆ MAINLY WE LIVE IN A RURAL ARE-I'D BE WALKING BESIDE THE ROAD WITH MY CHILDREN
- ◆ MY HEALTH
- ◆ MY ROAD DOES NOT HAVE SIDEWALKS I USE A PUBLIC PARK TRAIL TO WALK
- ◆ NEW SIDEWALKS BAD CARS DRIVE TO FAR
- ◆ NO EDGES DITCH
- ◆ NO NEED
- ◆ NO PLACE TO WALK TO HERE, ONLY IN THE NEIGHBORHOOD, WHICH DOESN'T' CALL TO ME

- ◆ NO PLACES TO WALK AND HAVE TO DRIVE TO WALK
- ◆ NO REAL REASON- I DON'T WALK MUCH- IN MY AREA THERE ARE NOT SIDEWALKS- IN OUR RURAL AREA WE DON'T NEED THEM
- ◆ NO SHOULDER ON THE ROAD. HAVE A FARM AND STAY THERE , OTHERWISE IT COULD BE DANGEROUS
- ◆ NO SHOULDERS ON ROADS EXCEPT MAJOR HIGHWAY
- ◆ NO SIDEWALK TO WALK ON
- ◆ NO SIDEWALKS
- ◆ NO SIDEWALKS
- ◆ NO SIDEWALKS
- ◆ NO SIDEWALKS
- ◆ NO SIDEWALKS
- ◆ NO SIDEWALKS NO ROAD SHOULDERS NO STREET LIGHTS
- ◆ NO SIDEWALKS OR CROSSWALKS
- ◆ NO SIDEWALKS, HAVE TO WALK IN THE STREET
- ◆ NO WALKWAY
- ◆ NORMALLY IF I AM GOING TO DO SOMETHING IF I REALLY WANT TO GET A WORK OUT I'LL DRIVE TO THE TRACK AND RUN THERE
- ◆ NOT ADEQUATE CROSSWALKS AT INTERSECTIONS FOR CHILDREN TO WALK TO SCHOOLS
- ◆ NOT REALLY ANYWHERE TO GO.
- ◆ NOT SIDEWALKS TO WALK PLACES
- ◆ NOTHING TO WALK TO
- ◆ NOTHING TO WALK TO EXCEPT A PARK AND NOT ENOUGH SIDEWALKS.
- ◆ NOWHERE I GO IS ACTUALLY CLOSE
- ◆ OF ALL WHACKO PEOPLE
- ◆ ONCE AWAY FROM HOUSES, THERE ARE NO SIDEWALKS AND YOU HAVE TO WALK ON THE ROAD
- ◆ OUR NEIGHBORHOOD HAS SHOOTINGS ON OCCASION
- ◆ PEOPLE AROUND HERE I DON'T FEEL SAFE WALKING BECAUSE A LOT OF PEOPLE HAVE PITT BULLS
- ◆ PEOPLE DON'T KEEP THERE DOGS ON LEASHES IN MY NEIGHBORHOOD
- ◆ QUADRIPLLEGIC AND I CANT WALK
- ◆ RATHER NOT WALK ALONE
- ◆ RIGHT NOW I AM HAVING A PROBLEM WALKING
- ◆ ROADS ARE NOT WIDE ENOUGH FOR CARS AND PEOPLE
- ◆ RURAL CECIL COUNTY NO SIDEWALKS
- ◆ RURAL LIVE IN COUNTRY
- ◆ SECTION ON ROOT 1 THEIR IS NO SHOULDER AND A THREE FOOT DITCH SO THEIR IS NO WHERE TO WALK
- ◆ SENIOR CITIZEN AND LIVE OUT IN THE COUNTRY
- ◆ SIDEWALKS
- ◆ SIDEWALKS AND WHAT NOT

- ◆ SIDEWALKS ARE FINE, LEARY OF SOME OF THE THINGS THAT HAPPEN IN THE WORLD. DON'T LIKE WALKING ON THE ROADS
- ◆ SIDEWALKS NEED TO BE FIXED . CONGESTED TRAFFIC ON ROADS
- ◆ SOME OF THE NEIGHBORHOODS ARE NOT SAFE
- ◆ SOMETIMES PERSONALLY 3 SMALL CHILDREN
- ◆ STREETS ARE UP AND DOWN, SOME OF THEM AREN'T LEVEL AND I HAVE PROBLEMS WITH MY KNEES
- ◆ THE AREA I AM NEXT TO IS NOT THAT GREAT, MORE OF A CRIME AREA
- ◆ THE CONDITION OF THE AREA SIDEWALKS AND ALSO I HAVE TO WORRY ABOUT BEING SHOT OR ATTACKED. THE CRIME IN THIS AREA IS OUT OF HAND.
- ◆ THE ENVIRONMENT, THE CROSSWALKS ARE FINE BUT THE PEOPLE.
- ◆ THE LAST STATEMENT SAYS IS-LACK OF SAFETY
- ◆ THE REASON IS HIGH DRUG TRAFFIC
- ◆ THE ROADS ARE REALLY BUSY AND NO SIDEWALK OR PLACE TO WALK
- ◆ THE SIDEWALKS WERE BUILT IN THE 1930'S AND CONSTRUCTION COMPANIES ARE WANTING TO BUILD A LOT OF DEVELOPMENTS ARE BEING PUT INTO TOWNHOUSE BEING BUILT. BUT BECAUSE OF ALL THE NEED FOR MORE SIDEWALKS BEING BUILT SO PEOPLE CAN WALK HOME FROM SAY THE GROCERY STORE TO THEIR HOME. THERE'S NO ADEQUATE SIDEWALKS IN THE COUNTRY FOR PEDESTRIANS WANTING TO WALK COMING FROM THE BOARDWALK AND ITS VERY DANGEROUS AND THAN YOU HAVE THE ELDERLY WHO ARE HOUSE BOUND WHO CANT PHYSICALLY OR FINANCIALLY AFFORD TRANSPORTATION THEY HAVE TO DEPEND ON SOMEONE TO GIVE THEM ASSISTANCE THEY OR HAVE FAMILY OR SOMEONE TO CARE FOR THEM THEY CANT GET THEIR GROCERIES.
- ◆ THE SPEED OF THE CARS. THAT IS WHY I STOPPED WALKING IT'S UNSAFE THE WAY THEY DRIVE. THE SPEED AT WHICH THEY DRIVE. THE SPEED AT WHICH THEY DRIVE ON A 35 MILE SPEED.
- ◆ THE YOUNGER CROWD LOITERERS AND BEGS AND ASK QUESTIONS AND I DON'T FEEL COMFORTABLE WITH IT
- ◆ THEIR ARE NO SIDEWALKS IN MY AREA
- ◆ THERE ARE A LOT OF PEOPLE AROUND AT NIGHT AND DRUGS AND BUMS
- ◆ THERE ARE NO FOOT PATHS
- ◆ THERE ARE NO SIDEWALKS
- ◆ THERE ARE NO SIDEWALKS
- ◆ THERE ARE NO SIDEWALKS AND I HAVE TO WALK ON THE ROAD
- ◆ THERE ARE NO SIDEWALKS AND THERE ARE NO SHOULDERS
- ◆ THERE ARE NO SIDEWALKS OR SHOULDERS
- ◆ THERE ARE NO STREET LIGHTS IN MY DEVELOPMENT
- ◆ THERE ARE NO SUCH THING AS SIDEWALKS. THERE ARE NO SIDEWALKS.
- ◆ THERE HAS BEEN A FEW REPORTED INCIDENTS WITH THE PEOPLE IN MY AREA THERE ARE NO SIDEWALK LIGHTS SO YOU HAVE TO WALK IN THE LATE EVENING HOURS
- ◆ THERE IS NO PLACE TO WALK TO I LIVE IN A RURAL AREA
- ◆ THERE IS TOO MUCH GOING ON SUCH AS SHOOTING AND FIGHTING
- ◆ THERE'S A LOT OF CREEPS HANGING AROUND, IT'S A BACK ROAD
- ◆ THERE'S CRIME AND DRUGS AND STUFF AROUND.

- ◆ THERE'S NO SIDEWALKS AND A LOT OF TRAFFIC. THE ROAD IS VERY NARROW
- ◆ THERE'S NO SIDEWALKS AND PEOPLE DRIVE LIKE MANIACS.
- ◆ TO LAZY
- ◆ TOO MUCH CRIME
- ◆ TOO MUCH VIOLENCE
- ◆ TOO OLD TO WALK
- ◆ UNABLE AT THIS TIME-DISABILITY
- ◆ UNABLE TO WALK
- ◆ VIOLENCE
- ◆ VIOLENCE
- ◆ WE ARE KIND OF RURAL AND I DON'T THINK IT IS SAFE.
- ◆ "WELL BEYOND THE FACT THAT I AM DISABLED WITH CHRONIC FATIGUE SYNDROME
- ◆ THE SUBURBS ARE NOT LAID OUT THE DISTANCE TO STORES AND OTHER FACILITIES ARE JUST NOT LAID OUT FOR PEDESTRIANS"
- ◆ WELL I DON'T FEEL SAFE BECAUSE THEY ARE NO WALK WAYS
- ◆ YOU CAN'T GET ANYWHERE FROM HERE
- ◆ YOU LIVE IN THE COUNTRY AND HAVE SIDEWALKS TO WALK
- ◆ YOU WALK IN THE WOODS

**Question 32: Could you please tell me why you do not bicycle in your area?**

- ◆ 72 YEARS OLD, NO BICYCLE
- ◆ 78 DO NOT BIKE
- ◆ A LOT OF HILLS
- ◆ AGE
- ◆ AGE AND PHYSICAL CONDITION
- ◆ AGE. THERE OUGHT TO BE MORE BIKE LANES TO ENCOURAGE OTHERS AND FEEL SAFE
- ◆ AREA IS HILLY I DON'T WANT TO GO UP THE SLOPE
- ◆ AT MY AGE I AM CONCERNED ABOUT THE CARS - I KNOW YOU ARE NOT TO BICYCLE ON SIDEWALKS AND DON'T LIKE TO BE ON THE SHOULDER - I SEE CARS DRIVING THERE - I DON'T FEEL IT IS SAFE.
- ◆ AT THIS POINT I DON'T HAVE AN ACTUAL BIKE I HAVE A STATIONARY BIKE
- ◆ BAD DEPTH PERCEPTION
- ◆ BAD LEGS
- ◆ BASICALLY ITS THE CRIME ITSELF
- ◆ BC I HAVEN'T RIDDEN A BIKE IN 64 YEARS I JUST DON'T BIKE ANYMORE
- ◆ BECAUSE I AM TOO OLD
- ◆ BECAUSE I CAN NOT RIDE A BIKE
- ◆ BECAUSE I CANT RIDE A BICYCLE/
- ◆ BECAUSE I DON'T BIKE PERIOD
- ◆ BECAUSE I DON'T BIKE, I WALK
- ◆ BECAUSE I DON'T HAVE A BIKE
- ◆ BECAUSE I DON'T HAVE A BIKE
- ◆ BECAUSE I DON'T HAVE A BIKE LANE AND TRAFFIC IS TO HEAVY
- ◆ BECAUSE I DON'T HAVE A BIKE ROUTE AND I WOULD HAVE TO RIDE IN THE STREET WITH THE CARS AND WE DON'T HAVE A BIKE LANE
- ◆ BECAUSE I DON'T KNOW HOW TO RIDE A BIKE
- ◆ BECAUSE I DON'T OWN ONE
- ◆ BECAUSE I DON'T RIDE GENERALLY
- ◆ BECAUSE I HAVE A BAD KNEE
- ◆ BECAUSE I JUST DON'T
- ◆ BECAUSE I USE A STATIONARY BICYCLE IN MY HOME TO EXERCISE
- ◆ BECAUSE IM LAZY
- ◆ BECAUSE I'M PHYSICALLY UNABLE TO
- ◆ BECAUSE IM TOO LAZY TO GET ON IT.
- ◆ BECAUSE IT'S NOT SAFE
- ◆ BECAUSE OF BEING AFRAID OF BEING HIT BY CARS
- ◆ BECAUSE OF IMMOBILITY
- ◆ BECAUSE OF MY HEALTH AND LEGS
- ◆ BECAUSE OF THE CRIME.
- ◆ BECAUSE OF THE NARROWNESS OF THE ROADS
- ◆ BECAUSE OF TOO MUCH TRAFFIC/NO BIKE LANE
- ◆ BECAUSE OF WHACKOS
- ◆ BECAUSE PREFERS TO RUN
- ◆ BECAUSE ROADS ARE FOR CARS NOT FOR BIKES
- ◆ BECAUSE THERE ARE NO BIKE FACILITIES IN MY AREA
- ◆ BECAUSE THERE ARE NO BIKE LANES
- ◆ BECAUSE THERE ARE NO BIKE LANES/THE BIKE LANES ARE TOO CLOSE TO THE BAD DRIVERS
- ◆ BECAUSE THERE IS NO BIKE LANE
- ◆ BECAUSE THERE IS NO SAFE PLACE.
- ◆ BECAUSE THERE ISN'T REALLY ANY PLACE. THE HIGHWAYS DON'T HAVE BIKE LANES. THERE IS NO NEED TO RIDE BIKE BECAUSE THERE IS NO WHERE TO GO.
- ◆ BECAUSE THERE'S NO BIKE LANES
- ◆ BECAUSE THERE'S NO BIKE LANES ITS NOT SAFE
- ◆ BECAUSE TWO SCHOOL KIDS THEY GO WHERE I GO TWO KIDS ON ROAD NOT SAFE
- ◆ BECAUSE WE HAVE A HIGHWAY
- ◆ BECAUSE YOU HAVE NO BIKING LANES AND PEOPLE ARE BICYCLING IN THE LANES AND PEOPLE HAVE TO GO AROUND THEM
- ◆ BECAUSE YOU WOULD GET RAN OVER

- ◆ BICYCLES ARE MENACE ON THE ROAD
- ◆ BIKE IS NOT GOOD FOR ROADS
- ◆ BUSY DOING OTHER THINGS. I'M NOT WORRIED ABOUT SAFETY IN MY AREA FOR BICYCLING
- ◆ CANT RIDE A BIKE
- ◆ CANT RIDE A BIKE
- ◆ CAN'T RIDE OF BIKE
- ◆ CARS DRIVE TO FAST AND NO PLACE FOR BIKE TO BE
- ◆ CAUSE I DON'T BIKE
- ◆ CAUSE I DON'T FEEL SAFE THERE ARE TOO MANY SHOOTINGS AND RAPES
- ◆ CAUSE I DON'T HAVE ONE
- ◆ CAUSE I DON'T OWN A BIKE
- ◆ CAUSE I HAVE TWO MOTORCYCLES
- ◆ CAUSE THERE'S NO SAFETY
- ◆ CAUSE WE HAVE ABSOLUTELY NO BIKE LANES
- ◆ COMBINATION OF REASONS THERE...CONDITIONS OF THE ROADS
- ◆ CONFINED TO A WHEELCHAIR
- ◆ CRIME
- ◆ CRIME & DRUGS
- ◆ DISABLED
- ◆ DISABLED
- ◆ DITCHES NO SIDEWALKS
- ◆ DO NOT KNOW HOW TO RIDE A BIKE
- ◆ DO NOT OWN A BIKE
- ◆ DO NOT RIDE A BIKE
- ◆ DO NOT RIDE A BIKE AT ALL
- ◆ DOES NOT RIDE A BICYCLE
- ◆ DOESN'T RIDE A BICYCLE ANYMORE
- ◆ DON'T BICYCLE
- ◆ DON'T BIKE
- ◆ DON'T BIKE AT ALL
- ◆ DON'T BIKE PERIOD
- ◆ DON'T CURRENTLY OWN A BIKE
- ◆ DON'T FEEL SAFE
- ◆ DON'T FEEL SAFE
- ◆ DON'T FEEL SAFE IN CERTAIN AREAS
- ◆ DON'T HAVE A BIKE
- ◆ DON'T HAVE BICYCLE
- ◆ DON'T HAVE ONE DON'T WANT TO RIDE ONE
- ◆ DON'T HAVE THEM AND HATE THEM
- ◆ DON'T KNOW HOW TO RIDE A BIKE
- ◆ DON'T LIKE TO BICYCLE
- ◆ DON'T RIDE A BIKE
- ◆ DON'T RIDE A BIKE
- ◆ DON'T RIDE BIKES
- ◆ DROP OFF AND PICK UP AT SCHOOLS, LOTS OF ACCIDENTS WITH HIGH SCHOOL KIDS DO NOT FEEL SAFE
- ◆ ELDER
- ◆ EMPHYSEMA
- ◆ FOR ME MOST OF THE TIME I DON'T WANT TO GO LATE IT ISN'T CONVENIENT FOR ME
- ◆ FOR THE LACK OF SAFETY AREAS TO BIKE IN
- ◆ GETTING TO OLD
- ◆ HANDICAPPED
- ◆ HAVE NOT RIDDEN A BIKE IN YEARS
- ◆ HEALTH REASONS
- ◆ HEALTH REASONS
- ◆ HEALTH RESTRICTIONS-PHYSICAL RESTRICTIONS
- ◆ HILLS
- ◆ HILLS AND STUFF THAT YOU HAVE TO CLIMB UP, CARS IN FRONT OF YOU AND BEHIND YOU, ITS DANGEROUS
- ◆ I LIKE TO FAR AND TOO INCONVENIENT AND YOU CAN'T CARRY GROCERY BAGS ON A BICYCLE
- ◆ I AM 71 AND I DON'T RIDE A BICYCLE ANYMORE I QUIT THAT ABOUT 40 YRS AGO
- ◆ I AM HANDICAPPED
- ◆ I AM NOT INTO IT.
- ◆ I AM NOT PHYSICALLY ABLE
- ◆ I AM OLD AND I HURT MY HIP AND I DON'T HAVE A BIKE
- ◆ I AM RETIRED AND HAVE ARTHRITIS IN MY LEGS
- ◆ I AM TOO OLD
- ◆ I AM TOO OLD
- ◆ I AM TOO OLD

- ◆ I AM TOO OLD TO CYCLE.
- ◆ "I BIKE IN MY NEIGHBORHOOD
- ◆ BACK COUNTRY ROADS/SAFETY REASONS WOULD NOT RIDE"
- ◆ I BROKE MY ANKLE AND I AM STILL BUILDING UP STRENGTH AND FLEXIBILITY
- ◆ I CAN NOT, PHYSICALLY
- ◆ I CANT DO IT BECAUSE I AM PHYSICALLY NO ABLE I HAVE MULTIPLE SURGERIES
- ◆ I DO BIKE BUT I WOULD LIKE TO SEE MORE BIKE LANES BICYCLISTS CAN FEEL SAFER AND BY WALKING AND BICYCLING IN MY AREA IS SAVES THE ENVIRONMENT
- ◆ I DO NOT BIKE
- ◆ I DO NOT BIKE. NO BIKE LANES OR SIDEWALKS IN MY SUBDIVISION AND AREA. THE TRAFFIC
- ◆ I DO NOT HAVE A BIKE
- ◆ I DO NOT HAVE INTEREST
- ◆ I DO NOT OWN A BICYCLE
- ◆ I DO NOT OWN A BICYCLE
- ◆ I DO NOT RIDE A BIKE
- ◆ I DONE BICYCLE
- ◆ I DON'T A BICYCLE AND I HAVE A CAR AND DON'T NEED A BICYCLE
- ◆ I DON'T AT ALL
- ◆ I DON'T BICYCLE
- ◆ I DON'T BICYCLE ANYWHERE -
- ◆ I DON'T BIKE
- ◆ I DON'T BIKE
- ◆ I DON'T BIKE
- ◆ I DON'T BIKE AND DON'T OWN A BIKE
- ◆ I DON'T BIKE AT ALL- NO REAL REASON
- ◆ I DON'T BIKE BECAUSE I CANT
- ◆ I DON'T BIKE BECAUSE OF PERSONAL ISSUES BUT I THINK THAT THERE SHOULD BE MORE BIKING TRAILS. I THINK THAT THE BIKING TRAILS ARE THE MOST IMPORTANT THINGS WE NEED IN THIS TOWN.
- ◆ I DON'T BIKE DUE TO PHYSICAL REASONS
- ◆ I DON'T BIKE THERE ARE PLENTY OF SIDEWALKS WHERE I LIVE
- ◆ I DON'T DO IT BECAUSE I HAVE 2 PROSTHETIC KNEES AND I'M NOT PHYSICALLY ABLE TO DO SO
- ◆ I DON'T FEEL SAFE
- ◆ I DON'T FEEL SAFE IN MY AREA.
- ◆ I DON'T FEEL SAFE RIDING BIKES AND I SEE LITTLE KIDS AND I DON'T THINK IT IS SAFE FOR THEM BECAUSE THE ARE CRAZY
- ◆ I DON'T HAVE A BIKE
- ◆ I DON'T HAVE A BICYCLE
- ◆ I DON'T HAVE A BICYCLE
- ◆ I DON'T HAVE A BICYCLE
- ◆ I DON'T HAVE A BICYCLE
- ◆ I DON'T HAVE A BICYCLE
- ◆ I DON'T HAVE A BICYCLE AND I DON'T BIKE; IT MAKES ME TOO SORE
- ◆ I DON'T HAVE A BICYCLE.
- ◆ I DON'T HAVE A BIKE
- ◆ I DON'T HAVE A BIKE
- ◆ I DON'T HAVE A BIKE
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- ◆ I DON'T HAVE A BIKE
- ◆ I DON'T HAVE A BIKE
- ◆ I DON'T HAVE A BIKE
- ◆ I DON'T HAVE A BIKE
- ◆ I DON'T HAVE A BIKE
- ◆ I DON'T HAVE A BIKE
- ◆ I DON'T HAVE A BIKE AND AM NOT INTERESTED. I'M 60 YEARS OLD I'M NOT GOING TO START NOW.
- ◆ I DON'T HAVE A BIKE AND I DON'T THINK THEY ARE SAFE
- ◆ I DON'T HAVE A BIKE AND I HAVE BAD KNEES.

