

## Appendix B — Public Outreach Survey Report

### Overview

For five months, MPO staff went to various lengths to get the public's point of view for the long-range plan, from giving presentations and taking comments at municipal and county meetings, to interacting with the public at events. The MPO also used a survey, created through the online generator, Survey Monkey (a copy of full survey results is attached).

Individual public comments are valuable. A survey, however, provides quantifiable input. The MPO collected 322 surveys electronically and on paper. Survey results and comments provided the MPO with information as it plans and tracks transportation needs for the coming years. The MPO can also share this information with partner agencies. Although the survey is a sampling of people's points of view and not a census, the results gave the MPO an idea of where people stand on transportation issues.

Average survey responders are between the ages of 45 to 55, live in central Delaware (all of Kent County, including parts of Smyrna or Milford that spill into neighboring counties), and have lived in this area for 15 years or more. Most responders also work in central Delaware.

Most of the survey responders don't take transit, and drive alone to work. Responders walk and bicycle for recreation and exercise, but not always near their homes. Most responders said that improvements to bus services, as well as to bicycle and pedestrian facilities might increase usage.

There are many more results ahead. The Dover/Kent County MPO staff hopes that you find the survey results to be enlightening.

### Methodology

MPO staff created the public opinion survey through a website called Survey Monkey. Staff created the survey in February 2016 and opened it to the public in March. The survey contained 32 questions. These questions ranged from where people live and work, to what issues are critical today, and what issues could be critical decades from now. Questions also asked about people's travel habits, such as whether people ride the bus, or if they bicycle and walk places. Although the survey asked if people live or work in central Delaware, and asked their age range, it did not ask responders to provide their name, race, gender, or specific address. Some surveys were incomplete, which somewhat skewed results. The MPO collected 322 surveys, of which, 292 were completed.

Staff received most of the surveys electronically, although staff manually inputted 14 paper versions of the survey. Paper surveys were available at public events and workshops. This format gave people a chance to participate at the event, or if they did not use the Internet. MPO staff also handed out index cards with the MPO's website address and telephone number. The cards were a quick way to advertize the survey as well as offer people the option to take the survey over the telephone, although no one chose to use that format. MPO staff provided links to the survey on its website, in e-mails and on its Facebook and Twitter social media pages.

### Skip Logic

Survey Monkey software has a feature called "skip logic." This feature automatically skips a question that does not pertain to the person taking the survey. For example, if a person answers that they live in central Delaware, their next question asks them how long they've lived in the area. If a person does not live in central Delaware, skip logic "re-routes" the survey to next ask if they live in another county or state.

To achieve more thorough results, staff set the survey to require an answer to most questions. Exceptions included the use of skip logic in the electronic version of the survey, and a couple of open questions listed toward

the end of the survey. If a person failed to answer a required question, Survey Monkey software would not allow them to continue to the next page until they replied to all the questions. Since paper copies of the survey could not utilize skip logic, survey takers could check a box saying 'not applicable' if a question did not pertain to them. However, this left no control over whether people answered the questions. Some paper surveys did come back with unanswered questions, which contributed to the survey's error margin.

### Social media and e-mail

Facebook posts about the survey reached 3,308 people between March and August. More than 20 people clicked directly to the survey link from the posts. A few people also shared the MPO's Facebook posts about the survey, and several people "liked" the survey. Twitter generated zero results.

On March 11 and June 6, staff "boosted" Facebook posts about the survey, meaning the post reached a wider area than usual by popping up on people's pages. The boosts reached 1,460 people on March 11 and reached 1,584 people on June 6.

Staff additionally e-mailed survey links to the MPO's committee and council members, to the Central Delaware Chamber of Commerce, to municipalities, to members of the City of Dover's Bicycle and Pedestrian Subcommittee, and members of Restoring Central Dover's steering committee. Some municipal representatives said they posted links to the survey on their websites, and some state employees e-mailed survey links to colleagues.

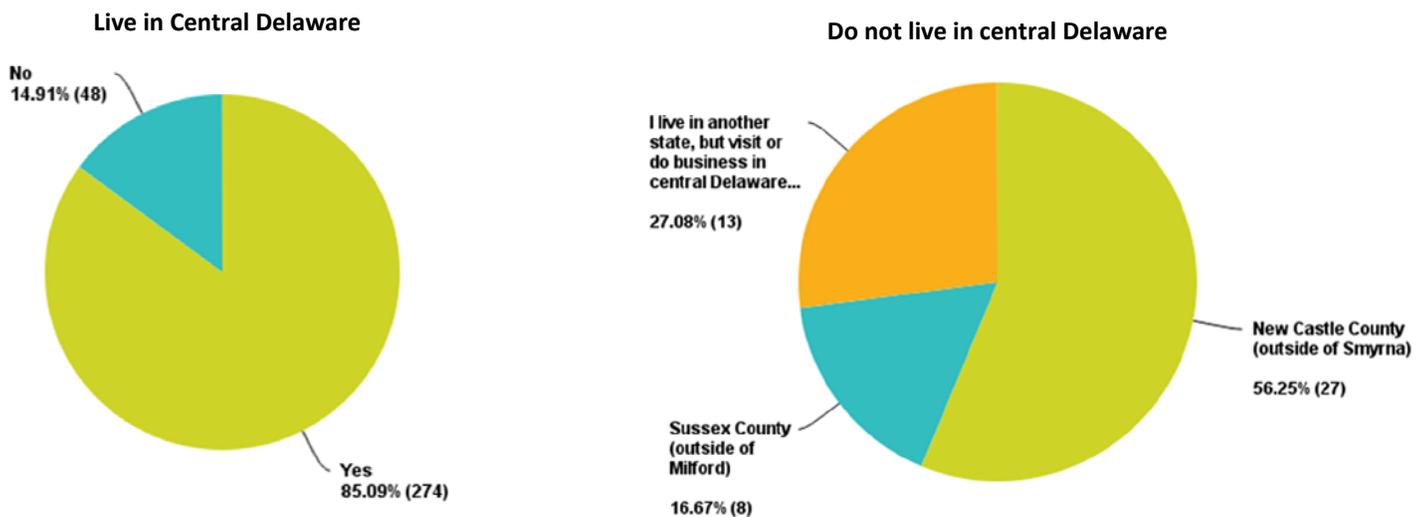
## Results

### Where do people live and work?

#### Where people live

Survey results showed that 85 percent of responders live in central Delaware. Of those, 38 percent said they have lived in the area for 15 years or more. Another 29 percent said they have lived in central Delaware between four and 14 years, and 22 percent are lifelong residents. Eight percent of survey takers have lived in the area between one and three years, and about 1.5 percent have lived in central Delaware less than a year.

Fifteen percent of responders do not live locally. Of that small group, 56 percent lives in New Castle County. Twenty-seven percent lives out of state, but works, does business in, or visits central Delaware. Seventeen percent lives in Sussex County.

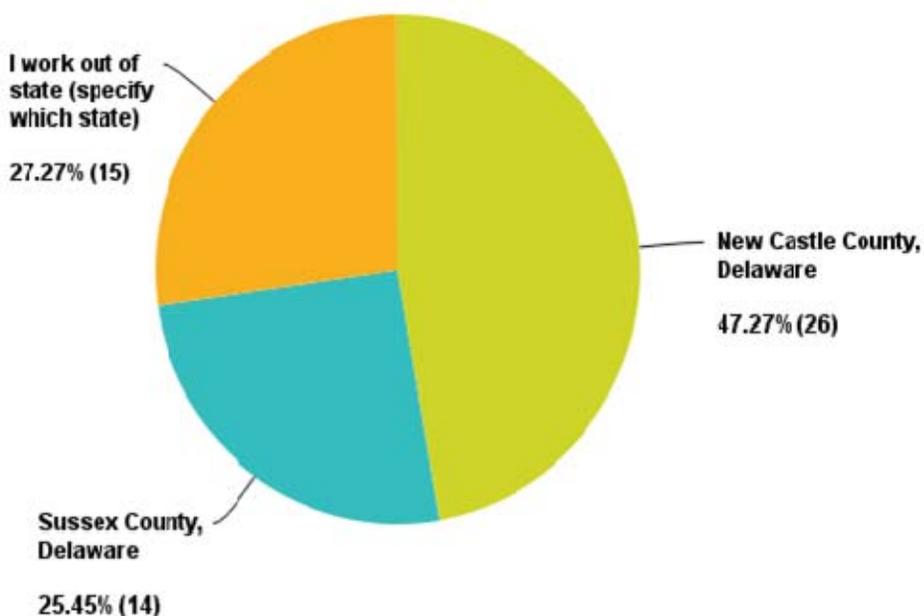


Most out-of-staters in this survey live in neighboring Maryland and Pennsylvania. A few people live in New Jersey, Florida and Wisconsin.

### Where people work

Most survey responders (78 percent) work in central Delaware, while 22 percent do not work in this area. Of the survey responders who do not work in central Delaware, 47 percent work in New Castle County, 27 percent work in another state, and 25 percent work in Sussex County. Most of the out-of-state workers said they worked in Maryland, and a few responders said they worked in Pennsylvania and New Jersey. A smattering of responders work in Virginia, Illinois, Wisconsin and Florida.

### Do not work in central Delaware



### Travel habits and congestion

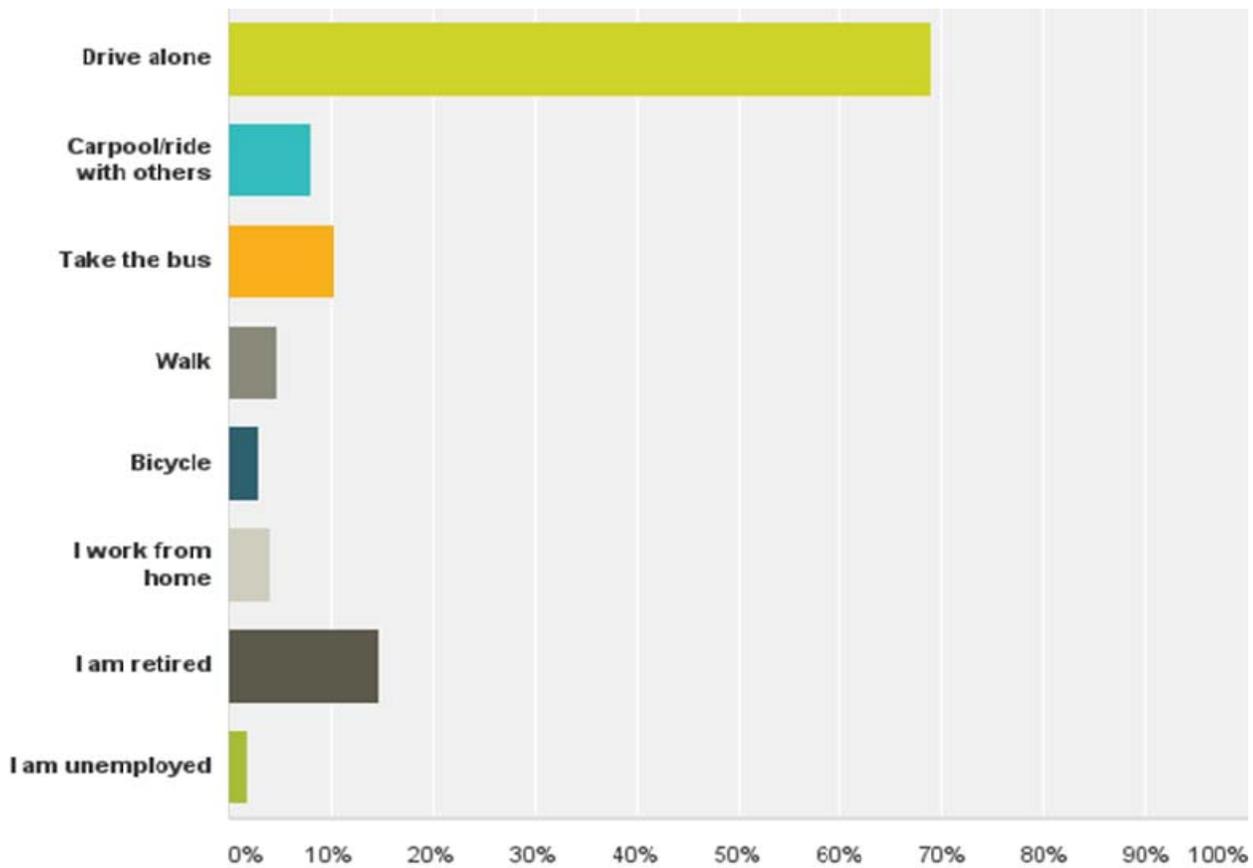
Most people in this survey drive to work alone.

The MPO asked how people travel to work if they are employed. Responders could to select more than one option.

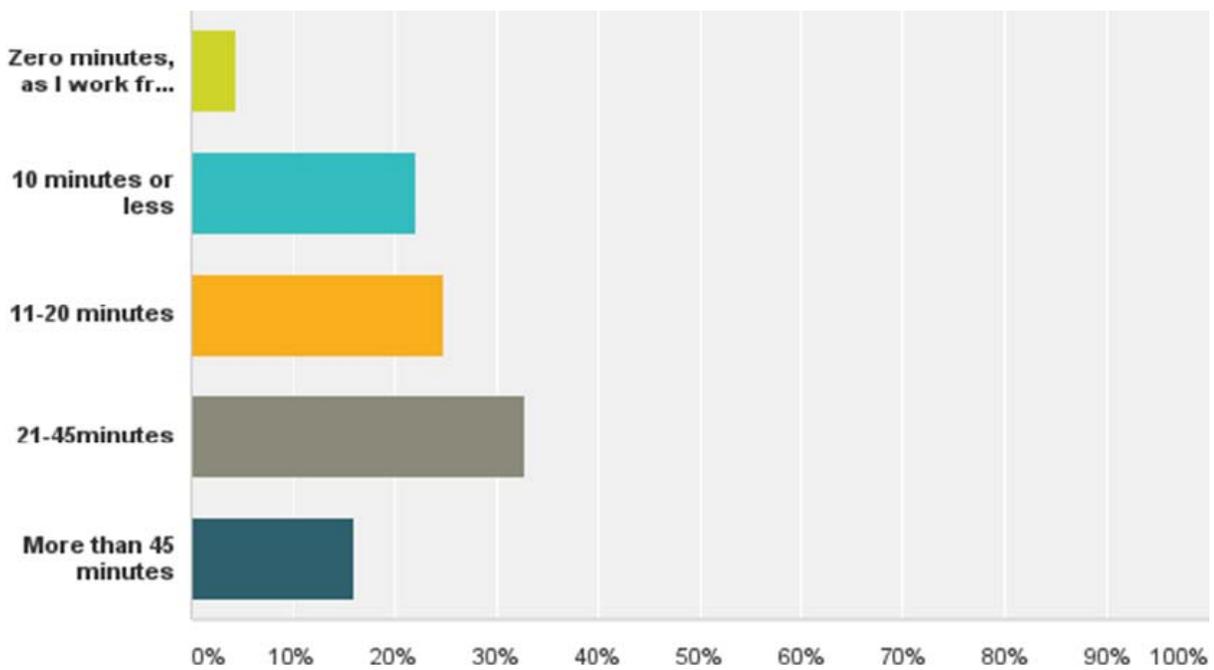
The most popular answer from a provided selection was drive alone (69 percent of responses). Ten percent said they ride the bus and 8 percent said they carpool/share rides with others. Five percent of responders said they walk to work and 3 percent said they bicycle. Fifteen percent of responders said they are retired, 4 percent said they work from home and 2 percent said they are unemployed.

Regardless of where they work or how they get there, 33 percent of survey takers said their average commute time is between 21 and 45 minutes. The second most popular answer from the provided selection was 11-20 minutes (25 percent), and 22 percent of responders said their commute is 10 minutes or less. Sixteen percent of responders said their commute to work takes 45 minutes or longer, and 4 percent said they work from home and have no commute.

**If you are employed, how do you usually travel to work?  
You may select more than one answer.**



**On average, how long does it take you to travel to work each day?**



Most survey responders (52 percent) said traffic congestion where they live is somewhat serious, while 32 percent said the congestion is not serious. Fifteen percent said traffic congestion where they live is very serious.

## Transportation needs today and tomorrow

MPO staff wanted to find out what people feel are the biggest transportation needs facing central Delaware today. Responders could choose their top three answers from the list below:

- Congestion
- Overdevelopment
- Road conditions
- Public transportation
- Lack of transportation funding
- The aging population
- Cost of travel
- Air pollution
- Inadequate bicycle and pedestrian facilities
- Facilities for people with special needs, such as walkers and wheelchairs
- Safety
- Other (people could write an answer in the comment section — see attached survey).

The three most popular answers are public transportation (46 percent), congestion (45 percent) and road conditions (30 percent).

### What do you think are the biggest transportation needs facing central Delaware today? Please select your top three choices.

Answer Choices	Responses
Public Transportation	46%
Congestion	45%
Road conditions	39%
Inadequate bicycle and pedestrian facilities	30%
Overdevelopment	30%
Lack of transportation funding	22%
Safety	20%
Other	15%
Aging population	13%
Cost of travel	11%
Facilities for people with special needs, such as walkers and wheelchairs	8%
Air pollution	7%

The breakdown for the remaining choices is:

- Inadequate bicycle and pedestrian facilities (30%)
- Overdevelopment (30%)
- Lack of transportation funding (22%)
- Safety (20%)
- Other (15%)
- Aging population (13%)
- Cost of travel (11%)
- Air pollution
- Facilities for people with special needs, such as walkers and wheelchairs (8%)
- Air pollution (7%)

### Long term issues

MPO staff also asked about long-term issues in central Delaware. Responders could pick their top three choices in a list of topics that they believe could be issues in the coming decades. The topics were:

- The Economy
- Growth/Development
- Transportation
- Environment
- Open Space and Farmland
- Affordable Housing
- Other (with a request for people to explain this answer)

The most popular three topics in this case were growth/development (63 percent), the economy (59 percent), transportation (51 percent).

The breakdown for the remaining choices is:

- Open space and farmland (30%)
- Environment (29%)
- Affordable housing (28%)
- Other (7%)

**Which of the issues below do you think will be the most critical for central Delaware in the next 10-20 years? Please select your top three choices.**

Answer Choices	Responses
Growth/Development	63%
Economy	59%
Transportation	51%
Open space and farmland	30%
Environment	29%
Affordable housing	28%
Other	7%

## Prioritizing issues

The MPO twice asked people to prioritize issues on a scale of one to five, with one as the least important, and five as the most important. The first set of issues was :

- Reducing traffic congestion on roads and highways
- Improving public transportation service
- Revitalizing communities and their downtown areas
- Improving facilities for bicycling, walking and for people with disabilities
- Air quality
- Managing growth and development
- Preserving open space and farmland.

Mostly, the answers were distributed along the scale. The top three categories that people ranked as highest priority were preserving open space and farmland (42 percent), managing growth and development (41 percent) and revitalizing communities and their downtown areas (40 percent).

Few people gave any of the topics a lowest priority ranking. However, the categories that most received lowest priority rankings were: Improving public transportation (6 percent), improving air quality ( 5 percent) and revitalizing communities and their downtown area (5 percent). Less than one percent gave managing growth and development a lowest priority ranking.

<b>On a scale of 1 to 5, how much priority do you think should be shown to each given topic, with 1 as lowest priority and 5 as highest priority?</b>					
<b>Topic</b>	<b>1 (lowest priority)</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5 (highest priority)</b>
Reducing traffic congestion on roads and highways	4.05%	13.85%	27.03%	28.38%	26.69%
Improving public transportation (bus) service	6.04%	11.41%	24.83%	24.50%	33.22%
<b>Revitalizing communities and their downtown areas</b>	4.71%	6.40%	18.86%	30.30%	<b>39.73%</b>
Improving facilities for bicycling, walking and for people with disabilities	4.36%	13.76%	21.48%	28.86%	31.54%
Improving air quality	5.08%	11.86%	24.75%	27.80%	30.51%
<b>Managing growth and development</b>	0.67%	3.70%	15.82%	38.72%	<b>41.08%</b>
<b>Preserving open space and farmland</b>	2.35%	10.07%	18.12%	27.85%	<b>41.61%</b>

Responders then ranked topics about transportation improvements. Again, the scale was from one to five, with one as lowest priority and five as the highest priority. The topics were:

- Maintain and repair the existing transportation system
- Build more roads and highways in developing areas
- Provide more transit
- Provide more options for waling, bicycling and the disabled
- Increase safety for all travel options
- Use technology to improve the transportation system

Again, answers were distributed among the priority rankings. The three most popular rankings were: Maintain and repair the existing transportation system (55 percent), increase safety for all travel options (49 percent) and Use technology to improve the transportation system (38 percent). Alternatively, 1 percent of responders gave

"maintain and repair the existing transportation system" a lowest priority ranking. Fifteen percent of responders ranked "build more roads and highways in developing areas" as lowest priority.

**On a scale of 1 to 5, what type of transportation improvements do you think should receive the highest priority for funding? Please rank your answers in order of importance, with 1 as lowest priority and 5 as highest priority.**

Topic	1 (lowest priority)	2	3	4	5 (highest priority)
Maintain and repair the existing transportation system	1.00%	2.00%	17.33%	24.67%	55.00%
Build more roads and highways in developing areas	15.31%	21.09%	21.77%	24.83%	17.01%
Provide more transit	6.87%	8.93%	23.71%	27.15%	33.33%
Provide more options for walking, bicycling and the disabled	5.50%	13.06%	22.68%	27.84%	30.93%
Increase safety for all travel options	1.36%	4.41%	18.31%	27.12%	48.81%
Use technology to improve the transportation system	2.72%	6.12%	19.73%	33.67%	37.76%

## Buses, Bikes and Walking

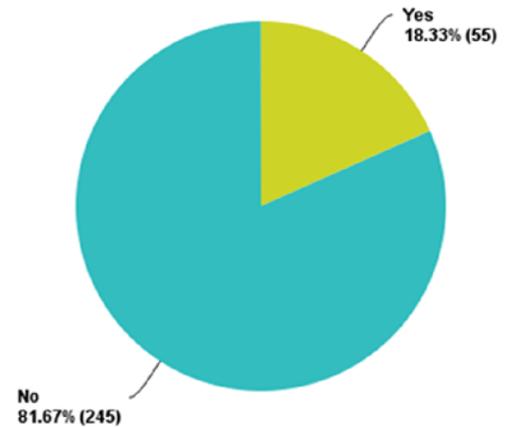
### Buses

People, for the most part, don't ride the bus in central Delaware. More than 80 percent of survey takers said they don't ride the public transit service, DART, and 18 percent of responders do ride DART.

The frequency among the small number of riders is:

- Daily (27 percent)
- Rarely (25 percent)
- Weekly (20 percent)
- Monthly (16 percent)
- Other/ written comments (11 percent).

**Do you ride public transit (DART First State)?**

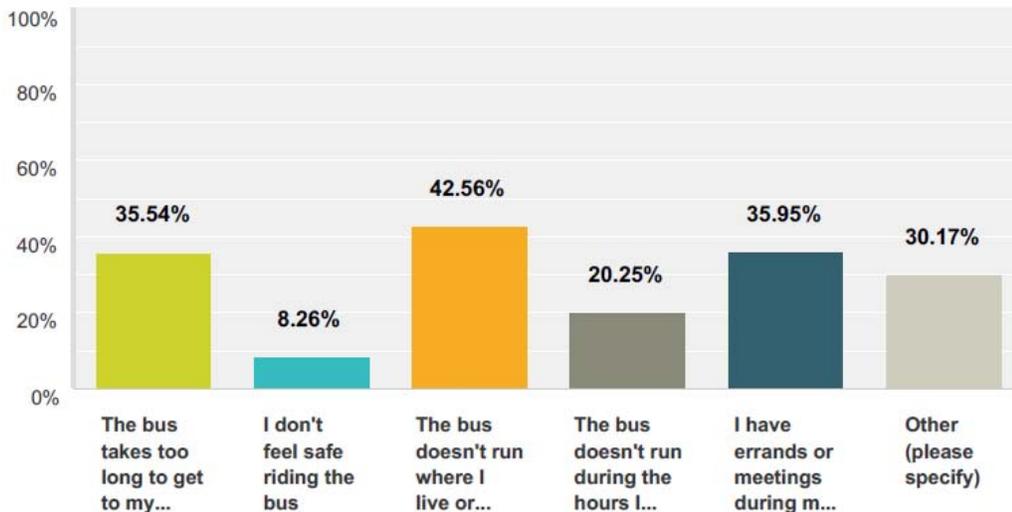


Responders who don't ride the bus could choose any of the following reasons that apply to them.

