




Shaping Delaware Revisited

Views of Delaware Residents 1995-1997

presented by
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Provided as a Public Service by the
Center for Applied Demography and Survey Research
University of Delaware





Survey Footnotes

Survey conducted January - May 1997

Data gathered by telephone using professional interviewers

Random-digit dialing and within household randomization

989 interviews with approximately 330 from each county

Accuracy at least $\pm 3\%$







Section I

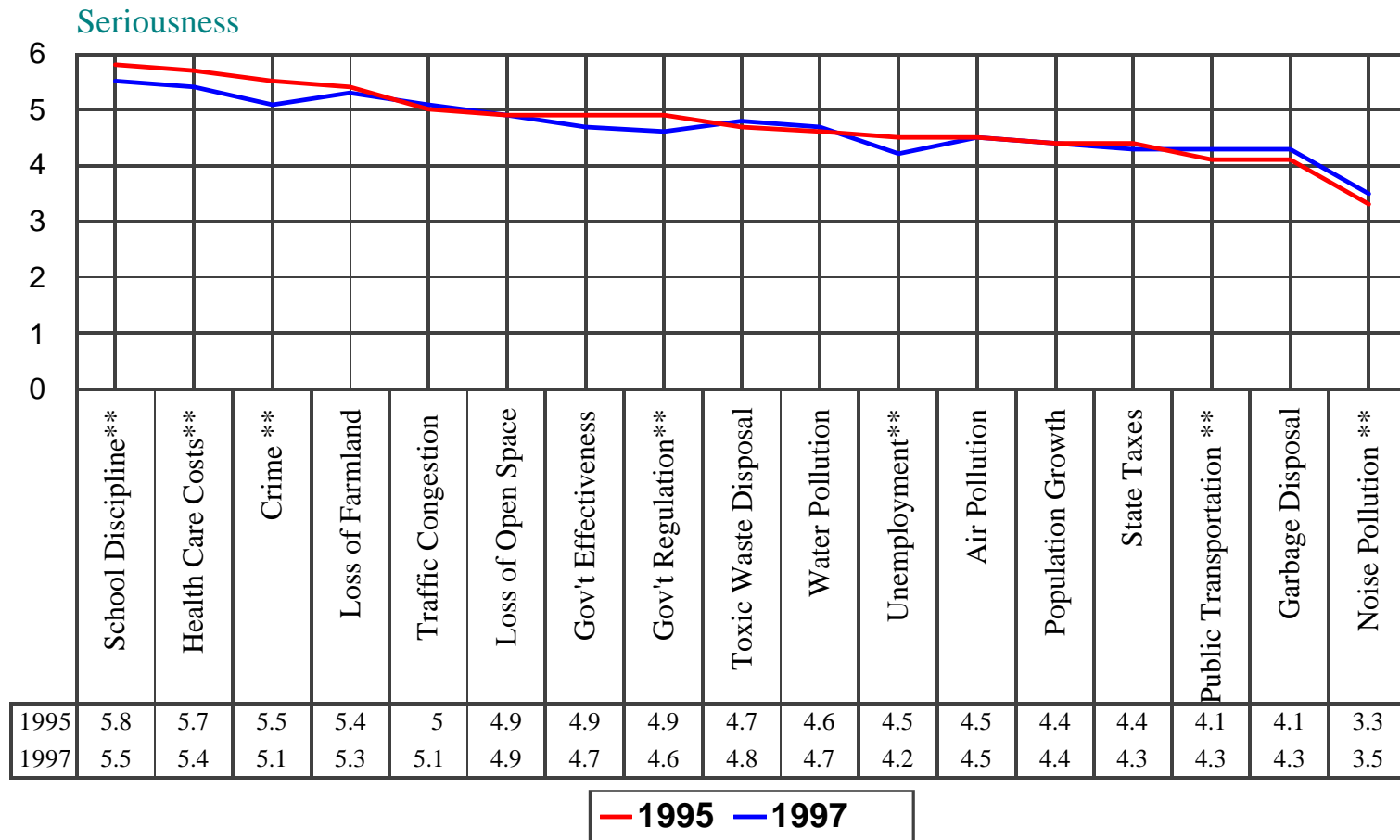
Seriousness of Selected Problems:

List of Slides

1. Average Seriousness 1995 vs. 1997
 2. Percent Classifying Problem as Major
 3. Average Seriousness 1992-1997
 4. Seriousness of Selected Problems by Age Group
 5. Seriousness of Selected Problems by Residence in 1990
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Selected Problems

