

Connections: A Regional Plan for a Sustainable Future On-line Survey Results

| Area | DVRPC Region | N/A | DVRPC Planning Area Type | | | | Bucks | Chester | Delaware | Montgomery | Philadelphia | PA | Burlington | Camden | Gloucester | Mercer | NJ |
|---|--------------|-----|--------------------------|-----------|-----------|-------------|-------|---------|----------|------------|--------------|-------|------------|--------|------------|--------|-----|
| | | | Core Cities | Dev Comms | Grow Subs | Rural Areas | | | | | | | | | | | |
| Total Survey Respondents | 4,648 | 421 | 1,488 | 1,198 | 1,590 | 372 | 473 | 596 | 503 | 789 | 1,445 | 3,806 | 216 | 323 | 214 | 89 | 842 |
| 1. What do you like most about the Delaware Valley region? (Choose up to 3) | | | | | | | | | | | | | | | | | |
| 1a Walkable downtowns with viable business districts | 46% | 37% | 72% | 40% | 32% | 22% | 29% | 30% | 46% | 37% | 74% | 50% | 28% | 37% | 19% | 31% | 30% |
| 1b Wide range of transit options | 18% | 17% | 28% | 21% | 10% | 7% | 8% | 10% | 21% | 15% | 28% | 19% | 16% | 19% | 10% | 21% | 16% |
| 1c Ease of travel by auto | 10% | 14% | 5% | 15% | 11% | 9% | 9% | 7% | 14% | 9% | 4% | 8% | 21% | 21% | 21% | 17% | 21% |
| 1d Abundance of open space and natural beauty | 33% | 33% | 20% | 26% | 44% | 64% | 58% | 57% | 32% | 32% | 20% | 34% | 31% | 16% | 35% | 33% | 26% |
| 1e Accessible public parks and outdoor recreational amenities | 34% | 30% | 30% | 35% | 36% | 35% | 40% | 39% | 30% | 39% | 31% | 35% | 31% | 28% | 27% | 35% | 29% |
| 1f Numerous cultural and historic sites | 58% | 51% | 61% | 56% | 56% | 55% | 60% | 55% | 54% | 61% | 61% | 59% | 52% | 54% | 48% | 52% | 52% |
| 1g Variety of shopping and entertainment venues | 32% | 32% | 27% | 38% | 35% | 23% | 29% | 25% | 30% | 35% | 26% | 29% | 47% | 52% | 50% | 28% | 47% |
| 1h Range of business and employment opportunities | 25% | 22% | 16% | 28% | 31% | 25% | 24% | 28% | 26% | 29% | 16% | 23% | 34% | 37% | 34% | 36% | 35% |
| 1i Environmental and sustainable initiatives | 11% | 10% | 9% | 9% | 11% | 22% | 14% | 17% | 11% | 10% | 9% | 11% | 8% | 6% | 10% | 10% | 8% |
| 2. What do you like least about the Delaware Valley region? (Choose up to 3) | | | | | | | | | | | | | | | | | |
| 2a Limited transit options | 37% | 34% | 41% | 30% | 39% | 43% | 37% | 38% | 30% | 36% | 41% | 38% | 31% | 30% | 51% | 35% | 36% |
| 2b Traffic congestion | 67% | 69% | 48% | 72% | 80% | 72% | 74% | 79% | 73% | 78% | 48% | 65% | 76% | 76% | 78% | 66% | 75% |
| 2c Physical condition of roads and transit system | 51% | 45% | 56% | 50% | 49% | 41% | 51% | 43% | 49% | 51% | 56% | 52% | 53% | 47% | 48% | 37% | 48% |
| 2d Limited public parks and recreational facilities | 8% | 8% | 10% | 8% | 6% | 4% | 5% | 5% | 9% | 6% | 10% | 8% | 8% | 10% | 8% | 6% | 8% |
| 2e Loss of farmland, open space, and natural beauty | 53% | 50% | 42% | 56% | 58% | 66% | 63% | 66% | 58% | 52% | 42% | 53% | 52% | 58% | 54% | 53% | 55% |
| 2f Lack of shopping and entertainment options | 3% | 4% | 3% | 1% | 3% | 3% | 2% | 2% | 2% | 2% | 3% | 3% | 3% | 1% | 4% | 7% | 3% |
| 2g Limited business and employment opportunities | 10% | 8% | 18% | 8% | 5% | 6% | 6% | 4% | 6% | 7% | 18% | 11% | 5% | 8% | 7% | 9% | 7% |
| 2h Lack of environmental and sustainable initiatives | 27% | 18% | 35% | 27% | 20% | 21% | 19% | 22% | 28% | 23% | 36% | 28% | 19% | 26% | 15% | 20% | 21% |
| 3. What do you believe are the most important issues facing the Delaware Valley region? (Choose up to 3) | | | | | | | | | | | | | | | | | |