The reasons people don't ride, in order of popularity:

- The bus doesn't run where I live or work (43 percent)
- I have errands or meetings during my work day that make riding the bus inconvenient (36 percent)
- The bus takes too long to get to my destination (36 percent)
- The bus doesn't run during the hours I need (20 percent)
- Other/written comments (30 percent)
- I don't feel safe riding the bus (8 percent)

**If you don't ride public transit (DART First State), why not? Choose all answers that apply.**



The majority of riders and non-riders alike (62 percent) said they thought expansion and improvement of bus service in central Delaware would be helpful for existing riders or increasing ridership. Some (27 percent) said they weren't sure if expansion would make a difference. Ten percent gave an alternative answer in a comments section, and 9 percent said they did not think bus expansion would make any difference. Later in the survey, most responders (43 percent) indicated that they were not in favor of raising DART fares, with 27 percent in favor and 30 percent not sure.

## Bikes

The League of American Bicyclists ranks Delaware as one of the top five most bicycle friendly states in the country. Most people who answered this survey, however (59 percent), said that they did not bicycle in their areas (where they live), while 41 percent said they do bicycle in their areas.

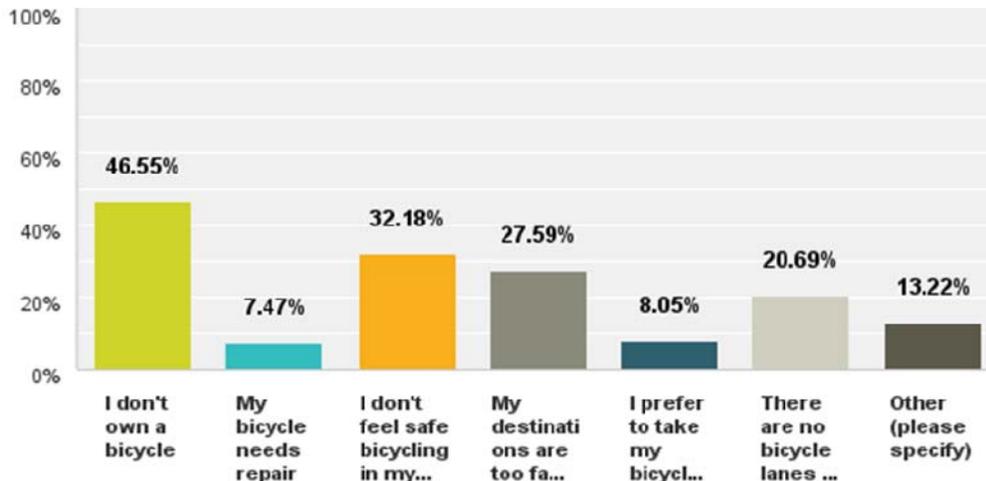
Of those who do bicycle where they live, 94 percent do so for exercise/recreation, 30 percent for short trips and errands, 3 percent said they bicycle as their main means of transportation and 2 percent wrote their own answers in the provided comment section. Responders to this question could choose all answers that applied to them.

For non-riders, the survey asked people why they didn't ride in their areas. Responders could choose all answers that applied to them. Why aren't people riding? They don't have bikes. Among the 59 percent of responders in the non-rider category, the most popular answer (at 47 percent) was "I don't own a bicycle." The second most popular reason (at 32 percent) was people don't feel safe bicycling in their areas.

The rest of the answer breakdown is as follows:

- "My destinations are too far to reach by bicycle" (28 percent)
- "There are no bicycle lanes or road shoulders in my area" (21 percent)
- "Other/wrote their own answer in the comment section" (13 percent)
- "I prefer to take my bicycle to off-road trails, such as at parks" (8 percent)
- My bicycle needs repair (7 percent).

## If you don't bicycle in your area, why not? Choose all answers that apply.

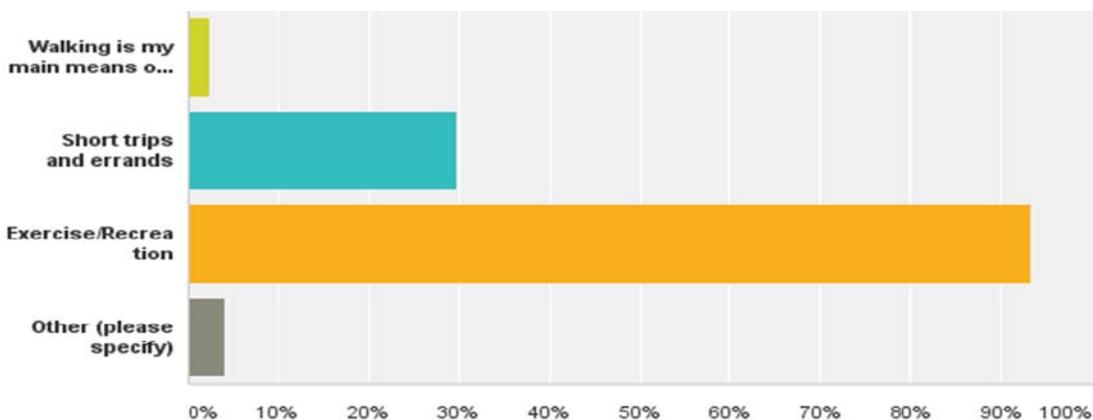


The majority of riders and non-riders alike (46 percent) said they felt that improved bicycle facilities would encourage them to ride more. Another 29 percent said they did not believe improved facilities would make a difference, while 23 percent weren't sure.

### Walking

More central Delawareans walk in areas where they live than not. Around 80 percent of survey responders checked 'yes,' when asked if they walk in their areas, versus the 20 percent who checked 'no' to the question. The majority of walkers (93 percent) said they do so for exercise and recreation. About 30 percent said they walk for short trips and errands. Four percent gave alternate answers in a space provided for comments, while 2 percent said walking is their main means of transportation.

## If you walk in your area, for what purpose?



On the other hand, distance between home and destination is the biggest reason (43 percent) gave for not walking in their areas, with lack of sidewalks and shoulders as the next reason (42 percent). Twenty-eight percent of responders said they didn't feel safe walking in their areas. Seventeen percent said they prefer to use off-road trails, such as at parks, 13 percent said medical conditions that prevent them from walking, while another 13 percent specified various other reasons in a space provided.

The majority of walkers and non-walkers (57 percent) indicated that improvements to walking facilities would encourage them to walk more, while 23 percent said no to this question, and 18 percent said they weren't sure. Eight percent provided alternate answers in the comment section.

# Mobility Improvement, Fees, Fares and Other Questions

## Mobility Improvement

Staff additionally asked responders about options for improving central Delaware's transportation system, as well as some transportation-related financial questions.

For the transportation options, MPO staff asked people to rank on a scale of 1 to 5 which of the following they believe will improve the area's transportation system and improve mobility:

- Coordination and better timing of traffic signals
- Widening existing highways
- Building new major roads (for example, the West Dover connector or a bypass)
- Providing more information to make it easier to ride the bus or carpool
- Developing more Park-and-Ride lots for transit
- Providing more real-time information about traffic incidents, construction, accidents and delays
- Expanding bicycle networks, such as bike trails, lanes and routes
- Designing communities that make it easier for people to walk and bike to store, schools and other public facilities and other neighborhoods
- Improving facilities for people with disabilities
- Reducing the amount of new development in rural areas
- Improving freight conditions so more products can travel by rail rather than truck

On a scale of 1 to 5, which of the following options do you think would improve the area's transportation?

Options	1 (would not help)	2	3	4	5 (would definitely)
<b>Coordination and better timing of traffic signals</b>	4.17%	9.03%	15.97%	22.92%	47.92%
Widening existing highways	11.15%	14.29%	29.27%	21.60%	23.69%
Building new major roads (for example, the West Dover Connector or a bypass)	8.65%	16.61%	28.72%	18.69%	27.34%
<b>Building more sidewalks to connect neighborhoods and commercial areas</b>	3.46%	9.34%	18.69%	23.88%	44.64%
Providing more information to make it easier to ride the bus or carpool	8.04%	14.69%	30.07%	22.38%	24.83%
Developing more Park-and-Ride lots for transit	7.34%	15.38%	32.17%	24.13%	20.98%
Providing more real-time information about traffic incidents, construction, accidents and delays	2.44%	12.54%	29.97%	29.27%	25.78%
Expanding bicycle networks, such as bike trails, lanes and routes	5.57%	15.33%	29.62%	19.16%	30.31%
<b>Designing communities that make it easier for people to walk and bike to stores, schools and other public facilities and other neighborhoods</b>	2.07%	7.93%	15.86%	25.52%	48.62%
Improving facilities for people with disabilities	5.96%	9.47%	34.04%	24.91%	25.61%
Reducing the amount of new development in rural areas	6.32%	10.88%	22.11%	21.40%	39.30%
Improving freight conditions so more products can travel by rail rather than truck	6.94%	12.50%	21.88%	23.96%	34.72%

Like similar questions in the survey, responses spread throughout the one to five scale. However, of the answers that people gave highest priority were:

- Designing communities that make it easier for people to walk and bike to stores, schools and other public facilities and other neighborhood (49 percent)
- Coordination and better timing of traffic signals (48 percent)
- Building more sidewalks to connect neighborhoods and commercial areas (45 percent) .

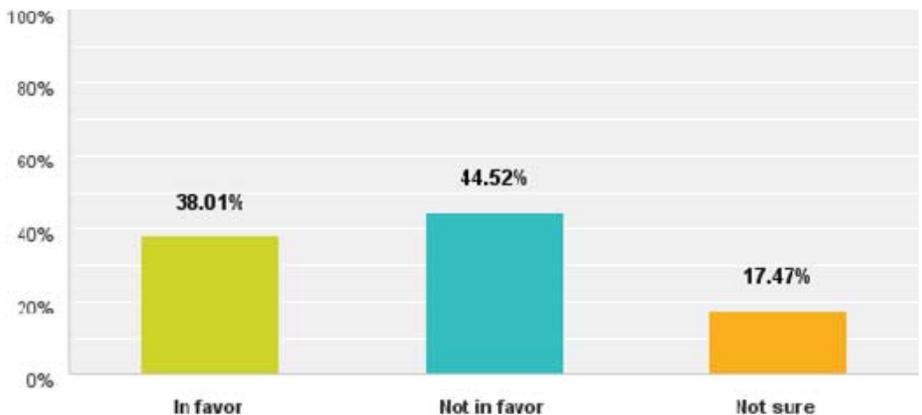
Few people gave any of the categories a lowest priority ranking. At 11 percent, however, the category that people most often ranked as lowest priority was about widening existing highways. Two percent of responders ranked the option for designing communities for easier access to places as lowest priority.

## Taxes and fees

### Gas tax

In 2014, the Delaware General Assembly voted against a proposed 10-cent hike in gasoline prices. This survey's responses echoed the vote with most (45 percent) of survey responders not in favor of an increase, 38 percent in favor of an increase, and 17 percent not sure.

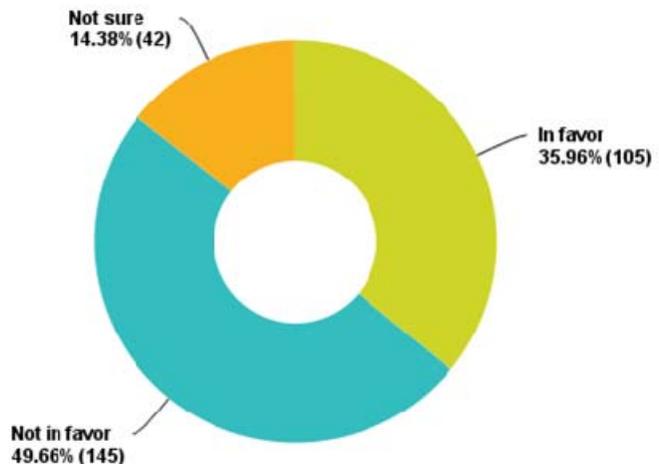
### What is your stance on raising gasoline taxes in Delaware to help pay for transportation-related improvements?



### Fees

Most responders also do not want any increases in their drivers' license and registration fees. This time, half of responders said they were not in favor of fee increases, while 36 percent favor an increase and 14 percent are unsure.

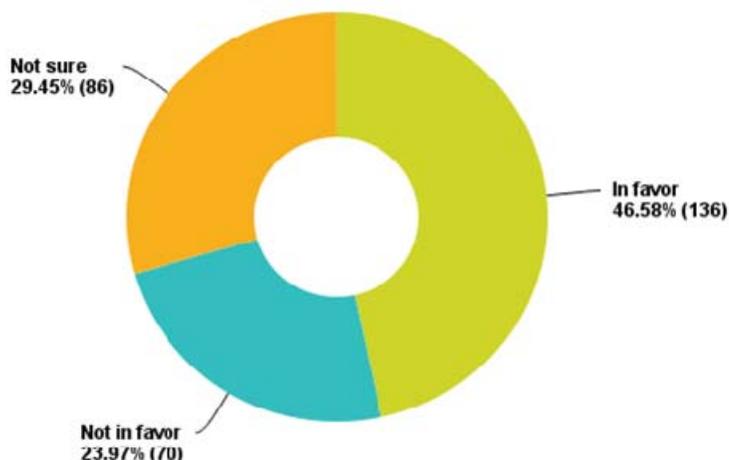
### What is your stance on raising drivers' license and vehicle registration fees in Delaware to help pay for transportation-related improvements?



## Private sector involvement

Although responders are mostly opposed to raising taxes and fees, most (47 percent) favor having the private sector share some transportation costs. About 30 percent are unsure, and 24 percent do not favor the private sector's involvement in transportation costs.

## What is your stance on including the private sector in financing transportation costs?



## Comments

Staff left several questions in the survey with space for people to write in their own answers. Some responders wrote in the boxes in addition to selecting from the multiple choice answers, and some questions only took written answers (see attached survey).

The comments offer some context and insight into the general survey results. Some responders used the comments sections to vent frustrations about the way people drive, or about the government, while other comments appear to elaborate upon multiple choice answers. Two questions toward the end of the survey asked if there are things that Delaware should do to close future funding gaps for transportation improvements, and if the survey left any specific transportation issues that they wanted to be addressed, but didn't see in the survey. These questions did not provide multiple choice answers, and asked only for written comments. Each of these questions generated more than 100 answers.

A few patterns emerged in the comments regarding particular topics. The most popular topics centered around public transit and roads, which overlapped into comments about traffic and road conditions, and traffic in relation to development. There were several responses related to taxes, where some people want less spending of taxpayer dollars, while others want taxes and fees increased. Some comments suggest that Delaware should create fees to pay for infrastructure. The topics of bicycling and walking generated some comments throughout the survey.

## Transit

Transit was a sensitive issue for people in this survey. Ample comments about bus service ran throughout the survey, both in general survey questions and questions directly related to transit. Some comments argued the viability of DART service, while others requested more service in terms of hours and for buses to go farther into residential areas and closer to where people live. There also were several more comments about DART fares.

The question asking people why they don't ride DART generated 73 comments, which was more than any other question that focused upon on a specific issue and also had multiple choice answers. The 73 comments amounted to 30 percent of the responses in the 'why don't you ride DART' question.

## **"I drive"**

Many of the 73 comments reflected the top multiple choice answers — the bus takes too long, the bus doesn't run where people live or work, etc. However, another consistent set of answers emerged:

"I drive"

"I am capable to have my own car."

"I have a car."

"I have a car and don't need public transportation."

What do these comments represent? Do these answers represent:

- An either/or mindset about transit — either people have a car and drive, or people ride the bus because they can't drive or don't have a car?
- A socioeconomic stigma attached to transit — transit riders are poor, and people who drive are financially healthy, and financially healthy people don't want to be mistaken as poor?
- Confusion about paratransit service and regular route service? Paratransit is door-to-door service primarily for medically disabled persons, while regular route service is open to all riders.
- General misconceptions about bus service?
- A perception that DART is unreliable? If so, is this perception derived from some of the multiple choice answers about lengthy bus rides, inconvenient route times, and routes that run too far from where people live or work? With these factors combined, is DART deemed as an reliable form of transportation?

If these answers indicate a pattern of misconceptions about DART, should these be dispelled? These comments do not seem to communicate that the people view DART as a service they can use as much or as little as they like (drive today, take the bus tomorrow or vice versa).

These types of comments might reflect people's general preference for driving. Some comments specifically said this. Remember, also, that 69 percent of survey responders indicated that they drive alone to work. Some people like the ability to come and go at will, or to travel undisturbed in a semi-private space. Some people just like to drive, the same way they might like to take walks or go on bicycle rides and will choose driving over any other mode of transportation.

## **Other comments about transit**

Several comments throughout the survey called for investment in private transportation services, such as Uber or Lyft. There also were several requests for trolley services for short trips and for passenger rail service in central Delaware. Some people requested expanded or improved services for specific routes, such as the 301, or in specific areas like Milford and Smyrna. Other comments reflected simpler requests, such as adding space to bus bike racks, or for bus service to major airports in Baltimore and Philadelphia. There also were comments about fares, either saying fares are too high, or they need to be raised.

The question asking whether expansion or improvements to bus service would improve ridership also garnered several comments. Again, some people condemned DART as an unviable transportation source, while others believed it could be helpful. Some people outlined conditions of how service could improve. Some of the comments were:

- "Expansion and improvement of bus service should focus on transit-dependent populations, instead of focusing on increasing ridership. Expanding ridership for those who need it shows the service can be used to complete life's tasks because it actually would be, instead of trying to attract people who already have a reliable form of transit (their personal car) and will most likely stay with their own vehicles. Focusing on the [latter] not only decreases the services for those who actually need it while increasing services for those who will most

likely not use it, but simply adds to the perception that public transit is too inept to complete life's daily tasks. This furthers the likelihood that those with personal vehicles won't use the service and those that currently do will work to get their own vehicle instead of continuing to use public transit."

- "ABSOLUTELY!! The current system is not reflective of the needs of the community. There [are] not enough routes to cover the entire city. There are many other places that I would like to go to shop, visit that are not on bus transportation."

## Roads/Development

Several survey questions generated comments about road conditions, or a need for road infrastructure to keep up with development.

- "The area is developing and [DelDOT] has not [kept] up with transportation needs. Roads are still two-lane country lanes, no shoulders and insufficient directional and highway markings. Lane identification at intersections is poor, i.e. turning lanes marked with painted decals as opposed to overhead sign."
- "Much needed road construction for the rapidly growing population."
- "Route 13 between Camden and North Dover is AWFUL. Lights to cross it on other roads are TOO SHORT."
- "From Wendy's to Camden Wal-Mart ... the local people just running across the roads and not caring of the drivers, and the Crazy consistent car accidents in that strip of Route 13."
- "Rt. 13 corridor from Puncheon Run to Woodside. This will become worse once West Dover Connector is complete."
- "Route 8 has become overly congested since the building of Dover High School. It definitely has a great impact when sporting/any event at Dover High lets out because of the backup created on Route 8. Plus the sidewalk needs to be on both sides of the road. Someone is going to be hurt on the side without a sidewalk since students will walk on that side."
- "Overdevelopment of rural areas and underdevelopment of urban areas. We've chosen to subsidize housing at the expense of transportation. Too many of our residents are now located in rural areas where housing is cheap, but from which they must drive to reach anywhere else they want to be."
- "Too much sprawling development that requires cars to travel anywhere. Segregation of residential development from commercial areas and schools."
- "More attention should be given to the condition of the rural roads. Further message: I have lived here all my life and have seen great improvements through the years and am proud to be a citizen of Kent County and Delaware. I appreciate the opportunity to share in this survey. Keep up the good work!"

## Traffic

Another comment specifically mentions North Street, Mifflin Road, Kenton Road and Route 8, saying that traffic is heavy on those roads, particularly at peak travel times. This comment also addressed traffic in relation to walk and bicycle safety.

"We need to incorporate more ITS on roadways to alleviate congestion, provide drivers with alternative routes and allow them to see real time traffic conditions in order to plan their trips accordingly," one responder wrote.

### **Bicycling and Walking Comments**

As with other comment sections, comments related to bicycling and walking often elaborated upon the multiple choice answers in other questions. Some responders added that they occasionally walk or bicycle to work, and some said they did not walk or bike because of age, health issues, or that drivers/traffic are unfriendly to bicyclists.

Many comments offered suggestions for more road shoulders, bicycle racks and safe places to walk or ride. Many people asked for sidewalks. There was a specific request for sidewalks on Sunnyside Road in Smyrna, as well as for infrastructure that would provide a way to walk from Smyrna-Leipsic Road to Big Oak Park. Another comment asked for pedestrian improvements along and near South Little Creek Road.

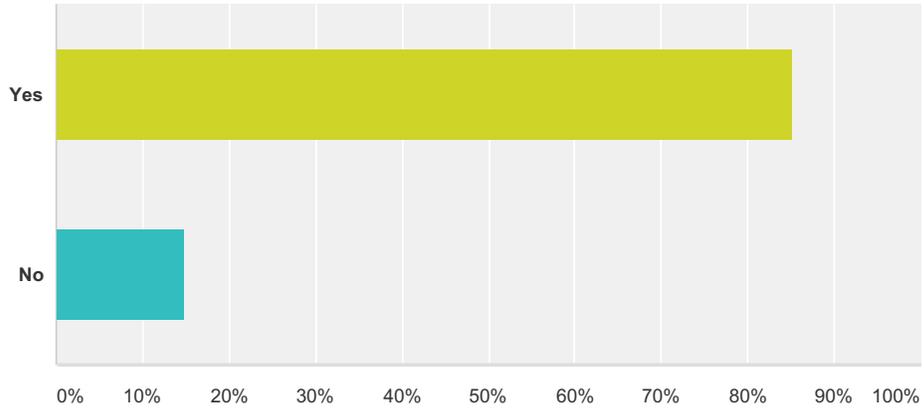
"I carpool with a coworker daily, so sometimes I don't have a car," one comment said. "There seems to be a lot of pedestrian traffic along S. Little Creek Road, close to the Safeway shopping center. There is actually a pedestrian cut path in the grass along the road because so many people walk this route. There is no crosswalk to the Levy Court complex, where there is also a large walking path that is widely used. This is a scary road to cross without adequate pedestrian facilities, Personally, I use it quite often."

### **Conclusion**

This survey is a pulse-reading of what people want transportation in their community to look like. Hopefully, the survey results and comments provide more than that. MPO staff hopes that the survey results provide transportation planners with valuable insight in the coming years as they create the best ways to get people where they need to go.

### Q1 Do you live in central Delaware (Kent County, including Smyrna north of the county line or Milford south of the county line)?