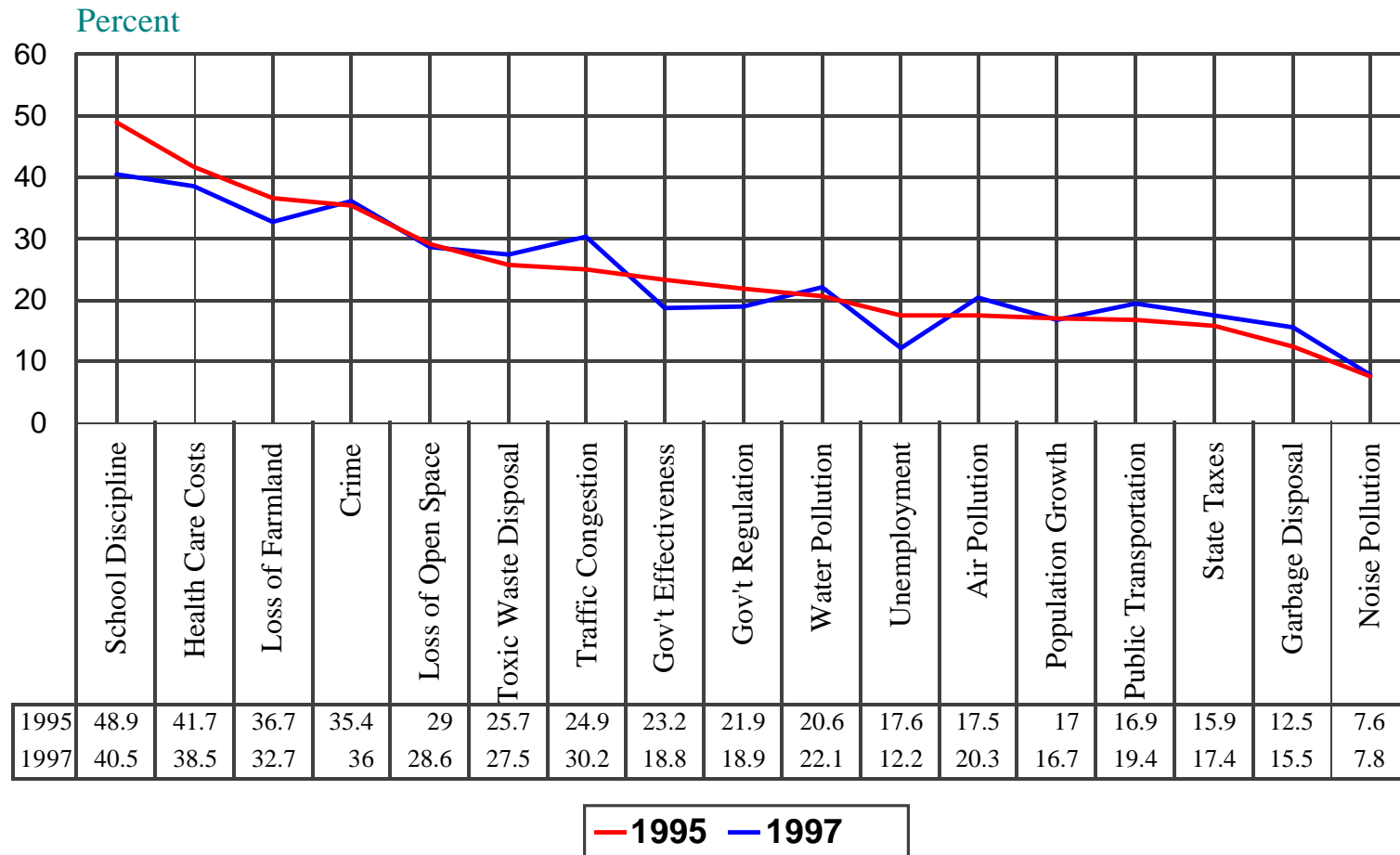
Average Seriousness 1995 vs. 1997



Source: Center for Applied Demography and Survey Research, University of Delaware

Selected Problems

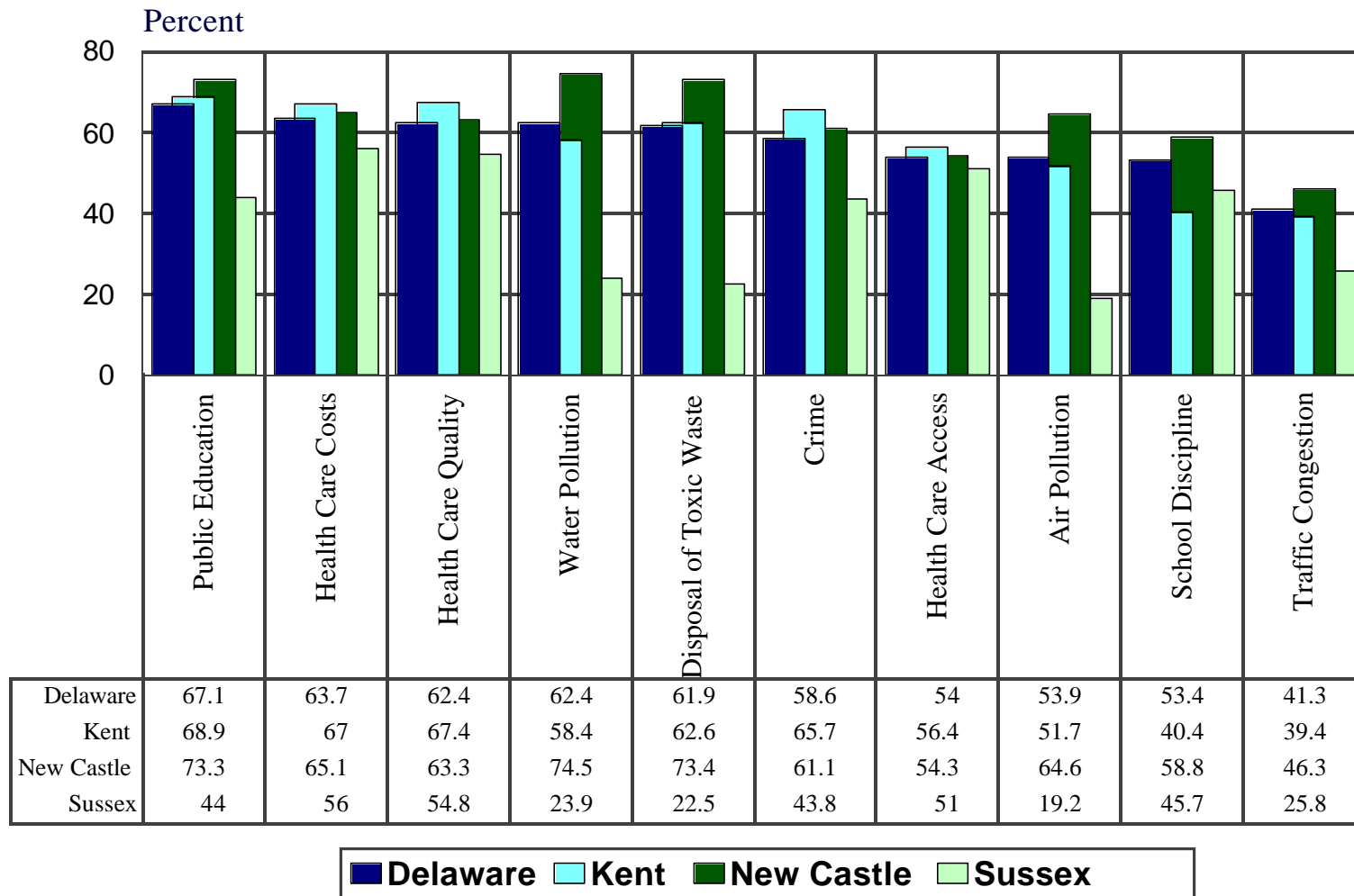
Percent Classifying Problem as Major



Source: Center for Applied Demography and Survey Research, University of Delaware