- ◆ I DON'T HAVE A BIKE AND I WOULDN'T-MY JOB IS NOT CLOSE ENOUGH
- ◆ I DON'T HAVE A BIKE ANYMORE.
- ◆ I DON'T HAVE A BIKE IF I DID I WOULD NOT BIKE OUTSIDE OF PARK
- ◆ I DON'T HAVE A BIKE RIGHT NOW
- ◆ "I DON'T HAVE A BIKE
- ◆ I DEPEND ON MY CAR"
- ◆ I DON'T HAVE ONE
- ◆ I DON'T HAVE ONE
- ◆ I DON'T HAVE ONE.
- ◆ I DON'T HAVE THE BALANCE ANYMORE
- ◆ I DON'T HAVE TIME
- ◆ I DON'T HAVE TIME FOR THAT I WALK AND GO TO THE GYM FOR EXERCISE
- ◆ I DON'T HOW TO RIDE A BIKE
- ◆ I DON'T KNOW HOW
- ◆ I DON'T KNOW HOW TO RIDE A BICYCLE.
- ◆ I DON'T LIKE TO RIDE BICYCLE
- ◆ I DON'T OWN A BICYCLE
- ◆ I DON'T OWN A BICYCLE
- ◆ I DON'T OWN A BICYCLE AND I DON'T HAVE AN INTEREST IN BIKING
- ◆ I DON'T OWN A BIKE
- ◆ I DON'T OWN A BIKE
- ◆ I DON'T OWN A BIKE
- ◆ I DON'T OWN A BIKE
- ◆ I DON'T OWN A BIKE
- ◆ "I DON'T OWN A BIKE
- ◆ NOT A BIKING PERSON"
- ◆ I DON'T OWN A BIKE.
- ◆ I DON'T OWN BICYCLE AND I DON'T RIDE A BICYCLE
- ◆ I DON'T OWN BIKE
- ◆ I DON'T OWN ONE
- ◆ I DON'T REALLY RIDE BECAUSE IT ISN'T SAFE .THE CARS DO NOT RESPECT THE SHOULDERS AND I ALREADY GOT HIT LIKE THAT ONCE
- ◆ I DON'T RIDE A BIKE
- ◆ I DON'T RIDE A BIKE
- ◆ I DON'T RIDE A BIKE
- ◆ I DON'T RIDE A BIKE
- ◆ I DON'T RIDE A BIKE
- ◆ I DON'T RIDE BECAUSE I HAVEN'T RODE IN SEVERAL YEARS
- ◆ I DON'T RIDE BIKES
- ◆ I DON'T WANT TO DIE THERE'S NO ROOM OR SHOULDERS ON MY ROAD
- ◆ I DON'T WANT TO.
- ◆ I GO TO THE NEARBY PARK AND BICYCLE IN THE PARK
- ◆ I HAD MY KNEE REPLACED AND I DON'T WANT TO FALL AND HAVE TO RE-DO MY KNEE!
- ◆ I HAVE A BAD HEART AND I HAVE A BAD BACK SO I WALK AND NOT BIKE
- ◆ I HAVE A BREATHING PROBLEM SO I CAN'T BIKE
- ◆ I HAVE A BUM LEG
- ◆ I HAVE A CAR
- ◆ I HAVE A FUSION IN MY BACK -
- ◆ I HAVE A HEART CONDITION
- ◆ I HAVE A HORSE
- ◆ I HAVE A REAL ISSUE WITH BIKE RIDERS ON THE ROAD I DON'T THINK THEY SHOULD BE THEIR BUT THE DRIVER AND THE CAR IS SECOND TO THE BIKE.
- ◆ I HAVE MEDICAL ISSUES
- ◆ I HAVE NO BIKE
- ◆ I HAVE TO GO OFF TO THE SIDE OF THE ROAD - NOT SAFE
- ◆ I HAVE TWO KNEE REPLACEMENTS
- ◆ I HAVEN'T BIKED IN MY AREA FOR A LITTLE AWHILE, MOSTLY BECAUSE I HAVEN'T HAD THE OPPORTUNITY, THE WEATHER JUST STARTED TO GET NICE
- ◆ I JUST DON'T BICYCLE
- ◆ I JUST DON'T BIKE
- ◆ I JUST DON'T BIKE
- ◆ I JUST DON'T BIKE ANYMORE I AM TOO OLD TO BIKE
- ◆ I JUST DON'T HAVE THE TIME. THERE ARE PLACES I COULD DO IT BUT I

- HAVE A PROBLEM WITH THE KNUCKLEHEADS WHO RIDE BIKES AND DON'T GO OVER TO THE EDGE OF THE LANE WHEN THE LANE IS 6' WIDE.
- ◆ I JUST DON'T RIDE BICYCLES
  - ◆ I JUST DON'T TRUST THE DRIVERS. THERE ARE SOME ROUTES BUT PEOPLE WILL HIT YOU
  - ◆ I LIVE AN HIGHWAY ..THERE IS NO SIDEWALKS OR ANYTHING
  - ◆ I LIVE DOWNTOWN IN THE CITY THERE IS NO SAFE PLACE TO RIDE
  - ◆ I LIVE RIGHT OFF PHILADELPHIA PIKE AND I DON'T FEEL AT ALL SAFE GOING I THERE. THERE IS TOO MUCH TRAFFIC AND SPEED. I LIVE BY A NICE PARK BUT GETTING TO IT IS HARD TO GET TO
  - ◆ I LIVE -THE AREA IS TOO NARROW- BACK ROADS AND MY KNEES CAN'T HANDLE IT
  - ◆ I LOVE THE AREA POPULAR TOO HILLY IM NOT IN SHAPE THERE IS PLENTY PLACES TO BIKES AND MY AGE
  - ◆ I NEED KNEE REPLACEMENT
  - ◆ I PREFER WALKING
  - ◆ I RIDE HORSES I DON'T BIKE
  - ◆ I THINK THEY SHOULD BE RESTRICTED TO TRACKS OR OTHER AREAS
  - ◆ I TOO OLD I DON'T WANT TO FALL ID RATHER WALK
  - ◆ I WOULD SAY THE ONLY TIME I WOULD BIKE IS FOR RECREATIONAL USE AND I DON'T HAVE MUCH TIME TO DO THAT
  - ◆ IC ANT VERY FAR WITHOUT RUNNING INTO TRAFFIC AN YOU DON T FEEL SAFE
  - ◆ ID RATHER DRIVE
  - ◆ ID RATHER WALK AT AGE 71
  - ◆ IF I DO I TAKE THE BIKE UP TO A STATE PARK WHERE I FEEL SAFE
  - ◆ IF YOU RIDE A BIKE YOU WOULD BE KILLED
  - ◆ I'M 54-YEARS-OLD I CAN'T KEEP THAT BIKE
  - ◆ I'M 69 YEARS OLD AND I DON'T RIDE A BIKE
  - ◆ I'M 69 YEARS OLD. I'M LUCKY TO GET OUT OF BED IN THE MORNING. I DRIVE A TRUCK.
  - ◆ IM 70 YEARS OLD AND I DON'T BICYCLE ANYMORE
  - ◆ IM 74 I THINK ABOUT IT AND I LOOK AT A BIKES....AND I DO FEEL THEY SHOULD IMPROVE THE BIKE LANES
  - ◆ I'M 75
  - ◆ I'M 76-YEARS-OLD
  - ◆ IM 80 YEARS OLD
  - ◆ IM 83 YEARS OLD VERY ACTIVE BUT NOT STILL ON MY BICYCLE
  - ◆ I'M A KLUTZ
  - ◆ IM A SENIOR CITIZEN
  - ◆ I'M AFRAID OF THE PEOPLE
  - ◆ I'M BLIND
  - ◆ IM HANDICAP
  - ◆ I'M HANDICAPPED IN A WHEELCHAIR AND I DON'T OWN A BIKE
  - ◆ I'M IN NORTH WILMINGTON WHERE IT'S VERY CONGESTED AND I DON'T RIDE A BIKE ANYMORE BECAUSE I'M OLD
  - ◆ IM LEGALLY BLIND
  - ◆ IM NOT INTERESTED IN BIKING
  - ◆ IM TOO OLD
  - ◆ I'M TOO OLD
  - ◆ IM TOO OLD AND CANT SEE VERY WELL
  - ◆ I'M TOO OLD AND IDON'T HAVE A BICYCLE.
  - ◆ I'M TOO OLD TO BICYCLE
  - ◆ I'M TOO OLD, THAT'S WHY.
  - ◆ IM VISUALLY IMPAIRED AND DON'T FEEL SAFE
  - ◆ IN THE FIRST PLACE I WILL BE 86 IS AUGUST, I HAVE BAD KNEES
  - ◆ IT IS NOT A SPORT I CHOOSE
  - ◆ IT'S AN ENCLOSED AREA. WE TYPICALLY TAKE OUR BIKES TO ANOTHER PLACE THE NEIGHBORHOOD IS SMALL

- ◆ ITS NOT BUILT FOR THAT THERE'S NOTHING FOR ADULTS TO BIKE
- ◆ ITS NOT SAFE
- ◆ IT'S NOT SAFE
- ◆ ITS NOT SAFE TO GO FROM THE ROAD WHERE I LIVE TO TOWN
- ◆ IT'S RURAL AND I DON'T FEEL COMFORTABLE BESIDE THE ROAD- THERE ARE PARKS WHERE WE COULD RIDE
- ◆ IT'S TOO FAR. EVERYTHING IS A HUGH DISTANCE
- ◆ JUST DON'T RIDE, SINCE I WAS A KID. DON'T OWN A BIKE
- ◆ JUST TO FAR AWAY BIKING IS NOT A VIABLE OPTION
- ◆ KIDS RIDE THEIR BICYCLES AND ARE NOT IN JEOPARDY
- ◆ LAZY AND LACK OF TIME
- ◆ LEGALLY BLIND
- ◆ "MAINLY I DON'T BICYCLE IN MY AREA 1 I DON'T FEEL SAFE
- ◆ I AM THE TYPE OF PERSON WHO LIKES TO GET FROM POINT A TO POINT B IT IS TOO MUCH
- ◆ I WITNESSED A BIKE CRASH"
- ◆ MY AGE
- ◆ MY AGE
- ◆ MY BIKE IS IN NEED OF REPAIRS
- ◆ MY LEGS DON'T WORK GOOD.
- ◆ MY LOWER BACK-A DISABILITY
- ◆ NEVER RIDDEN A BIKE
- ◆ NO AREAS TO RIDE BIKE
- ◆ NO BICYCLE LANES
- ◆ NO BICYCLE LANES AND TOO MUCH TRAFFIC
- ◆ NO BIKE
- ◆ NO BIKE
- ◆ NO BIKE
- ◆ NO BIKE
- ◆ NO BIKE
- ◆ NO BIKE
- ◆ NO BIKE LANES
- ◆ NO BIKE LANES
- ◆ NO BIKE LANES
- ◆ NO BIKE LANES
- ◆ NO BIKE LANES
- ◆ NO BIKE LANES
- ◆ NO BIKE LANES, CANT RIDE ON THE SIDEWALK
- ◆ NO BIKE LANES.
- ◆ NO BIKE LINE
- ◆ NO BIKE PATHS
- ◆ NO BIKE PATHS
- ◆ NO BIKE, AND I DON'T WANT TO
- ◆ NO DESIRE TO RIDE A BIKE
- ◆ NO LANES
- ◆ NO LANES RURAL STREETS NO PLACE TO SAFELY RIDE
- ◆ NO PATHS
- ◆ NO PLACE SAFE, I LIVE ON A MAJOR HIGHWAY AND NO BIKE PATHS.
- ◆ NO PLACE TO RIDE BIKES - NO SPECIAL LANES AND LOT OF PEOPLE ARE HIT ON BIKES
- ◆ NO ROOM, NO EASEMENT FOR BICYCLES, NO SHOULDERS
- ◆ NO SAFE WAY, NO BIKE LANES, TOO MUCH TRAFFIC, TO GET TO MY WORK
- ◆ NO SHELTERS ON THE ROAD, EVEN, WHERE I LIVE
- ◆ NO SHOULDERS ON ROAD
- ◆ NO SHOULDERS ON THE ROAD NO BIKE TRAILS
- ◆ NO SIDEWALKS
- ◆ NOT A BIKER
- ◆ NOT FIT ENOUGH
- ◆ NOT RIDE BIKE, NO INTEREST SINCE A KID
- ◆ NOT SAFE
- ◆ NOT SAFE/DRUGS AND CRIME
- ◆ NOT WHERE TO BIKE TO
- ◆ NOTHING TO RIDE TOO
- ◆ NOWHERE FOR BIKES TO RIDE
- ◆ OTHER DEVELOPMENT THERE IS NOWHERE ELSE TO RIDE
- ◆ PERSONALLY DON'T THINK BIKES SHOULD HAVE ROAD ACCESS, THERE

ARE OTHER PLACES FOR BIKES THAN  
PUBLIC ACCESS TO ROADS

- ◆ PHYSICAL
- ◆ PREFER TO BIKE IN THE PARK  
BECAUSE THERE'S MORE SPACE.  
THERE'S A LOT OF TRAFFIC IN OUR  
AREA.
- ◆ ROAD NOT SAFE, RURAL ROAD WITH  
NO BIKE LANES
- ◆ RURAL AREA HILLS AND CORNERS  
DANGEROUS NO BIKE BATHS
- ◆ RURAL COUNTY NO AREAS TO BIKE IN
- ◆ SAFETY FACTOR
- ◆ SAME ANSWER
- ◆ SAME REASON - THE ROADS ARE  
REALLY NARROW AND THERE ARE NO  
BIKE LANES
- ◆ SAME REASON-I JUST DON'T DO IT
- ◆ SAME REASONS AS WALKING
- ◆ SENIOR CITIZEN; NO PATHS AROUND-  
ITS SILLY
- ◆ SOMEWHAT OF A MAIN STRIP  
PARKING ON MY SIDE OF THE STREET  
BUSY STREET BEFORE YOU HEAD  
OVER A BRIDE.. NOT COMMON FOR  
PEOPLE TO RIDE DOWN THE STREET.  
NO BIKE LANE
- ◆ SPEEDING DRIVERS AIM FOR BIKERS
- ◆ THE ARE NO BIKE LANES. YOU HAVE  
TO RIDE ON THE STREET OR  
SIDEWALKS
- ◆ THE BIKES HANGING IN THE GARAGE
- ◆ THE ROADS AREN'T WIDE ENOUGH  
AND PEOPLE DRIVE LIKE MANIACS.  
NOBODY ENFORCES THE SPEED LIMITS  
AROUND HERE.
- ◆ THE SAME AS WALKING
- ◆ THERE ARE LANES, BUT I'M TOO OLD,  
AND ITS TOO DANGEROUS AND  
PEOPLE AREN'T ATTENTIVE. BIKES  
AREN'T SAFE
- ◆ THERE ARE NO BICYCLE LANES
- ◆ THERE ARE NO BICYCLING LANES.
- ◆ THERE ARE NO BIKE LANES
- ◆ THERE ARE NO BIKE LANES AND NO  
ROOM ON THE ROADS TO RIDE BIKES.

- ◆ THERE ARE NO BIKE LANES  
ANYWHERE
- ◆ THERE ARE NO BIKE LANES IN MY  
AREA
- ◆ THERE ARE NO BIKE LANES IN MY  
AREA
- ◆ THERE ARE NO BIKE LANES IN PLACE
- ◆ THERE ARE NO BIKE LANES NO  
SHOULDERS OR ANYTHING
- ◆ THERE ARE NO BIKE LANES ON THE  
BACK ROADS
- ◆ THERE ARE NO BIKE LANES OR  
SHOULDERS
- ◆ THERE ARE NO DESIGNATED AREA  
FOR THE BIKE I HAVE TO PUT MY BIKE  
IN THE CAR TO DRIVE SOMEWHERE  
WHERE I CAN RIDE IT
- ◆ THERE ARE NO REAL BIKE PLACES
- ◆ THERE AREN'T ANY BIKE TRAILS I  
DON'T WANT CIVILIZATION TO  
ENCROACH I LIKE BEING IN THE  
COUNTRY
- ◆ THERE IS NO ADEQUATE BIKE LANE
- ◆ THERE IS NO BICYCLE PATHS
- ◆ THERE IS NO BICYCLE ROUTES OR  
LANES
- ◆ THERE IS NO BIKE LANES AT ALL OR  
SHOULDERS
- ◆ THERE IS NO PLACE TO BICYCLE. NO  
BICYCLE LANES.
- ◆ THERE IS NO PLACE TO RIDE A BIKE
- ◆ THERE IS NO PLACE TO RIDE MY BIKE  
BECAUSE THERE IS NO PLACE TO RIDE  
MY BIKE - SURROUNDED BY BIG  
HIGHWAYS NO SAFE TO CROSS.
- ◆ THERE IS NO SIDEWALKS, OR  
ANYTHING LIKE THAT
- ◆ "THERE IS NOT ENOUGH BIKE LANES
- ◆ AND THERE IS NOT ENOUGH PEOPLE  
WHO ARE AWARE OF BICYCLIST"
- ◆ THERE IS NOT EVEN A SHOULDER ON  
OUR ROAD
- ◆ THERE IS ONLY A SIDEWALK, BUT NOT  
ON OUR SIDE AND NO BIKE LANES.  
AND WHERE THERE ARE BIKE LANES

THE CARS ARE USING THERE, OR TRUCKS.

- ◆ THERE REALLY ARE NO BIKE LANES AND TOO MUCH TRAFFIC TO USE THE SIDEWALK
- ◆ THERE'S NO BIKE LANE AND ROADS ARE NARROW, SCARY COMPETING WITH CARS
- ◆ THERE'S NO DESIGNATED BICYCLE AREAS TO GET ANYWHERE IN MIDDLETOWN.
- ◆ THEY STOLE MY BIKE
- ◆ TIME
- ◆ TOO MANY HILLS
- ◆ TOO MANY INATTENTIVE DRIVERS ON THE ROAD AND WE DON'T HAVE SIDEWALKS. I LIVE OUT IN THE COUNTRY
- ◆ TOO OLD
- ◆ TOO OLD
- ◆ TOO OLD
- ◆ TOO OLD
- ◆ TOO OLD AT THIS POINT
- ◆ TOO OLD FOR THAT
- ◆ TRAFFIC
- ◆ USED TO WHEN I WAS YOUNGER BUT IM 86
- ◆ WALK OR TAKE BUS, SOMETIMES DRIVE
- ◆ WE DON'T EVEN HAVE A SIDEWALK AND THERE ARE NO BIKE LANES OR ROUTES
- ◆ WE DON'T HAVE ANY BIKE LANES COMING OUT OF OUR DEVELOPMENT.

THERE IS NO BIKE LANE; THERE IS A SOFT SHOULDER THAT IS UNPROTECTED

- ◆ WE DON'T HAVE ANY SIDEWALKS AND THERE IS NO BIKING ROUTES IN MY NEIGHBORHOOD
- ◆ WE DON'T HAVE BIKE LANES AND ITS NOT SAFE IN THE AREA
- ◆ WE DON'T HAVE MUCH BICYCLE SPACE-IT'S NOT SAFE
- ◆ WE HAVE NO BIKE LANES AND THE SPEED AT WHICH THEY DRIVE. BARELY A TWO LANE ROAD. A COUNTRY ROAD
- ◆ WE NEED MORE BIKE LANES- THERE ARE NOT ENOUGH
- ◆ "WELL BECAUSE THERE ARE NO BIKE PATHS YOU HAVE TO DO IT THE ROAD
- ◆ WE DON'T EVEN HAVE SHOULDERS"
- ◆ WELL I AM 72 AND I DON'T WHETHER I CAN MAINTAIN MYSELF ON MY BIKE
- ◆ "WELL I HAD A BIKE I USED TO RIDE A BIKE TO WORK
- ◆ IT TAKES TOO LONG TO RIDE MY HOUSE"
- ◆ WHEN YOUR WALKING YOU HATE CARS AND BIKES WHEN DRIVING YOU HATE BIKERS NO MATTER WHAT YOU'RE DOING YOU HATE BIKERS
- ◆ WHERE I LIVE WE DON'T HAVE BIKE TRAILS I DON'T OWN A BIKE
- ◆ YOU DON'T RIDE A BIKE
- ◆ YOU ONLY HAVE THE ROAD SURFACE SO SAFETY IS A CONCERN

**Question 54: Are there other things that the state should do to close the funding gap for transportation?**

- ◆ I THINK THE FUEL TAX WILL BRING IN THE MOST REVENUE
- ◆ 4 LANES HIGHWAYS HIGH RATE OF SLOW DRIVING IN LEFT LANE, NOT AWARE SHOULD MOVE TO RIGHT TO IMPROVE TRAFFIC FLOW. ALSO LIGHTS ON IN RAIN MAKES IT EASIER TO SEE.
- ◆ A BROAD BASED SALES TAX INCREASE AND BROAD BASE GROSS RECEIPTS TAX
- ◆ A HUGE PROBLEM AND I DO NOT HAVE THE ANSWER
- ◆ A LOT OF COMPANIES DON'T PAY ENOUGH MONEY TO DEVELOP THE ROADS NEW TRAFFIC PATTERNS NEED TO BE DEVELOPED
- ◆ ALCOHOL TAX
- ◆ ALL OF OUR GOVERNMENT SHOULD GET BACK ON THE SIDE OF THE PEOPLE AND DONATE SOME OF THEIR SALARIES, THE STATE SHOULD GO TO A FLAT TAX INSTEAD OF ALL THE MONEY SPENT ON MONITORING AND COLLECTING TAXES
- ◆ ALL THE TOLLS THEY COLLECT ON THESE HIGHWAYS THEY SHOULD HAVE FULL DISCLOSURE ON WHERE IT GOES.
- ◆ BE MORE EFFICIENT
- ◆ BE MORE EFFICIENT IN USING THE CURRENT FUNDS
- ◆ BETTER LONG TERM PLANNING BETTER MGMT NOT TOP HEAVY
- ◆ BETTER USE OF THE FUNDS THEY DO GET
- ◆ BIG COMPANIES, TAX WRITE OFFS?
- ◆ BORROW MORE MONEY
- ◆ BREAK UP DELDOT AND THEY WASTE TOO MUCH MONEY
- ◆ BRING IN TECHNOLOGY SUCH AS, IPHONE ETC.
- ◆ BRING MORE INDUSTRY AND MORE JOBS TO THIS STATE
- ◆ BUDGET CORRECTLY
- ◆ BUILD ELECTRIC CARS
- ◆ BUILD ONLY WHAT'S NECESSARY
- ◆ BUILDING TROLLEY SYSTEM
- ◆ BUSES OUGHT TO TRAVEL ON THE MOST DIRECT ROUTE. ESPECIALLY WHEN THERE ARE NO BUS STOPS ON THE ROUTE THEY ARE PRESENTLY DRIVING
- ◆ BUSINESSES WHO SET UP HERE (SINCE THERE IS NO INCOME TAX)
- ◆ BY DEVELOPERS AND CORPORATIONS SHOULD CONTRIBUTE TO HELP PEOPLE WHO CANT DO IT
- ◆ CHANGE THE MAKE UP OF THE HOUSE AND SENATE IN THE STATE OF MARYLAND AND STOP SPENDING SO MUCH MONEY. ITS A POLITICAL ISSUE.
- ◆ CHANGE THE TAX STRUCTURE
- ◆ CHARGE MORE WHEN PEOPLE GET IN ACCIDENTS AND RECEIVE TICKETS LET THE BAD DRIVERS PAY MORE THAN THE GOOD SAFE DRIVERS
- ◆ CONSTRUCTION MANAGEMENT
- ◆ CORPORATIONS BANKS WHERE THE MONEY REALLY IS NOT BEING USED
- ◆ CORPS HEADQUARTER IN DE BENEFIT SAFE HAVEN SHOULD KICK IN MONEY FOR THE RIGHT
- ◆ CREATE MORE PROGRAMS FOR YOUTH

- ◆ CUT 50% OF THOSE WHO HAVE ADMINISTRATIVE POSITIONS.
- ◆ CUT BACK ON OTHER SPENDING.
- ◆ CUT BACK ON SALARIES OF POLITICIANS AND FAT CATS.
- ◆ CUT DOWN ON SOME THEIR EXPENSES
- ◆ CUT IT OUT
- ◆ CUT SALARIES OF HIGHER PEOPLE
- ◆ CUT THE POLITICIANS SALARY
- ◆ DEFICIT OF SPENDING
- ◆ DENSITY LAND USE
- ◆ DESIGN BETTER CARS
- ◆ DID MORE FUND RAISING, LIKE EXPO, WITH VENDORS
- ◆ DO A BETTER JOB OF WHAT THEY DO
- ◆ DO IT RIGHT THE FIRST TIME
- ◆ DO NOT RAISE TAXES,. FOR PEOPLE WHO DON'T USE PUBLIC TRANSPORTATION, WE SHOULD NOT HAVE TO PAY FOR IT
- ◆ DON'T DO SURVEYS LIKE THIS AND SPEND MONEY ON STUFF THEY DON'T HAVE
- ◆ DON'T WANT ANY MORE TAXES.
- ◆ DON'T WASTE OUR MONEY; BETTER PERFORMANCE OF STATE EMPLOYEES;
- ◆ DRIVE DOWN THE COST
- ◆ DROP THE TOLL FEES FOR COMPANIES THAT USE THE HIGHWAYS A LOT.
- ◆ EDUCATE THE PUBLIC ON OPTIONS
- ◆ ELIMINATE FRAUD OR WORK TO ELIMINATE FRAUD, LESS MANAGEMENT, ACCOUNTABILITY OF THOSE IN CHARGE, MORE IS NOT NECESSARILY BETTER EFFICIENCY IS BETTER
- ◆ ELIMINATE GOVT WASTE, ELIMINATE FEDERAL BUREAUCRACY, AND SPENDING MONEY THAT WE NEED TO SPEND MONEY ON
- ◆ FEDERAL FUNDING
- ◆ FIXING POTHOLES
- ◆ FOR INTERSTATE I THINK THEY SHOULD RAISE THE FEES ON INTERSTATE COMMERCE LIKE - WE GET A LOT OF TRUCKING THAT COMES IN BETWEEN BALTIMORE AND DELAWARE - I KNOW IT IS PRETTY HARD ON THE TRUCK DRIVERS OUT THERE BUT I THINK THOSE FEES SHOULD BE RAISED
- ◆ FOR THE TRUCKERS AND THE PEOPLE THAT USE THE ROADS A LOT SHOULD PAY MORE IN TOLLS AND REGISTRATION BUT NOT THE PEOPLE THAT USE BUSES WHO ARE ON A LIMITED INCOME
- ◆ GET A FEDERAL GRANT
- ◆ GET JOBS AND THAT WILL CREATE MORE MONEY AND THEY CAN RIDE THE BUS OR TRAIN. WE GOT TO HAVE JOBS PEOPLE CANT LIVE ON NOTHING.
- ◆ GET MORE CREATIVE ABOUT RAISING FUNDS AND CAREFUL ABOUT HOW THEY SPEND IT
- ◆ GET PEOPLE WHO ARE HIGHLY QUALIFIED TO BE ABLE TO ESTIMATE THE GROWTH AND NOT DO CONSTRUCTION EVERY YEAR
- ◆ GET RID OF A BUNCH OF THEIR EMPLOYEES