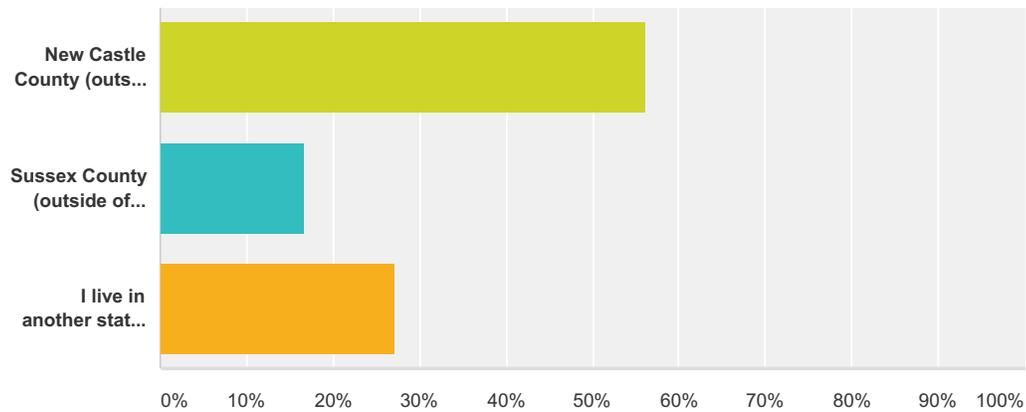
Answered: 322 Skipped: 0



Answer Choices	Responses
Yes	85.09% 274
No	14.91% 48
<b>Total</b>	<b>322</b>

## Q2 If you don't live in central Delaware, where do you reside?

Answered: 48 Skipped: 274

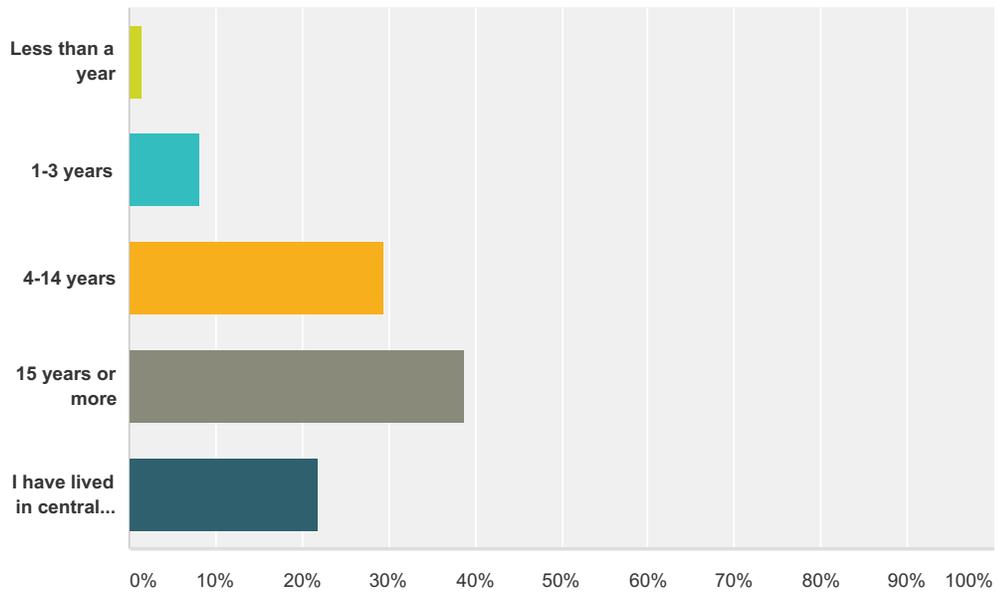


Answer Choices	Responses
New Castle County (outside of Smyrna)	56.25% 27
Sussex County (outside of Milford)	16.67% 8
I live in another state, but visit or do business in central Delaware (specify your state of residence)	27.08% 13
<b>Total</b>	<b>48</b>

#	I live in another state, but visit or do business in central Delaware (specify your state of residence)	Date
1	Pennsylvania	6/10/2016 8:30 AM
2	Maryland	6/8/2016 3:44 PM
3	Queen Anne's County Maryland	5/5/2016 9:42 AM
4	MD	4/29/2016 3:12 PM
5	FL	4/25/2016 3:31 PM
6	New Jersey	4/15/2016 5:54 PM
7	Wisconsin	3/30/2016 9:22 AM
8	i live in maryland	3/29/2016 11:57 AM
9	PA	3/29/2016 11:23 AM
10	Pennsylvania	3/28/2016 8:19 AM
11	PA	3/23/2016 9:12 AM
12	Pennsylvania	3/22/2016 5:27 PM
13	Maryland	3/14/2016 8:07 AM

### Q3 How many years have you lived in central Delaware?

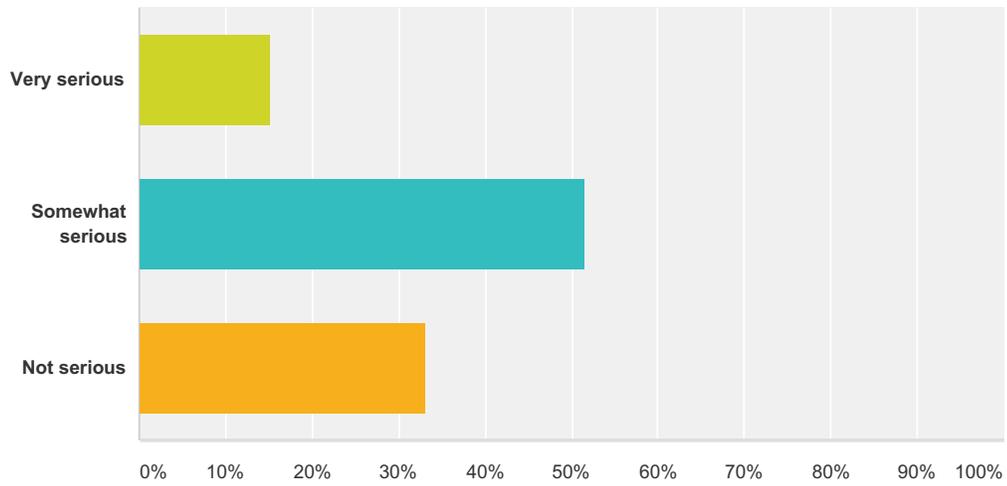
Answered: 268 Skipped: 54



Answer Choices	Responses
Less than a year	1.49% 4
1-3 years	8.21% 22
4-14 years	29.48% 79
15 years or more	38.81% 104
I have lived in central Delaware all of my life	22.01% 59
<b>Total</b>	<b>268</b>

### Q4 If you live in central Delaware, how serious would you say traffic congestion is in your area?

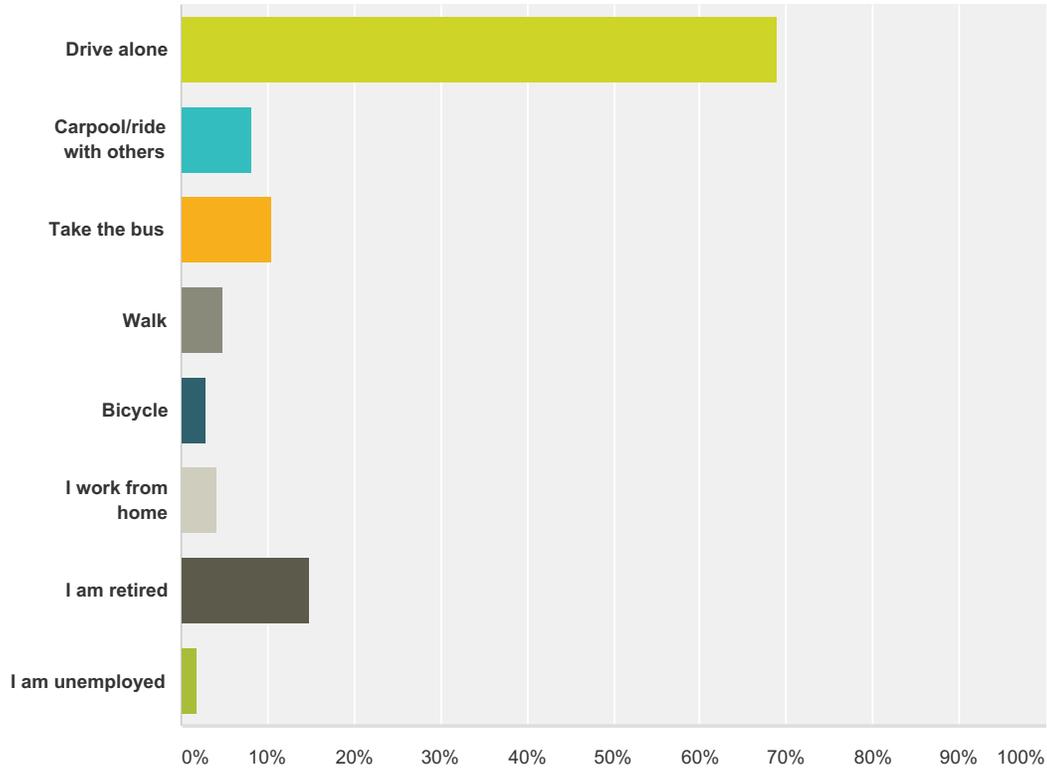
Answered: 268 Skipped: 54



Answer Choices	Responses
Very serious	15.30% 41
Somewhat serious	51.49% 138
Not serious	33.21% 89
<b>Total</b>	<b>268</b>

### Q5 If you are employed, how do you usually travel to work? You may select more than one answer.

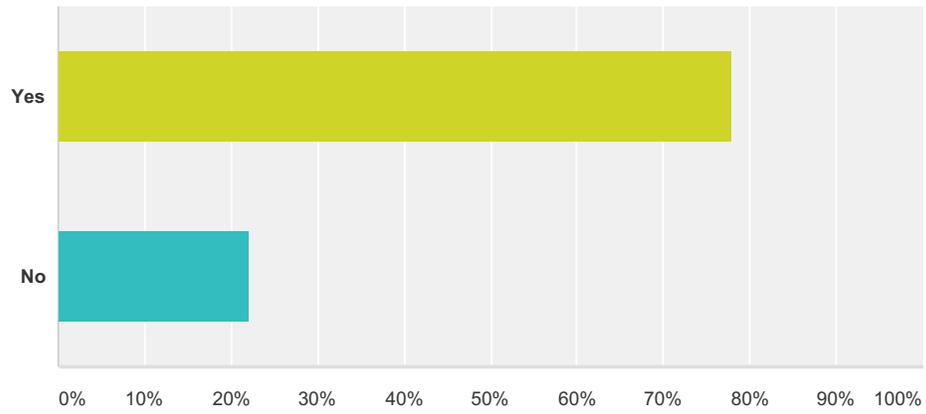
Answered: 316 Skipped: 6



Answer Choices	Responses
Drive alone	68.99% 218
Carpool/ride with others	8.23% 26
Take the bus	10.44% 33
Walk	4.75% 15
Bicycle	2.85% 9
I work from home	4.11% 13
I am retired	14.87% 47
I am unemployed	1.90% 6
<b>Total Respondents: 316</b>	

### Q6 Do you work in Kent County, Delaware?

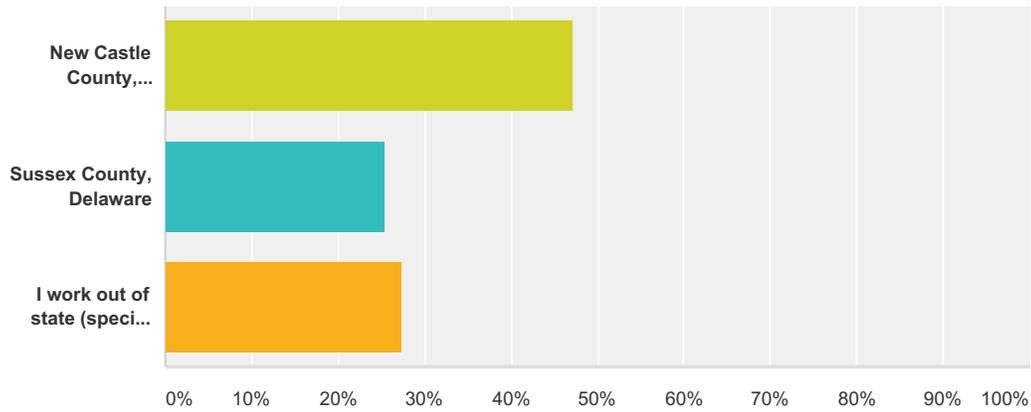
Answered: 263 Skipped: 59



Answer Choices	Responses
Yes	77.95% 205
No	22.05% 58
<b>Total</b>	<b>263</b>

### Q7 Do you work in:

Answered: 55 Skipped: 267

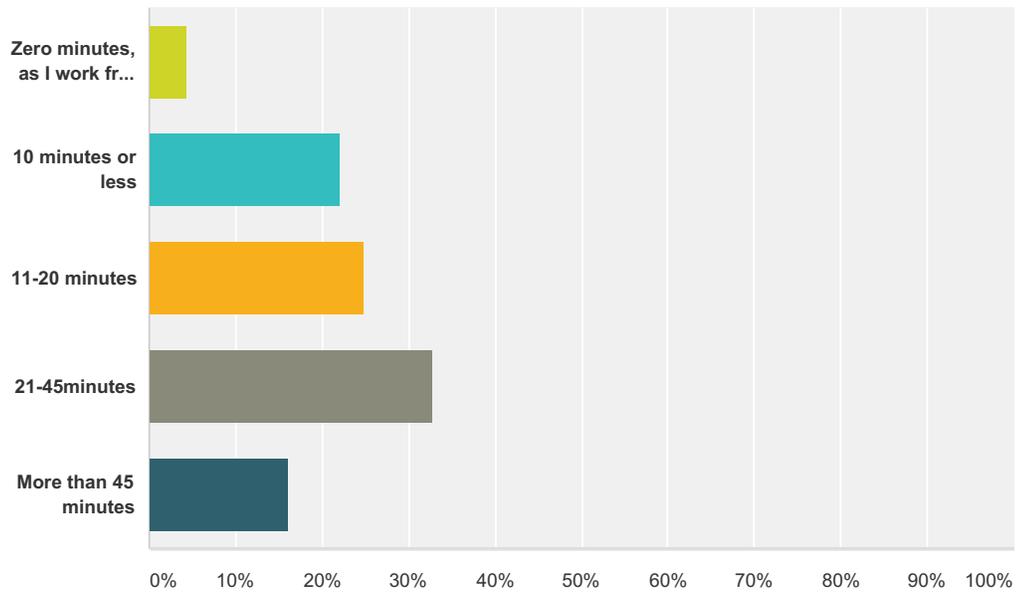


Answer Choices	Responses
New Castle County, Delaware	47.27% 26
Sussex County, Delaware	25.45% 14
I work out of state (specify which state)	27.27% 15
<b>Total</b>	<b>55</b>

#	I work out of state (specify which state)	Date
1	Illinois	8/15/2016 2:48 PM
2	maryland	8/15/2016 2:41 PM
3	Paper survey: Did not give a location of their work	8/11/2016 10:21 AM
4	New Jersey	6/21/2016 12:06 PM
5	Maryland	6/16/2016 10:33 PM
6	Md	6/16/2016 7:37 PM
7	Manually entered; person checked 'not applicable' to this and to prior question 'Do you work in Kent County, Del.?'	6/13/2016 5:23 PM
8	Pa	6/9/2016 2:55 PM
9	New Jersey	5/4/2016 1:57 PM
10	MD	4/29/2016 4:39 PM
11	FL	4/25/2016 3:32 PM
12	New Jersey	4/15/2016 5:55 PM
13	Wisconsin	3/30/2016 9:52 AM
14	i work in alexandria	3/29/2016 12:01 PM
15	Pennsylvania	3/28/2016 8:22 AM

### Q8 On average, how long does it take you to travel to work each day?

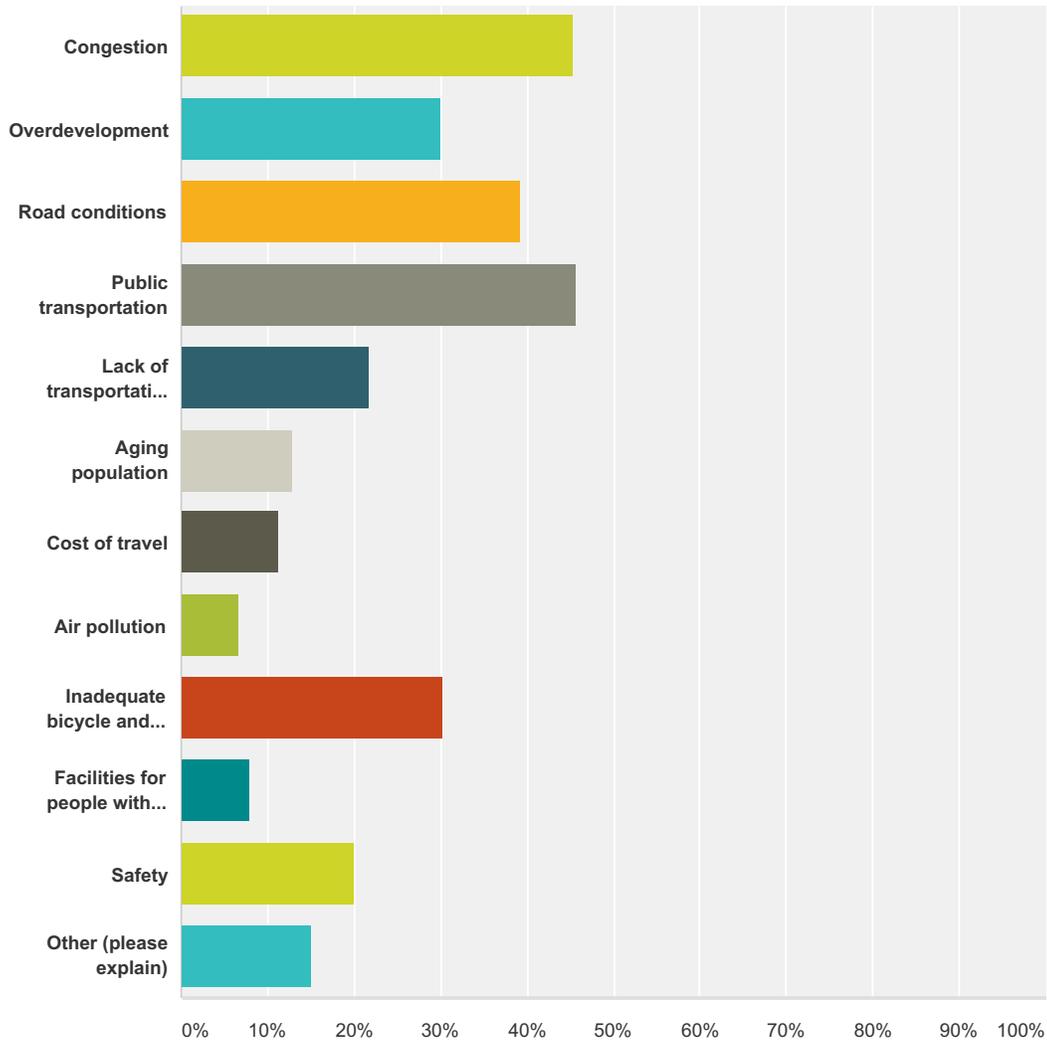
Answered: 254 Skipped: 68



Answer Choices	Responses
Zero minutes, as I work from home	4.33% 11
10 minutes or less	22.05% 56
11-20 minutes	24.80% 63
21-45minutes	32.68% 83
More than 45 minutes	16.14% 41
<b>Total</b>	<b>254</b>

### Q9 What do you think are the biggest transportation needs facing central Delaware today? Please select your top three choices.

Answered: 300 Skipped: 22



Answer Choices	Responses
Congestion	45.33% 136
Overdevelopment	30.00% 90
Road conditions	39.33% 118
Public transportation	45.67% 137
Lack of transportation funding	21.67% 65
Aging population	13.00% 39
Cost of travel	11.33% 34

Air pollution	6.67%	20
Inadequate bicycle and pedestrian facilities	30.33%	91
Facilities for people with special needs, such as walkers, canes and wheelchairs	8.00%	24
Safety	20.00%	60
Other (please explain)	15.00%	45
<b>Total Respondents: 300</b>		

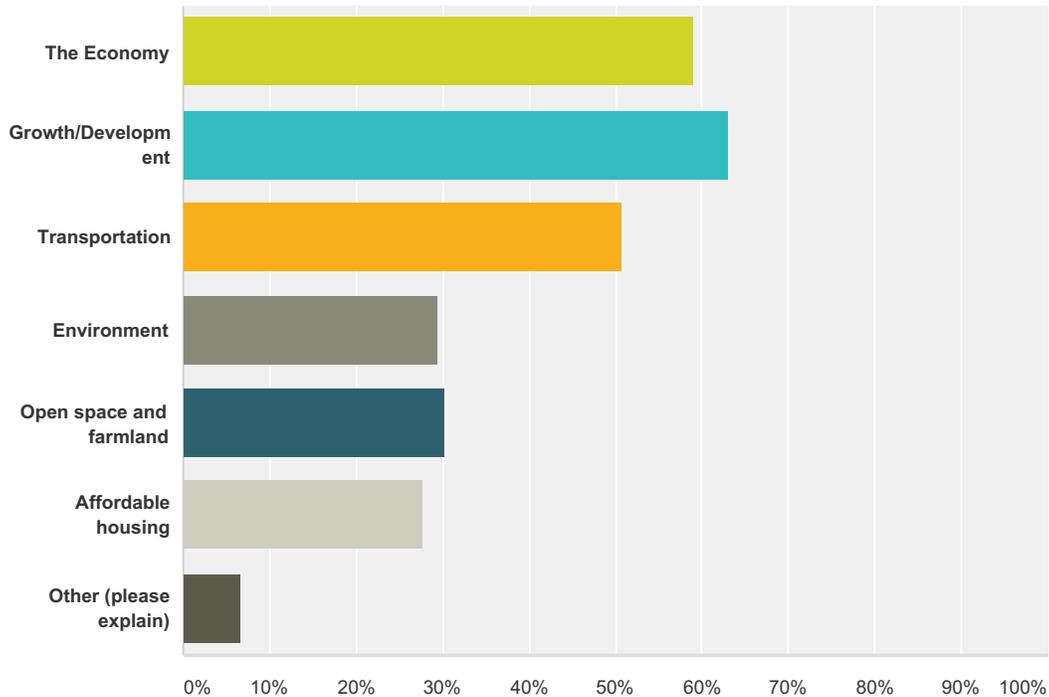
#	Other (please explain)	Date
1	New roads needed for this growing population. Years Behind!!!	8/16/2016 9:43 AM
2	WE NEED THE ABILITY TO GO WEST OUT OF DOVER TO HOOK UP TO HWY 301 ON BETTER ROADS. THIS MEANS COORDINATION WITH MARYLAND.	8/15/2016 9:42 PM
3	College road!!!!!! Sidewalks or bike path	8/15/2016 6:05 PM
4	Lack of adults with driving skills.....problem isn't teenagers	8/15/2016 4:28 PM
5	Lack of East-West roads and highways from RT13. Look at Dover. Three East-West Roads: College, Walker and Forrest and maybe Hazletville. You are running heavy traffic right through residential areas with college and walker. Look out for Chestnut Grove Road. That will be the next pass through for congestion. Can you do a fly over from Scarbrough to Kenton? Anyway, East-West should be the priority all the way to RT 301	8/15/2016 1:19 PM
6	People need to learn to drive correctly. Don't clog the left lane. Don't text phone and eat while driving.	8/15/2016 1:19 PM
7	Lack of employment.	8/8/2016 11:47 AM
8	The buses in Kent County (301) do not run enough.	6/27/2016 4:10 PM
9	I believe Kent County does a good job with traffic. Special events are usually well planned out in advance. Beach traffic during the summer is heavy but current residents expect this and prepare ahead of time.	6/16/2016 1:41 PM
10	The area is developing and DOT has not keep up with transportation needs. Roads are still two lane country lanes, no shoulders and insufficient directional and highway markings. Lane identification at intersections is poor, i.e. turning lanes marked with painted decals as opposed to overhead sign.	6/16/2016 1:16 PM
11	Too many drivers are not courteous -- do not know the rules of the road. Too many are in a hurry -- run red lights, especially on turns.	6/16/2016 11:20 AM
12	There needs to be a system of trails for walkers and joggers made in such a fashion that they are not at risk of being hit by vehicles.	6/16/2016 9:10 AM
13	DelDOT is building bike paths and trails which is great. Better wayfinding signs are needed and bike racks are needed at destination points. If you bike to a shopping center, you find the nearest light pole to lock your bike to. Can the MPO advocate for a grant to businesses to apply to for bike rack installation? I would bike to my gym and to shop, but there is no place to lock up my bike!	6/13/2016 9:30 AM
14	Weekend services. 301 & 303 routes are very limited/unavailable on Sat . and Sun. I travel through out the year from Wilmington to Georgetown via DART.	6/12/2016 12:08 PM
15	People can't drive.	6/9/2016 2:55 PM
16	People not having full attention or driving recklessly/careless while on the road.	6/9/2016 1:07 PM
17	Overdevelopment of rural areas and underdevelopment of urban areas, We've chosen to subsidize housing at the expense of transportation. Too many of our residents are now located in rural areas, where housing is cheap but from which they must drive to reach anywhere else they want to be.	6/9/2016 1:06 PM
18	Bus serves & price is horrible. DART executives need to go to Portland, OR & meet with TRI-MET executives & study their Transit system & pricing. There are too many places that are not served by a bus, but are now populated by businesses & need a bus route. The website need a simple interactive way too plan a trip.	6/9/2016 12:21 PM
19	Retards. Drivers, pedestrians, and bicyclists. Too many are horrible. Busses should be shut down because the fare box recovery rate is far too low. I do not want to subsidize someone's commute. The benefits of congestion relief, decreased pollution, employment for the driver, mechanic, etc. are NOT worth the cost. Raise the fares or shut down the busses.	6/8/2016 1:53 PM
20	This question REQUIRED 3 - I only wanted to respond with 2	6/8/2016 9:59 AM