Top Ten Issues in 1998

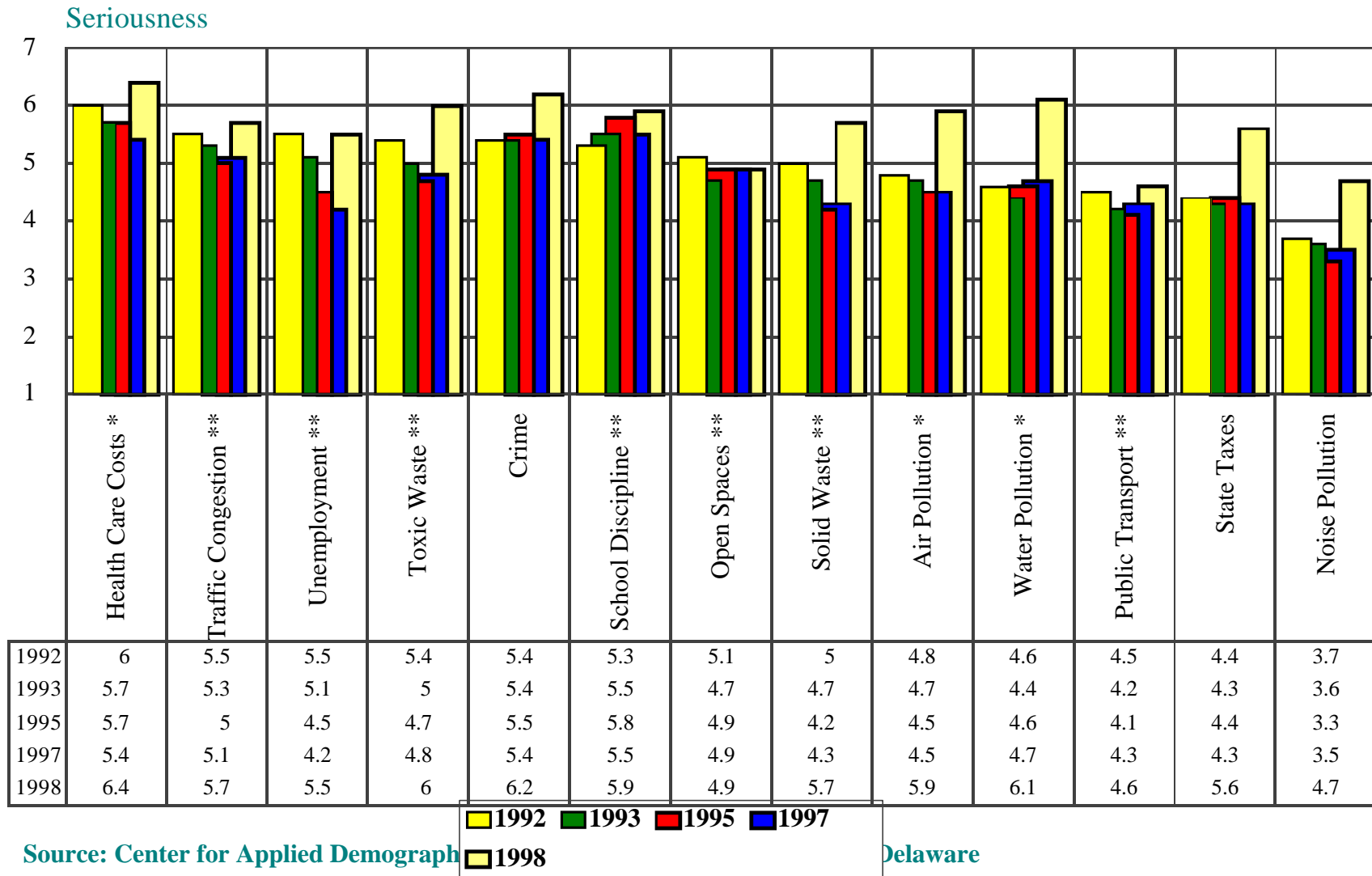
Percent Classifying Issue as Very Important



Source: Center for Applied Demography and Survey Research, University of Delaware