- ◆ GET RID OF ALL THE TOLL BOOTHS AND CHARGE EVERYONE 100\$ PER YEAR FOR REGISTRATION
- ◆ GET RID THE GOVT EXTRA DOUBLE DIPPERS. PRIVATE SECTOR-FIRED, GOVT GETS SUSPENDED WITH PAY
- ◆ GET THE CASINOS REVENUE TO PAY FOR IT
- ◆ GET THE MAYOR OUT
- ◆ GET THE MONEY OUT OF CEO'S POCKETS AND THE CORPORATIONS POCKETS AND GIVE IT BACK TO THE PEOPLE
- ◆ GET THE RIGHT PEOPLE THERE AND ORGANIZE BETTER
- ◆ GETTING BETTER MONEY MANAGERS.
- ◆ GOING BACK TO THE GAS TAX I THINK THE CURRENT FORMULA IS OBSOLETE THEY NEED TO COME UP WITH SOMETHING THAT ADDRESSES INCREASED MILES PER GALLON ON ELECTRIC VEHICLE. HYBRIDS ETC...
- ◆ HAVE A LAW THAT INSURES THE PUBLIC THAT ALL GASOLINE TAX GOES TO PROJECTS HAVING TO DO WITH TRANSPORTATION
- ◆ HAVE A SALES TAX
- ◆ HAVE TAXIS BECAUSE SOME BUSES DON'T GO TO CERTAIN AREAS.
- ◆ HAVE TRANSPORTATION CONSTRUCTION AT NIGHT
- ◆ HIGHER PARKING FEES
- ◆ I CANT THINK OF ANYTHING ELSE
- ◆ I CANT THINK OF ANYTHING RIGHT NOW
- ◆ I DON'T KNOW IF FEDERAL GRANTS ARE AVAILABLE- SOMEONE'S SHOULD WRITE PROPOSALS FOR GRANTS
- ◆ I DON'T KNOW IF IT IS RELEVANT- YOU HAVE TO KEEP THE FEES RIGHT- SOME DON'T HAVE CARS. IF YOU HAVE MORE TRAIN FEES AND TOLLS- YOU DEFEAT THE PURPOSE- WE SUPPLY MORE OPTIONS BUT THEY MAY NOT BE ABLE TO AFFORD IT
- ◆ I FEEL THAT THE COMPANIES THAT USE PUBLIC HIGHWAYS SHOULD HAVE TO CONTRIBUTE SOMETHING
- ◆ I HAVE NO IDEA
- ◆ I THINK GET RID OF THE STUPID TRANSPORTATION INSPECTION STATIONS.
- ◆ I THINK MAYBE CHARGE MORE FOR CARS THAT POLLUTE MORE
- ◆ I THINK PEOPLE HAVE TO PAY FOR WHAT THEY ARE GETTING
- ◆ I THINK THAT ITS THE SAME ALL OVER ITS CALLED LESS GOVERNMENT
- ◆ I THINK THE BIGGEST PORTION IS AS DEVELOPMENT GROWS THEY PAY LESS TAXES WHICH WOULD GO MORE TOWARDS THE ECONOMY OF MD MARYLAND GIVES TOO MUCH LEEWAY TO DEVELOPERS...I HAVE A BIG PROBLEM WITH DEVELOPERS NOT PULLING THEIR WEIGHT IN THE COMMUNITY AND WE ARE DESTROYING OUR FARMLANDS IN THE PROCESS
- ◆ I THINK THEY ARE DOING A PRETTY GOOD JOB RIGHT NOW
- ◆ "I THINK THEY BETTER NEED TO MANAGE THE BUDGET
- ◆ SO THEY CAN FUND THE PROJECTS IN THIS AREA RATHER THAN SPENDING ALL THEIR MONEY IN BALTIMORE AND DC AREA"
- ◆ I THINK THEY SHOULD BE MONITORING THE FUNDS THEY HAVE PERHAPS MORE CAREFUL AT THIS POINT WE NEED TO GET OUR ECONOMY BACK ON THE POSITIVE SIDE. WE HAVE TO BE MUCH MORE CAREFUL THE BURDEN THEY ARE PUTTING ON US

WE NEED A BREAK AND TO WATCH OUT FOR OUR SPENDING AND THEY ARE TAXING PEOPLE TOO MUCH

- ◆ I THINK THEY SHOULD RAISE CIGARETTE TAXES
- ◆ I THINK THEY SHOULD TALK TOT HE BIG BOX COMPANIES THAT DON'T PAY TAXES FOR 10 YEARS AND HOMEOWNERS ARE PAYING THE TAXES
- ◆ I'D LIKE THEM TO GET IT FROM THE FEDERAL GOVT
- ◆ INCLUDING PRIVATE SECTOR INVESTMENTS IN TRANSPORTATION PROJECTS
- ◆ INCREASE IN INCOME TAX
- ◆ INCREASE TAX ON CIGARETTES.
- ◆ INCREASE THE CITY OF WILMINGTON WAGE TAX
- ◆ INCREASE THE FUNDING WITHOUT HURTING THE WORKING MAN
- ◆ INCREASE TOLLS TO COMMERCE AND PEDESTRIANS A LOT OF TRAVEL WITH THE TRUCKS I SUPPORT RAISING THE TRUCKS TOLL BUT NOT FOR REGULAR CARS TRUCKS TRAVEL FOR WORK AND THEY SHOULD BE CHARGED MORE
- ◆ INCREASING BUS ROUTES, VOLUME OF PASSENGERS WILL INCREASE FUNDING, FOR INSTANCE, IN MY AREA IT IS RESIDENCES AND PEOPLE ARE OLDER, IF THERE WAS A BUS WITHIN THE DEVELOPMENT, WOULD BE HELPFUL, SMALL FEEDER LINES TO MAIN BUS LINES, AND I'M NOT ALONE IN THAT
- ◆ INTRODUCING A NEW TAX FOR THAT PURPOSE INCREASE COUNTY TAX AND EARMARK IT FOR THAT PURPOSE
- ◆ KEEP THE MONEY IN THE COUNTY THAT IS BEING TAXED AND QUIT SPENDING MORE THAN THEY ARE MAKING.
- ◆ LARGER COMPANIES THAT HAVE SITES AND OFFICES THAT COULD BENEFIT FROM PUBLIC TRANSPORTATION GOES TO THEIR FACILITY. THEY COULD GET MORE FUNDING IF THEY HAD BUSSES THAT WENT THERE FOR THE PEOPLE THAT WORK THERE.
- ◆ LAY OFF AND CUT BACK OR TAX MORE TO GET WHAT THEY NEED AND I WOULD SAY CHARGE MORE FOR SERVICES
- ◆ LEARN HOW TO SPEND THEIR MONEY
- ◆ "LIKE I SAID IF THEY STARTED UP THE TRAIN LINE FROM WILMINGTON HARRITON AGAIN
- ◆ THEY WOULD CREATE JOBS AND REVENUE"
- ◆ LOOK AT WHERE THEY ARE WASTING OFFICE STAFF AND WHERE THEY SHOULD "TIGHTEN UP"
- ◆ LOOK FOR EFFICIENCIES IN OUR OWN EXISTING BUDGET
- ◆ LOWER THE GOVERNMENT SALARIES
- ◆ LOWER THE PRICE ON DART TO GET MORE PEOPLE TOO RIDE AND INCREASE THE GAS TAXES, TOLLS TO MAKE PEOPLE MOVE TO DART
- ◆ MAKE EVERYONE BUY INSURANCE DUI 1 AND LICENSE TAKEN AWAY
- ◆ MAKING IT MORE OF A PRIVATE ENTERPRISE THAN A GOVERNMENT ENTERPRISE
- ◆ MAKING PEOPLE PAY FOR WHAT THEY USE.
- ◆ MANAGE THE EXISTING PROJECTS
- ◆ MAYBE
- ◆ MAYBE GET MORE MONEY FROM THE FEDERAL GOVT. NEW JERSEY HAS THEIR HAND OUT SO DELAWARE SHOULD.

- ◆ MAYBE GET RID OF SOME OF THE STATE VEHICLES
- ◆ MAYBE INCREASE TAXES ON VEHICLES OVER 75,000
- ◆ MAYBE WHEN PEOPLE ARE DOING THEIR TAXES, TAKE DONATIONS TO HELP FUND FUTURE PROJECTS
- ◆ MODIFY COMAR TO ALLOW DIFFERENT TRANSPORTATION CONTRACT BIDDING OPTIONS P/ NO
- ◆ MONEY TAXES USED TO SUPPORT ROADS AND IMPROVEMENTS NEED TO STAY IN MY AREA , SEEMS TO GO ELSEWHERE
- ◆ MORE CORPORATE TAX
- ◆ MORE EFFECTIVE WITH THE MONEY THEY COLLECT.
- ◆ MORE FUNDRAISERS - CAR SHOWS
- ◆ MORE QUALITY IN TAXATION, MORE MONEY ONE MAKES, SHOULD PAY MORE
- ◆ MOVING MONEY FROM ONE FUND TO ANOTHER FUND. (I.E. MOVING MONEY FROM TRANSPORTATION FUND TO GENERAL FUND. THEY SHOULD USE THE MONEY WISELY.)
- ◆ NEED TO PRIORITIZE THEIR PROJECTS BETTER
- ◆ NEED TO STUDY RIGHT NOW WHERE ALL THE WASTE AND IN PARTY AND ELIMINATE THEM
- ◆ NEW DEVELOPMENTS IN OUTLYING REGION SHOULD BE REQUIRED TO PAY SOMETHING FOR CREATING MORE TRAFFIC - DEVELOPERS IN NEW COMMUNITIES SHOULD BE HELD MORE RESPONSIBLE FOR FINANCING THE NEW TRANSPORTATION NEEDS.
- ◆ NO IT HAS TO DO WITH MONEY
- ◆ NO OPINION
- ◆ NOT THAT I CAN COME UP WITH
- ◆ NOT THAT I KNOW OF
- ◆ NOT TO ADD LIQUOR AND CIGARETTES TAX
- ◆ NOT TO RAISE PROPERTY TAXES
- ◆ NOTHING
- ◆ OFFER BONDS OR SHARES
- ◆ ONE THING IS TO LEGALIZE RECREATIONAL MARIJUANA AS COLORADO HAS
- ◆ OTHER THAN GIVING SOME KIND OF ADDITIONAL BUS SERVICE OR RAIL SERVICE, BECAUSE RIGHT NOW WE DON'T HAVE RAIL SERVICE.
- ◆ "OUT OF STATE RESIDENTS LIVING HERE AND DON'T REGISTER THEIR VEHICLES;
- ◆ MORE POLICE TO PATROL HIGHWAYS AND TICKET PEOPLE; NOT ENFORCED VIOLATIONS; MORE TICKETS FOR VIOLATIONS"
- ◆ PARTNERSHIPS BETWEEN AGENCIES
- ◆ PENALIZING PEOPLE FOR NOT TAKING CARE OF THEIR PROPERTY
- ◆ PEOPLE AND COMPANIES THAT RELY ON TRUCK AND DELIVERIES AND USE THE ROADS CONSTANTLY SHOULD HELP PAY
- ◆ PEOPLE IN OFFICE COULD GIVE UP SOME OF THEIR SALARIES
- ◆ PEOPLE SHOULD TAKE WHAT CIGARETTES AND ALCOHOL AND PUT IT TOWARDS THE STATE

- ◆ PERHAPS THEY NEED TO LOOK INTERNALLY IN MANAGEMENT TO CLOSE THE GAP TWO PEOPLE GOING TO SAME JOB THAT DON'T NEED TWO PEOPLE COULD CUT A CORNER.
- ◆ PLANNING MORE GET TOGETHER
- ◆ POLITICIANS SEEM TO LEAVE OUT OUR COUNTY , MORE FUNDS NEED TO BE SENT OUR WAY
- ◆ PREVENT ABUSE, POSSIBLE CORRUPTION
- ◆ PROBABLY YES
- ◆ PROVIDE MORE BIKE AND PUBLIC TRANSIT
- ◆ PUSH HARDER ON RECYCLE DRIVES.
- ◆ PUT MORE MONEY BUILDING TROLLEY LIKE IN SAN FRANCISCO RUNNING DOWN THE MIDDLE OF THE HIGHWAY
- ◆ PUT MORE TOWARDS TRANSPORTATION AND LESS TOWARDS OTHER PROJECTS
- ◆ QUIT BUYING THE LAND AND SELLING IT BACK TO THEMSELVES, DON'T USE LAND IN MIDDLETOWN THAT THEY BOUGHT
- ◆ RAISE FEES FOR SPEEDING
- ◆ RAISE FEES ON REGISTRATION
- ◆ RAISE INCOME TAXES.
- ◆ RAISE TAXES
- ◆ RAISE TAXES
- ◆ RAISE TAXES FOR LARGE CORPORATIONS
- ◆ RAISE TAXES ON CIGARETTES, ALCOHOL & GAMBLING
- ◆ RAISE TAXES ON THINGS THAT ARE BAD FOR YOUR HEALTH LIKE CIGARETTES AND SODAS
- ◆ RAISE THE FINE FOR TRAFFIC VIOLATIONS
- ◆ RAISE THE GAS TAX BUT USED FOR SPECIFIC THINGS AND NOT THE GENERAL FUND. LIKE A ONE TIME THING AND TAKE CARE OF EVERYTHING AND USED FOR INFRASTRUCTURE.
- ◆ RAISING FEES FOR RIDERSHIP AND TOLLS
- ◆ RECKLESS SPENDING
- ◆ REDUCE AMOUNT OF SCHOOL SUPERINTENDENTS WE HAVE. FIVE OF THEM FOR DELAWARE....PHILLY HAS FIVE TIME AMOUNT OF SCHOOLS AND ONLY ONE SUPERINTENDENT WE HAVE TO MANY AND PAID SIX FIGURES
- ◆ REDUCE BIG SALARIES
- ◆ REDUCE GOV'T
- ◆ REDUCE PEOPLE WHO MAKE THE LAWS AND ENFORCE THE LAWS
- ◆ REDUCE SPENDING
- ◆ REDUCE THE AMOUNT OF ADMINISTRATORS THEY HAVE AND REDUCE THE SALARIES THEY HAVE
- ◆ REEVALUATE HOW THEY SPEND THE MONEY/ FOR REPAIRS ESP. BRIDGES
- ◆ REROUTING MONEY
- ◆ REVAMP THE WHOLE SYSTEM THEY WOULD SAVE MONEY, REGIONAL RAIL IN NEIGHBORHOOD THAT CONNECT MAJOR RAIL LIKE IN EUROPE
- ◆ SHOULD HAVE FUND TO TRAVEL/INCREASE WAGES

- ◆ SOME PEOPLE WITH THE POWER TO MAKE CHANGES THEY GO AFTER THEIR OWN PET PROJECTS.
- ◆ SPEND LESS MONEY AND SPEND IT MORE WISELY
- ◆ SPEND MONEY MORE WISELY
- ◆ SPEND MONEY MORE WISELY
- ◆ SPEND THE MONEY THEY ALREADY HAVE MORE WISELY
- ◆ SPEND THEIR MONEY A LOT MORE WISELY
- ◆ START A LOTTERY JUST FOR THAT TRANSPORTATION
- ◆ START USING SOME OF THAT CIGARETTE MONEY.
- ◆ STATE OR COUNTY BUDGETS
- ◆ STOP ENTITLEMENTS AND SEND MONEY FOR TRANSPORTATION
- ◆ STOP GIVING MONEY TO COMPANIES TO RELOCATE HERE. GENERAL MOTORS TOOK THE MONEY AND THEN WENT OVERSEAS TO HAVE THINGS MADE AND WE HAVE NO POSSIBILITY OF GETTING OUR MONEY BACK BECAUSE THEY WENT BANKRUPT
- ◆ STOP RISING PRICES
- ◆ STOP ROBBING DELDOT TO BALANCE STATE BUDGET
- ◆ STOP SPENDING MONEY WASTEFULLY
- ◆ STOP SUPPORTING CASINOS/
- ◆ STOP THE WASTE THAT THEY HAVE - PROJECTS ARE RIDICULOUS -GET BACK TO BASICS
- ◆ STOP UNNECESSARY SPENDING AND BRINGING MORE REVENUE BY CUTTING TAXES ON PEOPLE
- ◆ STOP WASTING MONEY
- ◆ STOP WASTING MONEY
- ◆ STOP WASTING MONEY IN OTHER AREAS.
- ◆ "STOP WASTING TAX PAYER'S MONEY
- ◆ I WANT MORE ACCOUNTABILITY TO WHERE THE MONEY IS GOING"
- ◆ SWITCH FOCUS ON CERTAIN THINGS THAT DON'T NEED AS MUCH ATTENTION.
- ◆ TAKE A CRITICAL LOOK OF WHAT IS ACTUALLY NEEDED AND DON'T BUILD THE BUDGET ON A USE IT OR LOOSE IT MENTALITY AND ALSO PROPORTIONATELY FUN PROJECT BASED ON WHAT IS NEEDED
- ◆ TAKE A CUT IN THEIR PAY THE GOVERNORS AND THE STATE SENATORS AND THE CONGRESSMEN
- ◆ TAKE ALL OF OUR POLITICIANS, OUR CONGRESSMEN AND OUR SENATORS AND CUT ALL OF THEIR PAY. THEN WE WOULD HAVE PLENTY OF MONEY. THEY DO NOT NEED TO GET PAID THAT MUCH.
- ◆ TAKE SOME FUNDS OUT OF OTHER THINGS THAT AREN'T NEEDED AS MUCH
- ◆ TAKE THE MONEY AWAY FROM POLITICIANS AND LEAVE THE MONEY IN THE ECONOMY WHERE IT BELONGS
- ◆ TAX OUT OF STATE PEOPLE MORE WHO USE OUR ROADS
- ◆ TAX THE WEALTHY MORE
- ◆ TELL PEOPLE TO GET JOBS AND PAY TAXES AND SUPPORT THEMSELVES AND GET RID OF WELFARE

- ◆ THE COULD GET RID OF THE POLITICIANS AND THE BUREAUCRACY. RUN IT MORE AS A PRIVATE ENTERPRISE WOULD.
- ◆ THE DEVELOPMENTS SHOULD PAY FOR THE ROADS AFFECTED BY THEM, AND HAVE THE POLITICIANS STAY HOME MORE AND PUT THE MONEY TOWARDS IMPROVING THINGS
- ◆ THE MONEY TOOL BRIDGES BALTIMORE TUNNEL WHERE DOES THE MONEY GOES
- ◆ THE STATE NEEDS MORE WAWAS
- ◆ THE STATE NEEDS TO SPEND THE MONEY THAT THEY TAKE FOR TRANSPORTATION AND SPEND IT ON TRANSPORTATION. THEY ONLY SPEND 30 PERCENT AND THE REST GOES TO BUILDING TRAINS TO WASHINGTON
- ◆ THE STATE SEEMS TO REPAIR ROADS THAT DON'T NEED TO BE REPAIRED. I THINK THAT THEY SHOULD WORK OFF PEEK HOURS INSTEAD OF WORKING WHEN EVERYONE IS GOING TO WORK IN THE MORNING, MAYBE WORK NIGHT
- ◆ THE STATE SHOULD CLOSE THE GAP BUT WITHOUT THE PEOPLE PAYING HIGHER TAXES.
- ◆ THERE IS A LARGE SAND AND GRAVEL PIT AND THEY DON'T PAY THE TAXES ON THAT AND THEY'RE TRANSPORTING EVEN OUT OF THE STATE AND THEY SHOULD BE TAXED THEY'RE USING OUR ROADS
- ◆ THERE'S SIMPLE STUFF. FOR INSTANCE, THE SEWER BILL HAS AN EXTRA FEE FOR CLEANING UP THE BAY WHEN MOST OF THE PEOPLE THAT USE THE BAY ARE IN PENNSYLVANIA. THAT IRRITATES ME.
- ◆ THEY CAN IMPOSE A TAX IF THE CITY IS GOING TO IMPROVE TRANSPORTATION
- ◆ THEY GOT TO LOOK AT ALL THE ANGLES BEFORE THEY CLOSE THE FUNDING GAPS FOR TRANSPORTATION
- ◆ THEY JUST NEED TO KNOW WHERE THEY'RE SPENDING THEIR MONEY
- ◆ THEY NEED TO DRAW MORE BUSINESS TO THIS AREA, MORE CORPORATIONS AND COLLECT TAXES FROM THESE BUSINESSES OTHER THAN SMALL BUSINESSES THAT EMPLOYEE LESS 50 PEOPLE
- ◆ THEY NEED TO FIND OUT WHAT ARE THE MOST IMPORTANT THINGS THAT WE NEED TO SPEND MONEY ON.
- ◆ THEY NEED TO STOP BUILDING WHAT THEY-THEY WASTE MONEY -GIVING MONEY WHEN NOTHING GETS DONE-THEY DON'T DESERVE THAT
- ◆ THEY NEED TO STOP COMING UP WITH IDEAS THAT THEY THINK ARE IMPORTANT BUT REALLY AREN'T. SCALE BACK ON SOME OF THE PROJECTS UNTIL YOU CAN AFFORD THEM IT DOESN'T MAKE ANY SENSE TO GET 5 PROJECTS STARTED IF YOU CAN AFFORD 3
- ◆ THEY SHOULD BE SPENDING MONEY MORE WISELY EVERYWHERE ELSE BESIDES PRINCE GEORGES COUNTY
- ◆ THEY SHOULD CUT TAXES BECAUSE THAT INCREASES ECONOMIC ACTIVITY AND THAT WOULD INCREASE THEIR TAX BASE AS PEOPLE PROSPER AND NEW BUSINESSES ARE CREATED.
- ◆ THEY SHOULD FOCUS ON TAKING AWAY MONEY FROM ROADWAYS AND INVEST IN BIG BUILDING. THEY TOOK MONEY AWAY FROM MONEY FOR WIDENING THE ROUTE 40 AND GAVE IT TO RYAN HOMES BUILDING DEVELOPMENT.
- ◆ THEY SHOULD GO AHEAD AND GET A STATE TAX SO THEY CAN LOWER THINGS IN THIS STATE

- ◆ THEY SHOULD INCREASE THE GENERAL REVENUE THROUGH INCOME TAX
- ◆ THEY SHOULD MAKE THE TRANSPORTATION FREE FOR SENIOR CITIZEN
- ◆ THEY SPEND ALL THE MONEY ON THE BALTIMORE WASHINGTON AREA BUILDING ROADS.
- ◆ THEY WILL HAVE TO RAISE THE GAS TAX TO DO THE WORK ON THE ROAD SYSTEMS, AND THERE IS MUCH TO BE DONE THERE, NJ AND PA HAVE ALREADY DONE THAT LAST YEAR
- ◆ TO HAVE A FUNDRAISER TO RAISE MORE MONEY
- ◆ TOLLS ON THE WEEKENDS SHOULD BE MUCH HIGHER FOR THE TOLL ON ROUTE ONE FOR THE BEACH TRAFFIC
- ◆ TOO MANY CHIEFS IN THE POLITICAL SIDE OF GOVT GET RID OF THEM
- ◆ TRAFFIC STUDY IN DELAWARE
- ◆ UNLESS YOU PROVIDE IT THEN PEOPLE DON'T USE IT IF YOU PROVIDE IT AND PEOPLE USE IT AS LONG AS ITS USED CORRECTLY
- ◆ UNTIL THE ENTITLEMENT SITUATION IS ADDRESSED, NEVER ENOUGH FUNDING FOR WHAT TRYING TO DO
- ◆ USE MONEY HAVE NOW MORE WISELY
- ◆ USE THE MONEY FROM CASINOS OR LOTTERY
- ◆ USE THE MONEY MORE WISELY
- ◆ USE THE MONEY ONLY FOR TRANSPORTATION-LIKE TOLLS
- ◆ USE THE MONEY THE WAY IT IS SUPPOSED TO BE USED P/ NO
- ◆ USE THE MONEY THEY COLLECT FOR IT'S PURPOSE. THEY COLLECT A TOLL TO FIX THE ROADS AND USE IT FOR OTHER THINGS.
- ◆ USE THE MONEY THEY HAVE MORE EFFICIENTLY
- ◆ "USE THE MONEY WISELY
- ◆ ON 495 I THINK THE GOVT OR TRANSPORTATION DEPT
- ◆ THEY PUT A PILE
- ◆ DUMPED A TWO STORY PILE OF DIRT AND CLOSED THE BRIDGE THE TRANS DEPT DIDN'T NOTICE AND NOW IT'S 20 MILLION REPAIR"
- ◆ USE THE PRODUCT WHEN ITS ACTUALLY NEEDED LIKE THE ASPHALT USE IT AND DON'T LEAVE IT ALL JUST SIT THERE. WE HAVE SO MANY POT HOLES AND NO ONE DOES ANY ONE I ACTUALLY REPORTED IT
- ◆ USE THE TAX MONEY FROM GAS AND TOLLS AND OTHERS TO FUND IT- THERE SHOULD BE PLENTY OF MONEY= THEY JUST RAISED TAX GAS
- ◆ WASTING TOO MUCH MONEY ON OTHER THINGS LIKE COMBINING SCHOOL DISTRICTS
- ◆ WE NEED RAIL IN CECIL COUNTY
- ◆ WEAR AND TEAR ON ROADS CAUSED BY TRUCKS. TRUCKS SHOULD PAY THEIR FARE PERCENTAGE FOR ROAD REPAIR. THE ROADS GET BEAT UP BY THEM. TRUCKS SHOULD PAY MORE, EVEN IN LICENSE AND FEES, EVEN ON LOCAL ROADS.
- ◆ WHATEVER'S NEEDED SHOULD BE COVERED BY THE PRIVATE SECTOR
- ◆ WHEN BUSINESS PAY THEIR LICENSING FEES TAKE A DOLLAR OUT OF THAT, TAKE IT FROM THE BUSINESSES I DON'T THINK A DOLLAR WOULD HURT
- ◆ WHEN WE BUY A CAR YOU PAY A DELAWARE DOCUMENT FEE OF 3 AND 3/4% BUT ALL SURROUNDING STATES ARE 6 OR MORE THEY SHOULD RAISE IT EVEN TO 5 THINK OF ALL CARS WE SELL AND ALL THAT MONEY

- ◆ WISE ADMINISTRATION OF MONEY WE HAVE
- ◆ WORK WITH THE POLICE FOR EFFECTIVE PROGRAM FOR HALTING TEXTING, AGGRESSIVELY, AND WITH STIFF FINES FOR INCREASING OFFENSES, INCLUDING LOSS OF DRIVING PRIVILEGES.
- ◆ WOULD LIKE TO SEE WHERE MONEY IS BEING SPENT, FIRST, BEFORE MAKING SUGGESTIONS
- ◆ YEAH YOU DON'T NEED THOSE STUPID GUARD RAIL THINGS DOWN ROUTE 40.
- ◆ YES
- ◆ YES SPEND THE MONEY ON ONLY TRANSPORTATION STOP SPENDING THE MONEY ON PROPERTY AND STOP GIVING DEALS TO FRIENDS OF THE GOVERNOR AND FORMER GOVERNOR
- ◆ YES STOP GIVING THE LEGISLATORS PAY RAISES - THAT'S ALSO FOR THE FEDERAL LEVEL
- ◆ YES, PROBABLY.
- ◆ YES, USE MONEY IN OTHER WAYS MORE WISELY TO FREE UP MONEY
- ◆ YES. REDUCE SOME OF OUR ADMINISTRATIVE COSTS LIKE... THE GOVERNORS SALARY AND THE CONGRESSIONAL SALARY

**Question 64: What would you be willing to do to improve air quality in our region? Would you ever...? Other:**

- |   |  |
|---|--|
| ◆ CONVERT TO NATURAL GAS  | ◆ IF OPTIONS WERE AVAILABLE  |
| ◆ DROVE A HYBRID  | ◆ IF THE HANDICAPPED BUSES WERE MORE PROFICIENT I WOULD DEFINITELY USE IT                                      |
| ◆ ELIMINATE CHEMICAL PLANTS   | ◆ IF THEY HAD PUBLIC TRANSPORT I WOULD USE IT IN MY AREA   |
| ◆ FORBID SMOKING  | ◆ MASS TRANSIT IF THE WEATHER IS FAIR  |
| ◆ GO TO CLEAN OR GREEN ENERGY   | ◆ NEED TO DO THINGS ABOUT REFINERIES   |
| ◆ I DON'T FEEL THAT THE PROBLEM (AIR QUALITY) IS THE 800 LB GORILLA THE TREE HUGGERS MAKE IT OUT TO BE  | ◆ NOTHING TO DO ABOUT IT, TOO MANY PEOPLE IN THE WORLD NOW   |
| ◆ I DON'T THINK IT NEEDS TO BE IMPROVED. I OUR AIR QUALITY IS PRETTY GOOD.  | ◆ PLANT MORE TREES   |
| ◆ I DON'T WORK SO I DON'T KNOW HOW TO ANSWER  | ◆ PLANT THE TREES THE DELAWARE DEPARTMENT OF TRANSPORTATION TORE DOWN TO BUILD THE CHRISTIANA MALL INTERCHANGE |
| ◆ I THINK THEY COULD STOP SOME OF THE FIRE PITS AND MARIJUANA SMOKING AND CONGRESS PEOPLE FLYING BACK AND FORTH AT TAXPAYER EXPENSE. IF THEY PAID THEIR OWN TRANSPORTATION ON JETS EVEN BIDEN HE RODE TRAINS BECAUSE IT WOULD BE SILLY TO FLY FROM WASHINGTON TO DE, HE HAS RIDDEN THE TRAINS FOR YEARS AND YEARS AT TAXPAYERS EXPENSE. | ◆ PROMOTE THE USE OF DIESEL ENGINES  |
| ◆ ID RIDE A HORSE   | ◆ RIDE A HORSE   |
|   | ◆ STAY HOME  |
|   | ◆ STAY HOME  |
|   | ◆ TAKE THE TRAIN   |
|   | ◆ USE CARS THAT RUN FROM WATER   |

## Appendix C: Crosstabulations of Selected Survey Results by Demographic Characteristics

Results for select survey questions are compared by respondent characteristics (ethnic/racial background of respondent and respondents' annual household income) in the following tables. Cells shaded grey indicate differences between groups are statistically significant ( $p < .05$ ), tested with chi-square. Tests of statistical significance were not conducted for multiple response questions (see Table 82 for example).