21	Train service state wide	6/7/2016 7:42 PM
22	Landscaping and buffers go a long way. There seems to be a huge lack of not only adequate pedestrian and bicycle facilities, but landscaping and buffers to control traffic and make it flow properly. Trees in medians as well as flowers are not only pleasant to look at, but also diminish distraction of factors on the road. A fairly inexpensive way to improve the roadway! Safety and viewscape!	6/7/2016 10:08 AM
23	We need to incorporate more ITS on roadways to alleviate congestion, provide drivers with alternative routes and allow them to see real time traffic conditions in order to plan their trips accordingly.	6/7/2016 8:08 AM
24	Not so much overdevelopment, but a lack of overall planning and coordination between development and resources.	4/27/2016 11:40 AM
25	Vehicle Noise -- There are three collector roads in west dover. West dover is becoming unlivable due to the lack of muffler noise. West dover will become the next low class area in Dover if this is not corrected and fast. West North Street must be made into a 5 lane highway all the way to MD 313. This will take the heat off of Forrest. It's perfect, an industrial highway to the industrial area of Dover and a road that will go directly to Rt. 13 and Punch and Run.	4/25/2016 5:34 PM
26	We have far too many housing developments with no sidewalks and with only one way in/out. Also too many businesses located at an intersection of 2 major roads still with only one way in/out.	3/29/2016 6:29 PM
27	Lack of "merge" lanes when turning right on to Rt. 1. Lack of planning for resort traffic heading in either direction. For example when Milford bypass was constructed need local service road running parallel for local traffic, allowing North South traffic to flow without turning traffic, that are local traffic. Once again, better merge or 3 lanes for merging back onto Rt. 1. Solar speed signs to adjust speed limits during high traffic periods - 45 to 55 to 60.	3/29/2016 4:03 PM
28	PUBLIC TRANSPORTATION TO MAJOR AIRPORTS (BWI & PHL)	3/29/2016 11:48 AM
29	Drivers that do not ever use the right lane and slow everyone up as well as contribute to road rage. If you visit the D.C. area and take 95 south out of Washington, you will discover that we really do not have a problem now.	3/23/2016 10:24 AM
30	Rt 13 between Camden and N Dover is AWFUL. Lights to cross it on other roads are TOO SHORT.	3/23/2016 10:22 AM
31	As a newcomer to Dover and the state, I cannot say I have gotten any information about public transportation, nor have I seen evidence of it. I am also an avid proponent of biking, so would like more safe biking routes available.	3/23/2016 10:01 AM
32	I don't believe there are any transportation concerns other than Paratransit and Dart not charging reasonable rates....They are very under valued.	3/23/2016 9:45 AM
33	Our company provides and repairs medical/mobility equipment for disabled people. Our clients constantly tell us that they can not get transportation to our location on S Governors Ave in Dover. We are aware of DART and inform clients but they still say that this service does not meet their needs.	3/23/2016 9:17 AM
34	Biggest issue is rt 13 from Wendy's to Camden Walmart.... The local people just running across the roads not caring of the drivers .... And the Crazy consistent car accidents in that strip of rt 13.	3/22/2016 9:58 PM
35	Traffic light pattern	3/22/2016 9:15 PM
36	Lack of aggressive driver law enforcement.	3/22/2016 5:45 PM
37	Adding stop lights and roundabouts where they aren't needed.	3/22/2016 5:23 PM
38	too much sprawling development that requires cars to travel anywhere. Segregation of residential development from commercial areas and schools.	3/22/2016 4:49 PM
39	Need to raise the gas tax to fund public transportation and bicycle & pedestrian facilities. Making driving more expensive will encourage citizens to choose cycling or walking for short trips. This will improve air quality and reduce road congestion.	3/20/2016 6:47 PM
40	RT 8 has become overly congested since the building of Dover High School. It definitely has a great impact when sporting/any event at Dover High lets out because of the backup created on RT 8. Plus the side walk needs to be on both sides of the road. Someone is going to be hurt on the side without a sidewalk since students still walk on that side.	3/17/2016 1:57 PM
41	Poor driver skills, i.e. Non use of acceleration/deceleration lanes and riding in left lane well under posted speed limit	3/17/2016 1:56 PM
42	Traffic in certain areas...specifically North Street, Mifflin Road, Route 8, Dover Kenton Road for example is really a problem during peak travel times. For those who want to bike, these areas are a challenge, heck driving them is on some days. Pedestrian/Bike route along Rt 13 would be cool, but getting over the Silver Lake Bridge is a challenge for pedestrians and bike riders, especially if the sidewalks are in use by folks enjoying the bridge views, fishing, etc.	3/17/2016 1:09 PM
43	Too much development! Taxes (School) Teachers get raises, police get raises, STATE employees do not and if we do, it goes towards the already increased fees, COL, municipalities employees get raises (Smyrna where taxes go UP), etc.	3/17/2016 8:44 AM

44	Rt. 13 corridor from Puncheon Run to Woodside. this will become worse once West Dover Connector is complete.	3/16/2016 3:32 PM
45	construction detour routes not prioritizing local traffic	3/14/2016 6:55 AM

**Q10 Which of the issues below do you think will be the most critical for central Delaware in the next 10-20 years? Please select your top three choices.**

Answered: 300 Skipped: 22



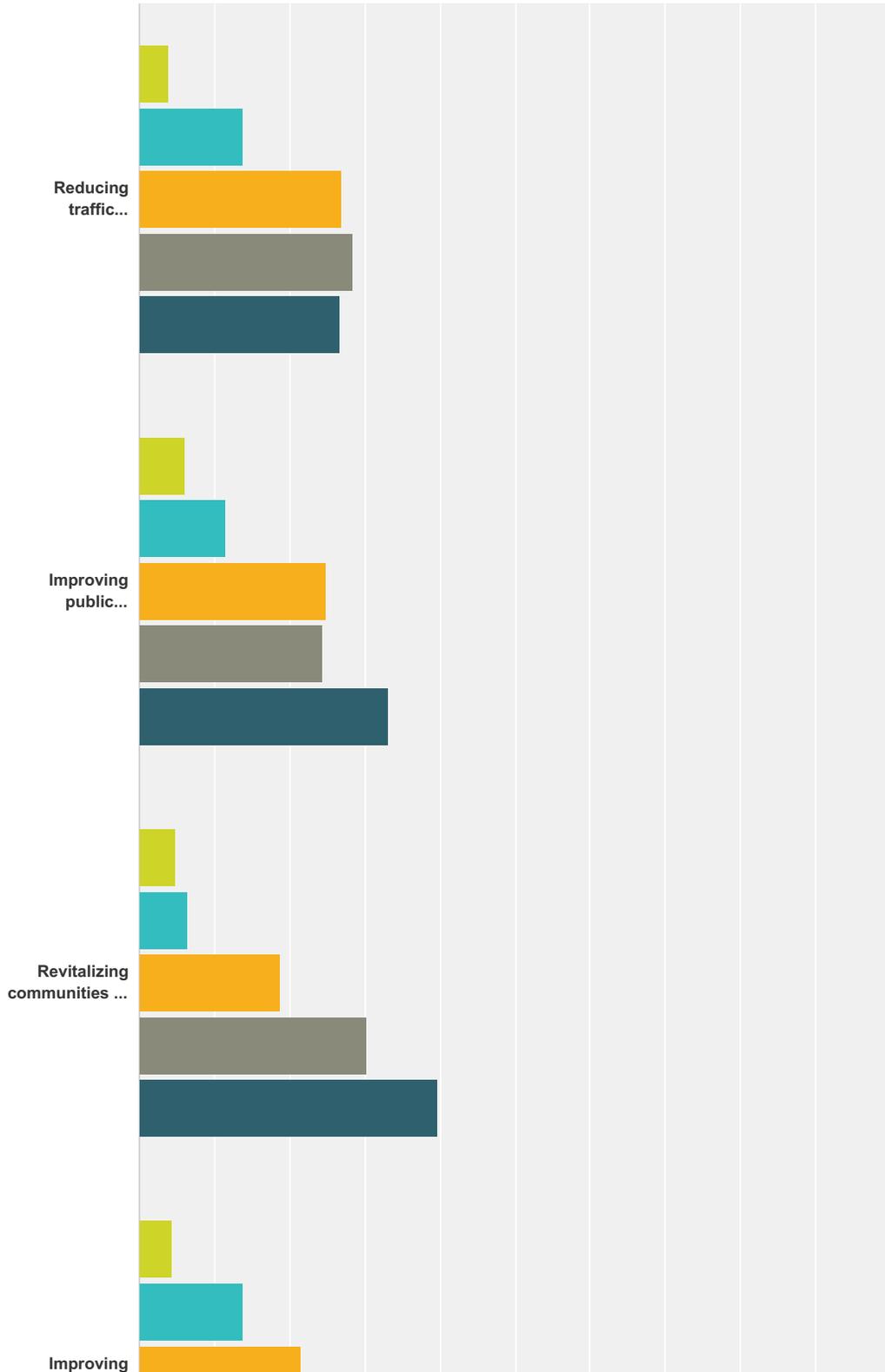
Answer Choices	Responses
The Economy	59.00% 177
Growth/Development	63.00% 189
Transportation	50.67% 152
Environment	29.33% 88
Open space and farmland	30.33% 91
Affordable housing	27.67% 83
Other (please explain)	6.67% 20
<b>Total Respondents: 300</b>	

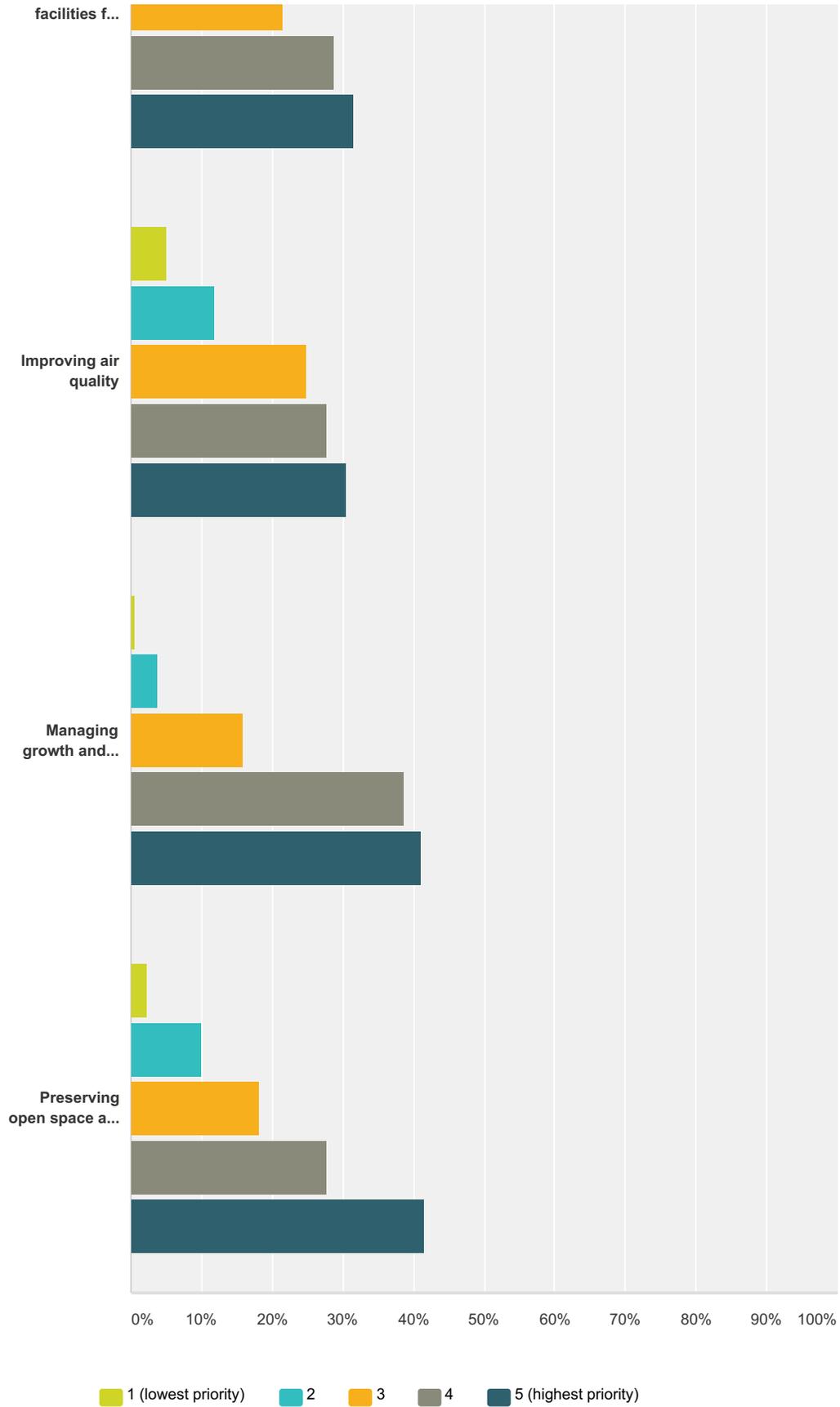
#	Other (please explain)	Date
1	Much needed road construction for the rapidly growing population.	8/16/2016 9:43 AM
2	No more public housing	8/15/2016 6:05 PM
3	education and increased standard of living	8/15/2016 2:41 PM
4	Better Transportation to New Castle County Train Service	6/27/2016 2:46 PM
5	traffi congestion	6/16/2016 2:18 PM

6	More light industrial development is needed for jobs	6/16/2016 1:41 PM
7	Stop thinking about transportation old school. Get into the 21st century. Stop cutting down trees, Put an assessment on virgin land and a tax credit to rebuild the cities.	6/9/2016 10:44 PM
8	Simple easy regular 7 day public transportaiton, including one flat price train from Delmar, DE to Wilmington, DE. Again, go to Portland, OR & study their transit system.	6/9/2016 12:21 PM
9	rejuvenating downtown areas	6/8/2016 3:16 PM
10	Gun rights	6/8/2016 1:53 PM
11	Improving what is existing in terms of all modes of transportation.	6/7/2016 10:08 AM
12	safety	6/6/2016 8:56 PM
13	Multi-modal transportation choices	4/27/2016 10:23 PM
14	Options to mass transit. It cost a fortune to have large buses. Why not use Uber? You subsidize buses anyway, why no Uber? Also, make a deal with Greyhound to pick up people along their route.	4/25/2016 5:34 PM
15	The heroin epidemic	3/29/2016 6:29 PM
16	Education including college/university extensions and medical schools. Adds to jobs as well as education.	3/29/2016 4:03 PM
17	Public education is a recurrining theme.	3/23/2016 9:45 AM
18	I wanted to check Farmland twice!!!	3/22/2016 5:23 PM
19	Restoring Central Dover	3/20/2016 6:47 PM
20	crime	3/14/2016 6:55 AM

**Q11 On a scale of 1 to 5, how much priority do you think should be shown to each given topic, with 1 as lowest priority and 5 as highest priority?**

Answered: 300 Skipped: 22



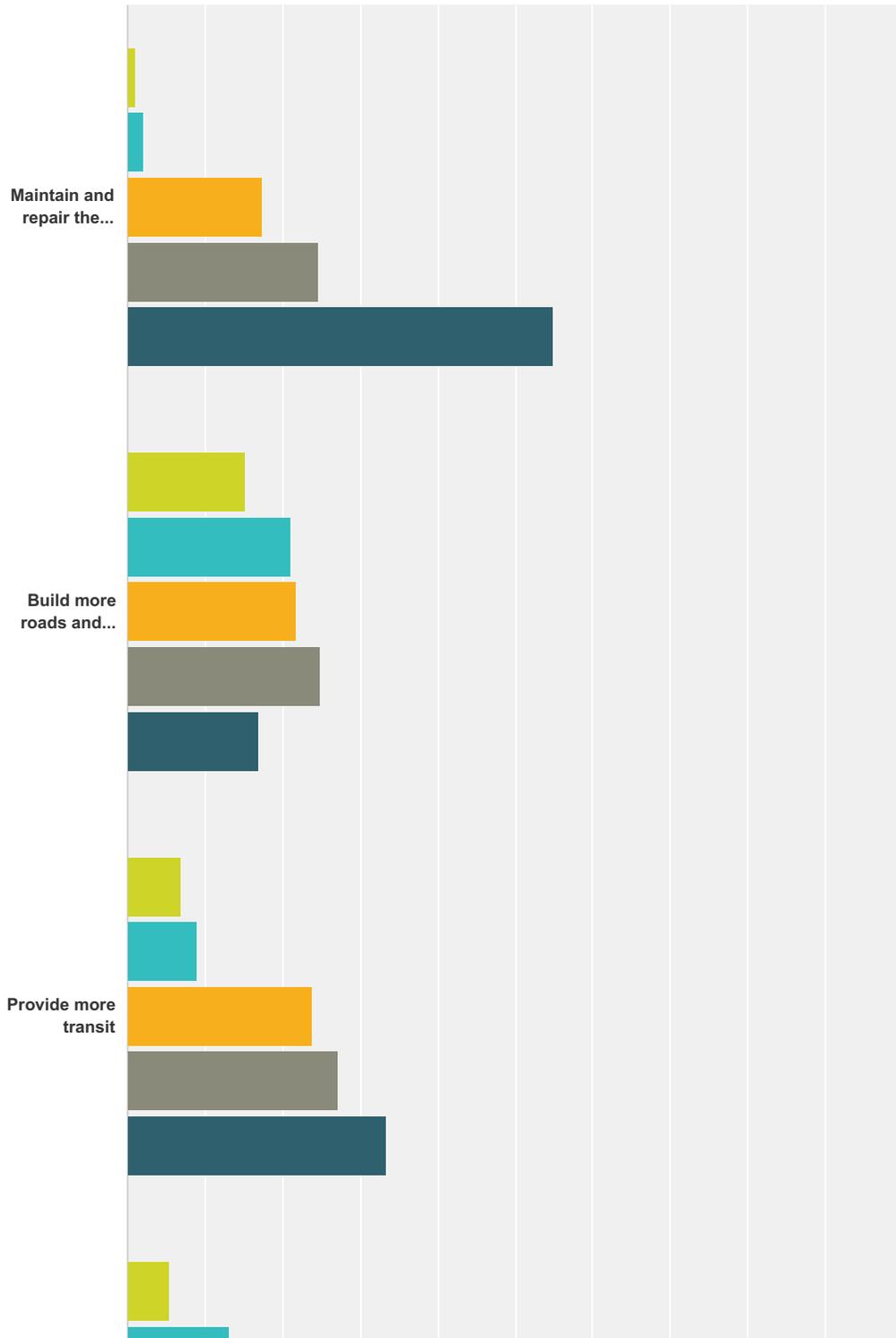


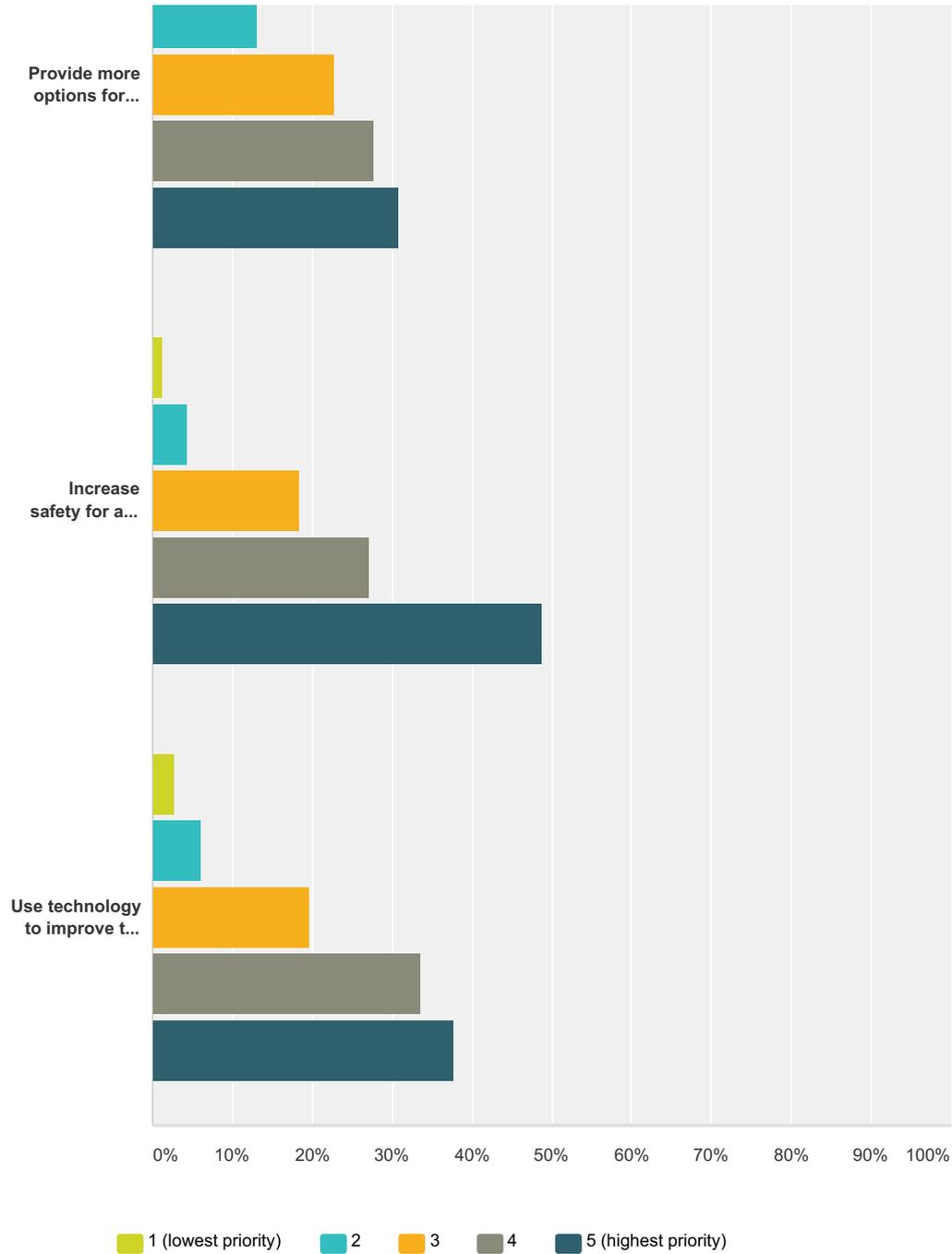
	1 (lowest priority)	2	3	4	5 (highest priority)	Total
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Reducing traffic congestion on roads and highways	<b>4.05%</b> 12	<b>13.85%</b> 41	<b>27.03%</b> 80	<b>28.38%</b> 84	<b>26.69%</b> 79	296
Improving public transportation (bus) service	<b>6.04%</b> 18	<b>11.41%</b> 34	<b>24.83%</b> 74	<b>24.50%</b> 73	<b>33.22%</b> 99	298
Revitalizing communities and their downtown areas	<b>4.71%</b> 14	<b>6.40%</b> 19	<b>18.86%</b> 56	<b>30.30%</b> 90	<b>39.73%</b> 118	297
Improving facilities for bicycling, walking and for people with disabilities	<b>4.36%</b> 13	<b>13.76%</b> 41	<b>21.48%</b> 64	<b>28.86%</b> 86	<b>31.54%</b> 94	298
Improving air quality	<b>5.08%</b> 15	<b>11.86%</b> 35	<b>24.75%</b> 73	<b>27.80%</b> 82	<b>30.51%</b> 90	295
Managing growth and development	<b>0.67%</b> 2	<b>3.70%</b> 11	<b>15.82%</b> 47	<b>38.72%</b> 115	<b>41.08%</b> 122	297
Preserving open space and farmland	<b>2.35%</b> 7	<b>10.07%</b> 30	<b>18.12%</b> 54	<b>27.85%</b> 83	<b>41.61%</b> 124	298

**Q12 On a scale of 1 to 5, what type of transportation improvements do you think should receive the highest priority for funding? Please rank your answers in order of importance, with 1 as lowest priority and 5 as highest priority.**

Answered: 300 Skipped: 22



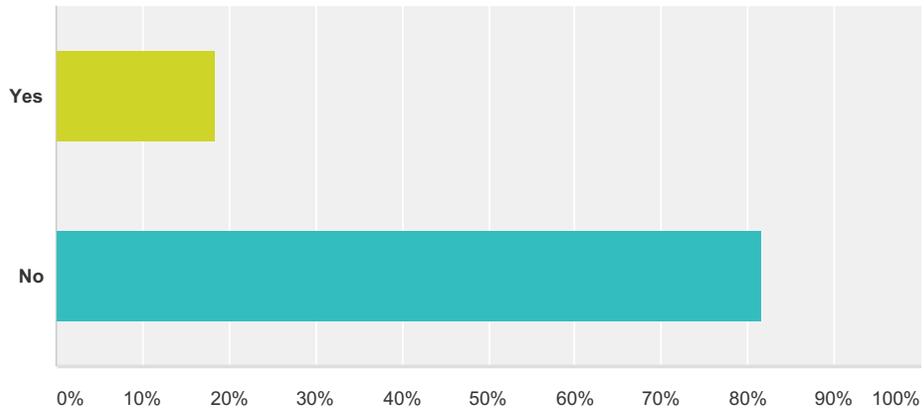


	1 (lowest priority)	2	3	4	5 (highest priority)	Total
Maintain and repair the existing transportation system	1.00% 3	2.00% 6	17.33% 52	24.67% 74	55.00% 165	300
Build more roads and highways in developing areas	15.31% 45	21.09% 62	21.77% 64	24.83% 73	17.01% 50	294
Provide more transit	6.87% 20	8.93% 26	23.71% 69	27.15% 79	33.33% 97	291
Provide more options for walking, bicycling and the disabled	5.50% 16	13.06% 38	22.68% 66	27.84% 81	30.93% 90	291
Increase safety for all travel options	1.36% 4	4.41% 13	18.31% 54	27.12% 80	48.81% 144	295

Use technology to improve the transportation system	<b>2.72%</b> 8	<b>6.12%</b> 18	<b>19.73%</b> 58	<b>33.67%</b> 99	<b>37.76%</b> 111	294
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### Q13 Do you ride public transit (DART First State)?