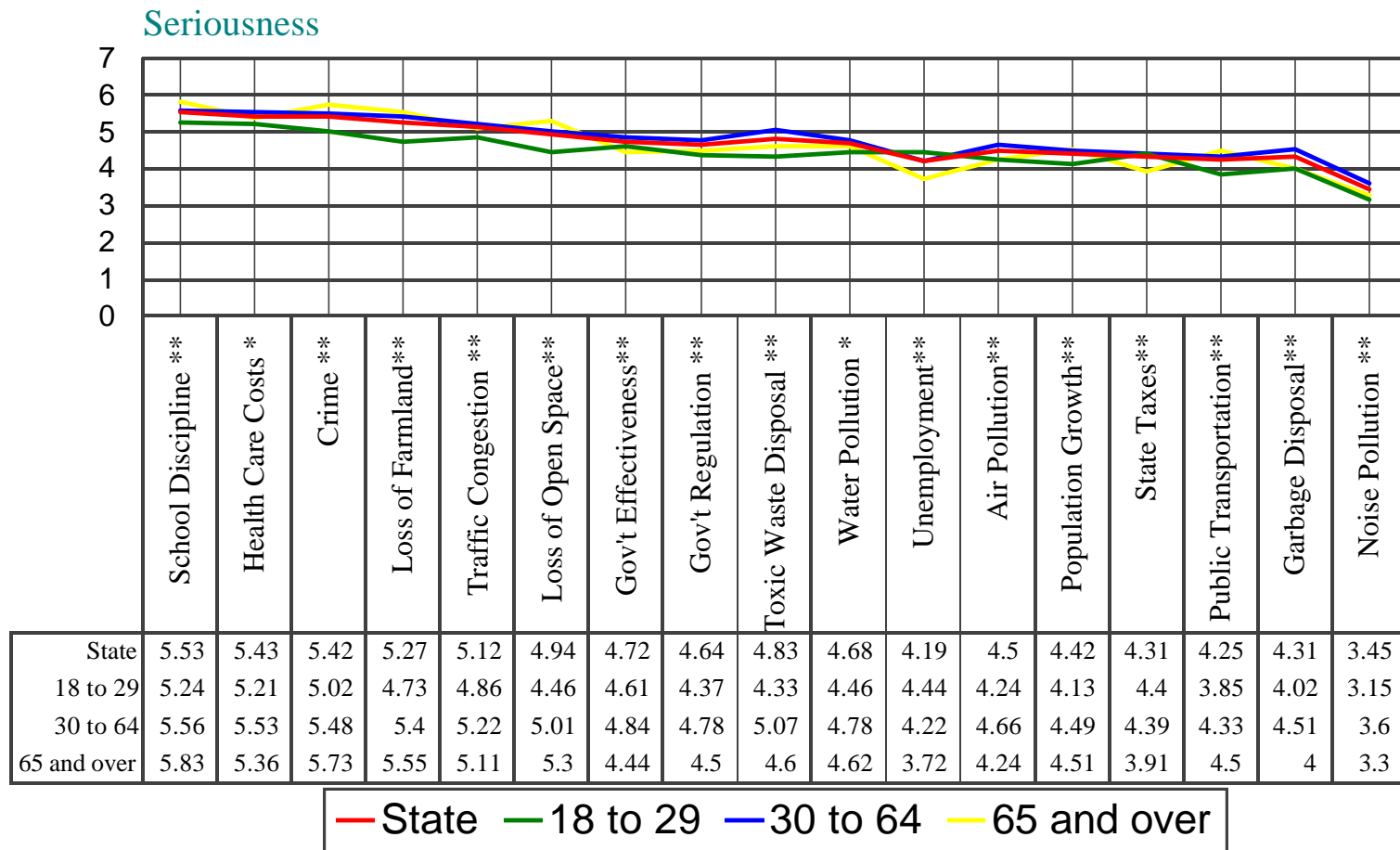
Selected Problems

Average Seriousness 1992-1997



Selected Problems

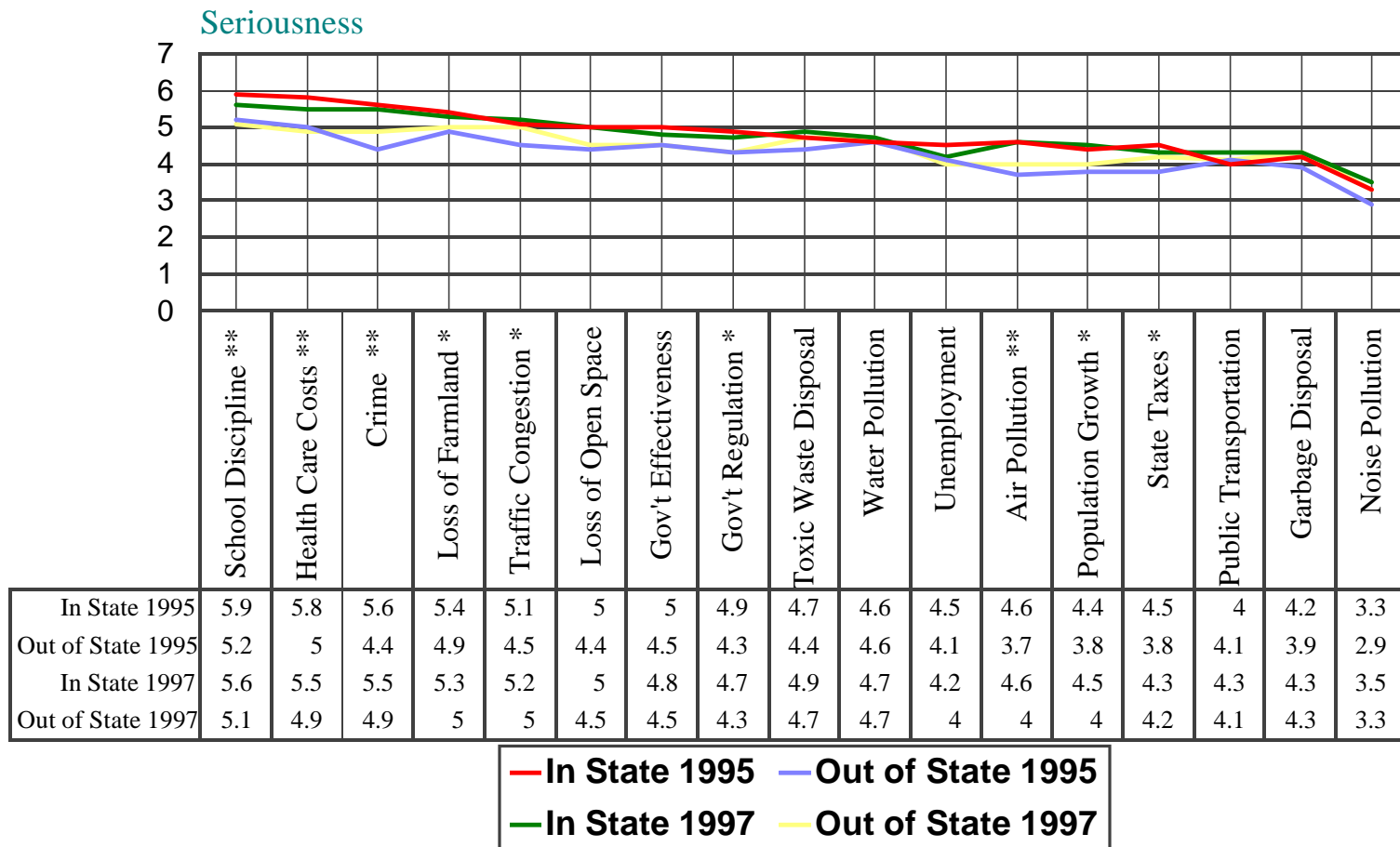
by Age Group in 1997



Source: Center for Applied Demography and Survey Research, University of Delaware

Selected Problems

by Residence in 1990





Source: Center for Applied Demography and Survey Research, University of Delaware




Section I

Seriousness of Selected Problems:

Observations


- * Concern with school discipline, health care costs, crime, government regulation, and unemployment have declined.
 - * Concern about public transportation, and noise pollution have increased.
 - * The proportion classifying loss of farmland as a major problem decreased while that for traffic congestion increased.
 - * Major decrease in concern about unemployment over the last five years. Smaller decreases for traffic congestion and solid waste.
 - * Small but significant differences by age group in 1997.
 - * 17% of adult Delawareans lived in other states in 1990. Differences between those who lived here in 1990 and those that did not still persist.
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Section 2