### Crosstabulations by Ethnic/Racial Background of Respondent

**Table 81: Number of Motor Vehicles in Household**

Could you tell me how many motor vehicles are in your household?	Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
One	20%	13%	38%	36%	18%	51%	24%
Two	46%	49%	40%	40%	41%	15%	44%
Three	21%	28%	12%	23%	26%	26%	20%
Four or more	11%	9%	1%	0%	11%	8%	9%
None	2%	1%	9%	0%	3%	0%	4%
Total	100%	100%	100%	100%	100%	100%	100%

**Table 82: Critical Issues Facing the Region**

Looking ahead, what do you think will be the most critical issue facing the region in the next 5 to 10 years?*	Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
The economy	21%	17%	36%	28%	20%	28%	24%
Growth/development	20%	6%	10%	26%	5%	9%	18%
Transportation	29%	30%	27%	25%	30%	31%	29%
Environment	7%	17%	5%	2%	5%	0%	7%
Open space and farmland	2%	0%	5%	0%	0%	0%	2%
Public education	7%	0%	3%	0%	17%	0%	6%
Crime	3%	21%	9%	1%	4%	9%	5%
Affordable housing	2%	0%	1%	0%	4%	0%	1%
Other	5%	14%	19%	0%	20%	13%	8%
There are no critical issues	0%	0%	3%	16%	0%	9%	1%
Infrastructure	11%	0%	3%	0%	3%	0%	8%
Drugs	2%	0%	0%	4%	0%	0%	2%
Health/health care	1%	0%	2%	0%	0%	0%	1%
Energy (gas, oil, renewables)	1%	2%	1%	0%	0%	0%	1%

\*Percent may total more than 100 as respondents were allowed more than one response.

**Table 83: Quality of Transportation System**

How well do you feel the transportation system meets your travel needs?	Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
Very well	26%	39%	35%	6%	32%	54%	29%
Somewhat well	50%	38%	41%	61%	33%	37%	47%
Not too well	16%	10%	12%	33%	9%	0%	15%
Not at all	8%	13%	12%	1%	26%	9%	9%
Total	100%	100%	100%	100%	100%	100%	100%

**Table 84: Variety of Transportation Options**

Would you say that you have many different means of travel to choose from such as auto, mass transit, biking and walking to meet your travel needs or would you say that you have very few options to choose from?	Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
Many different options	42%	40%	48%	16%	23%	58%	42%
Somewhere in between	4%	0%	2%	18%	0%	0%	4%
Very few options	54%	60%	51%	66%	77%	42%	54%
Total	100%	100%	100%	100%	100%	100%	100%

**Table 85: Desired Transportation Not Currently Available**

What types of transportation would you like access to that you do not have available now?*	Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
Bus	34%	36%	37%	56%	30%	26%	35%
Train	28%	42%	31%	28%	35%	19%	30%
Auto /Car	3%	8%	4%	0%	6%	8%	4%
Bicycle	14%	12%	8%	17%	0%	8%	12%
Walk	6%	2%	6%	0%	4%	0%	5%
Other	10%	14%	10%	11%	26%	8%	10%
None, I have access to all I need	35%	23%	41%	14%	16%	66%	35%

\*Percent may total more than 100 as respondents were allowed more than one response.

**Table 86: Biggest Transportation Issue**

What do you think is the biggest transportation problem facing Cecil/New Castle County today?	Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
Congestion	33%	23%	18%	2%	10%	26%	28%
Over development	3%	0%	0%	0%	8%	0%	2%
Condition of roads	13%	9%	19%	11%	18%	20%	14%
Limited public transportation	23%	33%	40%	39%	20%	17%	27%
Lack of funding for transportation	2%	0%	0%	0%	2%	0%	2%
Aging population	0%	0%	0%	0%	0%	0%	0%
Cost of travel	2%	0%	4%	0%	1%	12%	2%
Pollution	0%	0%	0%	0%	0%	0%	0%
Other	21%	33%	8%	38%	41%	26%	21%
None, there really isn't any transportation problem	3%	2%	10%	9%	1%	0%	4%
Total	100%	100%	100%	100%	100%	100%	100%

**Table 87: Seriousness of Local Traffic Congestion**

How serious would you say is the problem of traffic congestion in your area?	Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
Not too serious	26%	33%	43%	66%	18%	44%	32%
Somewhat serious	54%	28%	29%	34%	33%	33%	46%
Very serious	20%	39%	28%	0%	48%	23%	22%
Total	100%	100%	100%	100%	100%	100%	100%

**Table 88: Employment status**

Are you currently employed?	Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
Yes, Employed	64%	76%	63%	43%	73%	41%	63%
No, Not Employed	36%	24%	37%	57%	27%	59%	37%
Total	100%	100%	100%	100%	100%	100%	100%

**Table 89: Modal choice for the work commute**

How do you usually travel to work each day?*	Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
Drive alone	80%	77%	76%	88%	86%	100%	79%
Carpool / ride with others	6%	10%	1%	0%	3%	0%	5%
Take a bus	2%	20%	13%	0%	0%	0%	5%
Take a train	1%	4%	1%	12%	4%	0%	2%
Walk	8%	10%	22%	0%	0%	0%	10%
Bicycle	4%	6%	0%	0%	0%	0%	3%
Work at home	12%	0%	11%	0%	14%	0%	10%
Other	2%	0%	4%	8%	0%	0%	3%

\*Percent may total more than 100 as respondents were allowed more than one response.

**Table 90: Frequency of Traffic Congestion on Work Commute**

In general, how often do you find yourself in traffic congestion when you go to work?	Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
Never	8%	7%	5%	37%	1%	19%	8%
Rarely	21%	34%	10%	30%	40%	0%	20%
Sometimes	37%	37%	40%	21%	11%	19%	36%
Most of the time	35%	22%	45%	13%	48%	63%	36%
Total	100%	100%	100%	100%	100%	100%	100%

**Table 91: Behaviors to Avoid Traffic Congestion on Work Commute**

Which of the following have you done to avoid traffic congestion to and from work? Have you ever...?*	Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
Changed the time you leave	68%	85%	56%	80%	94%	100%	68%
Changed the route you take	63%	56%	77%	33%	80%	77%	65%
Changed jobs	6%	10%	4%	0%	5%	31%	6%
Changed where you live	7%	15%	21%	12%	26%	23%	11%
Worked from home	19%	21%	22%	33%	36%	9%	20%
Used carpools or vanpools	7%	38%	2%	0%	13%	0%	8%
Taken a bus or train	12%	27%	24%	33%	10%	31%	16%
Walked or biked	12%	28%	17%	0%	1%	23%	14%
I have never made any changes to avoid congestion	6%	2%	7%	20%	5%	0%	6%
Other	2%	0%	2%	0%	0%	0%	2%

\*Percent may total more than 100 as respondents were allowed more than one response.

**Table 92: Public Transportation Used in the Last Year**

What type of public transportation have you taken in the past year?*	Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
DART buses	16%	54%	48%	25%	26%	15%	25%
SEPTA trains	12%	18%	28%	27%	6%	15%	16%
MARC	3%	3%	1%	3%	6%	0%	3%
The Bus	0%	1%	0%	3%	1%	0%	0%
Department of Aging buses	0%	0%	0%	0%	0%	0%	0%
UNICITY	0%	1%	0%	0%	0%	0%	0%
Amtrak	22%	25%	9%	26%	13%	18%	20%
Other	5%	1%	6%	13%	17%	0%	5%
I have not used mass transit in the past year	57%	30%	33%	34%	65%	59%	50%

\*Percent may total more than 100 as respondents were allowed more than one response.

**Table 93: Trip Destination for Public Transit Use**

What has been your destination when you've used public transit?*	Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
Work	32%	49%	37%	25%	18%	63%	35%
School	7%	25%	5%	0%	5%	0%	8%
Shopping	10%	43%	38%	20%	7%	37%	21%
Personal appointment	15%	34%	33%	0%	6%	0%	20%
Visiting	22%	35%	11%	8%	21%	0%	19%
Recreational/entertainment	41%	34%	13%	16%	19%	37%	32%
Other	25%	7%	15%	44%	66%	19%	22%

\*Percent may total more than 100 as respondents were allowed more than one response.

**Table 94: Amount of Transportation Planning**

Would you say there was a great deal of planning, about the right amount of planning, or not enough planning between development and transportation?	Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
Great deal of planning	6%	0%	9%	0%	0%	23%	7%
Right amount of planning	24%	31%	36%	19%	20%	11%	26%
Not enough planning	68%	69%	54%	74%	72%	66%	66%
Depends	1%	0%	1%	7%	8%	0%	1%
Total	100%	100%	100%	100%	100%	100%	100%

**Table 95: Critical Issues Facing the Region**

For each please tell me if you think it is a critical issue, an important issue or not very important. What about..?		Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
Reducing traffic congestion on roads and highways?	Critical issue	32%	31%	25%	35%	34%	34%	31%
	Important issue	60%	58%	61%	52%	61%	50%	59%
	Not very important issue	8%	11%	14%	14%	5%	16%	10%
	Total	100%	100%	100%	100%	100%	100%	100%
Improving the public transportation system - bus and train service?	Critical issue	28%	44%	34%	39%	36%	31%	31%
	Important issue	52%	47%	52%	42%	44%	31%	51%
	Not very important issue	20%	9%	15%	19%	20%	37%	19%
	Total	100%	100%	100%	100%	100%	100%	100%
Revitalizing existing communities and downtowns?	Critical issue	41%	36%	36%	22%	60%	62%	40%
	Important issue	43%	49%	54%	52%	30%	28%	45%
	Not very important issue	16%	15%	10%	26%	10%	10%	15%
	Total	100%	100%	100%	100%	100%	100%	100%
Improving facilities for biking and walking?	Critical issue	23%	17%	20%	3%	9%	9%	21%
	Important issue	48%	58%	70%	48%	59%	73%	53%
	Not very important issue	29%	25%	11%	49%	32%	18%	26%
	Total	100%	100%	100%	100%	100%	100%	100%
Cleaning up the environment?	Critical issue	57%	62%	71%	22%	65%	41%	58%
	Important issue	34%	36%	29%	41%	33%	36%	34%
	Not very important issue	9%	1%	0%	37%	2%	23%	8%
	Total	100%	100%	100%	100%	100%	100%	100%
Managing growth and development?	Critical issue	47%	34%	37%	45%	51%	38%	44%
	Important issue	45%	59%	61%	34%	44%	54%	49%
	Not very important issue	8%	7%	2%	21%	5%	8%	7%
	Total	100%	100%	100%	100%	100%	100%	100%
Preserving open space and farmland?	Critical issue	56%	48%	28%	26%	62%	47%	49%
	Important issue	38%	36%	56%	60%	33%	44%	42%
	Not very important issue	5%	16%	17%	14%	4%	8%	9%
	Total	100%	100%	100%	100%	100%	100%	100%

**Table 96: Impact of Transportation on the Economy**

<b>Please tell me which statement comes closest to your own view.</b>	<b>Non-Hispanic White</b>	<b>Hispanic – any race(s)</b>	<b>Black alone</b>	<b>Asian alone</b>	<b>Other (including multi-racial)</b>	<b>Refused</b>	<b>Overall</b>
The transportation system in Cecil/New Castle County is basically as good as it needs to be in order to maintain economic growth.	6%	13%	6%	7%	4%	11%	6%
The transportation system in Cecil/New Castle County needs some minor changes and investments.	49%	34%	45%	62%	25%	39%	47%
The transportation system in Cecil/New Castle County needs some major changes and investments.	46%	53%	49%	31%	70%	50%	47%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Table 97: Transportation Priorities: Improve Existing Facilities or Construct New Facilities**

<b>Given that transportation dollars are limited in Maryland/Delaware, what should the state's highest priority be?</b>	<b>Non-Hispanic White</b>	<b>Hispanic – any race(s)</b>	<b>Black alone</b>	<b>Asian alone</b>	<b>Other (including multi-racial)</b>	<b>Refused</b>	<b>Overall</b>
Improve existing transportation facilities	64%	55%	61%	71%	51%	70%	63%
Construct new transportation facilities in developing areas	36%	45%	39%	29%	49%	30%	37%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Table 98: Funding Priorities for Transportation Improvements**

What type of transportation improvements do you think should receive the highest priority for funding? Should the priority be to...?	Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
Maintain and repair the existing transportation system	40%	22%	20%	13%	16%	51%	34%
Build more roads and highways in developing areas	11%	27%	6%	5%	22%	0%	10%
Provide more options such as transit, walk or bike	18%	13%	10%	31%	13%	29%	17%
Increase safety for all travel options	11%	18%	25%	22%	12%	0%	14%
Use technology to improve the transportation system	17%	18%	36%	24%	32%	20%	21%
Other	2%	1%	3%	5%	4%	0%	2%
Total	100%	100%	100%	100%	100%	100%	100%

**Table 99: Common Causes for Traffic Crashes in Region**

In thinking about safety, what do you think is the most common cause of traffic crashes in our region? Would you say...	Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
Congestion	9%	12%	9%	20%	24%	0%	10%
Poor design of roads	5%	0%	8%	20%	14%	8%	6%
Poor condition of roads	5%	1%	7%	3%	7%	17%	6%
Poor driving	61%	67%	42%	34%	30%	47%	56%
Speeding	18%	20%	34%	24%	25%	28%	22%
Weather conditions	0%	0%	0%	0%	0%	0%	0%
Other	0%	0%	0%	0%	0%	0%	0%
Total	100%	100%	100%	100%	100%	100%	100%

**Table 100: Safety of Pedestrian Facilities**

Please tell me which statement comes closest to your own view.	Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
I walk in my area whenever I want to because sidewalks and crosswalks are adequate and I have places to walk safely.	50%	61%	34%	37%	42%	41%	47%
I would walk more frequently in my area if I felt safer with more sidewalks and crosswalks.	27%	23%	21%	7%	13%	10%	24%
I do not walk in my area because I don't feel safe.	9%	10%	26%	34%	23%	18%	13%
I do not walk in my area for reasons other than safety.	15%	5%	19%	23%	23%	30%	16%
Total	100%	100%	100%	100%	100%	100%	100%

**Table 101: Safety of Bicycling Facilities**

Please tell me which statement comes closest to your own view.	Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
I bicycle in my area whenever I want. Bike routes or lanes are adequate and I have places to ride my bike safely.	21%	23%	18%	14%	9%	23%	20%
I would bicycle more frequently in my area if I felt safer with more bike routes and lanes.	21%	10%	23%	8%	14%	10%	20%
I do not bicycle in my area because I don't feel safe. There are no bike lanes where I can safely ride my bike.	16%	21%	17%	25%	19%	29%	17%
I do not bicycle in my area for reasons other than safety.	42%	45%	42%	53%	58%	38%	43%
Total	100%	100%	100%	100%	100%	100%	100%

**Table 102: Effectiveness of Improvements for the Transportation System**

Now I am going to read you a list of some things that might be done to improve the transportation system and reduce congestion in your area. For each, please tell me how effective you think it would be.		Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
How about improving and expanding bus services?	Very effective	30%	52%	68%	50%	45%	52%	40%
	Somewhat effective	55%	34%	29%	28%	33%	19%	46%
	Not at all effective	15%	14%	3%	22%	22%	29%	13%
	Total	100%	100%	100%	100%	100%	100%	100%
Expanding passenger railroad services?	Very effective	27%	53%	55%	35%	52%	46%	35%
	Somewhat effective	45%	34%	29%	18%	36%	37%	40%
	Not at all effective	28%	13%	16%	48%	12%	17%	25%
	Total	100%	100%	100%	100%	100%	100%	100%
Providing special lanes for carpooling and transit?	Very effective	22%	46%	37%	36%	8%	0%	26%
	Somewhat effective	34%	29%	33%	37%	32%	59%	34%
	Not at all effective	45%	26%	30%	28%	60%	41%	40%
	Total	100%	100%	100%	100%	100%	100%	100%
Coordinating and better timing of traffic signals?	Very effective	59%	71%	58%	62%	59%	52%	60%
	Somewhat effective	31%	20%	34%	20%	13%	39%	30%
	Not at all effective	10%	9%	7%	17%	28%	9%	10%
	Total	100%	100%	100%	100%	100%	100%	100%
Widening existing highways?	Very effective	42%	57%	60%	66%	22%	52%	47%
	Somewhat effective	34%	19%	25%	22%	39%	30%	30%
	Not at all effective	25%	24%	15%	12%	39%	18%	22%
	Total	100%	100%	100%	100%	100%	100%	100%
Building major new highways?	Very effective	18%	42%	33%	53%	19%	8%	24%
	Somewhat effective	35%	36%	47%	8%	24%	42%	36%
	Not at all effective	47%	22%	20%	39%	57%	50%	40%
	Total	100%	100%	100%	100%	100%	100%	100%
Building more sidewalks to connect neighborhoods and commercial areas?	Very effective	35%	55%	44%	29%	29%	43%	38%
	Somewhat effective	36%	34%	43%	41%	40%	27%	37%
	Not at all effective	28%	11%	13%	30%	30%	30%	24%
	Total	100%	100%	100%	100%	100%	100%	100%

<p>Now I am going to read you a list of some things that might be done to improve the transportation system and reduce congestion in your area. For each, please tell me how effective you think it would be.</p>		Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
Providing more information to make it easier to take transit or carpool?	Very effective	40%	56%	52%	41%	39%	52%	43%
	Somewhat effective	43%	37%	34%	49%	37%	48%	41%
	Not at all effective	17%	7%	14%	10%	25%	0%	16%
	Total	100%	100%	100%	100%	100%	100%	100%
Developing more park-and-ride lots?	Very effective	32%	47%	54%	31%	29%	64%	38%
	Somewhat effective	48%	39%	36%	41%	20%	27%	44%
	Not at all effective	20%	14%	9%	27%	51%	9%	18%
	Total	100%	100%	100%	100%	100%	100%	100%
Providing more information on traffic incidents, construction, accidents and delays?	Very effective	36%	62%	62%	54%	54%	22%	43%
	Somewhat effective	48%	23%	32%	29%	21%	78%	43%
	Not at all effective	16%	15%	6%	16%	26%	0%	14%
	Total	100%	100%	100%	100%	100%	100%	100%
Expanding bicycle networks - bike trails, lanes and routes?	Very effective	30%	38%	42%	23%	19%	28%	32%
	Somewhat effective	41%	53%	49%	50%	25%	27%	43%
	Not at all effective	29%	9%	9%	27%	56%	45%	25%
	Total	100%	100%	100%	100%	100%	100%	100%
Designing communities that make it easier for people to walk and bike to stores, schools and other public facilities and other neighborhoods?	Very effective	51%	67%	69%	47%	36%	31%	54%
	Somewhat effective	34%	27%	24%	36%	48%	38%	32%
	Not at all effective	15%	6%	7%	17%	16%	30%	13%
	Total	100%	100%	100%	100%	100%	100%	100%
Reducing the amount of new development?	Very effective	44%	52%	34%	30%	42%	19%	42%
	Somewhat effective	38%	38%	43%	59%	34%	41%	40%
	Not at all effective	18%	10%	23%	11%	25%	41%	19%
	Total	100%	100%	100%	100%	100%	100%	100%
Improving freight railroads so more products can travel by rail rather than truck?	Very effective	46%	74%	48%	46%	52%	43%	48%
	Somewhat effective	39%	21%	32%	34%	34%	18%	35%
	Not at all effective	16%	5%	21%	20%	14%	39%	17%
	Total	100%	100%	100%	100%	100%	100%	100%

**Table 103: Support for Various Funding Methods for Transportation Projects**

There are always more transportation projects that are needed than there is money to pay for them. For each, please tell me if you support or do not support ways to close this gap.		Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
How about raising tolls?	Support	35%	25%	29%	17%	39%	23%	32%
	Do not support	65%	75%	71%	83%	61%	77%	68%
	Total	100%	100%	100%	100%	100%	100%	100%
Do you support or not support raising gas taxes?	Support	23%	11%	8%	29%	13%	8%	19%
	Do not support	77%	89%	92%	71%	87%	92%	81%
	Total	100%	100%	100%	100%	100%	100%	100%
Do you support or not support raising license and registration fees?	Support	48%	44%	27%	40%	41%	49%	43%
	Do not support	52%	56%	73%	60%	59%	51%	57%
	Total	100%	100%	100%	100%	100%	100%	100%
Creating new fees paid by the public or developers who benefit from transportation improvements?	Support	70%	55%	64%	37%	48%	29%	65%
	Do not support	30%	45%	36%	63%	52%	71%	35%
	Total	100%	100%	100%	100%	100%	100%	100%
What about delaying or eliminating some projects to save money?	Support	74%	76%	66%	93%	46%	48%	73%
	Do not support	26%	24%	34%	7%	54%	52%	27%
	Total	100%	100%	100%	100%	100%	100%	100%
Do you support or do not support increasing fares on MARC or The Bus (Cecil County) DART First State (New Castle County)?	Support	40%	27%	26%	30%	47%	36%	36%
	Do not support	60%	73%	74%	70%	53%	64%	64%
	Total	100%	100%	100%	100%	100%	100%	100%
What about including the private sector in financing transportation?	Support	63%	53%	73%	78%	80%	45%	65%
	Do not support	37%	47%	27%	22%	20%	55%	35%
	Total	100%	100%	100%	100%	100%	100%	100%

**Table 104: Support for New Development**

Some people say that they don't want any new development in their community because growth and congestion has hurt quality of life. Other people accept development and congestion because they feel that growth improves our economy. Which side do you agree with most?	Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
I don't want any new development	59%	39%	26%	25%	44%	17%	49%
I accept development because it improves the economy	41%	61%	74%	75%	56%	83%	51%
Total	100%	100%	100%	100%	100%	100%	100%

**Table 105: Preference of Living Environment**

Would you prefer to live in an area that is...?	Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
Urban	10%	24%	26%	18%	14%	17%	14%
Suburban	56%	65%	63%	76%	42%	53%	58%
Rural	34%	11%	12%	6%	43%	31%	28%
Total	100%	100%	100%	100%	100%	100%	100%

**Table 106: Placement of New Development**

In your opinion should new development be concentrated in certain areas, such as in existing towns and villages and in designated growth areas, or should new development occur wherever developers and landowners choose?	Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
In existing towns and in designated growth areas	80%	50%	49%	58%	78%	64%	71%
Where developers choose	20%	50%	51%	42%	22%	36%	29%
Total	100%	100%	100%	100%	100%	100%	100%

**Table 107: Strategies to Manage Growth and Development**

Please tell me if you strongly agree, agree, disagree or strongly disagree with the following statements to manage growth and development.		Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
Mixing appropriate businesses with new residential development should be encouraged.	Strongly agree	21%	17%	20%	14%	18%	51%	21%
	Agree	59%	75%	68%	73%	58%	37%	62%
	Disagree	15%	5%	8%	7%	7%	12%	12%
	Strongly disagree	6%	3%	4%	6%	17%	0%	5%
	Total	100%	100%	100%	100%	100%	100%	100%
Revising zoning codes to better support transit use, bicycling and walking should be encouraged.	Strongly agree	30%	36%	49%	45%	26%	46%	35%
	Agree	57%	61%	42%	47%	68%	37%	54%
	Disagree	9%	1%	6%	8%	5%	17%	8%
	Strongly disagree	4%	1%	2%	0%	2%	0%	3%
	Total	100%	100%	100%	100%	100%	100%	100%
Supporting farmland or open space preservation through tax incentives or subsidies to help direct development to other areas.	Strongly agree	41%	18%	20%	17%	59%	43%	35%
	Agree	45%	62%	56%	64%	25%	45%	49%
	Disagree	10%	14%	21%	8%	5%	12%	12%
	Strongly disagree	4%	6%	3%	11%	11%	0%	4%
	Total	100%	100%	100%	100%	100%	100%	100%

**Table 108: Air Quality in the Region**

How would you rate air quality in our region?	Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
Very good	14%	13%	10%	19%	13%	15%	14%
Good	36%	39%	35%	57%	22%	54%	37%
Fair	30%	32%	30%	4%	53%	8%	29%
Poor	13%	14%	21%	7%	10%	15%	14%
Very poor	7%	2%	5%	13%	2%	8%	6%
Total	100%	100%	100%	100%	100%	100%	100%

**Table 109: Knowledge of Ozone Action Days and PM 2.5**

		Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
Have you heard of the Air Quality Partnership of Delaware?	Yes	16%	0%	4%	0%	16%	0%	14%
	No	84%	100%	96%	100%	84%	100%	86%
	Total	100%	100%	100%	100%	100%	100%	100%
Have you heard of Ozone Action days?	Yes	60%	23%	25%	32%	67%	47%	50%
	No	40%	77%	75%	68%	33%	53%	50%
	Total	100%	100%	100%	100%	100%	100%	100%
Have you heard of particulate matter or PM 2.5?	Yes	30%	4%	14%	47%	26%	23%	26%
	No	70%	96%	86%	53%	74%	77%	74%
	Total	100%	100%	100%	100%	100%	100%	100%

**Table 110: Behaviors to Improve Air Quality**

What would you be willing to do to improve air quality in our region? Would you ever...?	Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
Carpool or vanpool	62%	61%	72%	68%	56%	52%	64%
Take transit	56%	66%	61%	50%	78%	48%	57%
Walk or bike	58%	78%	51%	47%	40%	48%	57%
Work from home	33%	51%	33%	11%	55%	30%	34%
I would not be willing to make any changes	0%	0%	0%	0%	0%	0%	0%
I CANNOT make any changes	5%	0%	1%	5%	1%	27%	5%
Other	3%	0%	1%	4%	10%	3%	3%

\*Percent may total more than 100 as respondents were allowed more than one response.