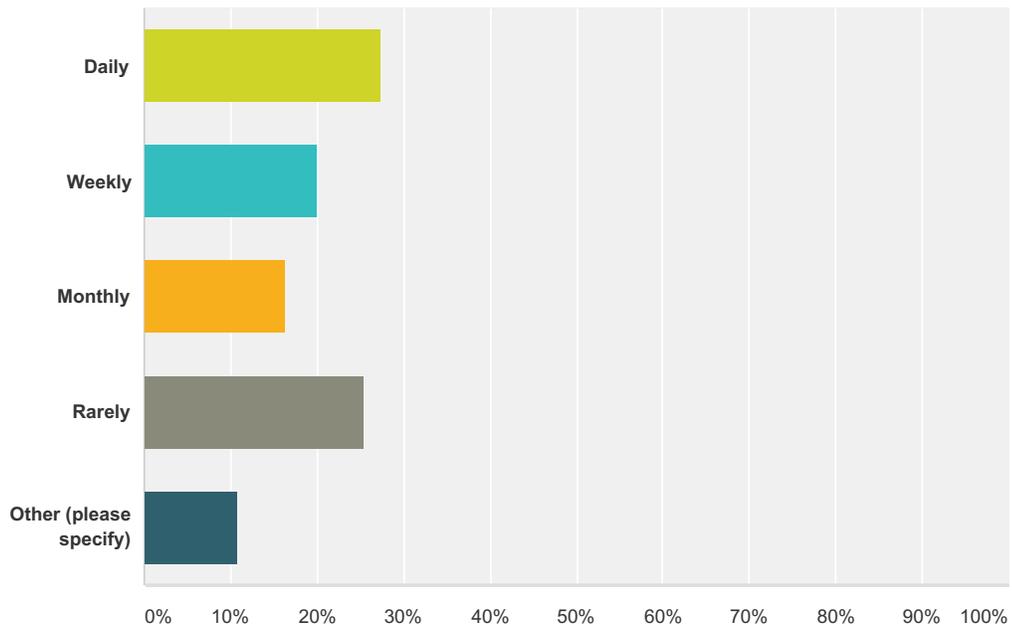
Answered: 300 Skipped: 22



Answer Choices	Responses
Yes	18.33% 55
No	81.67% 245
<b>Total</b>	<b>300</b>

### Q14 If yes, how often?

Answered: 55 Skipped: 267

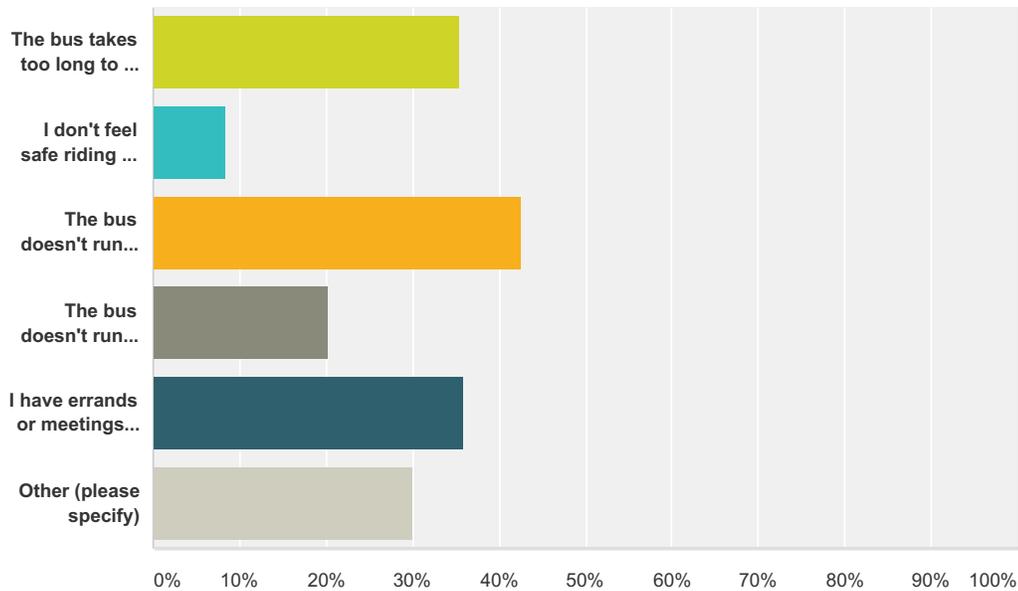


Answer Choices	Responses
Daily	27.27% 15
Weekly	20.00% 11
Monthly	16.36% 9
Rarely	25.45% 14
Other (please specify)	10.91% 6
<b>Total</b>	<b>55</b>

#	Other (please specify)	Date
1	[MANUALLY ENTERED --INDICATED THAT THEY RIDE SIX BUSES DAILY: Rt. 101, Rt. 102, Rt. 105, Rt. 107, Rt. 109, Rt. 120	7/7/2016 10:07 AM
2	Paratranist	6/28/2016 3:14 PM
3	Three times a week. Dover to Wilmington Rt. 301	6/24/2016 3:44 PM
4	occasionally	6/8/2016 1:22 PM
5	several times per week	6/8/2016 10:17 AM
6	I used to ride 3 times/week when I commuted to Wilmington	3/22/2016 4:50 PM

### Q15 If you don't ride public transit (DART First State), why not? Choose all answers that apply.

Answered: 242 Skipped: 80



Answer Choices	Responses
The bus takes too long to get to my destination	35.54% 86
I don't feel safe riding the bus	8.26% 20
The bus doesn't run where I live or work	42.56% 103
The bus doesn't run during the hours I need	20.25% 49
I have errands or meetings during my work day that make riding the bus inconvenient	35.95% 87
Other (please specify)	30.17% 73
<b>Total Respondents: 242</b>	

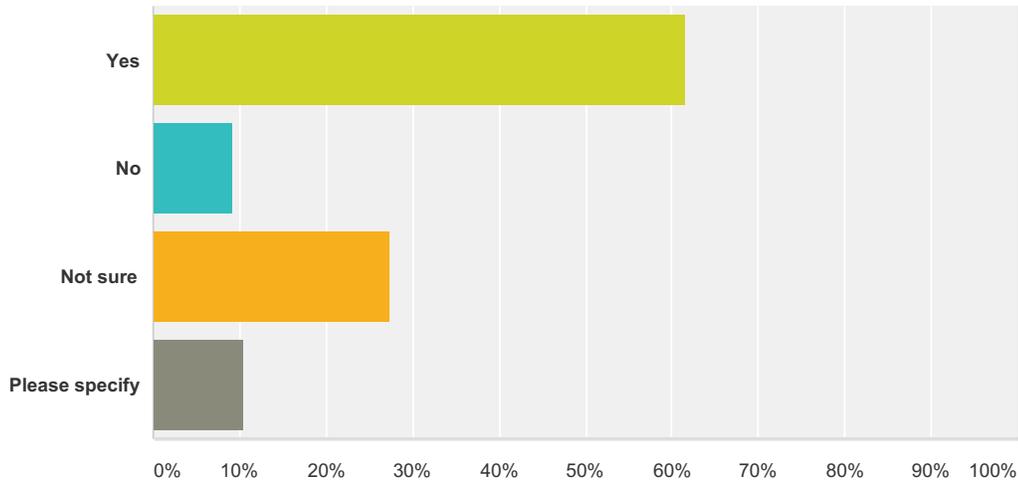
#	Other (please specify)	Date
1	I am capable to have my own car.	8/16/2016 9:44 AM
2	Retired - I have cars to run my errands.	8/15/2016 3:21 PM
3	I drive a car	8/15/2016 2:51 PM
4	i have a car	8/15/2016 2:42 PM
5	I rarely go out of town so walk or use car	8/15/2016 2:32 PM
6	No need	8/15/2016 1:54 PM
7	Keep the bus routes that make money. Now, invest in point to point public transportation. Cabs, Lyft, Uber, etc. Subsidize these point to point on demand services.	8/15/2016 1:23 PM
8	I own a car	8/15/2016 1:20 PM
9	I have a car plus I wouldn't know where to find a bus schedule.	8/15/2016 1:11 PM

10	Have my own transportation.	8/8/2016 11:58 AM
11	(Paper Survey -- no response given)	8/8/2016 11:34 AM
12	Prefer to drive myself	8/3/2016 11:45 AM
13	There are not enough routes to delaware tech. I have to transfer from the transit center. It takes too long.	6/20/2016 2:05 AM
14	not very convenient	6/16/2016 2:19 PM
15	I am a real estate agent and have no set agenda or destination	6/16/2016 1:42 PM
16	I have to walk a mile to catch the bus. I live in Smyrna and there is NO in town transportation. If one can't walk out to Rt. 13 they can not use the bus.	6/16/2016 1:21 PM
17	The employees are rude, it' not ideal for the professional commuter	6/16/2016 12:33 PM
18	I drive	6/16/2016 10:37 AM
19	Drive myself	6/16/2016 10:17 AM
20	I live downtown in a walkable community and the bus is impractical for short errands or longer trips.	6/16/2016 9:29 AM
21	I live two blocks from my workplace.	6/16/2016 9:11 AM
22	I used to ride the 301 from smyrna park and ride to wilmington everyday to work for 4 years but now work from home. I heard the fair increased which is a financial burden for many people.	6/10/2016 6:21 AM
23	Buses are old school. Subsidize point to point on demand transportation: eg. Taxi, Uber, Lyft, etc. Do the math, put all of the bus subsidies into a point to point system, it would be cheaper and more consumer friendly.	6/9/2016 10:48 PM
24	I have two houses.	6/9/2016 3:57 PM
25	I'm a truck driver and I N park my work Truck at home	6/9/2016 2:56 PM
26	I like to have control over my own vehicle and safety. Not saying that riding a bus isnt safe. I enjoy driving.	6/9/2016 1:09 PM
27	I own a car and find it or my feet more efficient.	6/9/2016 11:25 AM
28	The bus is rolling garbage. It's full of people I do not want to be around. The bus is inefficient.	6/8/2016 1:56 PM
29	Not applicable	6/7/2016 10:58 AM
30	The bus doesn't provide a direct enough route from my home to my place of work.	6/7/2016 9:52 AM
31	I have two school age children who need to be driven to school (too far to walk and it's not safe for them to bicycle to school).	6/7/2016 9:16 AM
32	I just enjoy driving to work and knowing that my car is there if I need to run errands or get to a meeting across town.	6/7/2016 8:09 AM
33	There are a growing number of people that will need public transportation because they cannot afford to drive to work everyday.	6/7/2016 8:09 AM
34	Although the bus passes right by my work, it cannot stop.	6/6/2016 8:57 PM
35	I often travel out of the area for work meetings and public transportation isn't an option due to location and timing.	6/6/2016 3:12 PM
36	Inconvenient	5/25/2016 1:49 PM
37	No other response given.	5/4/2016 1:58 PM
38	Like I said before, subsidies Uber. Use the buses for high usage routes and time. Also, Greyhound.	4/25/2016 5:38 PM
39	None given (manually entered)	4/20/2016 4:14 PM
40	I don't live or work in the area. Any travel I do is my automobile.	4/15/2016 5:56 PM
41	The bus stops in Milford are terrible. Just a sign on the highway. No bench, no shelter. And the routes are terrible. There is no reason to take the bus in Delaware unless you don't have a car. It should be the chosen option, not a terrible alternative.	4/4/2016 6:30 PM
42	never experienced public transportation	4/4/2016 2:43 PM
43	Inconvenient based on time and locations.	4/4/2016 1:26 PM
44	schedule not at times that meet needs. Convolutud routes	4/3/2016 1:50 PM
45	I don't want to walk through areas unfit for pedestrians in order to reach a bus stop nor do I want to drive or get a ride to a bus stop. Once I'm in the car why not drive to my destination instead?	3/29/2016 6:36 PM

46	More regular routes and stops in major developments. We are seniors and aging - having stops in large communities morning and evening directly to shopping and resort area. Previously, lived in Washington DC/Maryland area - used public transportation frequently. We use public transportation when we travel in other cities where availabl.	3/29/2016 4:06 PM
47	Have no need to	3/29/2016 1:26 PM
48	I have my personal car at present.	3/29/2016 1:17 PM
49	CONVENIENCE OF DRIVING MY OWN CAR WHEN I NEED TO GO	3/29/2016 11:49 AM
50	I take the train.	3/28/2016 8:23 AM
51	I drive. But all the above apply as to why I have a car. I live in Felton and there are not enough a stops. Also, I manage a local hotel and guest say they would visit the down town for lunch and tours if the bus system was more like the cities. Takes way too long to get from one place to another. And they need to run longer at night and on weekends.	3/23/2016 11:33 AM
52	I have a car.	3/23/2016 10:22 AM
53	I own a vehicle	3/23/2016 10:05 AM
54	I haven't see evidence of an opportunity to do so.	3/23/2016 10:02 AM
55	I travel from PA	3/23/2016 9:17 AM
56	Not needed	3/22/2016 9:15 PM
57	I carry more equipment with me than I can get on a bus and the busses don't run late enough.	3/22/2016 5:47 PM
58	must have own vehicle for business purposes	3/22/2016 5:26 PM
59	A large part of my job is traveling to see clients - my job is not bus friendly.	3/22/2016 5:24 PM
60	Need my van with my equipment to do my job.	3/22/2016 4:57 PM
61	I drive my car	3/22/2016 4:42 PM
62	I work from home and only use my vehicle for personal use.	3/18/2016 11:17 PM
63	I have my car and bike. I live close to work. When shopping, visiting, etc. using my car in just more convenient.	3/17/2016 1:10 PM
64	It's totally inconvenient and inefficient, doesn't offer anything that's useful to me, plus I've had way too many close encounters with DART buses speeding, cutting people off, and driving like maniacs on the roads.	3/17/2016 4:04 AM
65	My commute is a few blocks	3/16/2016 2:53 PM
66	It is far more efficient and convenient to use my own transportation.	3/15/2016 11:39 PM
67	I'm retire and still drive.	3/15/2016 9:41 PM
68	I have a car and don't need public transportation.	3/15/2016 4:50 PM
69	I have a short commute (about 15 minutes) so the added time and inconvenience doesn't make sense to me.	3/15/2016 10:40 AM
70	Since retired I don't have a regular schedule to use a bus. I also live in the country.	3/15/2016 8:05 AM
71	it is not convenient	3/14/2016 8:59 PM
72	It rides by where I work, but I have to ride to transit center, change bus, and then come to work. Instead of 21 - 45 minutes to get to work, I would need over an hour.	3/14/2016 6:58 AM
73	I have places to go that the buses just do not go.	3/12/2016 8:37 PM

### Q16 Do you think expansion and improvement of bus service in central Delaware would be helpful for existing riders or increasing ridership?

Answered: 297 Skipped: 25



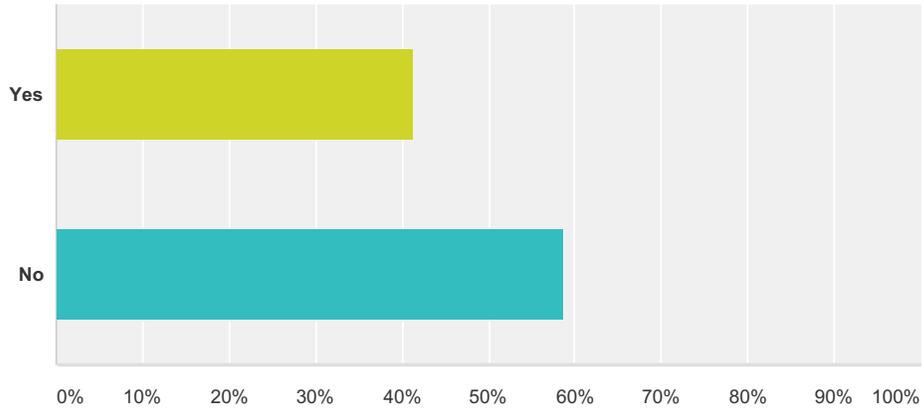
Answer Choices	Responses
Yes	61.62% 183
No	9.09% 27
Not sure	27.27% 81
Please specify	10.44% 31
<b>Total Respondents: 297</b>	

#	Please specify	Date
1	I would use public transportation more if the bus schedule coincided with the Amtrak and Septa schedules in Wilmington. Many times there are not enough options to travel by bus to the train station in the morning hours and on weekends. The bus station in Dover needs to have some type of security as there is too much crime in our area so I am not comfortable getting off the bus alone after dark there. In addition, since you have so few riders, it might encourage downtown Dover residents to use the bus if there were more local stops on Downtown streets.	8/15/2016 1:41 PM
2	Keep the bus routes that make money. Now, invest in point to point public transportation. Cabs, Lyft, Uber, etc. Subsidize these point to point on demand services.	8/15/2016 1:23 PM
3	The bus hours should be longer.	8/8/2016 11:34 AM
4	By adding bus stop closer to my house and not just on the highway	6/28/2016 3:15 PM
5	I am served well in all aspects, but feel others need to be informed more of your great services. --Frances C. Antal, 1471 Parkers Chapel Road, Marydel, DE 19964 (302) 492-8191.	6/27/2016 10:44 AM
6	If there were more variety of times and stops, more people would ride. I would ride from my house to the Dover Transit Center if there were more, early morning Rodney Village stops in the morning.	6/24/2016 3:46 PM
7	Yes, see the question 13 response. There are many seniors and low income folks who do not have a car and who can not walk long distances. Because of blind-sided development projects these folks are "development locked", and can get no where.	6/16/2016 1:21 PM

8	Expansion and improvement of bus service should focus on transit dependent populations, instead of focusing on increasing ridership. Expanding ridership for those who need it shows the service can be used to complete life's tasks because it actually would be, instead of trying to attract people who already have a reliable form of transit (their personal car) and will most likely stay with their own vehicles. Focusing on the later not only decreases the services for those who actually need it while increasing services for those who will most likely not use it, but simply adds to the perception that public transit is too inept to complete life's daily tasks. This furthers the likelihood that those with personal vehicles won't use the service, and those that currently do will work to get their own vehicle, instead of continuing to use public transit.	6/10/2016 8:42 AM
9	I think more people rode the 301 when it made more stops along rte 13 and you didnt have to get off and transfer to a local bus	6/10/2016 6:21 AM
10	Yes if your talking rush hour or your going to a special destination like the beach or a UofD football game or the State Fair. Otherwise, point to point is the key.	6/9/2016 10:48 PM
11	Definitely needs improvement.	6/8/2016 2:23 PM
12	No. The bus is for poor people who have failed/are failing at life. The bus is a donkey brained idea. This is not Europe or Cuba. We are not going to/from 8th grade. 96% of people on the road are grown ass adults who do not need garbage government transportation.	6/8/2016 1:56 PM
13	While there are several options in the Kent County part of central DE and several in New Castle County there is insufficient access to folks 'in between' Middletown and Smyrna. The 120 Bus which is the 'only' Kent County route which runs north of Dover should run on Saturdays. Also, unlike New Castle county there are no bus routes which run on Sundays in Kent/Sussex counties with the exception of the shore shuttle which only runs in summer.	6/8/2016 10:23 AM
14	Public transportation should be available at least until the malls close for the date	6/6/2016 1:38 PM
15	Look at Atlantic City with the Jitneys.	4/25/2016 5:38 PM
16	Central Delaware is to spread out and buses are not convenient	4/5/2016 11:20 AM
17	Offer better times/times that match basic class schedules for DTTC	4/3/2016 1:50 PM
18	Milford to Dover & Milford to Rehobeth Beach need regular daily year-round trips	3/31/2016 4:00 PM
19	See my comments above.	3/29/2016 4:06 PM
20	Express buses to Wilmington and the beach areas may be beneficial in attracting choice riders.	3/28/2016 8:23 AM
21	ABSOLUTELY!! The current system is not reflective of the needs of the community. There is not enough routes to cover the entire city. There are many other places that I would like to go to shop, visit that are not on bus transportation.	3/23/2016 12:26 PM
22	Has to be cost effective	3/23/2016 10:24 AM
23	Hopefully more job opportunities for people who can not afford a car	3/22/2016 9:59 PM
24	I would ride the bus if the service were improved, specifically shortening total travel time	3/22/2016 4:39 PM
25	I don't use or need public transportation locally so I am not a good person to answer.	3/19/2016 12:51 PM
26	It may help those without a car.	3/17/2016 1:10 PM
27	I think having more locations for pick up and drop off along with being ON TIME consistently is the problem for me specifically. Co-workers have stated the same issue for them.	3/17/2016 8:46 AM
28	If there were more options for bus routes, times, and dependable service, I would definitely ride the bus as much as I could rather than drive.	3/16/2016 12:35 PM
29	The number of people using public transportation does not come anywhere close to justifying its use in Kent County. A very poor way to use and waste our tax dollars.	3/15/2016 11:39 PM
30	Maybe have a 'Jolly Trolley' like in Rehoboth during special events and peak hours	3/15/2016 8:05 AM
31	may provide additional riders more options	3/14/2016 6:58 AM

### Q17 Do you bicycle in your area?

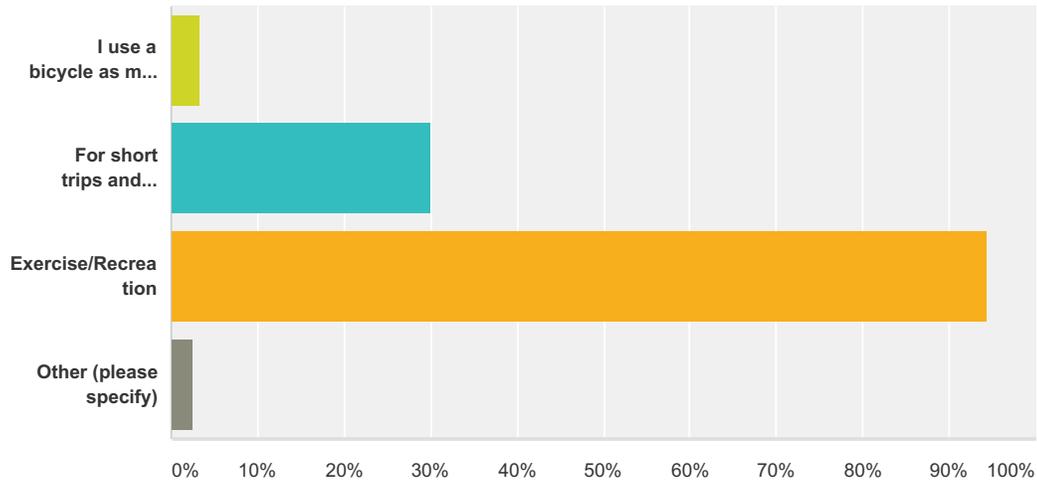
Answered: 297 Skipped: 25



Answer Choices	Responses	
Yes	41.41%	123
No	58.59%	174
<b>Total</b>		<b>297</b>

### Q18 If yes, for what purpose?

Answered: 123 Skipped: 199

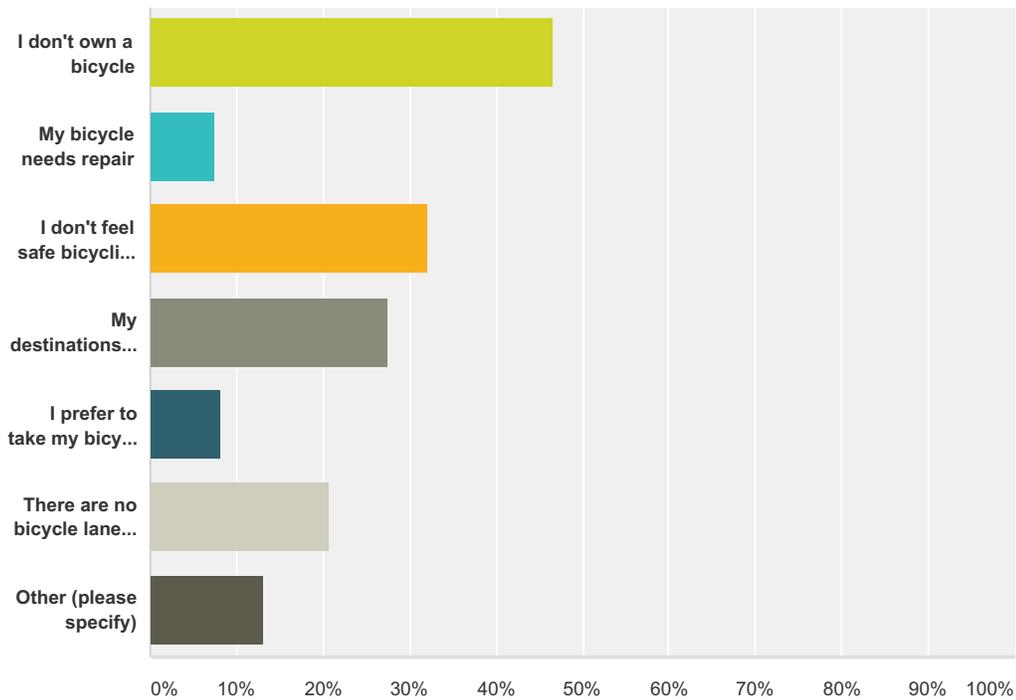


Answer Choices	Responses
I use a bicycle as my main means of transportation	3.25% 4
For short trips and errands	30.08% 37
Exercise/Recreation	94.31% 116
Other (please specify)	2.44% 3
<b>Total Respondents: 123</b>	