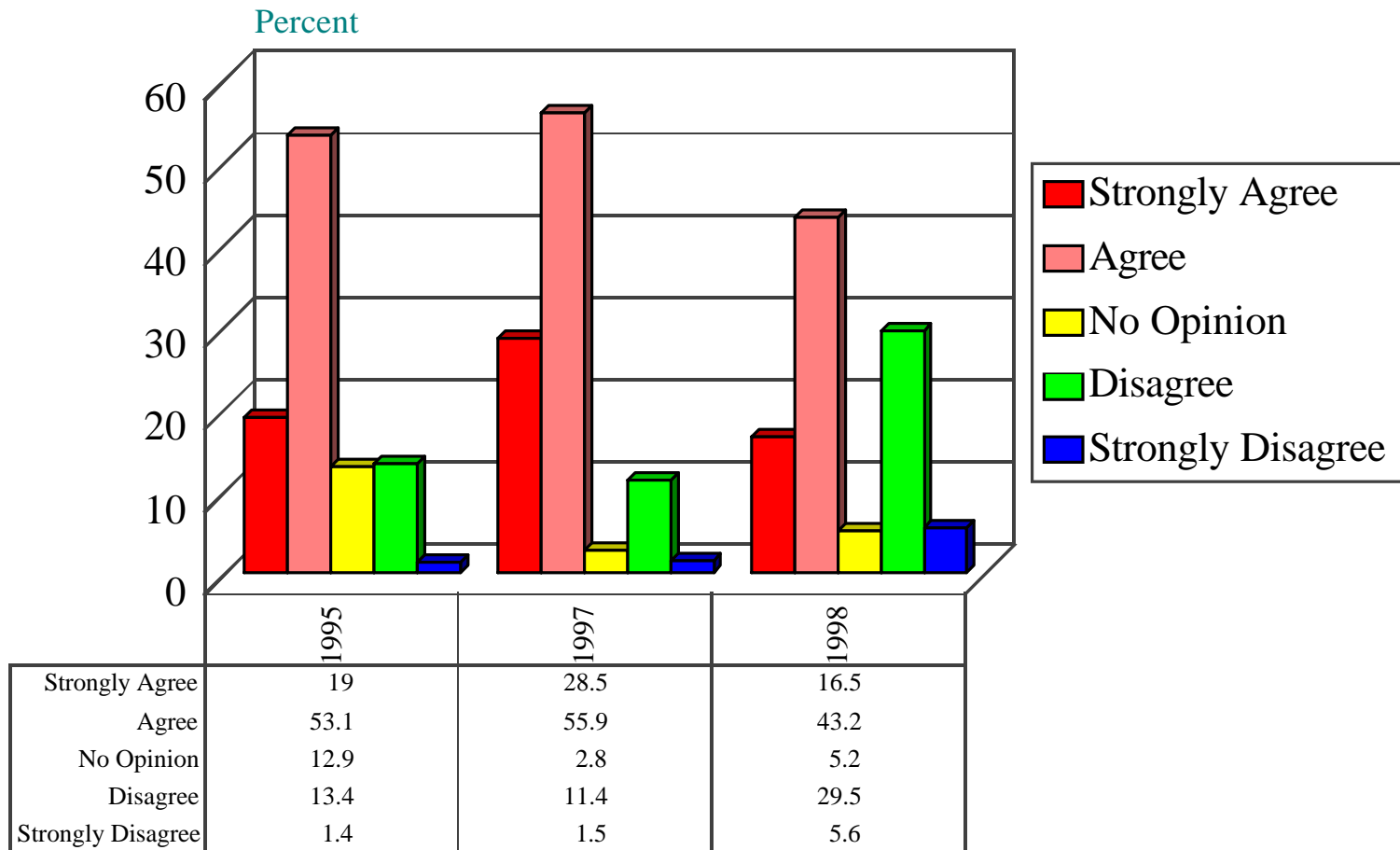
Policy Options

List of Slides

6. Price of development should include full cost of infrastructure.
 7. Mix appropriate commercial services with residential development.
 8. Pay owners of farmland to keep in agricultural use.
 9. State should actively buy openspace, parks and greenways.
 10. Tax breaks for those who move into preferred growth areas.
 11. Expand public transit, bikeways, and walkways.
 12. More money for highways.
 13. More for transit, less for highways.
 14. Increase the gas tax by 10 cents.
 15. Choose higher gas tax or more congestion.
 16. What action should be taken.
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Policy Options

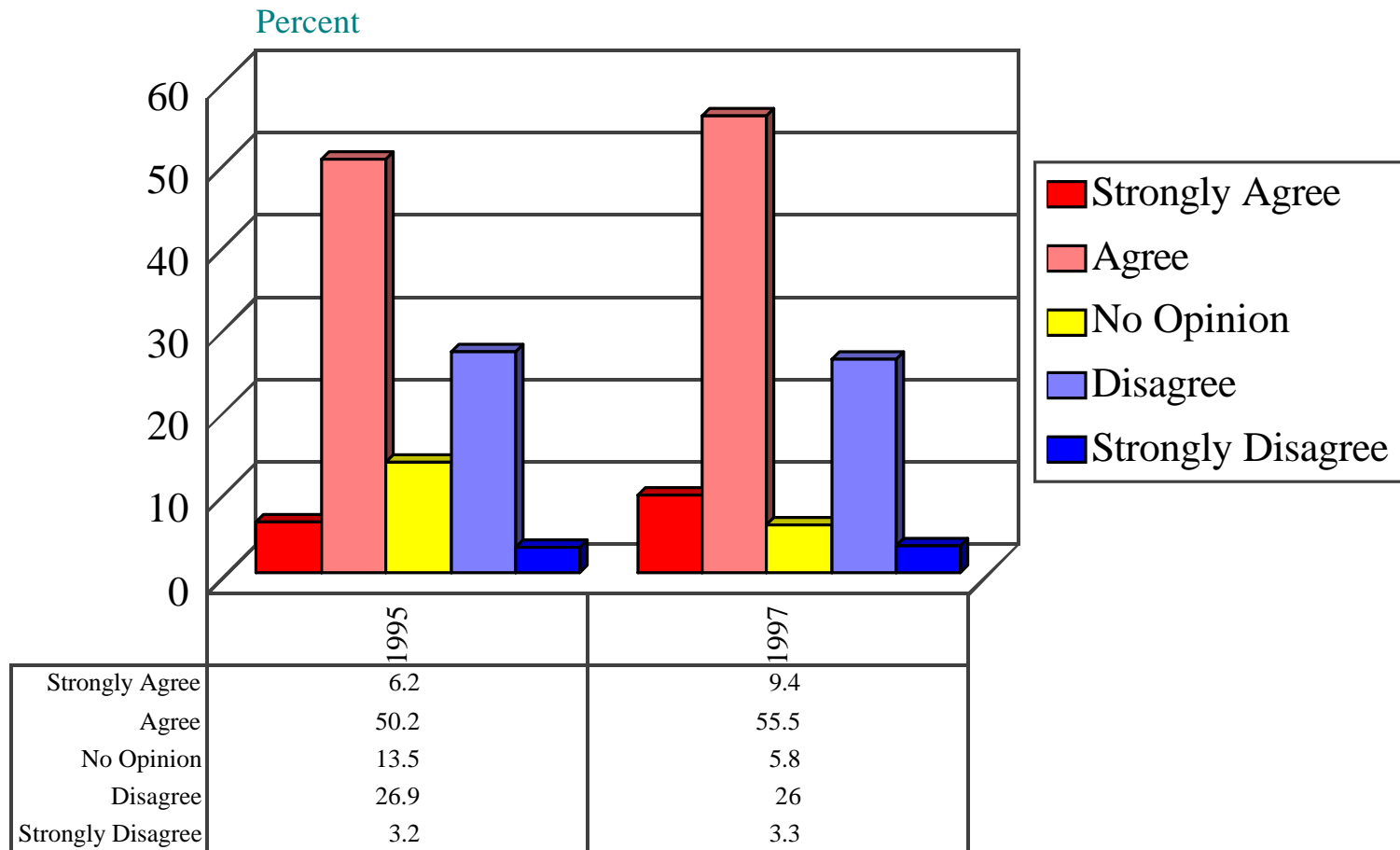
Price of Development should include Full Cost of Infrastructure