**Table 111: Respondent's Household Size**

Including yourself, how many persons live your household?	Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
One	17%	6%	19%	0%	15%	23%	16%
Two	36%	22%	24%	47%	8%	44%	33%
Three	16%	27%	28%	26%	30%	10%	20%
Four	19%	25%	15%	16%	33%	15%	19%
Five	7%	14%	7%	0%	11%	8%	7%
Six or more	4%	6%	6%	11%	4%	0%	5%
Refused	1%	0%	1%	0%	0%	0%	0%
Total	100%	100%	100%	100%	100%	100%	100%

**Table 112: Respondent's Education Level**

What is your highest level of education?	Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
Non-high school graduate	3%	8%	4%	13%	4%	0%	4%
High school graduate	20%	38%	36%	0%	5%	6%	23%
Some college	24%	28%	23%	1%	32%	46%	24%
Bachelors degree	32%	10%	29%	23%	20%	15%	29%
Graduate degree	21%	16%	7%	63%	38%	30%	20%
Refused	0%	0%	2%	0%	1%	3%	1%
Total	100%	100%	100%	100%	100%	100%	100%

**Table 113: Respondent's Annual Family Income**

So that we can group all answers, what is your total annual family income? Is it....?	Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
Under \$25,000	8%	10%	23%	42%	6%	3%	12%
\$25,000 to under \$50,000	14%	23%	24%	13%	7%	8%	16%
\$50,000 to under \$100,000	31%	50%	33%	13%	41%	53%	33%
\$100,000 or more	33%	14%	10%	29%	34%	8%	26%
Refused	15%	4%	9%	3%	12%	29%	13%
Total	100%	100%	100%	100%	100%	100%	100%

**Table 114: Familiarity with WILMAPCO**

As I stated in the beginning, this survey is being conducted by WILMAPCO, the Wilmington Area Planning Council. Are you familiar with this organization?	Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
Yes	39%	19%	16%	18%	29%	46%	33%
No	60%	78%	84%	82%	71%	51%	66%
Not sure/Don't know/Refsued	1%	3%	0%	0%	0%	3%	1%
Total	100%	100%	100%	100%	100%	100%	100%

**Table 115: Interested in Receiving Free Newsletters or Public Meeting Announcements**

Would you be interested in receiving free newsletters or public meeting announcements from WILMAPCO regarding future transportation plans in your area?	Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
Newsletters	12%	7%	23%	23%	2%	0%	14%
Public meeting announcements	2%	4%	0%	3%	1%	8%	2%
Both	15%	36%	30%	2%	16%	41%	20%
Neither	70%	53%	47%	72%	81%	51%	64%
Total	100%	100%	100%	100%	100%	100%	100%

**Table 116: Respondent's Gender**

Was this person male or female?	Non-Hispanic White	Hispanic – any race(s)	Black alone	Asian alone	Other (including multi-racial)	Refused	Overall
Male	47%	67%	45%	37%	60%	46%	48%
Female	53%	33%	55%	63%	40%	54%	52%
Total	100%	100%	100%	100%	100%	100%	100%

## Crosstabulations by Annual Household Income of Respondent

**Table 117: Number of Motor Vehicles in Household**

Could you tell me how many motor vehicles are in your household?	Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
One	58%	44%	21%	5%	18%	24%
Two	18%	35%	48%	56%	41%	44%
Three	7%	7%	23%	26%	26%	20%
Four or more	0%	7%	7%	13%	12%	9%
None	16%	6%	0%	0%	4%	4%
Total	100%	100%	100%	100%	100%	100%

**Table 118: Critical Issues Facing the Region**

Looking ahead, what do you think will be the most critical issue facing the region in the next 5 to 10 years?*	Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
The economy	31%	22%	21%	26%	23%	24%
Growth/development	21%	8%	14%	20%	30%	18%
Transportation	25%	30%	35%	22%	30%	29%
Environment	6%	4%	7%	11%	4%	7%
Open space and farmland	0%	0%	1%	5%	4%	2%
Public education	1%	3%	5%	11%	4%	6%
Crime	12%	1%	7%	4%	4%	5%
Affordable housing	2%	1%	2%	0%	2%	1%
Other	5%	26%	5%	4%	5%	8%
There are no critical issues	10%	2%	0%	0%	0%	1%
Infrastructure	1%	8%	12%	7%	8%	8%
Drugs	0%	2%	3%	1%	0%	2%
Health/health care	1%	0%	0%	2%	1%	1%
Energy (gas, oil, renewables)	0%	0%	3%	1%	0%	1%

\*Percent may total more than 100 as respondents were allowed more than one response.

**Table 119: Quality of Transportation System**

How well do you feel the transportation system meets your travel needs?	Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
Very well	34%	23%	29%	28%	30%	29%
Somewhat well	31%	46%	49%	52%	52%	47%
Not too well	24%	20%	14%	12%	10%	15%
Not at all	11%	11%	9%	8%	7%	9%
Total	100%	100%	100%	100%	100%	100%

**Table 120: Variety of Transportation Options**

Would you say that you have many different means of travel to choose from such as auto, mass transit, biking and walking to meet your travel needs or would you say that you have very few options to choose from?	Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
Many different options	34%	48%	42%	36%	55%	42%
Somewhere in between	3%	6%	2%	5%	4%	4%
Very few options	63%	46%	56%	60%	40%	54%
Total	100%	100%	100%	100%	100%	100%

**Table 121: Desired Transportation Not Currently Available**

What types of transportation would you like access to that you do not have available now?*	Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
Bus	55%	44%	34%	29%	22%	35%
Train	25%	24%	30%	38%	23%	30%
Auto /Car	5%	4%	3%	0%	10%	4%
Bicycle	16%	6%	11%	16%	13%	12%
Walk	1%	10%	3%	7%	8%	5%
Other	9%	7%	8%	14%	14%	10%
None, I have access to all I need	23%	38%	39%	28%	45%	35%

\*Percent may total more than 100 as respondents were allowed more than one response.

**Table 122: Biggest Transportation Issue**

What do you think is the biggest transportation problem facing Cecil/New Castle County today?	Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
Congestion	11%	20%	31%	31%	40%	28%
Over development	4%	0%	2%	3%	2%	2%
Condition of roads	8%	10%	18%	10%	23%	14%
Limited public transportation	47%	39%	20%	23%	19%	27%
Lack of funding for transportation	1%	1%	1%	3%	4%	2%
Aging population	0%	0%	0%	0%	0%	0%
Cost of travel	4%	4%	2%	1%	0%	2%
Pollution	0%	0%	0%	0%	0%	0%
Other	16%	17%	25%	24%	11%	21%
None, there really isn't any transportation problem	8%	9%	2%	4%	2%	4%
Total	100%	100%	100%	100%	100%	100%

**Table 123: Seriousness of Local Traffic Congestion**

How serious would you say is the problem of traffic congestion in your area?	Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
Not too serious	44%	34%	26%	31%	33%	32%
Somewhat serious	32%	46%	45%	53%	50%	46%
Very serious	24%	20%	29%	16%	17%	22%
Total	100%	100%	100%	100%	100%	100%

**Table 124: Employment status**

Are you currently employed?	Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
Yes, Employed	32%	55%	69%	83%	48%	63%
No, Not Employed	68%	45%	31%	17%	52%	37%
Total	100%	100%	100%	100%	100%	100%

**Table 125: Modal choice for the work commute**

How do you usually travel to work each day?*	Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
Drive alone	51%	80%	86%	75%	86%	79%
Carpool / ride with others	8%	5%	3%	7%	6%	5%
Take a bus	5%	20%	4%	1%	2%	5%
Take a train	0%	2%	1%	3%	0%	2%
Walk	33%	19%	2%	13%	2%	10%
Bicycle	0%	8%	1%	5%	0%	3%
Work at home	13%	2%	9%	14%	12%	10%
Other	0%	14%	1%	1%	1%	3%

\*Percent may total more than 100 as respondents were allowed more than one response.

**Table 126: Frequency of Traffic Congestion on Work Commute**

In general, how often do you find yourself in traffic congestion when you go to work?	Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
Never	22%	3%	9%	7%	4%	8%
Rarely	14%	25%	21%	20%	13%	20%
Sometimes	20%	50%	27%	41%	43%	36%
Most of the time	44%	22%	43%	32%	40%	36%
Total	100%	100%	100%	100%	100%	100%

**Table 127: Behaviors to Avoid Traffic Congestion on Work Commute**

Which of the following have you done to avoid traffic congestion to and from work? Have you ever...?*	Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
Changed the time you leave	38%	68%	64%	73%	82%	68%
Changed the route you take	81%	58%	69%	68%	50%	65%
Changed jobs	11%	13%	5%	3%	6%	6%
Changed where you live	0%	27%	13%	4%	7%	11%
Worked from home	0%	8%	18%	32%	17%	20%
Used carpools or vanpools	18%	8%	10%	7%	5%	8%
Taken a bus or train	16%	27%	10%	21%	7%	16%
Walked or biked	8%	30%	8%	16%	5%	14%
I have never made any changes to avoid congestion	0%	5%	5%	9%	3%	6%
Other	7%	0%	2%	2%	0%	2%

\*Percent may total more than 100 as respondents were allowed more than one response.

**Table 128: Public Transportation Used in the Last Year**

What type of public transportation have you taken in the past year?*	Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
DART buses	37%	46%	19%	20%	11%	25%
SEPTA trains	16%	9%	21%	15%	15%	16%
MARC	0%	1%	2%	6%	2%	3%
The Bus	0%	0%	1%	0%	0%	0%
Department of Aging buses	1%	1%	0%	0%	0%	0%
UNICITY	1%	0%	0%	0%	0%	0%
Amtrak	11%	5%	21%	31%	19%	20%
Other	10%	10%	1%	5%	4%	5%
I have not used mass transit in the past year	47%	39%	59%	43%	57%	50%

\*Percent may total more than 100 as respondents were allowed more than one response.

**Table 129: Trip Destination for Public Transit Use**

What type of public transportation have you taken in the past year?*	Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
Work	6%	52%	37%	37%	26%	35%
School	7%	17%	6%	4%	7%	8%
Shopping	41%	32%	18%	6%	28%	21%
Personal appointment	47%	23%	19%	8%	17%	20%
Visiting	17%	18%	22%	19%	14%	19%
Recreational/entertainment	6%	20%	39%	47%	24%	32%
Other	26%	12%	18%	30%	21%	22%

\*Percent may total more than 100 as respondents were allowed more than one response.

**Table 130: Amount of Transportation Planning**

Would you say there was a great deal of planning, about the right amount of planning, or not enough planning between development and transportation?	Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
Great deal of planning	4%	4%	1%	8%	23%	7%
Right amount of planning	28%	25%	25%	31%	19%	26%
Not enough planning	68%	70%	72%	60%	56%	66%
Depends	0%	1%	2%	1%	2%	1%
Total	100%	100%	100%	100%	100%	100%

**Table 131: Critical Issues Facing the Region**

For each please tell me if you think it is a critical issue, an important issue or not very important. What about..?		Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
Reducing traffic congestion on roads and highways?	Critical issue	31%	34%	34%	23%	32%	31%
	Important issue	50%	50%	61%	70%	53%	59%
	Not very important issue	19%	15%	5%	7%	15%	10%
	Total	100%	100%	100%	100%	100%	100%
Improving the public transportation system - bus and train service?	Critical issue	51%	36%	26%	30%	19%	31%
	Important issue	46%	49%	55%	45%	56%	51%
	Not very important issue	3%	15%	19%	25%	24%	19%
	Total	100%	100%	100%	100%	100%	100%
Revitalizing existing communities and downtowns?	Critical issue	23%	36%	43%	54%	26%	40%
	Important issue	57%	53%	42%	36%	54%	45%
	Not very important issue	20%	12%	16%	11%	20%	15%
	Total	100%	100%	100%	100%	100%	100%
Improving facilities for biking and walking?	Critical issue	24%	19%	16%	21%	28%	21%
	Important issue	59%	49%	60%	53%	38%	53%
	Not very important issue	17%	32%	23%	26%	34%	26%
	Total	100%	100%	100%	100%	100%	100%
Cleaning up the environment?	Critical issue	62%	60%	58%	57%	55%	58%
	Important issue	31%	37%	34%	32%	34%	34%
	Not very important issue	7%	2%	9%	10%	11%	8%
	Total	100%	100%	100%	100%	100%	100%
Managing growth and development?	Critical issue	41%	42%	50%	43%	35%	44%
	Important issue	52%	50%	40%	54%	58%	49%
	Not very important issue	7%	8%	10%	3%	8%	7%
	Total	100%	100%	100%	100%	100%	100%
Preserving open space and farmland?	Critical issue	43%	49%	51%	48%	50%	49%
	Important issue	50%	37%	42%	46%	35%	42%
	Not very important issue	7%	13%	7%	6%	15%	9%
	Total	100%	100%	100%	100%	100%	100%

**Table 132: Impact of Transportation on the Economy**

<b>Please tell me which statement comes closest to your own view.</b>	<b>Under \$25,000</b>	<b>\$25,000 to under \$50,000</b>	<b>\$50,000 to under \$100,000</b>	<b>\$100,000 or more</b>	<b>Refused</b>	<b>Overall</b>
The transportation system in Cecil/New Castle County is basically as good as it needs to be in order to maintain economic growth.	9%	4%	7%	3%	13%	6%
The transportation system in Cecil/New Castle County needs some minor changes and investments.	48%	53%	41%	49%	49%	47%
The transportation system in Cecil/New Castle County needs some major changes and investments.	43%	43%	52%	48%	39%	47%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Table 133: Transportation Priorities: Improve Existing Facilities or Construct New Facilities**

<b>Given that transportation dollars are limited in Maryland/Delaware, what should the state's highest priority be?</b>	<b>Under \$25,000</b>	<b>\$25,000 to under \$50,000</b>	<b>\$50,000 to under \$100,000</b>	<b>\$100,000 or more</b>	<b>Refused</b>	<b>Overall</b>
Improve existing transportation facilities	76%	64%	61%	58%	65%	63%
Construct new transportation facilities in developing areas	24%	36%	39%	42%	35%	37%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Table 134: Funding Priorities for Transportation Improvements**

What type of transportation improvements do you think should receive the highest priority for funding? Should the priority be to...?	Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
Maintain and repair the existing transportation system	31%	31%	33%	30%	54%	34%
Build more roads and highways in developing areas	5%	10%	14%	11%	7%	10%
Provide more options such as transit, walk or bike	19%	9%	14%	30%	9%	17%
Increase safety for all travel options	20%	18%	13%	12%	15%	14%
Use technology to improve the transportation system	23%	28%	26%	16%	12%	21%
Other	2%	3%	2%	3%	4%	2%
Total	100%	100%	100%	100%	100%	100%

**Table 135: Common Causes for Traffic Crashes in Region**

In thinking about safety, what do you think is the most common cause of traffic crashes in our region? Would you say...	Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
Congestion	3%	18%	11%	10%	2%	10%
Poor design of roads	10%	9%	4%	3%	9%	6%
Poor condition of roads	9%	6%	6%	6%	1%	6%
Poor driving	40%	53%	53%	69%	62%	56%
Speeding	38%	14%	26%	12%	25%	22%
Weather conditions	0%	0%	0%	0%	0%	0%
Other	0%	0%	0%	0%	0%	0%
Total	100%	100%	100%	100%	100%	100%

**Table 136: Safety of Pedestrian Facilities**

<b>Please tell me which statement comes closest to your own view.</b>	<b>Under \$25,000</b>	<b>\$25,000 to under \$50,000</b>	<b>\$50,000 to under \$100,000</b>	<b>\$100,000 or more</b>	<b>Refused</b>	<b>Overall</b>
I walk in my area whenever I want to because sidewalks and crosswalks are adequate and I have places to walk safely.	38%	35%	53%	49%	48%	47%
I would walk more frequently in my area if I felt safer with more sidewalks and crosswalks.	21%	30%	21%	31%	12%	24%
I do not walk in my area because I don't feel safe.	31%	18%	10%	4%	20%	13%
I do not walk in my area for reasons other than safety.	10%	17%	16%	16%	20%	16%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Table 137: Safety of Bicycling Facilities**

<b>Please tell me which statement comes closest to your own view.</b>	<b>Under \$25,000</b>	<b>\$25,000 to under \$50,000</b>	<b>\$50,000 to under \$100,000</b>	<b>\$100,000 or more</b>	<b>Refused</b>	<b>Overall</b>
I bicycle in my area whenever I want. Bike routes or lanes are adequate and I have places to ride my bike safely.	11%	19%	13%	27%	32%	20%
I would bicycle more frequently in my area if I felt safer with more bike routes and lanes.	18%	8%	21%	26%	21%	20%
I do not bicycle in my area because I don't feel safe. There are no bike lanes where I can safely ride my bike.	31%	28%	14%	11%	11%	17%
I do not bicycle in my area for reasons other than safety.	40%	45%	51%	36%	35%	43%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

**Table 138: Effectiveness of Improvements for the Transportation System**

Now I am going to read you a list of some things that might be done to improve the transportation system and reduce congestion in your area. For each, please tell me how effective you think it would be.		Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
How about improving and expanding bus services?	Very effective	73%	50%	39%	29%	20%	40%
	Somewhat effective	24%	42%	47%	53%	60%	46%
	Not at all effective	3%	8%	14%	17%	20%	13%
	Total	100%	100%	100%	100%	100%	100%
Expanding passenger railroad services?	Very effective	47%	42%	40%	30%	14%	35%
	Somewhat effective	37%	33%	34%	40%	63%	40%
	Not at all effective	16%	25%	26%	30%	23%	25%
	Total	100%	100%	100%	100%	100%	100%
Providing special lanes for carpooling and transit?	Very effective	56%	27%	26%	19%	13%	26%
	Somewhat effective	30%	29%	35%	41%	26%	34%
	Not at all effective	14%	44%	39%	40%	61%	40%
	Total	100%	100%	100%	100%	100%	100%
Coordinating and better timing of traffic signals?	Very effective	66%	41%	67%	61%	55%	60%
	Somewhat effective	27%	42%	27%	28%	35%	30%
	Not at all effective	7%	17%	7%	11%	10%	10%
	Total	100%	100%	100%	100%	100%	100%
Widening existing highways?	Very effective	56%	42%	51%	43%	44%	47%
	Somewhat effective	29%	27%	31%	35%	24%	30%
	Not at all effective	15%	30%	18%	22%	33%	22%
	Total	100%	100%	100%	100%	100%	100%
Building major new highways?	Very effective	40%	25%	27%	17%	13%	24%
	Somewhat effective	30%	46%	37%	38%	27%	36%
	Not at all effective	30%	30%	35%	45%	60%	40%
	Total	100%	100%	100%	100%	100%	100%
Building more sidewalks to connect neighborhoods and commercial areas?	Very effective	61%	35%	39%	37%	21%	38%
	Somewhat effective	27%	43%	34%	36%	51%	37%
	Not at all effective	12%	22%	27%	27%	28%	24%
	Total	100%	100%	100%	100%	100%	100%
Providing more information to make it easier to take transit or carpool?	Very effective	73%	48%	42%	37%	29%	43%
	Somewhat effective	24%	40%	46%	45%	37%	41%
	Not at all effective	4%	12%	13%	18%	34%	16%
	Total	100%	100%	100%	100%	100%	100%

Now I am going to read you a list of some things that might be done to improve the transportation system and reduce congestion in your area. For each, please tell me how effective you think it would be.		Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
Developing more park-and-ride lots?	Very effective	61%	56%	31%	27%	35%	38%
	Somewhat effective	27%	33%	46%	56%	45%	44%
	Not at all effective	12%	11%	22%	18%	21%	18%
	Total	100%	100%	100%	100%	100%	100%
Providing more information on traffic incidents, construction, accidents and delays?	Very effective	66%	58%	42%	32%	29%	43%
	Somewhat effective	30%	28%	45%	51%	50%	43%
	Not at all effective	3%	14%	13%	17%	20%	14%
	Total	100%	100%	100%	100%	100%	100%
Expanding bicycle networks - bike trails, lanes and routes?	Very effective	56%	32%	28%	24%	36%	32%
	Somewhat effective	30%	50%	41%	51%	31%	43%
	Not at all effective	14%	17%	30%	25%	32%	25%
	Total	100%	100%	100%	100%	100%	100%
Designing communities that make it easier for people to walk and bike to stores, schools and other public facilities and other neighborhoods?	Very effective	74%	52%	47%	59%	49%	54%
	Somewhat effective	24%	41%	40%	21%	33%	32%
	Not at all effective	3%	7%	13%	20%	18%	13%
	Total	100%	100%	100%	100%	100%	100%
Reducing the amount of new development?	Very effective	51%	41%	39%	37%	51%	42%
	Somewhat effective	38%	41%	47%	35%	31%	40%
	Not at all effective	12%	18%	15%	28%	19%	19%
	Total	100%	100%	100%	100%	100%	100%
Improving freight railroads so more products can travel by rail rather than truck?	Very effective	66%	52%	48%	37%	49%	48%
	Somewhat effective	26%	27%	38%	44%	29%	35%
	Not at all effective	8%	22%	14%	18%	22%	17%
	Total	100%	100%	100%	100%	100%	100%

**Table 139: Support for Various Funding Methods for Transportation Projects**

There are always more transportation projects that are needed than there is money to pay for them. For each, please tell me if you support or do not support ways to close this gap.		Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
How about raising tolls?	Support	23%	33%	35%	40%	16%	32%
	Do not support	77%	67%	65%	60%	84%	68%
	Total	100%	100%	100%	100%	100%	100%
Do you support or not support raising gas taxes?	Support	12%	10%	19%	24%	24%	19%
	Do not support	88%	90%	81%	76%	76%	81%
	Total	100%	100%	100%	100%	100%	100%
Do you support or not support raising license and registration fees?	Support	28%	42%	46%	52%	34%	43%
	Do not support	72%	58%	54%	48%	66%	57%
	Total	100%	100%	100%	100%	100%	100%
Creating new fees paid by the public or developers who benefit from transportation improvements?	Support	59%	55%	65%	70%	72%	65%
	Do not support	41%	45%	35%	30%	28%	35%
	Total	100%	100%	100%	100%	100%	100%
What about delaying or eliminating some projects to save money?	Support	76%	83%	66%	72%	76%	73%
	Do not support	24%	17%	34%	28%	24%	27%
	Total	100%	100%	100%	100%	100%	100%
Do you support or do not support increasing fares on MARC or The Bus (Cecil County) DART First State (New Castle County)?	Support	36%	36%	38%	40%	21%	36%
	Do not support	64%	64%	62%	60%	79%	64%
	Total	100%	100%	100%	100%	100%	100%
What about including the private sector in financing transportation?	Support	66%	54%	65%	74%	57%	65%
	Do not support	34%	46%	35%	26%	43%	35%
	Total	100%	100%	100%	100%	100%	100%