#	Other (please specify)	Date
1	Paper survey: also indicated that they prefer to bike at off-road places, such as parks.	8/11/2016 10:33 AM
2	Sometimes to work	4/4/2016 6:30 PM
3	I would bike to services and even walk if more sidewalks and save bike paths available.	3/29/2016 4:07 PM

### Q19 If you don't bicycle in your area, why not? Choose all answers that apply.

Answered: 174 Skipped: 148



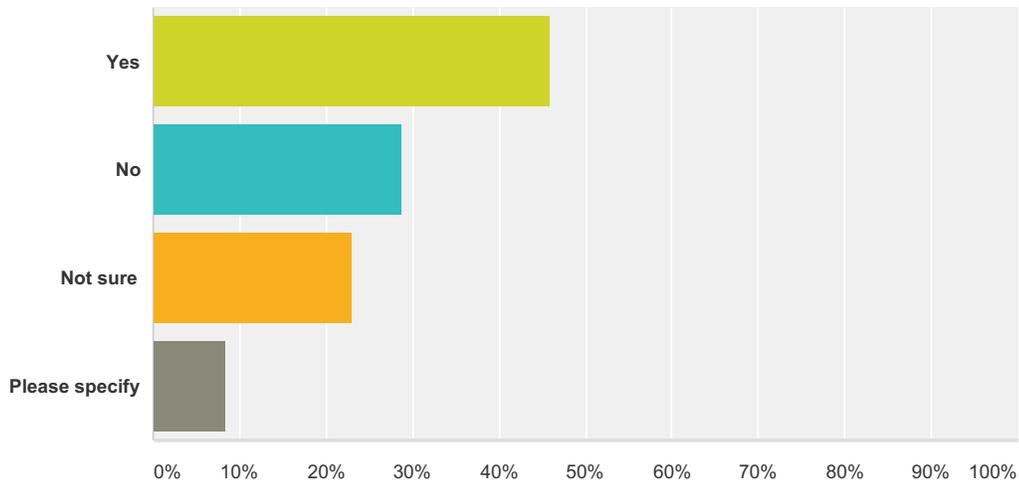
Answer Choices	Responses
I don't own a bicycle	46.55% 81
My bicycle needs repair	7.47% 13
I don't feel safe bicycling in my area	32.18% 56
My destinations are too far to reach by bicycle	27.59% 48
I prefer to take my bicycle to off-road trails, such as at parks	8.05% 14
There are no bicycle lanes or road shoulders in my area	20.69% 36
Other (please specify)	13.22% 23
<b>Total Respondents: 174</b>	

#	Other (please specify)	Date
1	I do not feel safe riding a bicycle in auto areas. Too much traffic for bicycles.	8/16/2016 9:47 AM
2	Gotten too old to feel safe riding.	8/15/2016 3:22 PM
3	I drive a car	8/15/2016 2:52 PM
4	The drivers here seem very inattentive to pedestrians and bike riders and I would not feel safe riding my bike on any of the streets.	8/15/2016 1:42 PM
5	Are used to bike all the time. Except in my neighborhood the roads are unsafe to bicycle on.	8/15/2016 1:22 PM
6	Too old	6/27/2016 4:11 PM
7	Due to health problems, I do not bicycle anymore (regretfully).	6/27/2016 10:47 AM

8	I walk and jog; however, riding a biking causing pain in my knees.	6/16/2016 9:13 AM
9	Motorist do not like bicyclists on Route 13. That is the route to my new job, & even I, who doesn't really fear anything, would be trepidatious about riding along there.	6/9/2016 12:26 PM
10	I have orthopedic challenges that currently prevent me riding safely.	6/8/2016 2:25 PM
11	Most Delaware side roads people drive 50mph and there is No Safe Shoulder for Bikers.	6/8/2016 1:29 PM
12	I have visor problem	6/7/2016 7:45 PM
13	I don't like riding a bicycle. I prefer to walk. My kids ride their bicycles in our neighborhood.	6/7/2016 9:18 AM
14	i bicycle in New Castle County where I live.	6/7/2016 8:37 AM
15	Semi retired and sold my bike several years ago.	6/7/2016 8:10 AM
16	No specific response given.	5/4/2016 1:59 PM
17	There are some bike lanes, but not a complete network, so I would be riding at times on narrow roads with no shoulders.	4/22/2016 10:46 AM
18	Too old	3/29/2016 3:34 PM
19	I WOULD LIKE TO BICYCLE IN MY NEIGHBORHOOD, BUT I LIVE IN A CONDO AND HAVE NO ROOM FOR STORING THE BIKE.	3/29/2016 11:50 AM
20	I LIVE OUT IN THE COUNTRY A LITTLE AND IT IS INCONVENIENT TO RIDE A BICYCLE TO WORK OR THE STORES. I DRIVE	3/23/2016 11:35 AM
21	Too old - an accident could be catastrophic.	3/15/2016 9:44 PM
22	Medical issues	3/15/2016 4:50 PM
23	age and physical condition do not permit bicycle travel	3/14/2016 9:01 PM

### Q20 Would improvements to bicycle facilities in your area encourage you to ride more?

Answered: 296 Skipped: 26



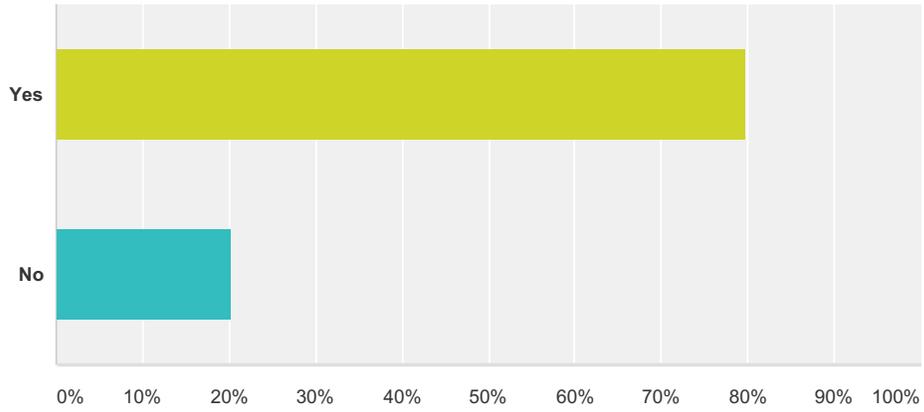
Answer Choices	Responses
Yes	45.95% 136
No	28.72% 85
Not sure	22.97% 68
Please specify	8.45% 25
<b>Total Respondents: 296</b>	

#	Please specify	Date
1	(Paper Survey -- no response given)	8/8/2016 11:27 AM
2	I'm sure it [would] encourage others to ride more.	6/27/2016 10:47 AM
3	This is an effort to push the effort to solve the transportation problem down to the citizen. What's next, get a horse? You can't go grocery shopping on by bike.	6/16/2016 1:24 PM
4	I would enjoy improvements in bike facilities because that would necessitate improvements for me to run and walk as well.	6/16/2016 9:13 AM
5	More bicycle paths	6/13/2016 5:14 PM
6	As mentioned previously, bike rack installation at destination points is needed. I'm always locking my bike on the nearest light pole or other fixture. Make outreach to destination points for bike racks part of the bike facility design process for new projects and explore funding for bike racks to service destinations on existing facilities. I also prefer off road facilities.	6/13/2016 9:34 AM
7	Widen the roads and put reflective pillars on the white line that defines the bike lane. I would feel a lot safer.	6/9/2016 10:50 PM
8	any improvments would be beneficial for users and property values	6/9/2016 3:58 PM
9	Better bike lanes, & enforcement & education for motorists	6/9/2016 12:26 PM
10	Safety,, where do you ride on walker rd ???	6/8/2016 4:35 PM
11	I believe it would encourage other people to ride their bicycles more and it would give my kids more options to ride their bicycles.	6/7/2016 9:18 AM

12	do not own a bike and not sure if I will ever purchase a bike	6/6/2016 1:39 PM
13	Not knowing the kind of improvements, can't answer with specificity.	4/20/2016 12:59 PM
14	No shoulders which is dangerous. Lack of bike lanes and lack of driver education about bikers.	4/4/2016 6:31 PM
15	Need sidewalks/bike paths and drivers with training on how to share the road with bikers	3/29/2016 4:08 PM
16	bike racks to park and secure the bike downtown	3/23/2016 12:27 PM
17	Cause I drive far	3/22/2016 10:00 PM
18	shoulders on major byways such as Rt 15	3/22/2016 5:15 PM
19	For personal exercise only...live too far away from other conveniences.	3/22/2016 4:58 PM
20	We need a shoulder on Chestnut Grove Road so my son can also ride to his friends houses	3/22/2016 4:51 PM
21	Bike lanes especially on country roads	3/16/2016 1:23 PM
22	I do not bike in some areas where I would like to because of a lack of bike lane. If there were more lanes, I would ride more often.	3/16/2016 12:37 PM
23	we are just beginning a bicycle share program at work - many are hesitant to ride to destinations because of poor bike lanes and safety fears	3/16/2016 10:05 AM
24	I ride about 100 miles a week for pleasure. Keeping roads safe is a priority.	3/15/2016 8:06 AM
25	If there were more places to ride without cars, I would love that!!	3/12/2016 11:15 AM

### Q21 Do you walk in your area?

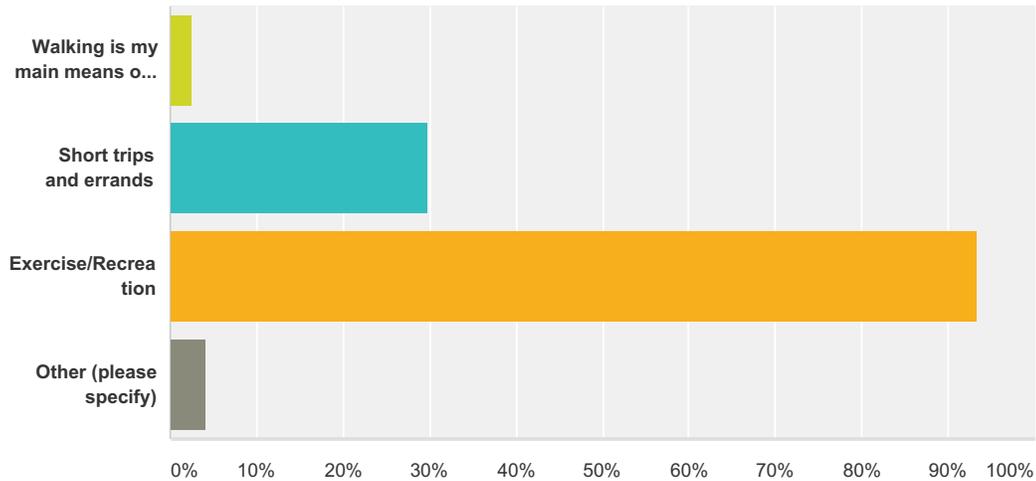
Answered: 296 Skipped: 26



Answer Choices	Responses
Yes	79.73% 236
No	20.27% 60
<b>Total</b>	<b>296</b>

### Q22 If yes, for what purpose?

Answered: 237 Skipped: 85

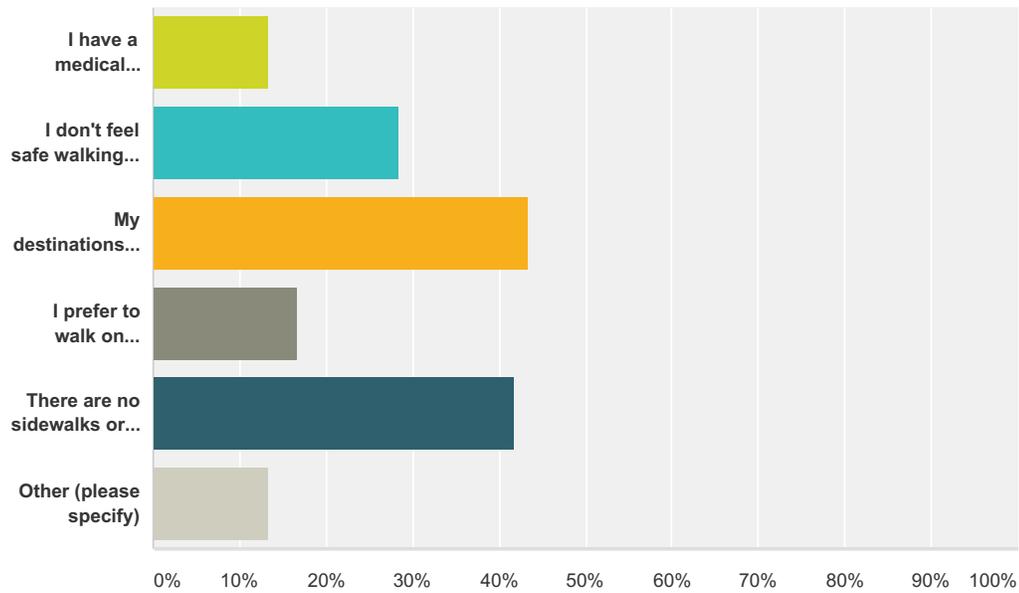


Answer Choices	Responses
Walking is my main means of transportation	2.53% 6
Short trips and errands	29.96% 71
Exercise/Recreation	93.25% 221
Other (please specify)	4.22% 10
<b>Total Respondents: 237</b>	

#	Other (please specify)	Date
1	Purposes not just purpose question -- needs to state all that apply!	7/7/2016 10:10 AM
2	right in my area	6/27/2016 10:47 AM
3	TOO many areas without sidewalks. On my street DelDot recently constructed a bridge across a stream without a walking space for pedestrians. DUMB!	6/16/2016 1:26 PM
4	Walk my dog three times a day. Why don't we have a dog park in Dover?	6/9/2016 10:50 PM
5	Sometimes I walk to my meetings if they are just down the street.	6/7/2016 8:10 AM
6	Need to be sure that all communities built have sidewalks for walking safely and connecting communities and especially for children.	3/29/2016 4:10 PM
7	walking dog	3/22/2016 5:03 PM
8	Walk my dogs (about 3 miles)	3/17/2016 1:11 PM
9	Sunnyside Road in Smyrna needs sidewalks.	3/17/2016 8:47 AM
10	I'm able to walk to work on occassion.	3/14/2016 9:35 AM

### Q23 If you don't walk in your area, why not? Choose all answers that apply.

Answered: 60 Skipped: 262

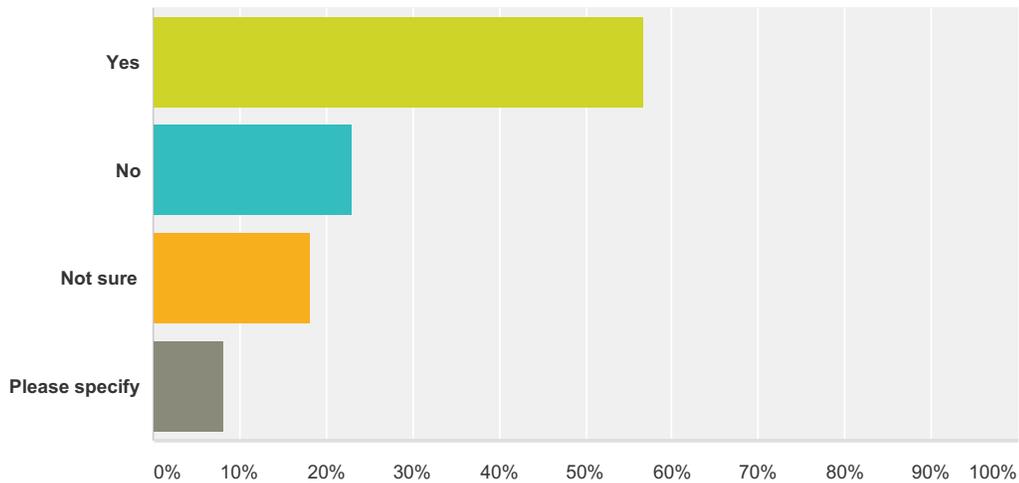


Answer Choices	Responses
I have a medical condition that prevents me from doing so	13.33% 8
I don't feel safe walking in my area	28.33% 17
My destinations are too far to reach by walking	43.33% 26
I prefer to walk on off-road trails, such as at parks	16.67% 10
There are no sidewalks or road shoulders in my area.	41.67% 25
Other (please specify)	13.33% 8
<b>Total Respondents: 60</b>	

#	Other (please specify)	Date
1	(Manual entry survey --had indicated that they walk in their area, which was indicated the question asking whether they walked in their area, marked yes, but also gave answers regarding why they don't walk in the area].	6/27/2016 10:51 AM
2	I walk all day at work	6/9/2016 2:57 PM
3	Live in Development where there are no stores or services within walking distance.	6/8/2016 1:31 PM
4	No specific response given	5/4/2016 2:00 PM
5	People use my road as the second Dover Speedway. I can hear fast cars and bikes coming from a mile away.	3/18/2016 11:19 PM
6	I don't like to walk.	3/15/2016 11:40 PM
7	Just not one of the things I do for exercise.	3/15/2016 9:45 PM
8	pedestrian death has occurred and many misses, too	3/14/2016 6:59 AM

### Q24 Would improved walking facilities in your area encourage you to walk more?

Answered: 296 Skipped: 26



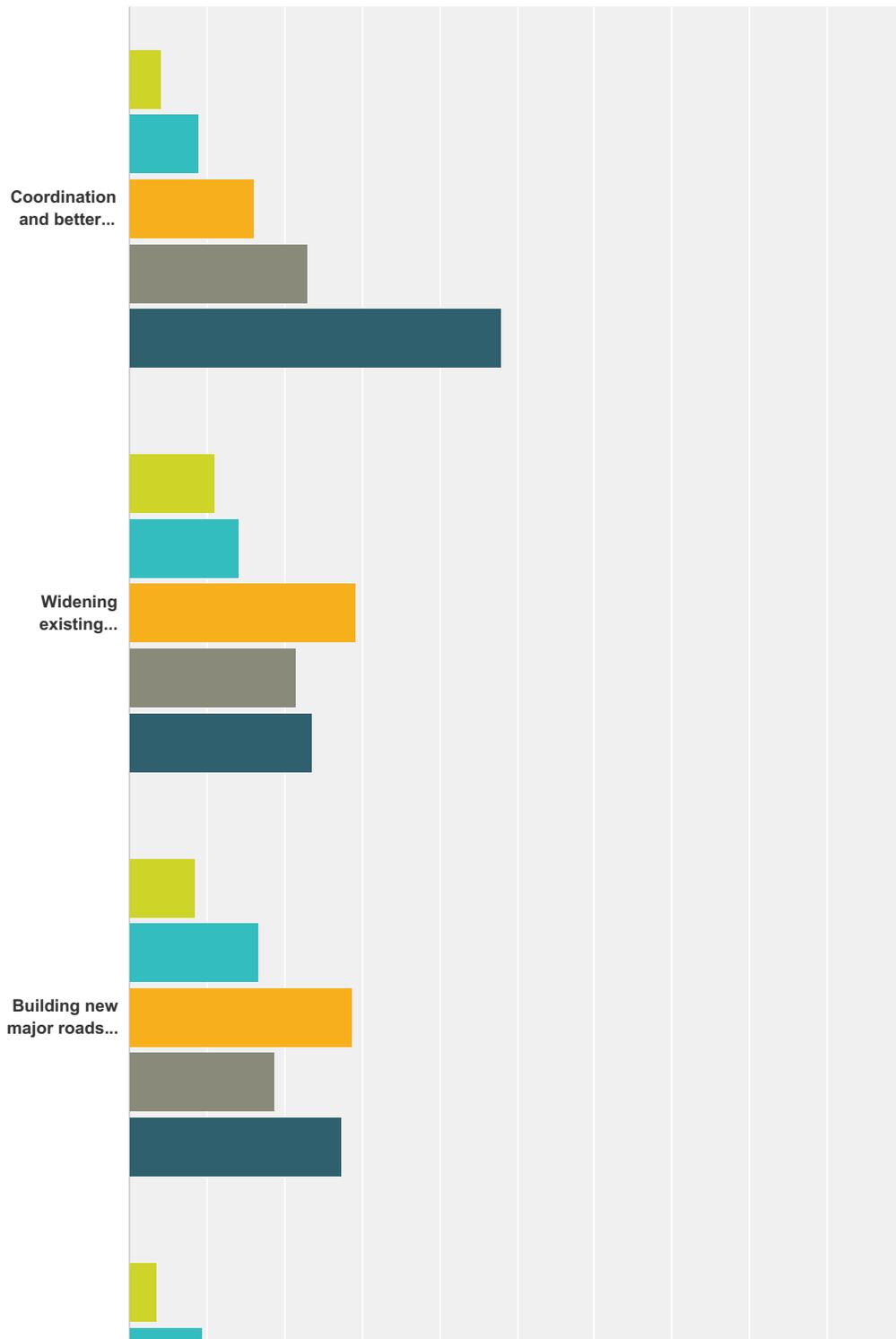
Answer Choices	Responses
Yes	56.76% 168
No	22.97% 68
Not sure	18.24% 54
Please specify	8.11% 24
<b>Total Respondents: 296</b>	