Source: Center for Applied Demography and Survey Research, University of Delaware

Policy Options

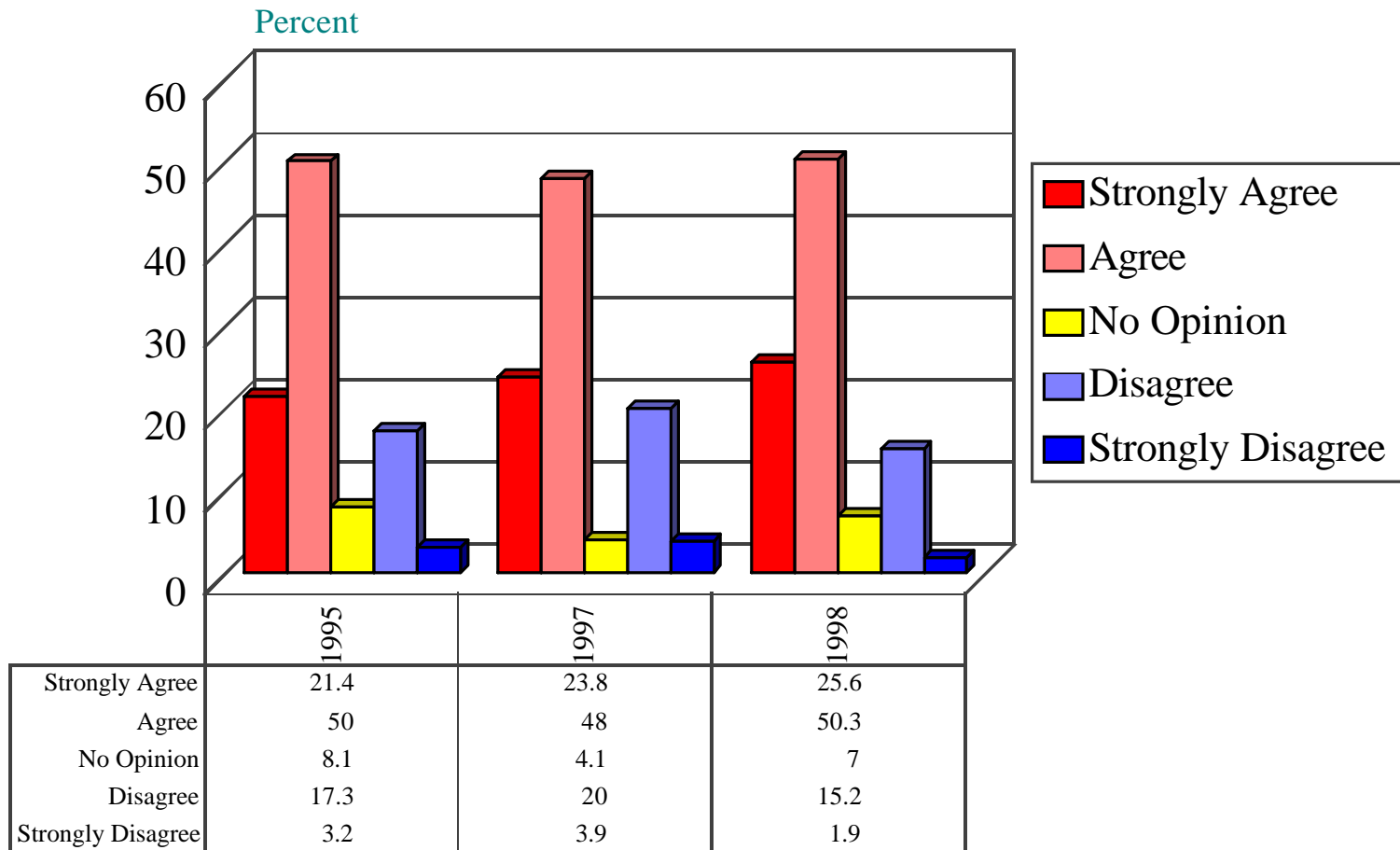
Mix Appropriate Commercial Services with Residential Development



Source: Center for Applied Demography and Survey Research, University of Delaware

Policy Options

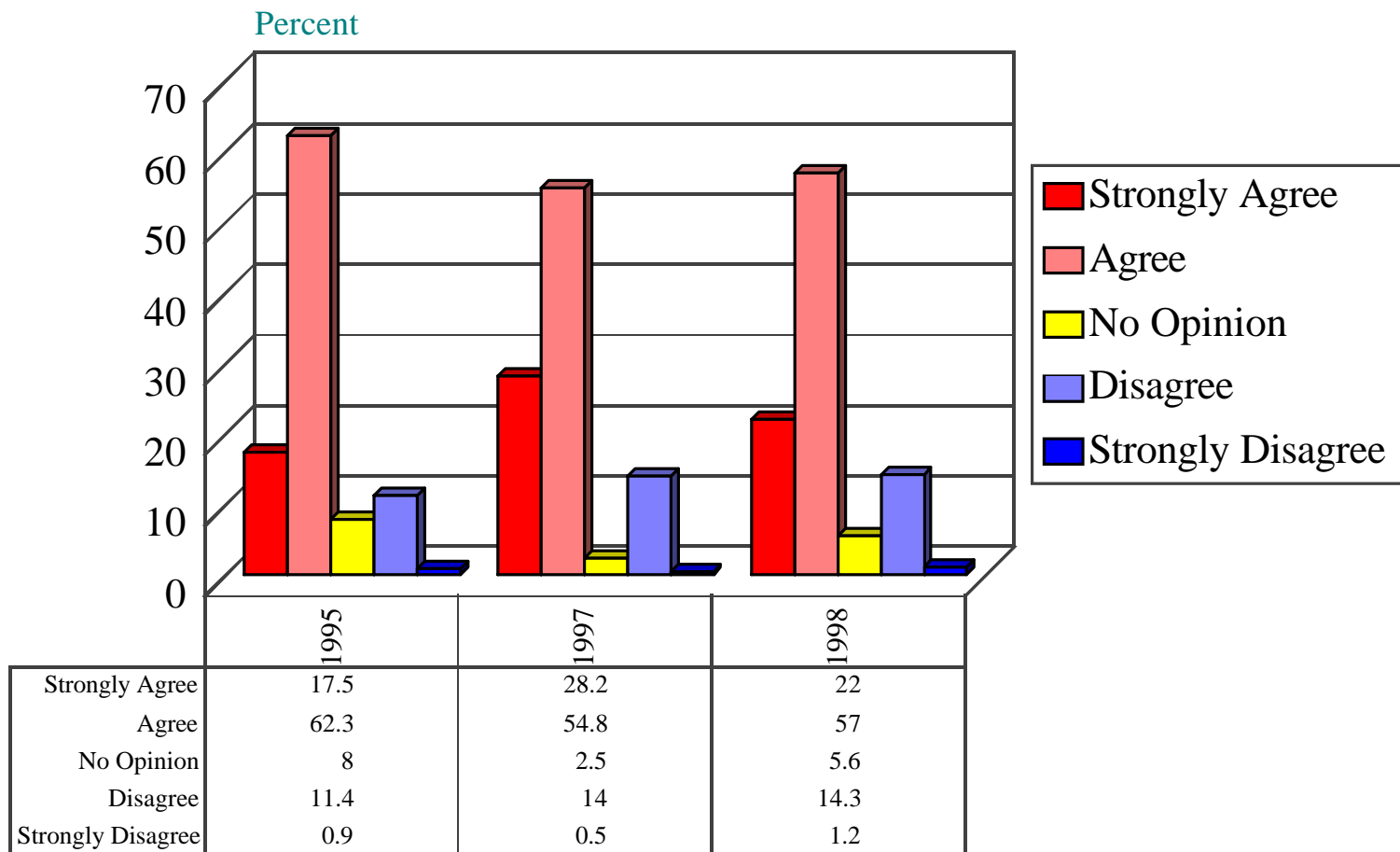
Pay Owners of Farmland to Keep in Agricultural Use