**Table 140: Support for New Development**

Some people say that they don't want any new development in their community because growth and congestion has hurt quality of life. Other people accept development and congestion because they feel that growth improves our economy. Which side do you agree with most?	Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
I don't want any new development	44%	51%	43%	50%	61%	49%
I accept development because it improves the economy	56%	49%	57%	50%	39%	51%
Total	100%	100%	100%	100%	100%	100%

**Table 141: Preference of Living Environment**

Would you prefer to live in an area that is...?	Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
Urban	24%	13%	16%	12%	6%	14%
Suburban	56%	62%	53%	65%	54%	58%
Rural	19%	25%	31%	23%	39%	28%
Total	100%	100%	100%	100%	100%	100%

**Table 142: Placement of New Development**

In your opinion should new development be concentrated in certain areas, such as in existing towns and villages and in designated growth areas, or should new development occur wherever developers and landowners choose?	Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
In existing towns and in designated growth areas	68%	73%	67%	74%	75%	71%
Where developers choose	32%	27%	33%	26%	25%	29%
Total	100%	100%	100%	100%	100%	100%

**Table 143: Strategies to Manage Growth and Development**

Please tell me if you strongly agree, agree, disagree or strongly disagree with the following statements to manage growth and development.		Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
Mixing appropriate businesses with new residential development should be encouraged.	Strongly agree	18%	18%	20%	27%	15%	21%
	Agree	66%	63%	65%	57%	57%	62%
	Disagree	9%	10%	13%	8%	27%	12%
	Strongly disagree	6%	10%	2%	8%	1%	5%
	Total	100%	100%	100%	100%	100%	100%
Revising zoning codes to better support transit use, bicycling and walking should be encouraged.	Strongly agree	42%	38%	33%	30%	38%	35%
	Agree	53%	52%	53%	58%	46%	54%
	Disagree	1%	6%	11%	9%	11%	8%
	Strongly disagree	4%	4%	3%	2%	6%	3%
	Total	100%	100%	100%	100%	100%	100%
Supporting farmland or open space preservation through tax incentives or subsidies to help direct development to other areas.	Strongly agree	27%	24%	39%	35%	44%	35%
	Agree	65%	61%	46%	40%	40%	49%
	Disagree	5%	9%	11%	19%	15%	12%
	Strongly disagree	3%	5%	4%	6%	2%	4%
	Total	100%	100%	100%	100%	100%	100%

**Table 144: Air Quality in the Region**

How would you rate air quality in our region?	Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
Very good	11%	11%	10%	21%	13%	14%
Good	41%	32%	39%	35%	39%	37%
Fair	23%	29%	31%	25%	39%	29%
Poor	17%	17%	14%	15%	6%	14%
Very poor	8%	12%	6%	4%	2%	6%
Total	100%	100%	100%	100%	100%	100%

**Table 145: Knowledge of Ozone Action Days and PM 2.5**

		Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
Have you heard of the Air Quality Partnership of Delaware?	Yes	8%	17%	12%	21%	9%	14%
	No	92%	83%	88%	79%	91%	86%
	Total	100%	100%	100%	100%	100%	100%
Have you heard of Ozone Action days?	Yes	44%	37%	52%	52%	58%	50%
	No	56%	63%	48%	48%	42%	50%
	Total	100%	100%	100%	100%	100%	100%
Have you heard of particulate matter or PM 2.5?	Yes	24%	18%	25%	26%	38%	26%
	No	76%	82%	75%	74%	62%	74%
	Total	100%	100%	100%	100%	100%	100%

**Table 146: Behaviors to Improve Air Quality**

What would you be willing to do to improve air quality in our region? Would you ever...?	Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
Carpool or vanpool	67%	72%	62%	58%	67%	64%
Take transit	60%	61%	59%	59%	42%	57%
Walk or bike	68%	66%	54%	60%	35%	57%
Work from home	8%	28%	38%	50%	20%	34%
I would not be willing to make any changes	0%	0%	0%	0%	0%	0%
I CANNOT make any changes	2%	2%	4%	8%	5%	5%
Other	1%	2%	2%	3%	5%	3%

\*Percent may total more than 100 as respondents were allowed more than one response.

**Table 147: Respondent's Household Size**

Including yourself, how many persons live your household?	Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
One	32%	23%	17%	5%	13%	16%
Two	18%	47%	29%	30%	47%	33%
Three	30%	13%	17%	23%	22%	20%
Four	13%	9%	25%	26%	6%	19%
Five	2%	5%	8%	9%	8%	7%
Six or more	5%	3%	4%	7%	1%	5%
Refused	0%	0%	0%	0%	3%	0%
Total	100%	100%	100%	100%	100%	100%

**Table 148: Respondent's Education Level**

What is your highest level of education?	Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
Non-high school graduate	16%	5%	2%	0%	3%	4%
High school graduate	47%	40%	15%	9%	26%	23%
Some college	18%	39%	23%	20%	17%	24%
Bachelors degree	10%	8%	42%	33%	36%	29%
Graduate degree	8%	9%	17%	38%	17%	20%
Refused	1%	0%	1%	0%	1%	1%
Total	100%	100%	100%	100%	100%	100%

**Table 149: Familiarity with WILMAPCO**

As I stated in the beginning, this survey is being conducted by WILMAPCO, the Wilmington Area Planning Council. Are you familiar with this organization?	Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
Yes	16%	26%	31%	40%	47%	33%
No	82%	73%	68%	59%	53%	66%
Not sure/Don't know/Refused	2%	1%	1%	0%	0%	1%
Total	100%	100%	100%	100%	100%	100%

**Table 150: Interested in Receiving Free Newsletters or Public Meeting Announcements**

Would you be interested in receiving free newsletters or public meeting announcements from WILMAPCO regarding future transportation plans in your area?	Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
Newsletters	27%	20%	16%	8%	4%	14%
Public meeting announcements	4%	2%	3%	0%	2%	2%
Both	33%	21%	23%	16%	5%	20%
Neither	36%	57%	58%	77%	89%	64%
Total	100%	100%	100%	100%	100%	100%

**Table 151: Respondent's Gender**

Was this person male or female?	Under \$25,000	\$25,000 to under \$50,000	\$50,000 to under \$100,000	\$100,000 or more	Refused	Overall
Male	27%	43%	47%	58%	56%	48%
Female	73%	57%	53%	42%	44%	52%
Total	100%	100%	100%	100%	100%	100%

## Appendix D: Survey Methodology

### Interview Script Development

The original script was developed in 2006 by DMJM Harris in conjunction with the WILMAPCO staff. The survey went through three rounds of pre-testing where questions were re-ordered to enhance the flow of the survey. Additionally, some questions were removed from the survey to maintain an average interview duration of 18-minutes or less to lessen the burden on respondents. This same script was used again in 2010 and 2014, with the addition of a few questions.

### Sample Selection

Aspen Media and Market Research, a company specializing in phone survey services which conducted the interviewing, purchased a random digit dial sample. Phone numbers of Cecil County, Maryland, and New Castle County, Delaware, residents were randomly selected for interviewing.

In 2006 and 2010, an overall quota of 200 completed interviews for Cecil County and 400 completed interviews for New Castle County was set. In 2014, additional quotas were set for race/ethnicity of the respondent. It was difficult to fill some of these quota groups from the RDD sample, so additional listed phone numbers where racial/ethnic identity had been determined (although not perfectly) to help fill these quota groups.

### Survey Administration

Phone calls were made from May 14 to to July 1, 2014. The data were recorded electronically using a Computer-Assisted Telephone Interviewing (CATI) system. (CATI is a software program that automatically dials phone numbers, logs dispositions and records responses to completed interviews.) The data collection period included three nights of pre-testing that resulted in small modifications of the survey instrument (question deletion or reordering the questions). A majority of the interviews was completed during the evening hours, although calls were made on the weekend and during weekdays also. All phone numbers were dialed at least eight times before replacing with another number, with at least one of the attempts on either a weekend or weekday. The dispositions of the numbers dialed during the survey are listed in the table on the following page.

A total of 25,155 phone numbers were dialed during the survey administration. The final disposition of all calls were coded according the response rate categories defined by the American Association of Public Opinion Research, in order to calculate a response rate using their standards. Some of these numbers are considered ineligible for the survey. (Disconnected, fax/data line or business phone numbers were not included as eligible households. For the 8,123 phone numbers where the eligibility status of the household was unknown, 49% were estimated to be eligible. This proportion was assumed to hold for those households not contacted, or where the household refused, and therefore prevented knowing the eligibility status, and only 49% of these numbers were included in the final response rate calculation.) Of the approximately 12,445 households called, 614 were eligible for and completed the interview providing a response rate of 4.9%.

<b>Disposition of all Numbers Called</b>	
Complete	614
Refusal and breakoff	1,045
Respondent never available	1,054
Answering machine household-no message left	5,615
Language problem	98
Always busy	126
No answer	7,956
Call blocking	41
Fax/data line	432
Non-working/disconnect	1,190
Non-working number	4,082
Pager	19
Business, government office, other organizations	2,416
Quota filled	467
<b>Total phone numbers used</b>	<b>25,155</b>
I=Complete Interviews	614
P=Partial Interviews	0
R=Refusal and break off	1,045
NC=Non Contact	6,669
O=Other	98
IE=Ineligible	8,606
e <sup>1</sup> =estimated proportion of cases of unknown eligibility that are eligible	49%
UH=Unknown household	8,123
UO=Unknown other	0
Response Rate <sup>2</sup>	4.9%

## Confidence Intervals

It is customary to describe the precision of estimates made from surveys by a “level of confidence” (or margin of error). The 95 percent confidence level for the survey is generally no greater than plus or minus four percentage points around any given percent reported for the entire sample (614 completed interviews). For each county from the survey, the margin of error rises to as much as plus or minus 7% for the approximately 200 completed interviews (in Cecil County) to plus or minus 5% for the approximately 400 completed surveys (in New Castle County). Where estimates are given for sub groups, they are less precise. Generally the 95% confidence interval is plus or minus five percentage points for about 400 completed interviews to 10 percentage points for 100 completed interviews.

<sup>1</sup> Estimate of e is based on proportion of eligible households among all numbers for which a definitive determination of status was obtained (a very conservative estimate).

<sup>2</sup> The response rate was calculated as  $I / ((I+P) + (R+NC+O) + e(UH+UO))$ .

## Data Weighting and Analysis

The demographic characteristics of the survey sample were compared to estimates from the 2008-2012 American Community Survey administered by the U.S. Census Bureau for Cecil County and New Castle County and were statistically adjusted to reflect the larger population. Additionally responses to the survey were weighted by county to match the percent of the total population of the two counties combined that each of the counties makes up. The results of the weighting schemes are presented in the following tables.

New Castle County Survey Weighting Table			
Characteristic	Percent in Population		
	Population Norm*	Unweighted Data	Weighted Data
<b>Sex and Age</b>			
18-34 years of age	31.5%	10.7%	30.5%
35-54 years of age	37.3%	31.9%	36.7%
55+ years of age	31.3%	57.4%	32.8%
Female	52.3%	57.9%	52.4%
Male	47.7%	42.1%	47.6%
Females 18-34	15.9%	6.6%	15.4%
Females 35-54	19.2%	17.3%	19.1%
Females 55+	17.3%	35.8%	17.8%
Males 18-34	15.6%	4.1%	15.1%
Males 35-54	18.1%	14.6%	17.6%
Males 55+	14.0%	21.7%	15.1%
<b>Race and Ethnicity (Adults 18+)</b>			
Non-Hispanic White	65.1%	58.0%	65.4%
Hispanic – any race(s)	7.2%	8.8%	7.2%
Black alone	22.2%	23.5%	22.1%
Asian alone	4.4%	4.0%	4.4%
Other (including multi-racial)	1.1%	5.8%	1.0%

\* Source: U.S. Census Bureau, 2008-2012 American Community Survey

**Cecil County Survey Weighting Table**

Characteristic	Percent in Population		
	Population Norm*	Unweighted Data	Weighted Data
<b>Sex and Age</b>			
18-34 years of age	27.0%	7.0%	26.6%
35-54 years of age	40.4%	26.9%	40.4%
55+ years of age	32.6%	66.2%	33.0%
Female	50.9%	59.7%	51.6%
Male	49.1%	40.3%	48.4%
Females 18-34	13.4%	4.5%	12.6%
Females 35-54	20.6%	16.4%	21.1%
Females 55+	16.9%	36.8%	17.9%
Males 18-34	13.6%	2.5%	13.7%
Males 35-54	19.8%	10.4%	18.9%
Males 55+	15.7%	29.4%	15.8%
<b>Race and Ethnicity (Adults 18+)</b>			
Non-Hispanic White	89.0%	81.9%	88.3%
Hispanic – any race(s)	2.8%	3.5%	3.2%
Black alone	5.7%	4.5%	5.3%
Asian alone	1.1%	1.0%	1.1%
Other	1.5%	9.0%	2.1%

\* Source: U.S. Census Bureau, 2008-2012 American Community Survey

**By County Weighting Table**

Characteristic	Percent in Population		
	Population Norm*	Unweighted Data	Weighted Data
<b>Counties</b>			
New Castle County	84.5%	67.1%	84.5%
Cecil County	15.5%	32.9%	15.5%

\* Source: U.S. Census Bureau, 2008-2012 American Community Survey

The results were analyzed by National Research Center, Inc. staff using the Statistical Package for the Social Sciences (SPSS). Chi-square statistical tests were conducted to determine whether differences between groups (either by year in Appendix A or by respondent characteristic in Appendix C) were statistically significant ( $p < 0.05$ ).

## Appendix E: Survey Script

The following pages contain a copy of the interview script used for the 2014 WILMAPCO Public Opinion Survey.

Hello, my name is \_\_\_\_\_ calling from the National Research Center on behalf of WILMAPCO, the Wilmington Area Planning Council. WILMAPCO is a public agency that makes decisions about transportation in New Castle County, Delaware and Cecil County, Maryland. We are conducting a survey tonight about what kinds of transportation improvements are important to you. May I take some of your time to ask you questions about transportation?

- 1) In order to keep our survey representative, I would like to speak to the adult member in your household who most recently had a birthday. Is that you? (IF YES, GO TO Q3. IF NO CONTINUE)
- 2) May I speak with that person please? (REPEAT FIRST PARAGRAPH IF THE BIRTHDAY PERSON IS NOT THE PERSON WHO ANSWERED THE PHONE. IF THAT PERSON IS NOT AT HOME, GET THAT PERSON'S FIRST NAME AND SCHEDULE A CALL BACK)

[PROGRAMMING NOTE: USE SAMPLE BRING-INS FOR STATE AND COUNTY TEXT (CECIL COUNTY, MARYLAND & NEW CASTLE COUNTY, DELAWARE)]

- 3) Are you a resident of Cecil/New Castle County?
  - 1 – Yes (CONTINUE)
  - 2 – No (TERMINATE SURVEY)
  - 3 – Don't Know/Refused (DO NOT READ) (TERMINATE SURVEY)

S1) Are you Spanish, Hispanic or Latino?

- 1 - Yes
- 2 - No
- 3 -Refused (DO NOT READ)

S2) Which of the following races do you consider yourself to be? [MULTIPLE RESPONSE. PROBE] Anything else?

- 1 American Indian or Alaskan native
- 2 Asian or Pacific Islander
- 3 Black/African American
- 4 White/Caucasian
- 5 Other
- 6 Refused (DO NOT READ)

4) To begin with, for how many years have you lived in Cecil/New Castle County or have you lived here all your life?

- 1 - Under 3 years
- 2 - 3 to under 6 years
- 3 - 6 to under 11 years
- 4 - 11 to under 21 years
- 5 - 21 + years
- 6 - All my life
- 7 - Don't Know/Refused (DO NOT READ)

5) Could you tell me how many motor vehicles are in your household?

- 1 - One
- 2 - Two
- 3 - Three
- 4 - Four or more
- 5 - None
- 6 - Don't know/refused (DO NOT READ)

6) Looking ahead, what do you think will be the most critical issue facing the region in the next 5 to 10 years? (DO NOT READ RESPONSES. INTERVIEWER MAY ACCEPT UP TO TWO GENERAL ISSUES IN RESPONSE.)

- 1 - The economy
- 2 - Growth/development
- 3 - Transportation
- 4 - Environment
- 5 - Open space and farmland
- 6 - Public education
- 7 - Crime
- 8 - Affordable housing
- 9 - Other (SPECIFY)
- 10 - Don't know/Refused
- 11 - There are no critical issues

- 7) Transportation in our region consists of roads, buses, trains, sidewalks and bike facilities. How well do you feel the transportation system meets your travel needs? Would you say very well, somewhat well, not too well, or not at all?
- 4 - Very Well
  - 3 - Somewhat Well
  - 2 - Not Too Well
  - 1 - Not at All
  - 5 – Don't know/Refused (DO NOT READ)
- 8) Thinking about the means of transportation that are available to you, would you say that you have many different means of travel to choose from such as auto, mass transit, biking and walking to meet your travel needs or would you say that you have very few options to choose from?
- 1 - Many Different Options
  - 2 - Very Few Options
  - 3 – Somewhere in Between (DO NOT READ)
  - 4 – Don't know/Refused (DO NOT READ)
- 9) What types of transportation would you like access to that you do not have available now? (PROMPT IF NEEDED bus, train, auto, bike, walk) (RECORD ALL RESPONSES)  
(PROMPT IF NEEDED: Any other type of transportation you'd like available?)
- 1 - Bus
  - 2 - Train
  - 3 - Auto /Car
  - 4 – Bicycle
  - 5 – Walk
  - 6 – Other (DO NOT READ) (SPECIFY: \_\_\_\_\_)
  - 7 – Don't know/Refused (DO NOT READ)
  - 8 – None, I have access to all I need (DO NOT READ)
- 10) What do you think is the biggest transportation problem facing Cecil/New Castle County today? (RECORD ONE RESPONSE – DO NOT READ LIST)
- 1 - Congestion
  - 2 - Over development
  - 3 – Condition of roads
  - 4 – Limited public transportation
  - 5 – Lack of funding for transportation
  - 6 - Aging population
  - 7 – Cost of travel
  - 8 – Pollution
  - 9 – Other (SPECIFY: \_\_\_\_\_)
  - 10 - Don't know/Refused
  - 11 – None, there really isn't any transportation problem (DO NOT READ)

- 11) How serious would you say is the problem of traffic congestion in your area ---very serious, somewhat serious, or not too serious?
- 3 - Very Serious
  - 2 - Somewhat Serious
  - 1 - Not too serious
  - 4 - Don't know/Refused (DO NOT READ)
- 11A. Are you currently employed?
- 1. Yes, Employed
  - 2. No, Not Employed → go to question #14
  - 3. Don't Know/Refused → go to question #14
- 11B. How do you usually travel to work each day? [Read list as needed] [m]
- 1. Drive alone
  - 2. Carpool / ride with others
  - 3. Take a bus
  - 4. Take a train
  - 5. Walk
  - 6. Bicycle
  - 7. Work at home → go to question #14
  - 8. Other \_\_\_\_\_(SPECIFY)(RECORD ON OPEN END SHEET)
  - 9. Don't Know / Refused (DO NOT READ)
- 11C. On the average, how long does it take you to travel to work each day? [READ LIST AS NEEDED – NOTE to interviewers: we are only asking about the commute TO work, from home)]
- 1 Less than 5 minutes
  - 2 6 to 9 min
  - 3 10 to14 min
  - 4 15 to19 min
  - 5 20 to 24 min
  - 6 25 to 29 min
  - 7 30 to39 min
  - 8 40 to 49 min
  - 9 50-59 min
  - 10 60 or more minutes
  - Don't Know / Refused (DO NOT READ)

11D. How long do you think it would take to travel to work if there was no traffic congestion at all? [read list as needed]

- 1 Less than 5 minutes
- 2 6 to 9 min
- 3 10 to 14 min
- 4 15 to 19 min
- 5 20 to 24 min
- 6 25 to 29 min
- 7 30 to 39 min
- 8 40 to 49 min
- 9 50-59 min
- 10 60 or more minutes
- 11 Don't Know / Refused (DO NOT READ)

12) In general, how often do you find yourself in traffic congestion when you go to work?

Would you say most of the time, sometimes, rarely or never?

- 4 – Most of the time
- 3 – Sometimes
- 2 – Rarely
- 1 – Never (GO TO Q 14)
- 5 – I don't travel to work (GO TO Q 14)
- 6 – Not sure/Other/Refused (DO NOT READ)

13) Which of the following have you done to avoid traffic congestion to and from work? Have you ever...?(CHECK ALL THAT APPLY)

- 1 – Changed the time you leave
- 2 – Changed the route you take
- 3 – Changed jobs
- 4 – Changed where you live
- 5 – Worked from home
- 6 – Used carpools or vanpools
- 7 – Taken a bus or train
- 8 – Walked or biked
- 9 – I have never made any changes to avoid congestion
- 10 – Other (DO NOT READ) (SPECIFY: \_\_\_\_\_)
- 11 – Don't Know/Refused (DO NOT READ)

- 14) What type of public transportation have you taken in the past year? Have you taken DART buses, SEPTA, MARC, The Bus, the Department of Aging buses, Amtrak (Cecil County) DART buses, SEPTA, MARC, UNICITY, Amtrak (New Castle County) or have you not used mass transit? (RECORD ALL RESPONSES)

1 – DART buses  
2 – SEPTA trains  
3 – MARC  
4 – The Bus (Cecil County ONLY – hide for New Castle County)  
5 – Department of Aging buses (Cecil County ONLY – hide for New Castle County)  
6 – UNICITY (New Castle County ONLY – hide for Cecil County)  
7 – Amtrak  
8 – Other (SPECIFY: \_\_\_\_\_)  
9 – I have not used mass transit in the past year (GO TO Q16)  
10 – Don't Know/Refused (GO TO Q16)

Note from Erin: "The Bus" is one of the Dept of Aging buses – they want to see which term people are most familiar with (4 or 5). They are both only for CC

- 15) What has been your destination when you've used public transit? (IF NECESSARY, for example, going to work, shopping, school?) (CHECK ALL MENTIONED) (IF RESPONDENTS ARE ASKED THIS QUESTION THEN, DO NOT ASK Q16, SKIP TO Q17)

1 – Work  
2 – School  
3 – Shopping  
4 – Personal appointments  
5 – Visiting  
6 – Recreation/entertainment  
7 – Other (SPECIFY: \_\_\_\_\_)  
8 – Don't know/Refused (DO NOT READ)

[ASKED ONLY IF Q14=9 OR Q14=10]

- 16) Could you please tell me why you do not use buses and trains in your area? (RECORD ALL RESPONSES)

1 – SPECIFY: \_\_\_\_\_  
2 – Don't Know/Refused (DO NOT READ)

- 17) Now, I'd like you to think about development in Maryland/Delaware and how it has affected transportation. Would you say there was a great deal of planning, about the right amount of planning, or not enough planning between development and transportation?

1 – Great Deal of Planning  
2 – Right Amount of Planning  
3 – Not Enough Planning  
4 – Depends (DO NOT READ)  
5 – Don't Know/Refused (DO NOT READ)

- 18) Next, I am going to read you a list of issues that we are facing in Maryland/Delaware. For each please tell me if you think it is a critical issue, an important issue or not very important. What about..?

Reducing traffic congestion on roads and highways? Do you think it is a critical issue, an important issue or not very important?

- 3 - Critical Issue
- 2 - Important Issue
- 1 - Not very important issue
- 4 – Don't know/Not sure/Refused (DO NOT READ)

- 19) Improving the public transportation system - bus and train service?

- 3 - Critical Issue
- 2 - Important Issue
- 1 - Not very important issue
- 4 – Don't know/Not sure/Refused (DO NOT READ)

- 20) Revitalizing existing communities and downtowns?

- 3 - Critical Issue
- 2 - Important Issue
- 1 - Not very important issue
- 4 – Don't know/Not sure/Refused (DO NOT READ)

- 21) Improving facilities for biking and walking? Do you think it is a critical issue, an important issue or not very important?

- 3 - Critical Issue
- 2 - Important Issue
- 1 - Not very important issue
- 4 – Don't know/Not sure/Refused (DO NOT READ)

- 22) Cleaning up the environment?

- 3 - Critical Issue
- 2 - Important Issue
- 1 - Not very important issue
- 4 – Don't know/Not sure/Refused (DO NOT READ)

- 23) Managing growth and development?