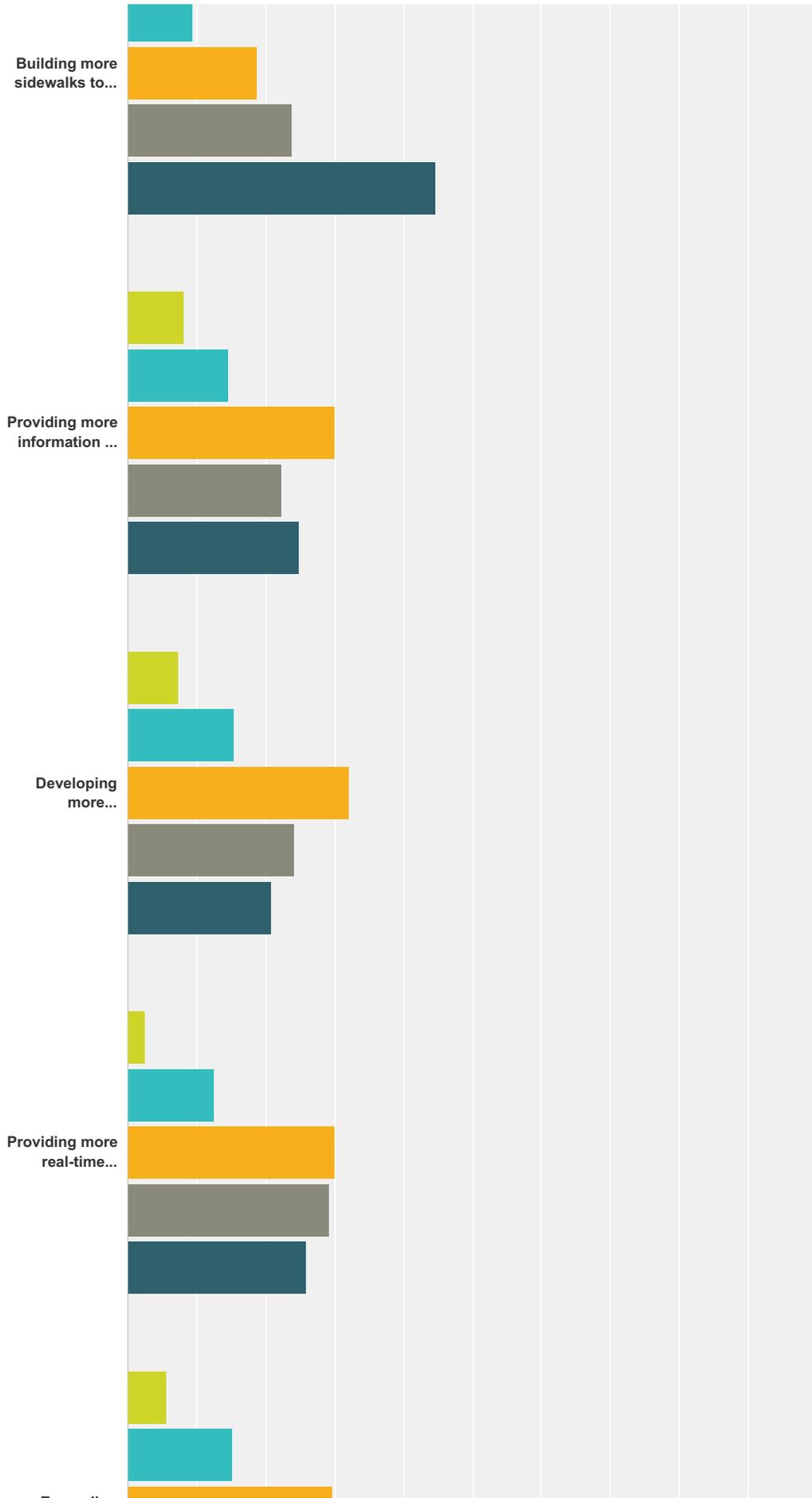
#	Please specify	Date
1	CONTINENTAL PARK NEEDS WALKING PATHS IN IT.	8/15/2016 9:45 PM
2	If the neighborhoods would keep their sidewalks clean.	8/15/2016 1:12 PM
3	(Paper Survey -- no response given)	8/8/2016 11:28 AM
4	I'm sorry I am hindered in this respect, but I'm sure it would help other walkers, including our Amish population; children especially.	6/27/2016 10:51 AM
5	Carter Road - State road, incomplete sidewalks.	6/16/2016 1:27 PM
6	Manually entered survey: Also indicated that they prefer to walk on off-road trails, such as parks.	6/13/2016 5:25 PM
7	More sidewalks, especially highway	6/13/2016 5:14 PM
8	fix gaps in sidewalks. Encourage interconnection between subdivisions and sidewalks.	6/13/2016 9:36 AM
9	I live in Bombay Woods off of Smyrna Leipsic road is there a way to create a bridge or walking trail to connect us to Big Oak park?	6/10/2016 6:23 AM
10	Intra connected within my own development. I really do not want other people to walk in my development and case the joint.	6/9/2016 10:52 PM
11	many areas have ped improvements but ped's ignore them. Designs need to channel peds to use the crosswalks and not J walk	6/9/2016 4:00 PM
12	Limitation is COPD	6/7/2016 9:03 PM
13	No travel shoulders/safe walking areas around my home. Would love to walk more, but is not a safe option!	6/7/2016 9:55 AM

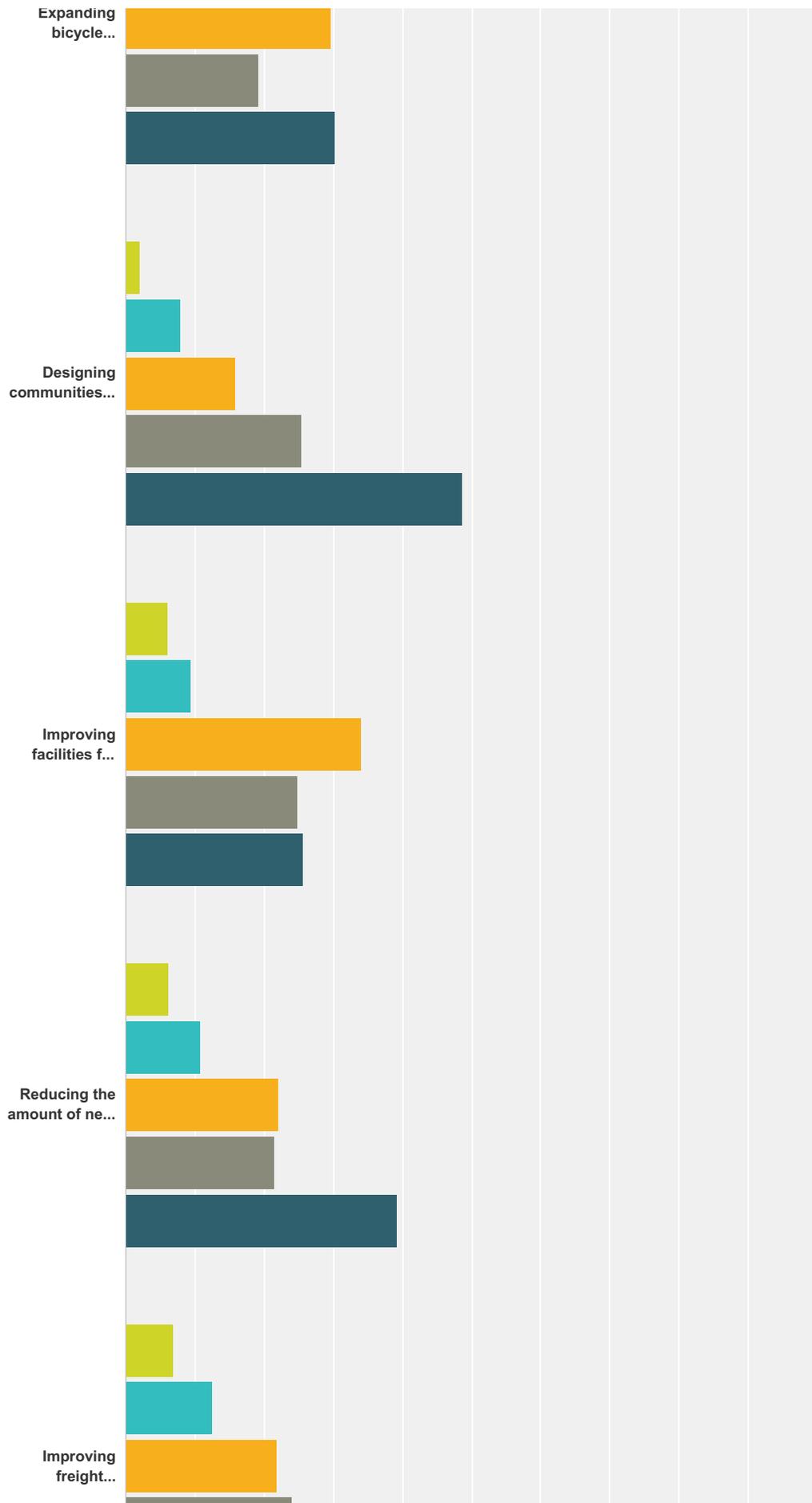
14	It's not safe!	6/7/2016 8:52 AM
15	Do approximately three miles per day so I would not do more but maybe improved walking facilities would make my walk safer	6/6/2016 1:40 PM
16	I currently live inside city limits so sidewalks are available but my experience in DE is that anywhere outside of old established neighborhoods will have 2 options for walking: a muddy trash filled ditch or a dangerously narrow shoulder of the road.	3/29/2016 6:37 PM
17	Absolutely!! Notice that most communities even built in last 10 years to not have sidewalks! Sidewalks are a thing of the past! Do not exist and if they do they have obstructions.	3/29/2016 4:11 PM
18	Yes more walking trails!	3/22/2016 5:24 PM
19	Shoulders on Rt 15	3/22/2016 5:15 PM
20	For personal exercise only	3/22/2016 4:59 PM
21	My road is not conducive to safe walking.	3/18/2016 11:19 PM
22	Not really, my neighborhood has great sidewalks and is good for our needs. But I could not walk to work, don't feel safe on Mifflin Road. Don't like seeing the kids walking on Mifflin either, cars are whizzing by and not looking for them.	3/17/2016 1:12 PM
23	I live in the country near Kenton. I just walk on the road. Maybe more outdoor walking parks would be helpful	3/15/2016 8:08 AM
24	If there were sidewalks along Kenton Road and College Road, for example, I would walk more for errands more often.	3/12/2016 11:16 AM

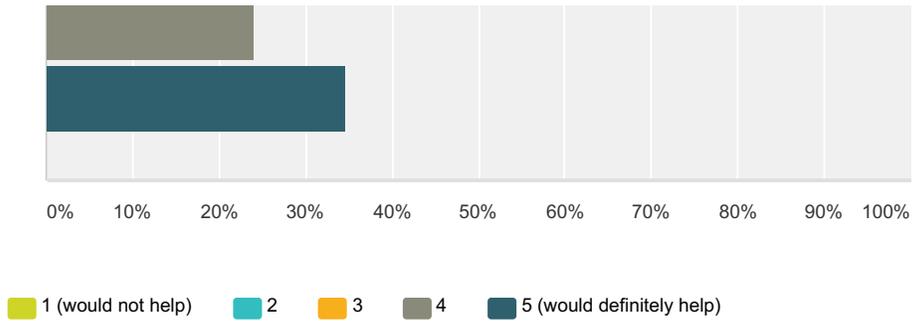
**Q25 On a scale of 1 to 5, which of the following options do you think would improve the area's transportation system and improve mobility? On this scale, 1 means would not help and 5 means would definitely help.**

Answered: 292 Skipped: 30





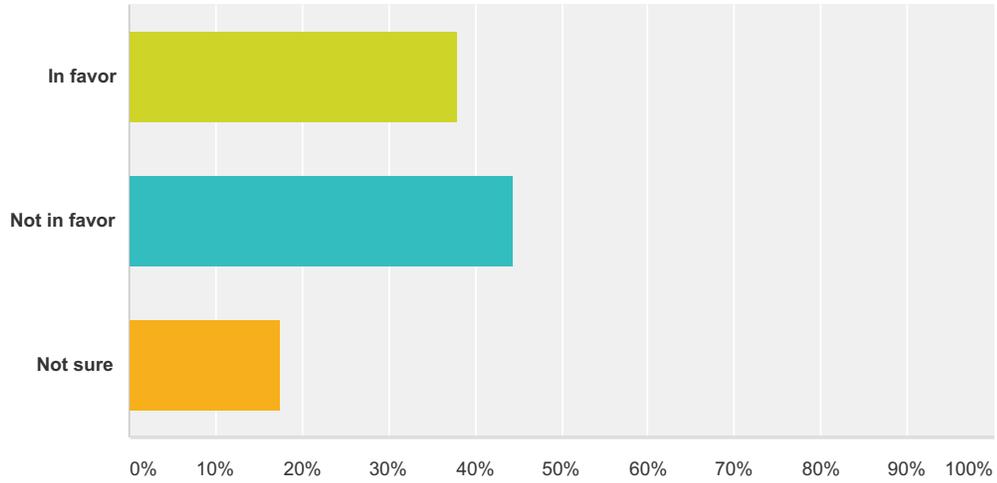




	1 (would not help)	2	3	4	5 (would definitely help)	Total
Coordination and better timing of traffic signals	4.17% 12	9.03% 26	15.97% 46	22.92% 66	47.92% 138	288
Widening existing highways	11.15% 32	14.29% 41	29.27% 84	21.60% 62	23.69% 68	287
Building new major roads (for example, the West Dover Connector or a bypass)	8.65% 25	16.61% 48	28.72% 83	18.69% 54	27.34% 79	289
Building more sidewalks to connect neighborhoods and commercial areas	3.46% 10	9.34% 27	18.69% 54	23.88% 69	44.64% 129	289
Providing more information to make it easier to ride the bus or carpool	8.04% 23	14.69% 42	30.07% 86	22.38% 64	24.83% 71	286
Developing more Park-and-Ride lots for transit	7.34% 21	15.38% 44	32.17% 92	24.13% 69	20.98% 60	286
Providing more real-time information about traffic incidents, construction, accidents and delays	2.44% 7	12.54% 36	29.97% 86	29.27% 84	25.78% 74	287
Expanding bicycle networks, such as bike trails, lanes and routes	5.57% 16	15.33% 44	29.62% 85	19.16% 55	30.31% 87	287
Designing communities that make it easier for people to walk and bike to stores, schools and other public facilities and other neighborhoods	2.07% 6	7.93% 23	15.86% 46	25.52% 74	48.62% 141	290
Improving facilities for people with disabilities	5.96% 17	9.47% 27	34.04% 97	24.91% 71	25.61% 73	285
Reducing the amount of new development in rural areas	6.32% 18	10.88% 31	22.11% 63	21.40% 61	39.30% 112	285
Improving freight conditions so more products can travel by rail rather than truck	6.94% 20	12.50% 36	21.88% 63	23.96% 69	34.72% 100	288

### Q26 What is your stance on raising gasoline taxes in Delaware to help pay for transportation-related improvements?

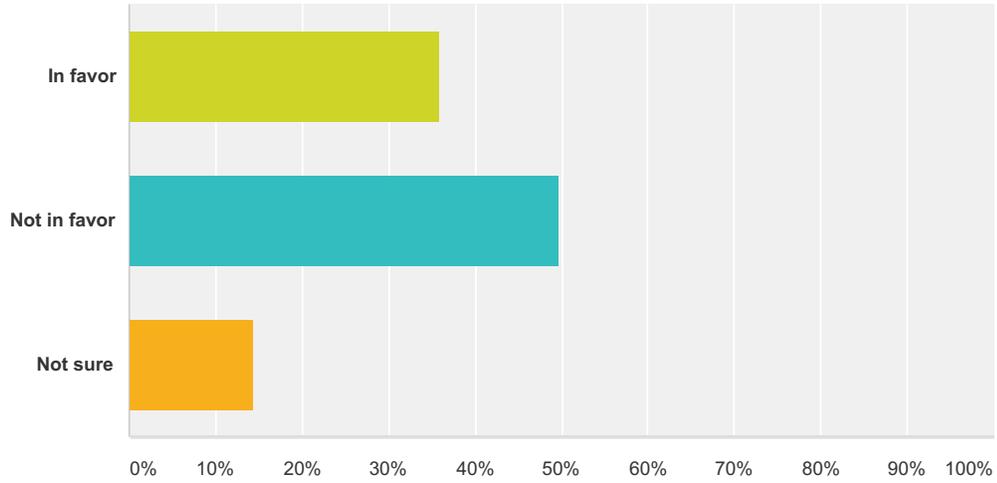
Answered: 292 Skipped: 30



Answer Choices	Responses
In favor	38.01% 111
Not in favor	44.52% 130
Not sure	17.47% 51
<b>Total</b>	<b>292</b>

### Q27 What is your stance on raising drivers' license and vehicle registration fees in Delaware to help pay for transportation-related improvements?

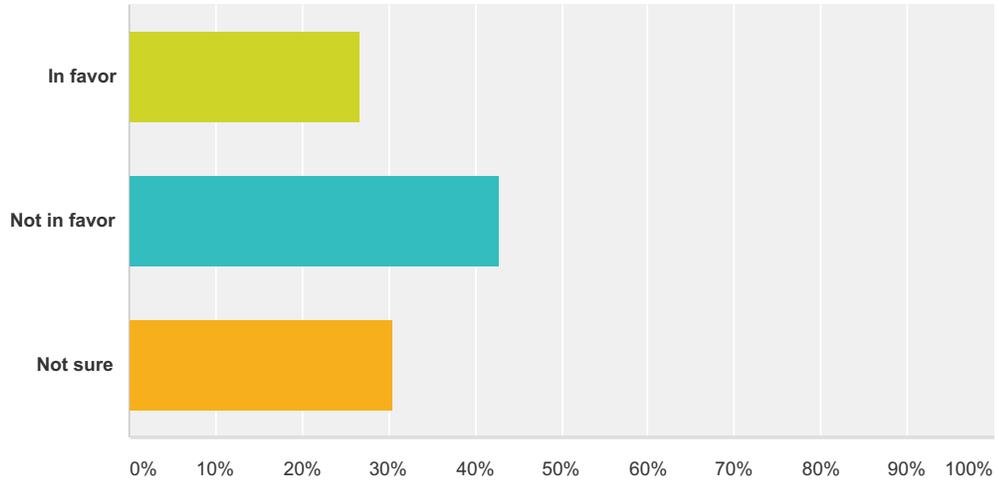
Answered: 292 Skipped: 30



Answer Choices	Responses
In favor	35.96% 105
Not in favor	49.66% 145
Not sure	14.38% 42
<b>Total</b>	<b>292</b>

### Q28 What is your stance on increasing public transit (DART First State) fares in Delaware?

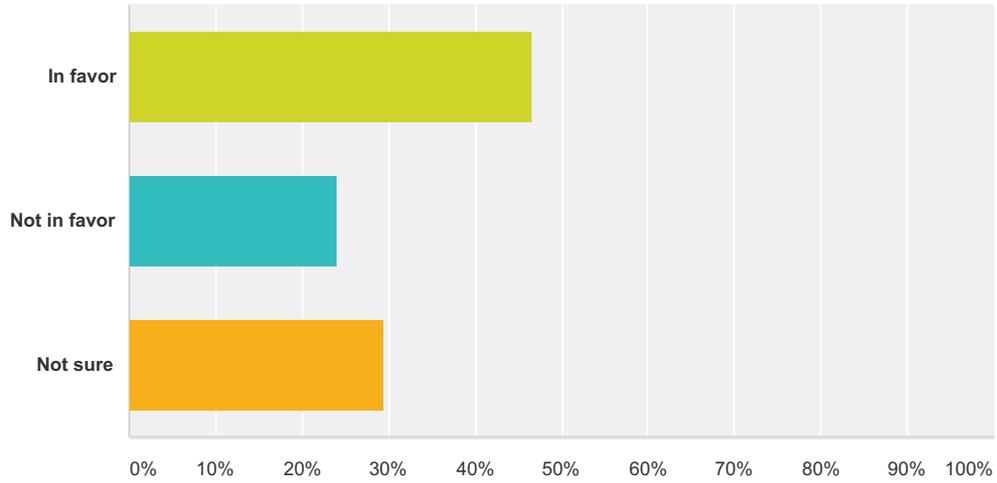
Answered: 292 Skipped: 30



Answer Choices	Responses
In favor	26.71% 78
Not in favor	42.81% 125
Not sure	30.48% 89
<b>Total</b>	<b>292</b>

### Q29 What is your stance on including the private sector in financing transportation costs?

Answered: 292 Skipped: 30



Answer Choices	Responses
In favor	46.58% 136
Not in favor	23.97% 70
Not sure	29.45% 86
<b>Total</b>	<b>292</b>

### Q30 Are there things that Delaware should do to close any future funding gaps for transportation improvements?

Answered: 128 Skipped: 194

#	Responses	Date
1	Not familiar with this issue.	8/16/2016 9:52 AM
2	luxury tax on event tickets at Dover downs such as NASCAR and firefly	8/15/2016 10:50 PM
3	RAISE FUEL TAXES	8/15/2016 9:49 PM
4	Yes...stop spending money on unnecessary things	8/15/2016 4:34 PM
5	Mileage driven in Delaware	8/15/2016 4:06 PM
6	I think raising the gas tax will help make those that drive more pay more - also basing registration fee or some fee based on miles driven.	8/15/2016 3:37 PM
7	n/a	8/15/2016 2:45 PM
8	Enforcing speed and other traffic behavior with high fines	8/15/2016 2:38 PM
9	The taxes in this state are too low to make any real progress. Many of us would not mind paying higher taxes if the money was put to good use, created jobs, and even provided simple improvements like covered bus shelters at bus stops, maybe a bench. If we cared about those who must take public transportation, we need to all contribute.	8/15/2016 1:50 PM
10	Have restricted funds. So the people will know where the money is going. No more slush general funds.	8/15/2016 1:31 PM
11	Not sure	8/15/2016 1:30 PM
12	If I have to keep in budget on what we make then the state should keep in budget what they make.	8/15/2016 1:15 PM
13	Not Sure	8/11/2016 10:21 AM
14	Don't know.	8/8/2016 11:39 AM
15	Fire half of Deldot and the other half that's left, make them work	8/3/2016 9:11 PM
16	Yes: Dart First State (Division of DeIDOT) needs to quit wastefully spending on our Federal tax dollars yearly contributions!	7/7/2016 10:23 AM
17	no	6/28/2016 3:19 PM
18	n/a	6/27/2016 4:12 PM
19	More recreational facilities	6/27/2016 3:19 PM
20	Inform the public more about the need and the reasons why.	6/27/2016 10:59 AM
21	not sure	6/24/2016 11:03 AM
22	Limit the amount of DeIDOT debt by law	6/22/2016 10:32 AM
23	I come from Illinois where it's \$102 a year for registration. I think we can raise prices.	6/20/2016 2:07 AM
24	build a toll plaza on 495 southbound from entering pa residents	6/17/2016 6:40 AM
25	Privatize The Department of Transportation	6/16/2016 10:37 PM
26	Deldot should stop wasting money. Like the project in new castle by the state hospital.	6/16/2016 4:49 PM
27	Replace some Toll Takers with a Kiosh Credit/debit card	6/16/2016 3:00 PM
28	n/a	6/16/2016 2:53 PM
29	government needs to be more conservative with taxesno	6/16/2016 1:46 PM
30	Route 1 - Tolls along the entire road & at the Roth Bridge. Increase the fee for non-easy pass drivers.	6/16/2016 1:36 PM
31	Quit raising or allowing other to raise prices for profit only	6/16/2016 10:32 AM

32	Control growth and increase preserved open space and farmland	6/16/2016 9:33 AM
33	Making sure gasoline taxes and other such fees are used for transportation projects and not used to fund other operating expenses.	6/16/2016 9:18 AM
34	Raising gasoline taxes.	6/15/2016 4:02 PM
35	Raise tax on store owners	6/13/2016 5:27 PM
36	eliminate prevailing wage on DelDOT projects	6/13/2016 9:46 AM
37	Not sure	6/12/2016 12:13 PM
38	Encourage denser development so less pavement is needed for construction and maintenance.	6/10/2016 8:48 AM
39	If your are going to raise a tax, toll or fee, put it in a restricted fund that can only be used for what you said it was going to be used for. Get rid of prevailing wage and make De. a right to work state.	6/9/2016 10:57 PM
40	No	6/9/2016 8:05 PM
41	too many legislators and principels. Look at the numbers per capita. Soda and fast food Tax	6/9/2016 4:05 PM
42	Don't know	6/9/2016 2:59 PM
43	index the municipal street aid fund	6/9/2016 2:10 PM
44	end public transportation, that is not the governments job	6/9/2016 1:47 PM
45	Index motor fuel taxes. If we can, move to a Vehicle Miles Traveled tax.	6/9/2016 1:14 PM
46	Levy portion of gas tax to transit	6/9/2016 12:43 PM
47	Spend you money wiser.	6/9/2016 12:30 PM
48	Please attempt to design a more expansive bus system within the next 5-10 years	6/9/2016 12:38 AM
49	Have complete communities and density in areas so that we can pay for public transit	6/8/2016 4:38 PM
50	Improve job opportunities	6/8/2016 3:54 PM
51	Watch expenses, I see a lot of DELDOT employees standing around. 4 people doing a 2 man job, etc.	6/8/2016 3:29 PM
52	Evaluate on a more frequent basis, Paratransit for example.	6/8/2016 2:29 PM
53	public transportation funding could come from property taxes and taxes on new vehicles - not from license fees	6/8/2016 1:29 PM
54	Use the "rainy day" fund when needed	6/8/2016 11:19 AM
55	Do what other states do and charge SALES TAX	6/8/2016 10:28 AM
56	a train system for freight and passengers top to bottom	6/8/2016 10:03 AM
57	No	6/8/2016 4:09 AM
58	Do away with prevailing wages.	6/8/2016 1:31 AM
59	make paratansit more efficient	6/7/2016 1:04 PM
60	Not Sure	6/7/2016 11:03 AM
61	There seems to be a large lack of efficiency when it comes to DelDOT projects. I commute from Bear to Dover everyday for my job. I am never aware of roadwork that is occurring until I am sitting in traffic. There always seems to be an abundance of workers however they usually appear to be standing around, making the projects take longer. Perhaps there needs to be a reorganization of project management as not to waste time and money and to provide for more projects.	6/7/2016 10:18 AM
62	There have been numerous occasions where I have witnessed jobs being done inefficiently, with an overabundance of workers and limited work activity. Project management should be revitalized within Deldot to ensure maximum productivity and fund allocation could be spread more evenly.	6/7/2016 10:03 AM
63	Fix the sustainable wage law.	6/7/2016 9:56 AM
64	Follow Maryland's model of road tolls. Higher tolls for out of state drivers.	6/7/2016 9:55 AM
65	Support municipalities in providing continuity of sidewalks and bike lanes between residential areas and areas of service (i.e. shopping centers, medical centers, restaurants, entertainment, parks, public buildings). Too often, sidewalks and bike lanes stop at property bounds, with seemingly no one willing or able to make the connections between properties.	6/7/2016 9:46 AM