Source: Center for Applied Demography and Survey Research, University of Delaware

Policy Options

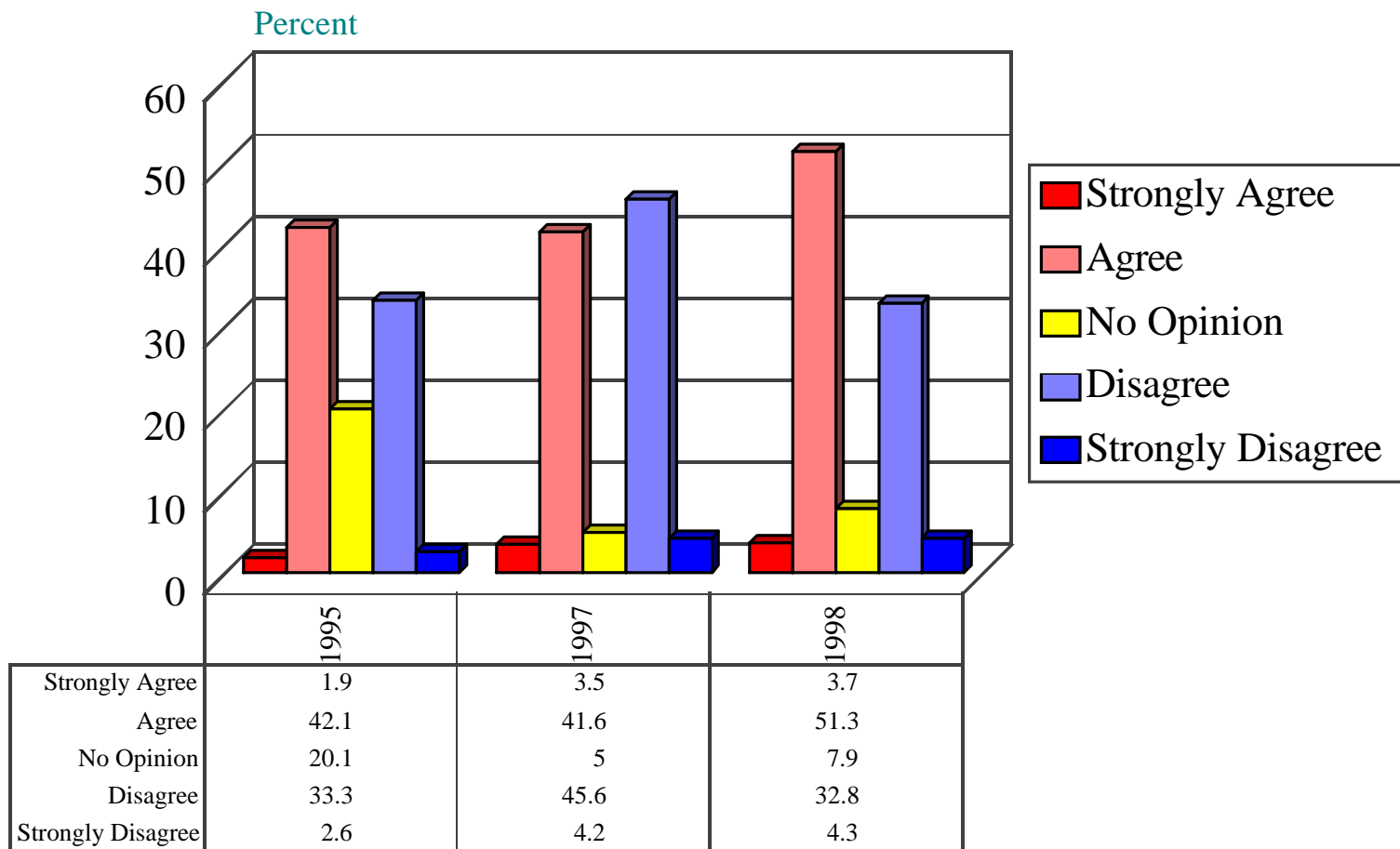
State should actively buy openspace, parks and greenways



Source: Center for Applied Demography and Survey Research, University of Delaware