- 3 - Critical Issue
- 2 - Important Issue
- 1 - Not very important issue
- 4 – Don't know/Not sure/Refused (DO NOT READ)

- 24) Preserving open space and farmland?
- 3 - Critical Issue
  - 2 - Important Issue
  - 1 - Not very important issue
  - 4 – Don’t know/Not sure/Refused (DO NOT READ)
- 25) Now I'm going to read to you three statements about the connection between Cecil/New Castle County's economy and the transportation system - meaning the roads, buses, and trains. Please tell me which statement comes closest to your own view.
- 1 - Statement 1: The transportation system in Cecil/New Castle County is basically as good as it needs to be in order to maintain economic growth.
  - 2 - Statement 2: The transportation system in Cecil/New Castle County needs some minor changes and investments.
  - 3 - Statement 3: The transportation system in Cecil/New Castle County needs some major changes and investments.
  - 4 – Don’t know/Refused (DO NOT READ)
- 26) Given that transportation dollars are limited in Maryland/Delaware, what should the state's highest priority be? Should the state's highest priority be to improve transportation facilities in towns and cities or to construct new facilities in developing areas?
- 1 – Improve existing transportation facilities
  - 2 – Construct new transportation facilities in developing areas
  - 3 - Not sure/Other/Refused (DO NOT READ)
- 27) What type of transportation improvements do you think should receive the highest priority for funding? Should the priority be to...? (RECORD ONE RESPONSE)
- 1 – Maintain and repair the existing transportation system
  - 2 – Build more roads and highways in developing areas
  - 3 – Provide more options such as transit, walk or bike
  - 4 – Increase safety for all travel options
  - 5 – Use technology to improve the transportation system
  - 6 – Other (DO NOT READ) (SPECIFY: \_\_\_\_\_)
  - 7 – Not sure/Refused (DO NOT READ)

28) In thinking about safety, what do you think is the most common cause of traffic crashes in our region? Would you say...? (RECORD ONE RESPONSE)

- 1 – Congestion
- 2 - Poor design of roads
- 3 – Poor condition of roads
- 4 – Poor driving
- 5 - Speeding
- 6 – Other (DO NOT READ) (SPECIFY: \_\_\_\_\_)
- 7 – Weather conditions (removed from the survey after the xx iteration)
- 8 - Don't know/Refused (DO NOT READ)

29) I'm going to read to you four statements about the safety of Maryland's/Delaware's pedestrian facilities. Please tell me which statement comes closest to your own view.

- 1 - Statement 1: I walk in my area whenever I want to because sidewalks and crosswalks are adequate and I have places to walk safely. (GO TO Q. 31)
- 2 - Statement 2: I would walk more frequently in my area if I felt safer with more sidewalks and crosswalks. (GO TO Q. 31)
- 3 - Statement 3: I do not walk in my area because I don't feel safe. (CONTINUE)
- 4 - Statement 4: I do not walk in my area for reasons other than safety. (CONTINUE)
- 5 – Don't Know/Refused (DO NOT READ) (CONTINUE)

30) Could you please tell me why you do not walk in your area? (RECORD ALL RESPONSES)

- 1 – SPECIFY: \_\_\_\_\_
- 2 – Don't Know/Refused (DO NOT READ)
- 3 – HEALTH PROBLEMS (DO NOT READ. IF THIS IS MENTIONED, GO TO Q 33)

31) I'd like to ask you a similar question about bicycling facilities. Please tell me which statement comes closest to your own view.

- 1 - Statement 1: I bicycle in my area whenever I want. Bike routes or lanes are adequate and I have places to ride my bike safely. (GO TO Q. 33)
- 2 - Statement 2: I would bicycle more frequently in my area if I felt safer with more bike routes and lanes. (GO TO Q. 33)
- 3 - Statement 3: I do not bicycle in my area because I don't feel safe. There are no bike lanes where I can safely ride my bike. (CONTINUE)
- 4 - Statement 4: I do not bicycle in my area for reasons other than safety. (CONTINUE)
- 5 - Don't Know/Refused (DO NOT READ) (CONTINUE)

32) Could you please tell me why you do not bicycle in your area? (RECORD ALL RESPONSES)

- 1 - SPECIFY: \_\_\_\_\_
- 2 - Don't Know/Refused (DO NOT READ)

33) Now I am going to read you a list of some things that might be done to improve the transportation system and reduce congestion in your area. For each, please tell me how effective you think it would be.

How about improving and expanding bus services? Do you think that improving and expanding bus services would be very effective, somewhat effective, or not at all effective for reducing congestion?

- 3 - Very effective
- 2 - Somewhat effective
- 1 - Not at all effective
- 4 - Not sure/Refused (DO NOT READ)

34) Expanding passenger railroad services?

- 3 - Very effective
- 2 - Somewhat effective
- 1 - Not at all effective
- 4 - Not sure/Refused (DO NOT READ)

35) Providing special lanes for carpooling and transit? Do you think that special lanes would be very effective, somewhat effective or not at all effective for reducing congestion?

- 3 - Very effective
- 2 - Somewhat effective
- 1 - Not at all effective
- 4 - Not sure/Refused (DO NOT READ)

- 36) Coordinating and better timing of traffic signals?  
3 - Very effective  
2 - Somewhat effective  
1 - Not at all effective  
4 - Not sure/Refused (DO NOT READ)
- 37) Widening existing highways?  
3 - Very effective  
2 - Somewhat effective  
1 - Not at all effective  
4 - Not sure/Refused (DO NOT READ)
- 38) Building major new highways?  
3 - Very effective  
2 - Somewhat effective  
1 - Not at all effective  
4 - Not sure/Refused (DO NOT READ)
- 39) Building more sidewalks to connect neighborhoods and commercial areas?  
3 - Very effective  
2 - Somewhat effective  
1 - Not at all effective  
4 - Not sure/Refused (DO NOT READ)
- 40) Providing more information to make it easier to take transit or carpool?  
3 - Very effective  
2 - Somewhat effective  
1 - Not at all effective  
4 - Not sure/Refused (DO NOT READ)
- 41) Developing more park-and-ride lots?  
3 - Very effective  
2 - Somewhat effective  
1 - Not at all effective  
4 - Not sure/Refused (DO NOT READ)
- 42) Providing more information on traffic incidents, construction, accidents and delays?  
3 - Very effective  
2 - Somewhat effective  
1 - Not at all effective  
4 - Not sure/Refused (DO NOT READ)

- 43) Expanding bicycle networks – bike trails, lanes and routes?  
3 - Very effective  
2 - Somewhat effective  
1 - Not at all effective  
4 - Not sure/Refused (DO NOT READ)
- 44) Designing communities that make it easier for people to walk and bike to stores, schools and other public facilities and other neighborhoods?  
3 - Very effective  
2 - Somewhat effective  
1 - Not at all effective  
4 - Not sure/Refused (DO NOT READ)
- 45) Reducing the amount of new development?  
3 - Very effective  
2 - Somewhat effective  
1 - Not at all effective  
4 - Not sure/Refused (DO NOT READ)
- 46) Improving freight railroads so more products can travel by rail rather than truck?  
3 - Very effective  
2 - Somewhat effective  
1 - Not at all effective  
4 - Not sure/Refused (DO NOT READ)
- 47) There are always more transportation projects that are needed than there is money to pay for them. There are a number of ways that Maryland/Delaware could close this gap. For each, please tell me if you support or do not support ways to close this gap.
- How about raising tolls? Do you support or not support raising more money for transportation projects by raising the cost of these items?  
1 – Support  
2 – Do not support  
3 – Don’t Know/Refused (DO NOT READ)
- 48) Do you support or not support raising gas taxes?  
1 – Support  
2 – Do not support  
3 – Don’t Know/Refused (DO NOT READ)
- 49) Do you support or not support raising license and registration fees?  
1 – Support  
2 – Do not support  
3 – Don’t Know/Refused (DO NOT READ)

- 50) Creating new fees paid by the public or developers who benefit from transportation improvements? Do you support or not support creating new fees?
- 1 – Support
  - 2 – Do not support
  - 3 – Don't Know/Refused (DO NOT READ)
- 51) What about delaying or eliminating some projects to save money?
- 1 – Support
  - 2 – Do not support
  - 3 – Don't Know/Refused (DO NOT READ)
- 52) Do you support or do not support increasing fares on MARC or The Bus (Cecil County) DART First State (New Castle County)?
- 1 – Support
  - 2 – Do not support
  - 3 – Don't Know/Refused (DO NOT READ)
- 53) What about including the private sector in financing transportation? Do you support or not support it?
- 1 – Support
  - 2 – Do not support
  - 3 – Don't Know/Refused (DO NOT READ)
- 54) Are there other things that the state should do to close the funding gap for transportation? (RECORD ALL RESPONSES)
- 1 – SPECIFY: \_\_\_\_\_
  - 2 – None (DO NOT READ)
  - 3 – Don't Know/Refused (DO NOT READ)

Next, I am going to ask you some questions on growth and development and how it affects transportation.

- 55) Some people say that they don't want any new development in their community because growth and congestion has hurt quality of life. Other people accept development and congestion because they feel that growth improves our economy. Which side do you agree with most?
- 1 – I don't want any new development
  - 2 – I accept development because it improves the economy
  - 3 – Don't know/Refused (DO NOT READ)
- 56) Would you prefer to live in an area that is...?
- 1 - Urban
  - 2 - Suburban
  - 3 – Rural
  - 4 – Other/Not sure/Refused (DO NOT READ)

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

1 - In existing towns and in designated growth areas  
2 - Where developers choose  
3 - Don't Know/Refused (DO NOT READ)

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

Mixing appropriate businesses with new residential development should be encouraged.

Would you strongly agree, agree, disagree or strongly disagree?

4 - Strongly agree  
3 - Agree  
2 - Disagree  
1 - Strongly Disagree  
5 - Don't know/Refused (DO NOT READ)

- 59) Revising zoning codes to better support transit use, bicycling and walking should be encouraged.

4 - Strongly agree  
3 - Agree  
2 - Disagree  
1 - Strongly Disagree  
5 - Don't know/Refused (DO NOT READ)

- 60) Supporting farmland or open space preservation through tax incentives or subsidies to help direct development to other areas. Would you strongly agree, agree, disagree or strongly disagree?

4 - Strongly agree  
3 - Agree  
2 - Disagree  
1 - Strongly Disagree  
5 - Don't know/Refused (DO NOT READ)

- 61) Now, I'd like to ask you a few questions on air quality. How would you rate air quality in our region? Would you rate air quality as very good, good, fair, poor or very poor?

5 - Very good  
4 - Good  
3 - Fair  
2 - Poor  
1 - Very poor  
6 - Don't know/Refused (DO NOT READ)

- 62) Ground level ozone, or smog, is air pollution that is especially dangerous on hot summer days. It is caused by emissions from cars and other gasoline engines combining with sunlight and heat. The ozone season runs from May through September.

Have you heard of Ozone Action days?

- 1 – Yes
- 2 - No
- 3 – Don't know/Refused (DO NOT READ)

[ONLY ASK 62A OF CECIL COUNTY RESIDENTS]

- 62A) Have you heard of the Air Quality Partnership of Delaware?

- 1 – Yes
- 2 - No
- 3 – Don't know/Refused (DO NOT READ)

- 63) Have you heard of particulate matter or PM 2.5?

- 1 – Yes
- 2 - No
- 3 – Don't know/Refused (DO NOT READ)

- 64) What would you be willing to do to improve air quality in our region? Would you ever...?

(RECORD ALL RESPONSES)

- 1 – Carpool or vanpool
- 2 – Take transit
- 3 – Walk or bike
- 4 – Work from home (DO NOT ASK IF RESPONDENT DOESN'T WORK, #5 Q12)
- 5 – I would not be willing to make any changes (DO NOT READ)
- 6 – I CANNOT make any changes. (DO NOT READ)
- 7 – Other (DO NOT READ) (SPECIFY: \_\_\_\_\_)
- 8 – None/Nothing/Don't Know/Refused (DO NOT READ)

Finally, I'd like to ask you a few questions for classification purposes.

- 65) In which age category may I place you? (READ LIST)

- 1 - 18-24
- 2 - 25-34
- 3 - 35-44
- 4 - 45-54
- 5 - 55-64
- 6 - 65+
- 7 – REFUSED (DO NOT READ)

66) Including yourself, how many persons live in your household? (DO NOT READ LIST)

- 1 - One
- 2 - Two
- 3 - Three
- 4 - Four
- 5 - Five
- 6 - Six or MORE
- 7 - Refused

67) What is your highest level of education? (READ LIST AS NEEDED)

- 1 - Non-high school graduate
- 2 - High school graduate
- 3 - Some college
- 4 - Bachelors degree
- 5 - Graduate degree
- 6 - Refused

69) So that we can group all answers, what is your total annual household income? Is it....?  
(READ LIST)

- 1 - UNDER \$25,000
- 2 - \$25,000 to under \$50,000
- 3 - \$50,000 to under \$100,000
- 4 - \$100,000 or MORE
- 5 - Refused (DO NOT READ)

70) What is your zip code?

- 1 - SPECIFY: \_\_\_\_\_
- 2 - Don't Know/Refused (DO NOT READ)

71) As I stated in the beginning, this survey is being conducted by WILMAPCO, the  
Wilmington Area Planning Council. Are you familiar with this organization?

- 1 - Yes
- 2 - No
- 3 - Not sure/Don't know/Refused (DO NOT READ)

72) Would you be interested in receiving free newsletters or public meeting announcements from WILMAPCO regarding future transportation plans in your area? (DO NOT READ LIST)

- 1 - Newsletters
- 2 – Public Meeting announcements
- 3 - Both
- 4 – Neither (GO TO Q. 74)
- 5 – Don't know/Refused (GO TO Q. 74)

73) May I have your name, address and email address so we may contact you? (RECORD RESPONSE)

- 1 – SPECIFY: \_\_\_\_\_
- 2 – No/Don't Know/Refused

74) Was this person male or female?

- 1 - Male
- 2 – Female

Thank you very much for your time. Have a good evening. (HANG UP THE PHONE)

**RTP Presentations**

Organization	Confirmed Meeting Date	Meeting Time	Meeting Location	WILMAPCO Staff
Cecil County Council	Tuesday, October 21, 2014	9:00 a.m.	Cecil County Admin Bldg.	Dave
Elkton Mayor & Commissioners	Wednesday, October 01, 2014	7:00 p.m.	100 Railroad Ave., Elkton	Tigist
Town of Bellefonte	Monday, October 13, 2014	7:00 p.m.	Town Hall-901 Rosedale Ave.	Bill
Town of Port Deposit	Tuesday, October 21, 2014	7:00 p.m.	Town Hall-64 S. Main St.	Tamika
Charlestown	Tuesday, October 28, 2014	7:00 p.m.	Town Hall	Tamika
City of New Castle	Tuesday, October 14, 2014	7:00 p.m.	Town Hall	Dave
Town of North East	Wednesday, October 22, 2014	7:00 p.m.	Town Hall	Dave
Odessa	Monday, October 6, 2014	7:00 p.m.	Town Hall-315 Main Street	Tamika
Elsmere	Thursday, October 9, 2014	6:30 p.m.	Town Hall	Dave
Newport	Thursday, October 16, 2014	7:00 p.m.	Town Hall-15 N. Augustine Street	Dave
Milltown-Limestone Civic Alliance	Thursday, October 16, 2014	7:00 p.m.	Millcreek Fire Hall-3900 Kirkwood Highway	Dan
Greater Hockessin Area Development Association	Monday, November 17, 2014	7:00 p.m.	Hockessin Fire Hall	Dan
Civic League for NCC and SNCC Alliance	Tuesday, November 18, 2014	6:30 p.m.	Paul J. Sweeny Public Safety Building, 3601 N. DuPont Highway, New Castle	Dan
City of Wilmington-Public Works & Transportation Committee	Wednesday, October 15, 2014	4:30 p.m.	Council Chambers	Dave
Town of Perryville	Tuesday, November 18, 2014	6:30 p.m.	Town Hall	Heather
New Castle County Council-Economic Development Subcommittee	Tuesday, October 21, 2014	1:30 p.m.	800 N. French Street, 8th Floor, Wilmington	Dave
Middletown	Monday, November 3, 2014	7:30 p.m.	19 W. Green Street, Middletown	Dan
Newark Traffic Committee	Tuesday, November 18, 2014	3:30 p.m.	Newark Police Dept. - 220 South Main Street, 2nd Floor Chief's Conference Room	Dave
Ardencroft	Thursday, November 20, 2014	7:30 p.m.	The Buzz Ware Village Center, near Guild Hall	Bill
Pike Creek Valley Civic League	Monday October 27, 2014	7:30 p.m.	Ebenezer United Methodist Church, 525 Polly Drummond Hill Road	Tamika
Townsend	Wednesday, November 5, 2014	7:30 p.m.	Townsend Fire Hall, 107 Main Street, 2nd Floor	Bill
Cecil County Chamber of Commerce-Government Relations Committee	Thursday, November 13, 2014	8:00 a.m.	106 E. Main Street, Suite 101 A, Elkton, MD	Heather
Delaware City	Monday, November 17, 2014	6:30 p.m.	Paul H. Morrill Jr. Community Center, 250 5th Street, Delaware City (through the double doors in the gym)	Dave
Centreville Civic Association	Tuesday, November 11, 2014	7:00 p.m.	Lower Brandywine Presbyterian Church opposite the entrance to Winterthur	Heather
League of Women Voters	Wednesday, November 19, 2014	7:00 p.m.	WILMAPCO Conference Room	Heather
Rising Sun Maryland	Tuesday, November 25, 2014	6:00 p.m.	Town Hall, 1 East Main Street	Bill
Chesapeake City Maryland	Monday, November 10, 2014	6:30 p.m.	Town Hall, 108 Bohemia Avenue	Bill
City of Newark - City Council	Monday, December 8, 2014	7:00 p.m.	Municipal Building (Council Chamber)	Heather

Contact Information:

Tigist Zegeye 302-737-6205 x114  
Executive Director  
tzegeye@wilmapco.org

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## Planning Agency Releases Draft Update to the 2040 Regional Transportation Plan for Public Comment and Review

Newark, Delaware - Do you wonder what it will be like to get around in New Castle County, Delaware or Cecil County, Maryland in the next five, 10, or even 25 years? How will limited transportation dollars be spent? Which transportation improvements will receive priority? These questions are at the heart of the update to the 2040 Regional Transportation Plan (RTP), released for public review and comment by the Wilmington Area Planning Council (WILMAPCO) today.

The RTP identifies our region's long-term transportation needs and the projects and activities which seek to address them. The RTP extends two decades into the future, and the identified in the plan are financially reasonable (based on anticipated revenues) and meet air quality standards.

Tigist Zegeye, WILMAPCO Executive Director said, "This update features an increased emphasis on environmental sustainability, community health and public participation. By working to protect public health and safety, promoting active transportation, ensuring transportation choice and equity, and preserving our natural and cultural resources we can improve quality of life for all our region's residents."

The draft RTP update recommends improvements to create a transportation system that is more economically and environmentally sustainable, higher-performing, socially equitable and less car dependent. The update was informed by an assessment of our past successes and failures, feedback from agencies, governments and the general public, and existing and pending federal requirements.

Copies of the Draft Update to the 2040 Regional Transportation Plan (RTP) are available for review at WILMAPCO's office at 850 Library Avenue, Newark, Delaware 19711, or can be viewed on WILMAPCO's web site, [www.wilmapco.org](http://www.wilmapco.org). Written comments should be sent to WILMAPCO at the address above or emailed to [WILMAPCO@WILMAPCO.org](mailto:WILMAPCO@WILMAPCO.org).

The formal public comment and review period will continue through January 5, 2015. A summary of any public comments received during this period will be provided at the January 8, 2015, WILMAPCO Council meeting when the Draft 2040 RTP Update will be considered for adoption.

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*The Wilmington Area Planning Council (WILMAPCO) is the regional transportation planning agency for New Castle County, Delaware and Cecil County, Maryland. As the federally designated metropolitan planning organization (MPO), WILMAPCO is charged with planning and coordinating transportation investments for the region based on federal policy, local input, technical analysis, and best practices.*



2040 Regional Transportation Plan 2015 Update - Comments and Responses			
Organization	# Attended	Comment(s) Received	Response
Cecil County Council	20	The Councilmembers had questions regarding the funded and unfunded project lists. One Councilmember stated that he was an active cyclist and wanted to prioritize bicycle and pedestrian projects, but was concerned about finding funding during times of fiscal shortfalls. Another councilmember was interested in the next steps to re-opening the Elkton Train Station. Another Councilmember asked if WILMAPCO supported the MARC Train Storage and Maintenance facility that is proposed for the area northeast of Perryville.	The RTP must be financially reasonable, meaning it must reflect available federal, state and local capital funds. Many of the recommendations in the Cecil County Bicycle Plan can be accomplished at little additional cost if done in conjunction with repaving projects. The Elkton Train Station is included in the RTP with an in-service year of 2029; MDOT has worked with the Town and WILMAPCO to complete NEPA analysis and next engineering funds are needed. The MARC Maintenance facility is included in the RTP with a 2020 in-service year; WILMAPCO supports this project as modified to mitigate community concerns.
Elkton Mayor & Commissioners	55	The Mayor and Commissioners' did not have specific comments regarding the 2040 RTP update. However, they were very appreciative of all the work WILMAPCO has done and continues to do for the Town of Elkton.	
Town of Bellefonte	12	Town officials complained about insufficient attention to road paving. They also noted that sidewalks are broken or missing in different spots throughout Bellefonte. They seemed receptive about the idea of a Walkable Community Workshop.	Paving is done through the Paving and Rehabilitation project in the statewide element of the TIP; paving projects are prioritized statewide by DelDOT. WILMAPCO would be happy to work with Bellefonte to hold a Walkable Community workshop; visit <a href="http://www.wilmapco.org/walkable">www.wilmapco.org/walkable</a> or call Randi Novakoff at (302) 737-6205, Ext# 111 to learn more or apply.
Town of Port Deposit	16	They did not have specific comments on the update, but expressed interest in reading the latest Progress Report which helps to inform the RTP.	The Progress Report can be viewed at <a href="http://www.wilmapco.org/regional-progress-report">www.wilmapco.org/regional-progress-report</a> .
Charlestown	11	One stated, "No funding, no questions." They stated that the proposed project list has no relevance to their town. They also asked why the Cecil Bike Plan was on the aspirations list because the bikeways grant provides funding.	The project list reflects current priorities. This list could likely evolve in the coming decades based on changes in policies, demographic shifts and additional revenue. The Cecil County Bicycle Plan is on the aspirations list because the bikeways grant only funds a small portion of the recommended projects.
Town of Rising Sun	18	There were no questions or comments.	
City of New Castle	20	There were no questions regarding the RTP. There were non-specific questions about funding more projects in New Castle and applying for the state Downtown District Grant.	
Town of North East	14	The Commissioners had no comments regarding the RTP information, but were interested in the project list. They wanted more details on funded project #72: MD 272: US 40 to Lums Road, as this was a new project to them. As it is not scheduled for service until 2040, staff had very few details to pass on to them.	Maryland Route 272 project might include potential widening/dualization of MD Route 272 and addition of pedestrian and bicycle facilities to be further analyzed by MD SHA during project development and preliminary engineering.
Town of Odessa	6	Concern was expressed regarding DelDOT's policies that allow development in locations that developers choose, even if it's not supportive of efficient land use patterns, due to their ability to pay to mitigate traffic impacts. Officials were pleased to see the US 13: Odessa Transportation Plan Implementation still on WILMAPCO's radar, although it is on the unfunded project list. Also, expressed concerns about future funding shortfalls.	We coordinate with transportation and land-use departments to promote an efficient transportation system and land development that supports a variety of modes. WILMAPCO's Transportation Investment Areas (TIAs) are used to link land-use and transportation and coordinate local government spending. The TIAs were developed by reviewing and consolidating state and local land use plans into a single map. To maximize our investments, WILMAPCO supports seeking additional and innovative funding sources for transportation improvements.
Chesapeake City	15	The Mayor said that the C&D Canal trail project listed as in service in 2016 ought to be 2015. He also questioned why there was no funding for the implementation of the Town's Parking Study, listed on the aspiration list.	The C&D Canal Trail has a target completion date of fall 2015 and the RTP date does not preclude this earlier completion. Many elements of the Parking Study will be completed using municipal funds and these can be moved to the financially reasonable project list as individual elements advance.
Town of Perryville	12	Many comments were about bus and rail transit. The Commissioners expressed an interest in additional parking at the MARC station and were disappointed this was not on the financially reasonable project list. They also would like to see midday service on MARC to Perryville. In addition, they would like additional bus shelters to promote bus ridership.	The RTP must be financially reasonable, meaning it must reflect available federal, state and local capital funds. WILMAPCO concurs that the Perryville station parking is currently beyond capacity and recommends that MTA, WILMAPCO and Perryville continue to explore ways to fund parking as recommended in the TOD Plan to support projected Perryville station's project ridership growth and the desired increase in service times. In addition, we will notify Cecil County Transit regarding the interest in additional bus shelters.
Ardencroft	25	The town was very grateful for the presentation. A resident wanted to know when the ongoing I-95/US 202 project would be completed. Another resident strongly suggested that local construction companies be engaged to complete transportation projects, instead of out-of-state companies. A third resident, Joel Schwaber ( <a href="mailto:schwabthedeck@gmail.com">schwabthedeck@gmail.com</a> ), put forward a number of ideas for regional trails and local Arden intersections. These can be viewed here: <a href="https://docs.google.com/document/d/1bcMREr_kYU6MG1Jgm5E-B0FRmsqQBwCaLwCnXB_GEHE/edit?usp=sharing">https://docs.google.com/document/d/1bcMREr_kYU6MG1Jgm5E-B0FRmsqQBwCaLwCnXB_GEHE/edit?usp=sharing</a> and here: <a href="https://docs.google.com/document/d/1do-7i3ssJT4JFKp1BXpd8yJgA6zwZNFFbSp_Yxl8qpc/edit?usp=sharing">https://docs.google.com/document/d/1do-7i3ssJT4JFKp1BXpd8yJgA6zwZNFFbSp_Yxl8qpc/edit?usp=sharing</a>	Completion of the I-95/US 202 project was delayed due to the closure of I-495 during 2014 and is now scheduled to be completed in 2015. We will share with DelDOT the desire to see local contractors used for construction projects. We also welcome the feedback regarding regional trails and will share these with our partners at DelDOT, Delaware State Parks and New Castle County.
Elsmere	18	The Council expressed concerns that the current speed limit on Kirkwood Highway (35 mph) through town was having a negative impact on pedestrians and the general walkability of the Town. They have been successful in attracting new businesses along the corridor but it is difficult to have a vital, viable walking downtown with car passing through on a thoroughfare at those higher speeds. SR 2 has a 25 mph limit after it crosses into Wilmington, and that speed limit should be applied within Elsmere. There was a questions about a pending project on Dupont Rd. One citizen would like to see the ramps between southbound SR 141 and northbound 1-95 reconfigured to reduce congestion.	Any possible speed limit changes must be submitted to delDOT, where they would analyze the road for any possible changes.