66	Stop building the overpasses on Route 1 and use that funding to improve local roads and include bicycle paths	6/7/2016 9:20 AM
67	Unsure	6/7/2016 9:15 AM
68	raise taxes where appropriate and tie the gas tax to COL increases. also need to figure out how to get users of electric cars to pay for the use of our roads.	6/7/2016 8:40 AM
69	Raise the tolls for out of state visitors	6/7/2016 8:24 AM
70	Not sure	6/7/2016 8:03 AM
71	not give tax discount for any fuel, regardless of use	6/6/2016 9:02 PM
72	Look at alternative fuels for busses and large trucks	6/6/2016 5:00 PM
73	Make companies that rely on the transportation network to pay their share, raise fuel tax. Discourage development in rural areas.	5/25/2016 1:54 PM
74	Increase tolls for out-of-state travelers	5/9/2016 3:01 PM
75	developer impact fees, higher tolls with congestion pricing and HOV discounts, higher parking fees	4/29/2016 4:45 PM
76	Find the money in unnecessary programs that only benefit some of the residents and put it where it benefits ALL of the residents.	4/28/2016 7:27 PM
77	gas tax	4/27/2016 10:28 PM
78	Cut the waste in welfare and education. DelDOT should get rid of all your consultants. Look at your collective bargaining contracts. Get an exemption from Prevailing Wage.	4/25/2016 5:50 PM
79	Consider ALL types of alternative funding, such as cost per mile traveled.	4/22/2016 10:50 AM
80	Possibly raise taxes a little without it being much of a hardship on seniors/others that cannot afford paying more.	4/20/2016 4:17 PM
81	do a better job with the cost of projects (bidding etc.)	4/5/2016 11:24 AM
82	Tourism tax	4/4/2016 6:36 PM
83	Stop wasting money.	4/4/2016 1:29 PM
84	increase fees and taxes paid by out-of-state visitors. They need to be part of the solution since they are a primary cause of the problem	4/3/2016 1:59 PM
85	Public and Freight Rail System to Southern or at least Central Delaware	3/30/2016 12:13 PM
86	Tolls higher on weekends for out-of-state traffic. (I am aware they are higher now.)	3/30/2016 7:45 AM
87	Mandate sidewalks in all new developments	3/29/2016 6:42 PM
88	Stop the wasteful spending in the state government.	3/29/2016 5:10 PM
89	More involvement in planning and working with local towns and communities.	3/29/2016 4:15 PM
90	Prevent instances like the development of the Rte 1 area in Milford. Would there be a funding gap if the true valuation of this area had been obtained?	3/29/2016 3:43 PM
91	Spend more wisely	3/29/2016 1:24 PM
92	Not sure	3/29/2016 1:21 PM
93	none	3/29/2016 12:02 PM
94	Any federal assistance or grants?	3/28/2016 9:03 PM
95	stop moving funds out of the transportation fund	3/23/2016 6:23 PM
96	Increase TOLLS for OUT OF STATE VEHICLES!	3/23/2016 3:02 PM
97	increase fines for speeding, DUI, etc.	3/23/2016 12:29 PM
98	Fees for driver licenses and registrations have increased. Maintain current highways and bridges until Delaware can afford to build other highways.	3/23/2016 11:21 AM
99	Spend transportation allocated money on transportation	3/23/2016 10:27 AM
100	Fix paratransit, continue to hold developers accountable.	3/23/2016 9:50 AM
101	A great compromise of REAL spending cuts coupled with minimal tax increases.	3/23/2016 9:05 AM

102	The light tickets should go to funding!!	3/22/2016 10:03 PM
103	Reduce union involvement in projects. Bid projects better to avoid costly over-runs like the Indian River Inlet.	3/22/2016 5:29 PM
104	continue to improve pedestrian crossings with timed visuals	3/22/2016 5:17 PM
105	no	3/22/2016 5:06 PM
106	?	3/22/2016 5:01 PM
107	Stop spending state has a spending problem	3/22/2016 4:58 PM
108	gas tax	3/20/2016 6:54 PM
109	Apply for federal funds.	3/19/2016 12:58 PM
110	Raise the Gass Tax	3/18/2016 7:20 AM
111	Raise Taxes	3/17/2016 2:22 PM
112	Appropriate monies transparently and publicly	3/17/2016 2:01 PM
113	manage funds wisely	3/17/2016 1:17 PM
114	Toll road to beaches (with alternate/slower non-toll for local use)	3/17/2016 11:41 AM
115	Stop wasting money in government!! Raises for judges, etc. Top heavy in DE GOVT	3/17/2016 8:51 AM
116	stop spending	3/16/2016 3:35 PM
117	Look at a trolley/local bus in Dover so people can park in one place and travel through the city more easily	3/16/2016 2:11 PM
118	Re-advertise contracts that receive excessively high bids from contractors.	3/16/2016 2:06 PM
119	Discounts offered to those who bike or bus (i.e. discounted bus passes if someone rides so many times per month or a discount grocery store card as an incentive.)	3/16/2016 12:40 PM
120	Prioritize improvements - avoid building new roads. focus on transit, concentrating development in urban core and ped/bike	3/16/2016 10:08 AM
121	Reduce expenditures on entitlement programs.	3/15/2016 11:43 PM
122	Vehicle Miles Traveled fees instead of gas taxes.	3/15/2016 3:36 PM
123	increase tolls. go to user fee system.	3/15/2016 10:09 AM
124	Mileage Based User Fees	3/14/2016 2:14 PM
125	Yes. Raise gas and other user fees to fund the system	3/14/2016 9:38 AM
126	determine means that all persons help with transportation costs - regardless of mode since the transportation system engulfs everyone	3/14/2016 7:13 AM
127	Raise Route 1 tolls	3/12/2016 8:40 PM
128	I don't really know	3/12/2016 11:19 AM

**Q31 Are there any other specific transportation issues that you believe should be addressed, but did not see in this survey?**

Answered: 132 Skipped: 190

#	Responses	Date
1	Behind in road construction in the West Dover area.	8/16/2016 9:52 AM
2	no	8/15/2016 10:50 PM
3	No	8/15/2016 4:06 PM
4	I feel that the West Dover Connector is going to be a problem for people that live in west Dover.	8/15/2016 3:37 PM
5	uber	8/15/2016 2:45 PM
6	Texting while driving enforcement	8/15/2016 2:38 PM
7	No one is talking about expanding train travel. Put people back to work fixing rail infrastructure not only to extend train lines but also to increase freight travel by trains so that roads are safer without large trucks and roads are less damaged due to large trucks	8/15/2016 1:50 PM
8	Why don't you create a Council of Civic Organizations. Only the leadership. Use it as a focus group for new ideas and group think	8/15/2016 1:31 PM
9	No	8/15/2016 1:30 PM
10	No	8/11/2016 10:21 AM
11	Major congestion in Camden area, trickling down into Woodside and Viola. I go home on back roads and they are becoming more used as well.	8/9/2016 12:27 PM
12	(Paper survey--on question about raising drivers' license and vehicle registration fees, the participant also wrote in, " They've been raised already; decrease. Less decrease the pay of the politicians and judges, etc."	8/8/2016 11:39 AM
13	Don't do what they did in Middletown	8/3/2016 9:11 PM
14	Yes: All taxi cab fares should be fair and equal to everyone in Delaware and Scat tickets need to be for more than \$10.00 at 50% off because City Cab charges full fare prices -- \$1.90 for the cab, \$3 for each mile and \$1.90 additional for each stop! One day on a Sunday when DART First State was off line, it costs me \$22.00 to go to the Dover Public Library and return 3.5 miles to destination and 5 miles back for \$22.00 from Walker Woods unit #80! I'm 61 years old and I can walk to the Dover Public Library located at 35 Loockerman Plaza, Dover, Delaware from my house in 62-68 minutes and the same time returning home! I used to do this 4x's every week! And with DART First State, there is entirely too much walking to reach your destination after taking the Route Bus to a neighboring bus stop! Thank you! Steven C. Towers, Tel. (302) 465-0655 (302) 724-7458 (302) 409-7159; e-mail: www.seabees1973@aol.com --- [Also indicated in previous question on paper survey that "DART first State mass transit has been a catastrophe since it was implemented by DelDOT in 1995! Over 21 years of dysfunction and disorganization and at the Town Hall meetings, which are held maybe twice yearly; our suggestions, comments & ideas are ignored and it's a waste of our precious time to attend!	7/7/2016 10:23 AM
15	I think paratransit fares should not be higher. Because some on fix income would not be able to ride paratransit bus if fare keeps going up. Most can't not walk to bus stop if they live in the country	6/28/2016 3:19 PM
16	n/a	6/27/2016 4:12 PM
17	Limited 301 buses, limited express bus service	6/27/2016 3:19 PM
18	Providing a Commuter Rail Service to Wilmington and DC	6/27/2016 2:50 PM
19	More attention should be given to [the] condition of the rural roads. Further message: I have lived here all my life and have seen great improvements through the years and am proud to be a citizen of Kent County and Delaware. I appreciate the opportunity to share in this survey. Keep up the good work!	6/27/2016 10:59 AM
20	more provision of cross access between commercial properties	6/22/2016 10:32 AM
21	Buses more on Saturday and service on Sunday	6/21/2016 12:10 PM

22	the number of days the buses run in all 3 counties and the frequency	6/17/2016 6:40 AM
23	Need an off ramp for Townsend off routwme 1	6/16/2016 4:49 PM
24	Make rt 1 a double decker. Stops only in Middle town, smyrna, dover, milford, rehobeth, fenwick, end at MD line. Toll \$4 EZ pass only speed limit 80mph	6/16/2016 3:00 PM
25	n/a	6/16/2016 2:53 PM
26	no	6/16/2016 1:46 PM
27	Rail, rail, rail...we need rail transit to Kent and Suffix Counties. It's expensive but it needs to start, sometimes. It is never going to get cheaper.	6/16/2016 1:36 PM
28	Increasing the number of buses. Having to wait an hour for the next one to come is ridiculous!	6/16/2016 12:46 PM
29	Motorcycles.. 3 wheelers..	6/16/2016 10:32 AM
30	Pedestrian safety	6/16/2016 9:33 AM
31	More trails and pathways for people to safely run and job upon.	6/16/2016 9:18 AM
32	NO	6/15/2016 6:34 AM
33	bike racks on transit buses that hold more than 2 bikes	6/13/2016 9:46 AM
34	No	6/12/2016 12:13 PM
35	Better public transit connection between services in DE and other states. Namely, a more seamless connection for those traveling accross state lines, instead of, in some cases, having to walk over a half mile across the PA-DE border to continue with public transit.	6/10/2016 8:48 AM
36	Point to point, more rail, fix what we have, no more new on virgin land, get rid of the muffler noise.	6/9/2016 10:57 PM
37	No	6/9/2016 8:05 PM
38	Air service in New Castle or in Georgetown	6/9/2016 4:05 PM
39	No	6/9/2016 2:59 PM
40	rural developments to include minor arterial road improvements	6/9/2016 2:10 PM
41	raising speed limimts	6/9/2016 1:47 PM
42	sustainable source for transit funding	6/9/2016 12:43 PM
43	All this needs to be done sooner, not over a 30 year period.	6/9/2016 12:30 PM
44	Rail lines for communiting north & south	6/9/2016 11:28 AM
45	n/a	6/8/2016 4:38 PM
46	Maintenance of roadway surfaces (including bicycle lanes) and sidewalks - if they were important enough to construct, they should be properly maintained	6/8/2016 3:54 PM
47	Designated bike routes need to be safe for bikes, i.e, Moose Lodge Rd has no shoulders. Very dangerous for bikers. Either change the designation or widen the road.	6/8/2016 3:29 PM
48	The Grey hound in Kent County often changes locations and most often it's a location without shelter...this is not good for the elderly and those with disabilities traveling to and from their destinations.	6/8/2016 1:54 PM
49	Americans waste a whole lot of energy and add a lot of carbon to the atmosphere by sitting at Red Lights. Dover needs to comprehensively sequence their traffic lights (No Brainer - Just Timing) - especially DuPont Hwy Rt-13 N/S. There is no reason one should have to stop (once in the flow) from DelTech (North Dover) to WalMart in Camden (South Dover) on Rt13. Until Traffic Engineers integrate Artificial Intelligence in managing real time traffic Flow - Sequence the Traffic Lights ! Red Light Cameras - everybody Hates them; but since they make Money, we guess they're here to stay. So if that's the case, DelDot and Dover need to do two things: - Post Extremely Visible Notification Signs Well in advance of entering the Red-Light Camera Zone. - Mark the Road approaching the Traffic Signal with a Marking (Red-Yellow-Green Line) at the exact distance from the Traffic Signal where it is Safe to Proceed (Vehicle is past the Line) or necessary to Stop (Line in Sight in Front of Vehicle approaching the Traffic Signal). You Must give Drivers a Visual Clue as a (instantaneous) Decision Aid. Merge Lanes (onto dual lane high-speed roads): Develop a simple Reminder Marking asking approaching Drivers in Right Lane Main Flow (who have right of way) to move Left (to Left Lane) if Safely Possible to allow Merging Traffic to move (Safely Merge) into Primary Travel (Right) Lane without having to Studder Stop (and re-accelerate from standing stop). Thank You !	6/8/2016 1:50 PM
50	public transportation linking neighborhoods with services such as libraries	6/8/2016 1:29 PM

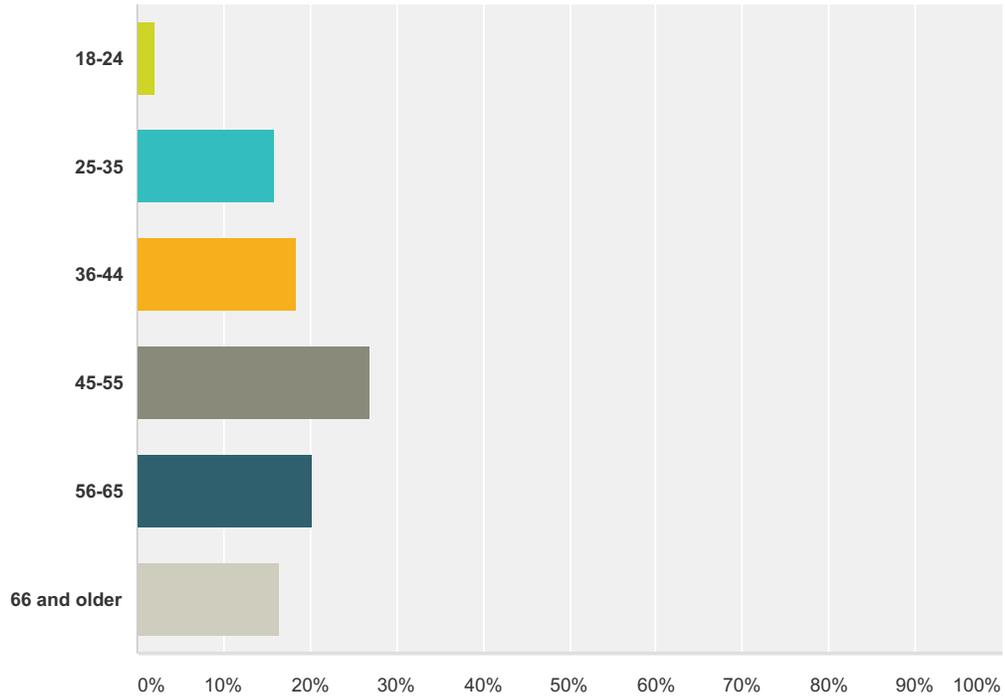
51	no	6/8/2016 11:19 AM
52	Increase access in all parts of the state and increase days available	6/8/2016 10:28 AM
53	the national highspeed rail system - let's get more rail in DE	6/8/2016 10:03 AM
54	No	6/8/2016 4:09 AM
55	Not at this time.	6/8/2016 1:31 AM
56	Facilities for manual and power wheelchairs	6/7/2016 9:09 PM
57	passenger train service	6/7/2016 7:49 PM
58	Coordinate Rt. 1 lights in Sussex County	6/7/2016 11:03 AM
59	I carpool with a coworker daily, so sometimes I don't have a car. There seems to be a lot of pedestrian traffic along S Little Creek Road, close to the Safeway shopping center. There is actually a pedestrian cut path in the grass along the road because so many people walk this route. There is no crosswalk to the Levy Court complex, where there is also a large walking path that is widely used. This is a scary road to cross without adequate pedestrian facilities. Personally I use it quite often.	6/7/2016 10:18 AM
60	The hazardous travel conditions along Route 15 (Canterbury Rd.) from Rte. 13 to Milford is increasingly dangerous with individuals walking/biking and there not being a shoulder area. This is a highly traveled road and needs shoulders for pedestrians!	6/7/2016 10:03 AM
61	Do more projects that promote economic development.	6/7/2016 9:56 AM
62	Education for drivers to understand, and have re-enforced, the rules of the road.	6/7/2016 9:55 AM
63	Alternative fueling stations and networks, particularly for EVs	6/7/2016 9:46 AM
64	No, you pretty much covered it.	6/7/2016 9:20 AM
65	Unsure	6/7/2016 9:15 AM
66	Drop the toll rate for locals	6/7/2016 8:24 AM
67	Yes - making our communities, transportation networks and systems more resilient to climate change.	6/7/2016 8:13 AM
68	Rethink the Transportation Trust Fund	6/7/2016 8:13 AM
69	No	6/7/2016 8:03 AM
70	would it be possible for Kent to have commercial small plane flights to Philly, DC, Baltimore...	6/6/2016 9:02 PM
71	Transit by rail for the beach...	6/6/2016 5:00 PM
72	Commuter Rail system down Rt 1 corridor	5/9/2016 3:01 PM
73	promote bike share, and what to do about self-driving vehicles	4/29/2016 4:45 PM
74	Traffic Police...use ticket money to pay for their salary and the rest to transportation improvement.	4/28/2016 7:27 PM
75	Rail service	4/26/2016 7:08 PM
76	Do a partnership with private money to do new and different and exciting things. For example, a Ferry from Delaware City to Baltimore Inner Harbor. A Ferry from Delaware City to Lewes. a Train from Newark to Dover.	4/25/2016 5:50 PM
77	Find funding to extend passenger rail through the region.	4/23/2016 10:17 AM
78	It was somewhat addressed, but signal timing needs to be improved. Also, consider speed cameras, especially in work zones.	4/22/2016 10:50 AM
79	No, I have never been on public transportation.	4/20/2016 4:17 PM
80	Height of traffic signals: visibility blocked by vehicles of higher heights	4/20/2016 1:05 PM
81	Improve safety on Amtrak system.	4/15/2016 5:58 PM
82	Against Western bypass of Milford	4/15/2016 11:18 AM
83	Light rail. Disappointed to see no discussion of this forward thinking option.	4/4/2016 6:36 PM
84	focus on what is needed to get people with no vehicles to commercial areas/ to their jobs	4/3/2016 1:59 PM
85	Rail	3/30/2016 12:13 PM

86	More police on the roads helping to maintain speed and distracted driving - this is the major issue I see driving from Milford to Dover every day.	3/30/2016 7:45 AM
87	Eliminate left turns by adding jug handles on Rt 1 between Dover and the beach area.	3/29/2016 6:42 PM
88	No	3/29/2016 5:10 PM
89	Passenger train/light rail service to the resort areas and Dover.	3/29/2016 4:15 PM
90	No	3/29/2016 1:21 PM
91	lack of ability to use passenger rail in south/central Delaware	3/29/2016 1:13 PM
92	Regional airport	3/29/2016 12:44 PM
93	Regional rail for commuters living downstate and working upstate	3/28/2016 9:03 PM
94	Yes. Public transportation by rail system	3/23/2016 6:23 PM
95	We seem to be about making sure people can get to our beaches and NOT those of us who LIVE here!	3/23/2016 3:02 PM
96	Connectivity to the beaches - Rte 1 expansion	3/23/2016 12:29 PM
97	Increase paratransit services for those on short term disability. It may be their only option in attending medical appointment. Some cannot afford to pay for transportation costs.	3/23/2016 11:21 AM
98	Towns financing thier budget with traffic tickets	3/23/2016 10:27 AM
99	Enough with the bike lanes....they don't receive enough use to justify tax dollars being spent on them. Let's look at alt fuel vehicles to help the environment.	3/23/2016 9:50 AM
100	The one I addressed	3/22/2016 10:03 PM
101	Tolls	3/22/2016 9:19 PM
102	Enforce laws dealing w/ aggressive drivers	3/22/2016 5:51 PM
103	NO MORE TAXES!	3/22/2016 5:29 PM
104	no	3/22/2016 5:06 PM
105	Rural roadways that are not lighted and do not have any striping to assist night drivers!	3/22/2016 5:01 PM
106	leave the transportation trust alone .. for roads and bridges only	3/22/2016 4:58 PM
107	downtown trolley service	3/22/2016 4:41 PM
108	maintenance & cleaning of bike paths and lanes	3/20/2016 6:54 PM
109	No that about covers it!	3/19/2016 12:58 PM
110	Building more roads that make it quicker to get from A to Z is not the answer. Do not deplete our farmlands just to make a quicker commute. The West Dover connector is only going to be a problem for my neighbors.	3/18/2016 11:23 PM
111	Developers should be required to fund more road improvements when they build a development.	3/18/2016 7:20 AM
112	No	3/17/2016 2:22 PM
113	already addressed problem on Rt 8	3/17/2016 2:00 PM
114	just specific areas of concerns, overall i think we do well in central DE	3/17/2016 1:17 PM
115	Need more/better express roads for north to south transit. Rte 1 is not enough.	3/17/2016 11:41 AM
116	Cross over bridges for pedestrians at the beach would be help those folks imo. I live in Smyrna this is not personal.	3/17/2016 8:51 AM
117	Aggressive drivers, especially during morning commutes. Making roads safer for bicyclists and motorcyclists, both by maintenance and repair of potholes and crumbling edges, and by better enforcement of traffic laws.	3/17/2016 4:10 AM
118	Rt 8 corridor will nee dfuture expansion. we should hav estarted planning for this 15 years ago	3/16/2016 3:35 PM
119	I would like to see more bike racks to lock my bike by stores, libraries, and parks. I have had to lock my bike on items that aren't meant for securing a bike.	3/16/2016 12:40 PM
120	A state-wide commuter train would be a HUGE assett. Something from the beaches with stops in Milford, Dover, Smyrna, Middletown, Newark, and Wilmington would be a huge assett. Buses are ok, but still take too long for major commuting.	3/16/2016 12:26 PM
121	Reducing Greenhouse Gas Emissions from the transportation sector	3/16/2016 10:08 AM

122	No	3/15/2016 11:43 PM
123	Yes - Improved and vigilant monitoring of cell phone use while driving in particular and also inappropriate use of the left lane on Route 1. At most times there is someone on Route 1 using a cell phone while driving. Ticketing for this could be a source revenue for DE, would significantly decrease traffic on one of the most important roads in DE, and would significantly improve safety. Taking this action would decrease congestion on Route 1 and would not cost as much as building another lane which will definitely be needed in the next 20 years.	3/15/2016 4:59 PM
124	There could have been a question on alternative fueled vehicles and why people aren't using them.	3/15/2016 3:36 PM
125	Support Alternate Fuel Vehicles (Other than electric)	3/14/2016 5:04 PM
126	SMART GROWTH	3/14/2016 2:14 PM
127	focus on local traffic rather than beach traffic	3/14/2016 1:35 PM
128	No, it was a very comprehensive survey. Thank you.	3/14/2016 9:38 AM
129	Beach Traffic, flooding on roads	3/14/2016 8:16 AM
130	remove gas tax refunds for non-vehicular usage	3/14/2016 7:13 AM
131	no	3/12/2016 8:40 PM
132	I can't think of any!	3/12/2016 11:19 AM

### Q32 What is your age range?

Answered: 290 Skipped: 32



Answer Choices	Responses	
18-24	2.07%	6
25-35	15.86%	46
36-44	18.28%	53
45-55	26.90%	78
56-65	20.34%	59
66 and older	16.55%	48
<b>Total</b>		<b>290</b>