| 3a Improving transportation infrastructure | 49% | 45% | 53% | 47% | 49% | 40% | 45% | 46% | 44% | 54% | 54% | 50% | 41% | 40% | 50% | 44% | 43% |
| 3b Curbing sprawl | 41% | 36% | 36% | 38% | 43% | 55% | 51% | 53% | 38% | 39% | 36% | 42% | 33% | 34% | 38% | 39% | 35% |
| 3c Revitalizing urban centers and towns | 42% | 34% | 49% | 42% | 37% | 33% | 30% | 33% | 42% | 43% | 49% | 42% | 43% | 41% | 41% | 48% | 42% |
| 3d Preserving open space/farmland and improving parks and recreational opportunities | 36% | 32% | 23% | 35% | 43% | 60% | 54% | 51% | 38% | 36% | 23% | 36% | 36% | 33% | 40% | 29% | 35% |
| 3e Increasing housing variety and affordability | 15% | 17% | 17% | 13% | 15% | 10% | 12% | 16% | 16% | 10% | 16% | 14% | 18% | 18% | 12% | 24% | 17% |
| 3f Increasing inter-governmental cooperation | 15% | 14% | 16% | 15% | 14% | 15% | 13% | 14% | 17% | 15% | 16% | 15% | 14% | 16% | 11% | 19% | 14% |
| 3g Dealing with global warming and greenhouse gas emissions | 17% | 17% | 19% | 17% | 16% | 14% | 15% | 15% | 19% | 16% | 19% | 17% | 16% | 15% | 17% | 20% | 16% |
| 3h Building and maintaining a competitive regional economy | 30% | 25% | 36% | 30% | 26% | 20% | 24% | 19% | 26% | 33% | 36% | 30% | 30% | 31% | 22% | 28% | 28% |
| 3i Cleaning up the environment | 20% | 19% | 24% | 21% | 17% | 15% | 16% | 15% | 20% | 18% | 24% | 20% | 21% | 23% | 19% | 11% | 20% |
| 3j Rising home and automobile energy costs | 18% | 21% | 11% | 22% | 22% | 19% | 21% | 17% | 23% | 15% | 10% | 15% | 31% | 31% | 33% | 17% | 30% |
| 4. Where in the Delaware Valley region should most future development be encouraged? (Choose up to 2) | | | | | | | | | | | | | | | | | |
| 4a In existing core cities (ie Philadelphia, Trenton) | 85% | 76% | 96% | 82% | 78% | 81% | 84% | 76% | 83% | 79% | 96% | 86% | 77% | 79% | 73% | 92% | 79% |
| 4b In older, first-generation suburbs (i.e. Lansdale, Haddonfield) | 58% | 49% | 49% | 62% | 61% | 64% | 63% | 66% | 68% | 66% | 49% | 59% | 52% | 47% | 47% | 61% | 50% |
| 4c In newer, growing suburbs (ie Exton, Mount Laurel) | 14% | 15% | 7% | 15% | 21% | 16% | 13% | 20% | 12% | 16% | 6% | 12% | 25% | 24% | 31% | 8% | 24% |
| 4d In undeveloped rural areas | 5% | 8% | 4% | 5% | 6% | 5% | 5% | 6% | 4% | 5% | 4% | 4% | 8% | 8% | 10% | 6% | 8% |
| 5. What is the most effective way to manage future development? (Choose up to 2) | | | | | | | | | | | | | | | | | |
| 5a Link new development to available water, sewer and transportation infrastructure | 33% | 20% | 28% | 32% | 37% | 39% | 35% | 37% | 32% | 33% | 28% | 32% | 38% | 32% | 39% | 48% | 37% |
| 5b Purchase undeveloped land or farmland to limit development | 25% | 13% | 15% | 26% | 29% | 36% | 37% | 29% | 27% | 24% | 16% | 24% | 30% | 28% | 36% | 17% | 29% |
| 5c Implement more effective zoning and design controls | 41% | 24% | 47% | 38% | 38% | 41% | 40% | 39% | 42% | 38% | 47% | 42% | 42% | 33% | 34% | 44% | 37% |
| 5d Place mixed-use development (i.e. housing, office space and stores) near train stations or transit stops | 52% | 29% | 62% | 51% | 45% | 44% | 44% | 44% | 47% | 51% | 62% | 52% | 52% | 50% | 44% | 51% | 49% |
| 5e Increase inter-governmental cooperation and coordination (i.e., multi-municipal plans and ordinances) | 32% | 17% | 32% | 33% | 34% | 25% | 27% | 33% | 35% | 38% | 32% | 33% | 33% | 28% | 22% | 36% | 29% |
| 5f No controls should be placed on development | 1% | 0% | 1% | 2% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 1% | 4% | 1% | 0% | 2% |
| 6. What do you think is the most important transportation need in our region today? (Choose up to 3) | | | | | | | | | | | | | | | | | |