Middletown	90	There were no comments/questions regarding the RTP.	
Newport	10	There were no questions specific to the RTP. The Commissioners and public wanted to know what the next step would be towards the re-opening of the Newport Train Station. One Councilmember is concerned that there is no safe way to ride a bike to get across the I-95 interchange on SR -141. Off-road bike trails are not present at this time so there are no alternatives.	The next step for the Newport Train Station would be the completion of NEPA analysis and program development; while the project is currently on our unfunded aspirations list, we continue to work with our member agencies to seek additional funding. WILMAPCO, DeIDOT and New Castle County have begun work of the SR 141 20-Year Transportation and Land Use Plan and will consider bicycle improvements in the corridor as part of the study.
Townsend	25	A resident complained about the absence of DART bus service to the town.	We will share the interest in bus service to Townsend with Delaware Transit Corporation for their consideration.
City of Wilmington-Public Works & Transportation Committee	13	The Council members were most interested in seeing more bicycle projects for Wilmington. They were also interested in the number of TE and TAP projects that were funded for Wilmington.	WILMAPCO will share with the committee information about the TE/TAP projects in Wilmington. We also look forward to working with the Wilmington Bicycle Committee to advance additional bicycle projects.
New Castle County Council-Economic Development Subcommittee	22	The Council members had no questions about the RTP. Several stated the need for more bicycle and pedestrian projects for NCC. There was a question regarding the increase in funds for Cecil County, and would that increase allow for the expansion of MARC train service to Elkton and Newark.	WILMAPCO encourages all projects implemented through the RTP and TIP to improve pedestrian and bicycle connections as feasible and encourages county and local government to seek funding for projects through the Transportation Alternatives Program. WILMAPCO has worked with MDOT and Elkton to complete NEPA analysis for an Elkton Station to aid in making the project competitive when applying for grants to advance its construction.
Delaware City	25	The Council members had no questions or comments about the RTP. The Mayor thanked WILMAPCO for our honesty regarding the financial situation for NCC TIP projects. He will also take a closer look at the Air Quality section of the RTP and respond with any questions.	
Centreville Civic Association	15	Residents expressed concern about projected trends including small employment growth, large increase in population aged 65 and older and declining capital for investment. Regarding the Centreville intersections, they commented that DeIDOT has completed their outreach and study and found that the signals are warranted and without substantial objection; installation may be done in 2015 if funding can be identified. New colored crosswalks would also be part of this project. They also expressed a desire for an attractive bus shelter (and are aware they would need to identify funding) and increased traffic calming measures.	We will share the interest in a bus shelter and traffic calming measures with Delaware Transit Corporation and DeIDOT.
Civic League for NCC and SNCC Alliance	25	Concerns over workforce housing being placed in locations with inadequate transit services. Would like to see action taken to remove US 301 from the project list as recent forecasts predict little traffic volumes to support the building of the expressway.	We concur that workforce housing is best when location in areas with adequate transit and will share this concern with New Castle County. US 301 is currently included in the TIP and RTP with a projected in-service date of 2020; funding is contingent of revenue projections that include expected traffic volumes.
Milltown-Limestone Civic Alliance	22	Expressed concerns over lack of funding for Marshallton intersection improvements	The RTP must be financially reasonable, meaning it must reflect available federal, state and local capital funds. Projects from the Marshallton Circulation Study are currently on the RTP unfunded aspirations list. WILMAPCO will continue to work with the community and DeIDOT to explore options to fund the Marshallton improvements.
Pike Creek Valley Civic League	31	Residents were interested in the use of smaller buses and circulator bus routes in Pike Creek. Concern was expressed about the aging population and non-motorized infrastructure. They inquired about DART outreach and how to comment. One asked does the plan address HOV lanes and automated cars.	WILMAPCO will share with DTC the interest in smaller buses and a circulator route in Pike Creek. DART may be contacted at (800) 652-DART(3278) and www.dartfirststate.com, and also holds at least two public hearings in New Castle County each year, which WILMAPCO advertises through our enews. WILMAPCO plans for the aging population through our Transportation Justice analysis that is updated periodically. We work with the Nonmotorized Transportation Working Group, DeIDOT, Delaware State Parks and New Castle County to explore bicycle and pedestrian improvements in the Pike Creek area. The RTP does not include specific project regarding HOV lanes and automated cars; as automated vehicle technology evolves, we will consider adding recommendations in future RTP updates. WILMAPCO's 2012 Congestion Management System (CMS) Report identifies and evaluates area-wide mitigation strategies, one which includes shifting SOV trips to HOV use. However, HOV lanes were deemed not applicable at this time for identified congested corridors in our region.
Gr. Hockessin Area Development Association	28	Concern over AM/PM traffic backups on SR 41/48. Comment was made about poor signal timings along SR 41 all the way from SR 2 to Hockessin, in particular the ones around Sanford School. Question was raised on timing of completing the rest of Old Lancaster Pike sidewalks. Concern over SR 41/Faulkland Rd. safety issues. A question was raised as to if transit service coming to Valley Rd.	The Rt. 41 corridor was included in the 2014 Intersection Operations Analysis; no signal improvements are funded at this time. No additional Old Lancaster Pike sidewalks of Valley Rd transit service is planned at this time; we will share the interest in this with DeIDOT and DTC.
Cecil County Chamber of Commerce-Government Relations Committee	13	Members discussed transit in Cecil County, including plans for expanded bus service in the growth corridor, the MARC extension and how WILMAPCO supports this, WILMAPCO coordination with Cecil Transit, and the small share of trips by transit. They also commented on the need for an improved MD 222/I-95 interchange for the development of Bainbridge. Funding was discussed including vehicle mileage tax compared to the gas tax and whether Cecil County receives its fair share of funding compared with other areas in Maryland.	WILMAPCO participates in the Cecil County Transit Coordinating Council which applies to MDOT for service expansions each year. WILMAPCO has supported the expansion of MARC by completing feasibility studies for the corridor and TOD plans for the station areas; we have also worked with MTA and Elkton to complete NEPA for the Elkton Station. The MD 222/I-95 interchange is included in the RTP with a 2040 projected in-service year.

League of Women Voters	19	Discussion regarding transit included questions about how much funding transit receives compared with roadway projects, and the suggestion that Paratransit should be provided through a separate department and funding source than DelDOT/DTC. A bus shelter was suggested for the busy bus stop at the BJ's in the New Castle Farmers Market. The group questioned how the implementation of the MARC extension could be accelerated. The comment was also made that the Newark rail system should have more robust service and that the station should have directional signs. DART Route 301 needs added mid-day trips. A participant also expressed appreciation for the new sidewalks and bicycle lane improvements on DE 896.	WILMAPCO will share the request for a bus shelter and US 301 trips with DTC for their consideration.
Newark Traffic Committee	9	Committee felt that the Northern Redevelopment Land Use Scenario would benefit Newark - they already see redevelopment and more mixed use development planned and constructed. How can Newark's success be spread to the rest of NCC? Committee member wanted to know how much advocacy WILMAPCO does for Complete Streets policies in other municipalities. Committee want to work on ped and bike connectivity beyond Main Street and established trails, into edges of Newark and NCC trail networks. One member asked about the PennDOT Turnback program to return roads to municipalities, and could it be applied to DelDOT.	WILMAPCO supports the development of Complete Streets policies in municipalities; transportation plans developed by WILMAPCO in partnership with local government typically address all modes of transportation. The Newark Bicycle Plan developed by WILMAPCO, Newark and the Newark Bicycle Committee and the DelDOT/Delaware State Parks First State Trails and Pathways Plan both include walking and cycling links from Newark to surrounding areas.
Newark City Council	45	Newark City Council expressed an interest in the WILMAPCO Public Opinion Survey, which staff provided to them following the meeting. They asked about how we plan for freight, including the safety of freight rail. They also questioned whether our crash analysis incorporates pedestrians and bicycles as well as motor vehicles and were please to learn we do analysis and include performance measures for all transportation users.	WILMAPCO's freight planning is advised by the Freight & Goods Movement Working Group; the Delmarva Freight Plan summarizes current and future freight planning and transportation needs and is through a partnership between DelDOT, MDOT, VDOT, WILMAPCO, Dover/Kent County MPO, and Salisbury/Wicomico MPO. Crash analysis incorporates all modes of transportation.
Wilmington Initiatives	7	There were no comments/questions regarding the RTP.	
Citizen		Questions if anything is planned to improve the gateway into Wilmington and the riverfront along Maryland Ave., from I-95. Comment says it is embarrassing and disgusting way to come into the city.	The Maryland Avenue segment between I-95 and Martin Luther King, Jr. Blvd is currently being studied to develop an improvement plan. The City of Wilmington and DelDOT have concerns about safety along this segment up to and including the intersection at Maryland Ave and M.L. King, Jr Blvd. There is currently no funding for construction of his project, but planning will continue so that a concept will be ready when funding becomes available.
Citizen		More money needs to be put into adding sidewalks, both on major arterials and within developments, in order to adequately implement the Safe Routes to School program. In Brandywine Hundred and Claymont, most developments do not have walking routes to school that are equipped with completely contiguous sidewalks. I see children walking to school every day along the side of the road because there are no sidewalks.	The most recent federal transportation legislation--MAP-21--merged Safe Routes to Schools funding with the Transportation Alternatives Program. Schools may apply for planning assistance and funding to WILMAPCO and DelDOT, but very limited federal funds are available.
Citizen		DART bus routes in northern New Castle County primarily run south into the city of Wilmington. There are no routes that run east and west through Brandywine Hundred and Arden to Claymont. I feel that the current process used by DelDOT to decide where bus routes are needed is too focused on adult employment and does not take into account the needs of teenagers who don't have cars. I would like my teenager to be able to work part-time (or fulltime in the summer) but she has no way to get to a job, since I only have one car and it takes me to work. She can't even get to the library to volunteer; she is trapped at home. She certainly can't walk anywhere, since there aren't any sidewalks.	WILMAPCO will share the request for a bus route with DTC for their consideration. Currently only the Route 61 travels east-west to connect Claymont and Concord Pike, but this travels north of Arden.
Citizen		The Wilmington Transit Center is an important piece of the Transportation Plan, and should be a higher priority. The current situation is unacceptable. I tried taking the bus to a meeting in the city at night last summer (when it was light out until quite late) and I felt extremely uncomfortable and unsafe waiting for my bus home in Rodney Square. We need to have an underground transit center like the one at Jefferson Station (formerly Market East) in Philadelphia, where there are shops open at night and security guards around. It needs to be like a train station -- or maybe we just need to have the buses meet at the Wilmington train station, which is not that far away. If not, there needs to be "Transit Oriented Development" around Rodney Square.	WILMAPCO has been working with the City of Wilmington and DTC/DelDOT since October 2013 on the Wilmington Transit Moving Forward project, which is designed to create a more efficient and customer-friendly transit system in Wilmington and New Castle County. In the first phase of the project, the partners worked with an Advisory Group of local stakeholders and members of the public to create a plan with a series of principles that will guide the improvements. At the conclusion of Phase I, DTC used that information to implement changes to individual bus routes that would make the system more efficient and allow additional service on the busiest routes. We are beginning Phase II of the project this month which is planned to design physical changes and improvements to the bus stops within the Downtown area. This phase of the project will relieve some of the congestion around Rodney Square while providing improved bus stops in other parts of the Downtown to give riders more comfort and security. The City is planning to consider new land uses at these locations to provide more transit-friendly development.
Citizen		A high priority should be connecting the Newark SEPTA rail tracks with the Baltimore MARC train in Perryville. Amtrak is just way too expensive (and unreliable) for short-distance travel between Wilmington and Washington, DC.	WILMAPCO has been working with MARC officials and DelDOT to create an official working agreement to connect the MARC and SEPTA train services at the Newark Train Station. There is no timetable yet for this, but the discussions are continuing. As part of this project, MTA/MARC, MDOT and WILMAPCO completed the environmental studies and concept design for the Elkton Train Station. This project is also unfunded, but will be a necessary part of the SEPTA/MARC rail connection.
Citizen		We need to do a lot more to promote car-pooling in our region. There aren't even carpool lanes on I-95 (why isn't this on your list?) Of course this brings up the problem that many of us commute outside the "region" as defined by WILMAPCO -- I commute to southern New Jersey, for example, and many people commute to Delaware County or the Philadelphia area. My brother commutes to Dover (from Newark). A successful carpooling program needs to take these facts into account. I would love to start a vanpool; I tried once but couldn't get any of my fellow employees interested. I think you would be surprised to learn how many New Castle County residents commute to New Jersey. It might be worth talking to New Jersey Transit about operating a joint bus route with DelDOT.	HOV Lanes were considered in the planning for I-95 widening but were not part of the selected design. Carpooling information is available at <a href="http://ridesharedelaware.org">ridesharedelaware.org</a> ; in addition, those who work in the Philadelphia region may find a carpool at <a href="http://www.dvrpc.org/SAR">www.dvrpc.org/SAR</a> . Rideshare Delaware also can assist with vanpooling. Bus service between Wilmington and southern New Jersey was previously available but was discontinued due to lack of ridership.

Citizen		<p>Last evening the General Manager of the New Castle County Department of Land Use said that they are going to do a Corridor Study on Route 41. Either in conjunction with that study or with one of your own, I wish to stress the need for someone who controls traffic safety or money or simply highway signage to learn about the damage that routing trucks through Belvedere, Marshallton, and the Cedars does to those communities. As one drives across the Delaware Memorial Bridge on I-295, there is a sign where the roads split directing traffic to Newport and Lancaster. Thus trucks are guided to Route 141. As they travel through Newport on 141, the traffic is then directed off of a 4 lane, limited access highway to Lancaster via Rt. 41-the two lane Newport Gap Pike. The trucks must at that point go up a ramp, turn at a stoplight on Centerville Road, turn at another stoplight on Rt. 41 and head north. Drivers with some knowledge of road maps see that this is the shorter route, but they appear to be unaware that it is the slower route. Thus, this is the way trucks go unless they have enough experience to turn a mile further up Rt. 141 onto Route 2-the busy Kirkwood Highway-via a ramp. If they do that, they still catch at least two lights on the Kirkwood Highway before turning north on Rt. 41 and they still go through the Cedars.</p> <p>I drive this road almost every day, and I can tell you the intersection of Greenhill Road, Rt. 41 and Milltown Road is a nightmare. Additional local streets and a filling station make a bad situation worse. So does the fact that the junctions are at the top of a hill and vehicles have to climb up from both directions not being able to see very far ahead. Anyone attempting to cross Rt. 41 or Milltown Road is gambling their life because the intersection of those roads is at an angle leaving a sharp turn at the apex of a triangle. At that point cars come from 5 directions and leaving and entering the filling station. If they came slowly, it might not be quite as bad, but the trucks are always trying to make time and keep going up the hills without changing gears. I have seen homeless people walk down Rt. 41 often. One day a woman I had observed far north as I left my home, stepped from behind a telephone pole right in front of me at rush hour. Had I been a truck, she would be dead. Strangers are unaware there are sidewalks on the other side of the road through the Cedars, but crossing over to get to them would be perceived as dangerous even if they see them. A day or two after this woman stepped in front of me, a boy with a bicycle was trying to get up the hill in the same spot. There is no flat place for anyone to step there except into the street. The road as two lanes going north which change from a local turn to a straight through lane that is right up against houses. There really is insufficient room for a truck in that lane. Some of the trucks these days are monstrously large-like Wawa's. While in Belvedere and Marshallton, most of the houses have become some kind of shop or business, that has not occurred in the Cedars. Some have become vacant, however, no doubt because the owners could not sell them. The small shops south of the Kirkwood Highway have little parking and vehicles often have to back into traffic. When the traffic is often tractor-trailer trucks, it must discourage business. The wonder is that any houses are standing on these lots at this point. The vibrations from constant large truck traffic can loosen the foundations of houses-especially historic ones. The Cedars is the kind of neighborhood in which several generations have chosen to stay. I campaigned through there in the early 1990s, and it was charming. Near the road, it has clearly lost its charm. Most of the houses are very close to the highway. One can reach out and touch a truck going by from some. This is just intolerable. Last winter, a tractor trailer jack-knifed going north down the steep hill toward the creek. A storm had closed in very fast with ice as well as snow, and the cars stuck behind the truck were desperately trying to get home and off the roads just as I was. Finally, as we learned what was going on, some began to risk turning in the narrow strip between the homes at the crest of the hill. It was a big mess and terribly dangerous. Had the truck been on a wider road, cars could have gone around it. The solution to this truck problem has been available for a long time. Once Route 141's dualization was completed, the signs should have directed the trucks to use the four-lane road and turn up the Lancaster Pike to go to Lancaster. Even where the Lancaster Pike narrows, there is now a passing lane on the hill. Once it intersects with Rt. 41, the trucks are on the same road they are on now taking 41 all the way. Faster speeds and less stoplights should make 141 and the Lancaster Pike the preferred route. To add to the difficulty of</p> <p>The number of trucks and other vehicles has increased significantly in the past year, but so have the speeds. The trucks try to get through the lights without stopping, and they go downhill so fast toward the light at McKennan's Church Road that if they hit someone, the car will be demolished. At night, it is so dark in the area that trucks think no one lives on the northern part of the Pike. They race past my house and even when they climb the hill going north, they stomp on the accelerator to speed up at the top of the hill because the well lit church on the other side of the road makes them assume no one will be in the way. Unfortunately, there is a liquor store and tennis club just up the road where people do leave the parking lot up a steep incline in the evening. People sometimes try to exercise in the neighborhood jogging and walking in the extra-wide strip in front of the houses on my stretch. Children walk by toward the High School. The law says they are not entitled to be bused if they live within a mile of their school. On the side roads, there is not an inch of extra space. When they get there, they have to walk in the road. For the children, that is dangerous because the traffic increases at the time they are walking due to the 5 schools in the area. Of all the places sidewalks are needed, this should be the top priority. Which brings me to another point. All the transportation planning is geared toward pushing us into mass transit. I would like to put the planners off at some bus stops around here and let them see if they can get to the other side of the road without being hit. If you are going to keep this up, you must budget for crossovers. The kids at Tower Hill have one. Are the public school and private school students out here less entitled to be safe? Are the people trying to do the right thing and commute by bus less entitled to be safe? I tried it when I lived just off Limestone Road and stopped because I was afraid. A couple of days later, a woman I saw commuting from the same stop was killed when she tried to cross the road in the afternoon. I have seen mothers running across with kids trying to get to Carousel Park. I have seen students running across. We must not keep ignoring this problem. A plan for bus stops that does not consider the traffic on the road is a deficient plan.</p>	<p>Both SR 41 and SR 48 are classified as Principal Arterials. The purpose of principal Arterials are to serve major activity centers, highest traffic volume corridors and longest trip demands, carry high proportion of total urban travel on minimum of mileage, interconnect and provide continuity for major rural corridors to accommodate trips entering and leaving urban area and movements through the urban area and serve demand for intra-area travel between the central business district and outlying residential areas. So as it stands now, there are few options to reduce trucks along the SR 41 corridor until its classification is changed or other truck diversion measures are taken.</p> <p>As part of the upcoming SR 141 study, truck volumes and movements will be analyzed and included in the plan.</p>

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## Draft 2040 RTP Update

WILMAPCO is currently developing a 2015 update to the 2040 RTP. Details about the update, expected to be adopted January 2015, can be reviewed below.

- [Draft RTP document](#)
- [Air quality conformity analysis](#)
- [Schedule for the Update Process](#)
- [2014 Our Town 2040 Regional Transportation Plan Workshop](#), Wednesday, September 3, 2014
- [Regional Progress Report](#)
- [Demographic Projections](#)

Comments on the draft document will be accepted through **January 5, 2015**. You may either submit your comment via the form below, by e-mail to [wilmapco@wilmapco.org](mailto:wilmapco@wilmapco.org), by telephone at (302) 737-6205 or toll-free from Cecil County at 1-888-808-7088, or drop by our office in Newark.

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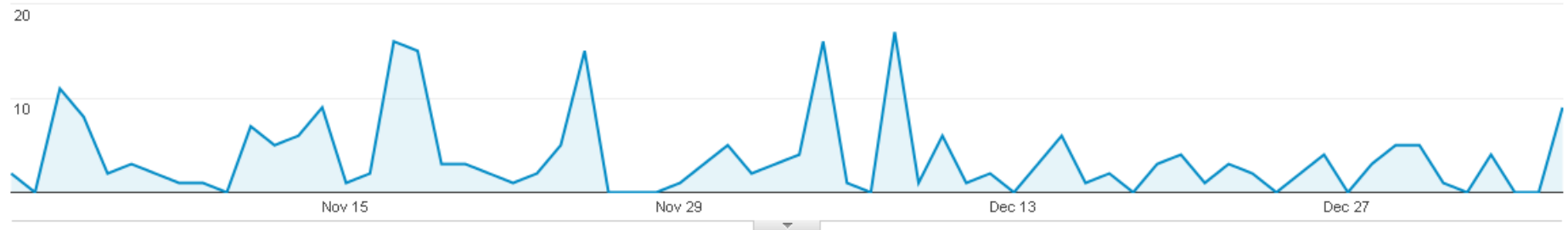
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### Contact Information:

Randi Novakoff, Outreach Manager  
302-737-6205 x111  
[rnovakoff@wilmapco.org](mailto:rnovakoff@wilmapco.org)

David Goldberg  
202-412-7930  
[david.goldberg@t4america.org](mailto:david.goldberg@t4america.org)

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## Other states look to WILMAPCO as national model for improving economies through better planning

*WILMAPCO's Regional Transportation Plan highlighted as a national model in new nationwide guidebook from Transportation for America*

Washington, DC - Everyone wants less traffic, shorter commutes, better health, and greater economic prosperity. The Wilmington Area Planning Council (WILMAPCO) is working to do all these things with the latest Update to its 2040 Regional Transportation Plan (RTP) and according to a new national report, WILMAPCO is among the best in the nation.

*The Innovative MPO*, released today by Transportation for America, is a new guidebook for the staff and board members of metropolitan planning organizations (MPOs). The guide showcases best practices from across the country to illustrate ways MPOs can help their communities prosper.

“MPOs do incredibly important and challenging work,” said James Corless, director of Transportation for America. WILMAPCO is among the best in the country and we commend them for their dedication to the people of New Castle and Cecil Counties.”

WILMAPCO's Regional Transportation Plan (RTP) is highlighted in the guidebook as a national leader, and a model for other MPOs to follow. Specifically, the report praises WILMAPCO's RTP that prioritizes projects serving key, regional centers and attempts to coordinate housing and other development so that more residents can live closer to work or find homes or jobs in walkable neighborhoods with access to public transportation.

“We're working to improve the lives of people in our region,” said Tigist Zegeye, WILMAPCO Executive Director. “We already see this happening, but it is great to know that our successes are being recognized nationally, and can serve as models for other states and regions.”

WILMAPCO's RTP is currently out for public review and comment through January 5<sup>th</sup>. Copies of the draft plan are available at WILMAPCO's office at 850 Library Avenue, Newark, Delaware 19711, or can be viewed on WILMAPCO's website: [www.wilmapco.org](http://www.wilmapco.org). Written comments should be sent to WILMAPCO at the address above or emailed to [WILMAPCO@WILMAPCO.org](mailto:WILMAPCO@WILMAPCO.org).

*The Innovative MPO* is available today at [www.t4america.org/the-innovative-mpo](http://www.t4america.org/the-innovative-mpo). To view and comment on WILMAPCO's RTP, please visit [www.wilmapco.org/rtp](http://www.wilmapco.org/rtp).



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# WILMAPCO News Release

December 10, 2014

Contact Information:

Randi Novakoff, Outreach Manager  
302-737-6205 x111  
[rnovakoff@wilmapco.org](mailto:rnovakoff@wilmapco.org)

David Goldberg  
202-412-7930  
[david.goldberg@t4america.org](mailto:david.goldberg@t4america.org)

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Wilmington Area Planning Council (WILMAPCO) is the regional transportation planning agency for New Castle County, Delaware and Cecil County, Maryland. As the federally designated metropolitan planning organization (MPO), WILMAPCO is charged with planning and coordinating transportation investments for the region based on federal policy, local input, technical analysis, and best practices.

Transportation for America is an alliance of elected, business and civic leaders from communities across the country, united to ensure that states and the federal government step up to invest in smart, homegrown, locally-driven transportation solutions — because these are the investments that hold the key to our future economic prosperity. [www.t4america.org](http://www.t4america.org)



Wilmington Area Planning Council  
850 Library Ave., Suite 100, Newark, DE 19711 (302) 737-6205 [wilmapco@wilmapco.org](mailto:wilmapco@wilmapco.org)