| 6a Reduce traffic congestion | 46% | 25% | 28% | 50% | 59% | 52% | 52% | 52% | 54% | 55% | 27% | 43% | 63% | 55% | 64% | 49% | 59% |
| 6b Repair our existing roads, bridges and rail system | 50% | 32% | 42% | 52% | 53% | 57% | 63% | 48% | 52% | 52% | 42% | 49% | 62% | 55% | 50% | 44% | 54% |
| 6c Improve safety | 9% | 6% | 10% | 10% | 8% | 8% | 8% | 7% | 8% | 7% | 10% | 8% | 9% | 14% | 14% | 7% | 12% |
| 6d Provide more travel options (ie transit, biking, walking) | 47% | 24% | 52% | 43% | 46% | 42% | 49% | 50% | 43% | 45% | 52% | 49% | 37% | 41% | 37% | 45% | 39% |
| 6e Reduce greenhouse gas emissions and improve air quality | 25% | 15% | 28% | 27% | 22% | 25% | 22% | 23% | 28% | 24% | 28% | 26% | 26% | 27% | 21% | 24% | 25% |
| 6f Adequate, dedicated transportation funding | 41% | 21% | 53% | 39% | 34% | 31% | 31% | 33% | 43% | 40% | 54% | 43% | 29% | 28% | 32% | 47% | 31% |
| 6g Improve inter-city passenger rail service between Delaware Valley and other metro areas | 38% | 25% | 43% | 35% | 35% | 37% | 35% | 38% | 34% | 35% | 43% | 38% | 33% | 33% | 42% | 34% | 35% |
| 6h Add freight capacity (i.e. freight rail improvements, port improvements) | 6% | 4% | 7% | 5% | 7% | 6% | 5% | 6% | 6% | 6% | 7% | 6% | 6% | 6% | 6% | 12% | 7% |
| 7. With limited financial resources, how should transportation funding be prioritized? (Choose up to 2) | | | | | | | | | | | | | | | | | |
| 7a Rebuild and maintain existing highway and transit facilities | 35% | 21% | 25% | 38% | 40% | 45% | 48% | 39% | 39% | 34% | 25% | 34% | 46% | 38% | 39% | 43% | 41% |
| 7b Improve the operation of existing highway facilities (i.e. coordinate traffic signals, quick accident clearance) | 32% | 20% | 17% | 36% | 42% | 42% | 45% | 38% | 38% | 36% | 17% | 30% | 44% | 41% | 40% | 36% | 41% |
| 7c Improve the operation of existing transit service (i.e. universal transit fare card, increase service frequency) | 63% | 33% | 82% | 62% | 49% | 44% | 44% | 53% | 64% | 60% | 83% | 66% | 44% | 49% | 42% | 58% | 47% |
| 7d Expand the highway system | 7% | 4% | 4% | 7% | 10% | 7% | 9% | 7% | 6% | 10% | 4% | 6% | 13% | 11% | 8% | 4% | 10% |
| 7e Expand the transit system | 50% | 26% | 60% | 44% | 45% | 47% | 41% | 47% | 42% | 46% | 60% | 50% | 41% | 46% | 55% | 47% | 47% |
| 8. What is your most important consideration in deciding where to live in the region? (Choose up to 3) | | | | | | | | | | | | | | | | | |
| 8a Proximity to jobs and shopping | 42% | 24% | 47% | 40% | 42% | 28% | 31% | 34% | 38% | 43% | 46% | 41% | 46% | 46% | 44% | 56% | 47% |
| 8b Taxes | 26% | 18% | 12% | 31% | 34% | 35% | 31% | 29% | 33% | 25% | 11% | 22% | 48% | 39% | 52% | 31% | 44% |
| 8c Amount of land/lot size | 10% | 8% | 3% | 8% | 14% | 30% | 19% | 19% | 10% | 12% | 3% | 10% | 13% | 9% | 16% | 2% | 11% |
| 8d Quality of schools | 36% | 20% | 16% | 46% | 49% | 39% | 41% | 43% | 49% | 48% | 15% | 34% | 49% | 43% | 43% | 49% | 45% |
| 8e Proximity to transit | 34% | 17% | 53% | 37% | 21% | 10% | 16% | 19% | 34% | 34% | 54% | 37% | 20% | 30% | 16% | 18% | 23% |
| 8f Safe and comfortable walking and biking opportunities | 32% | 19% | 40% | 29% | 30% | 24% | 30% | 30% | 32% | 30% | 40% | 34% | 23% | 27% | 21% | 26% | 24% |
| 8g Proximity to open space, parks and outdoor recreational facilities | 30% | 17% | 24% | 27% | 34% | 51% | 44% | 45% | 24% | 32% | 24% | 31% | 25% | 23% | 29% | 25% | 25% |
| 8h Sense of community | 37% | 19% | 40% | 37% | 35% | 37% | 37% | 34% | 38% | 35% | 40% | 38% | 39% | 36% | 34% | 42% | 37% |
| 8i Access to arts, cultural and entertainment venues | 26% | 13% | 44% | 19% | 17% | 14% | 21% | 14% | 17% | 18% | 44% | 28% | 14% | 21% | 14% | 21% | 18% |