Policy Options

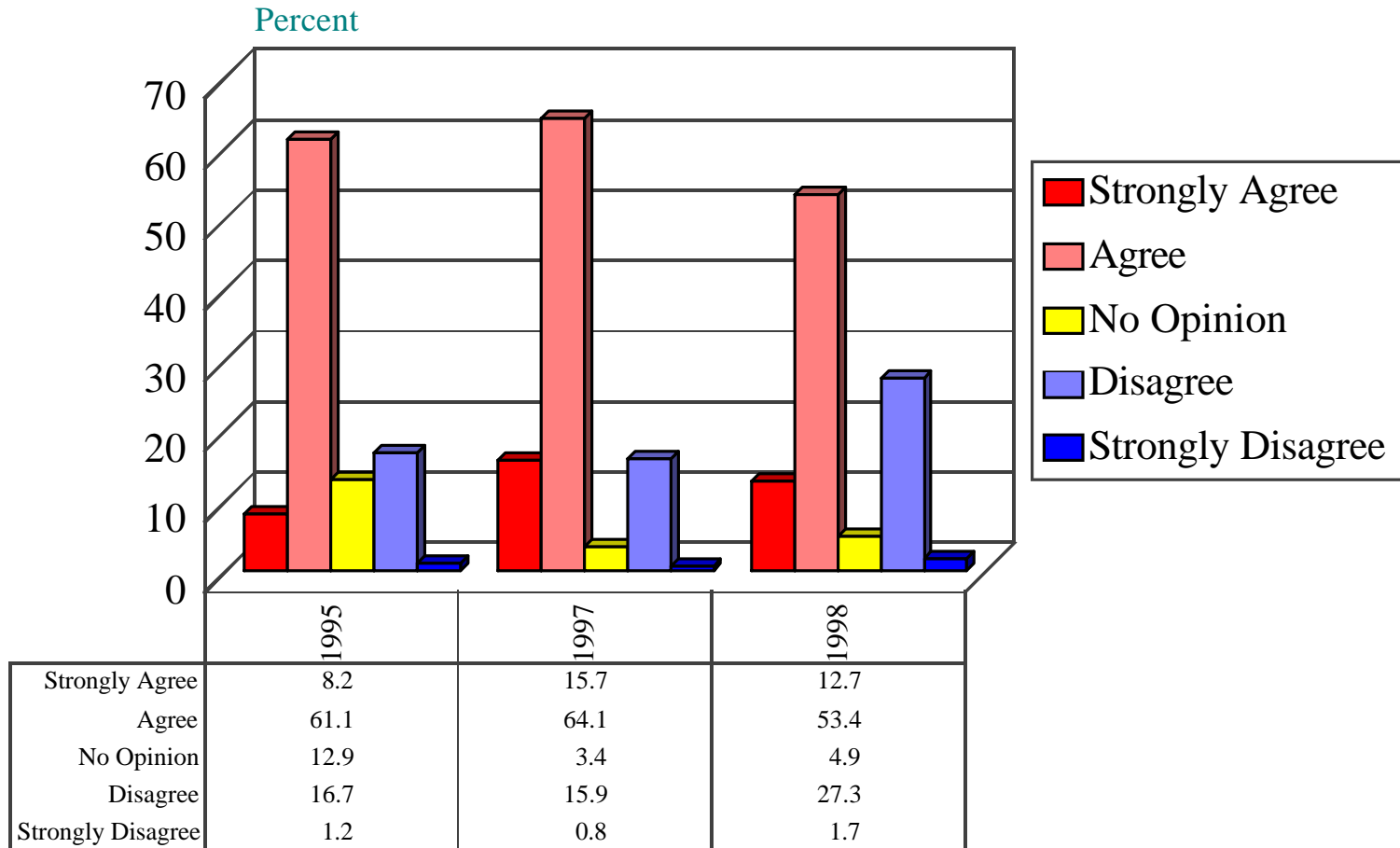
Tax breaks for those who move into preferred growth areas



Source: Center for Applied Demography and Survey Research, University of Delaware

Policy Options

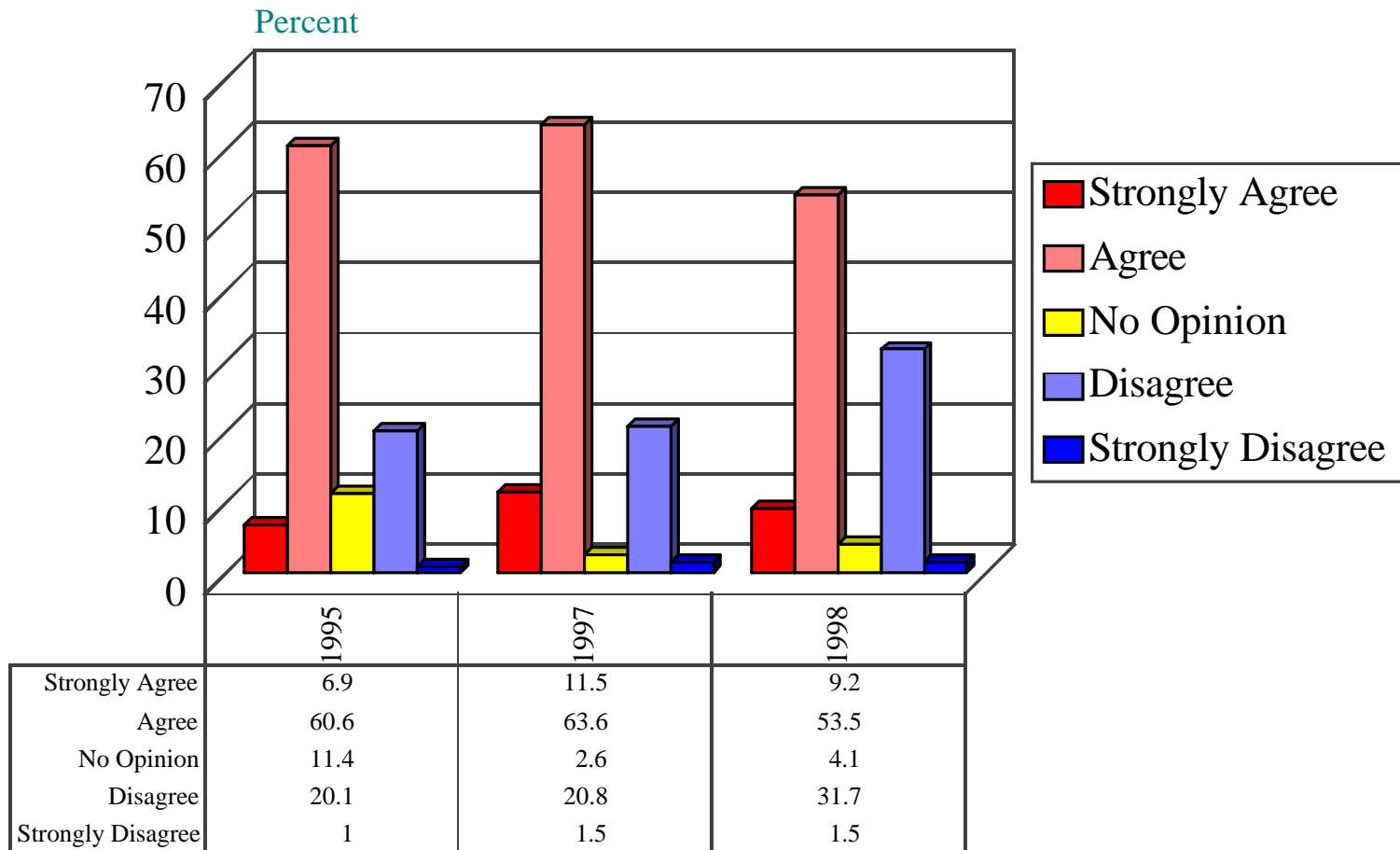
Expand Budget for Public Transit, Bikeways, and Walkways



Source: Center for Applied Demography and Survey Research, University of Delaware

Policy Options

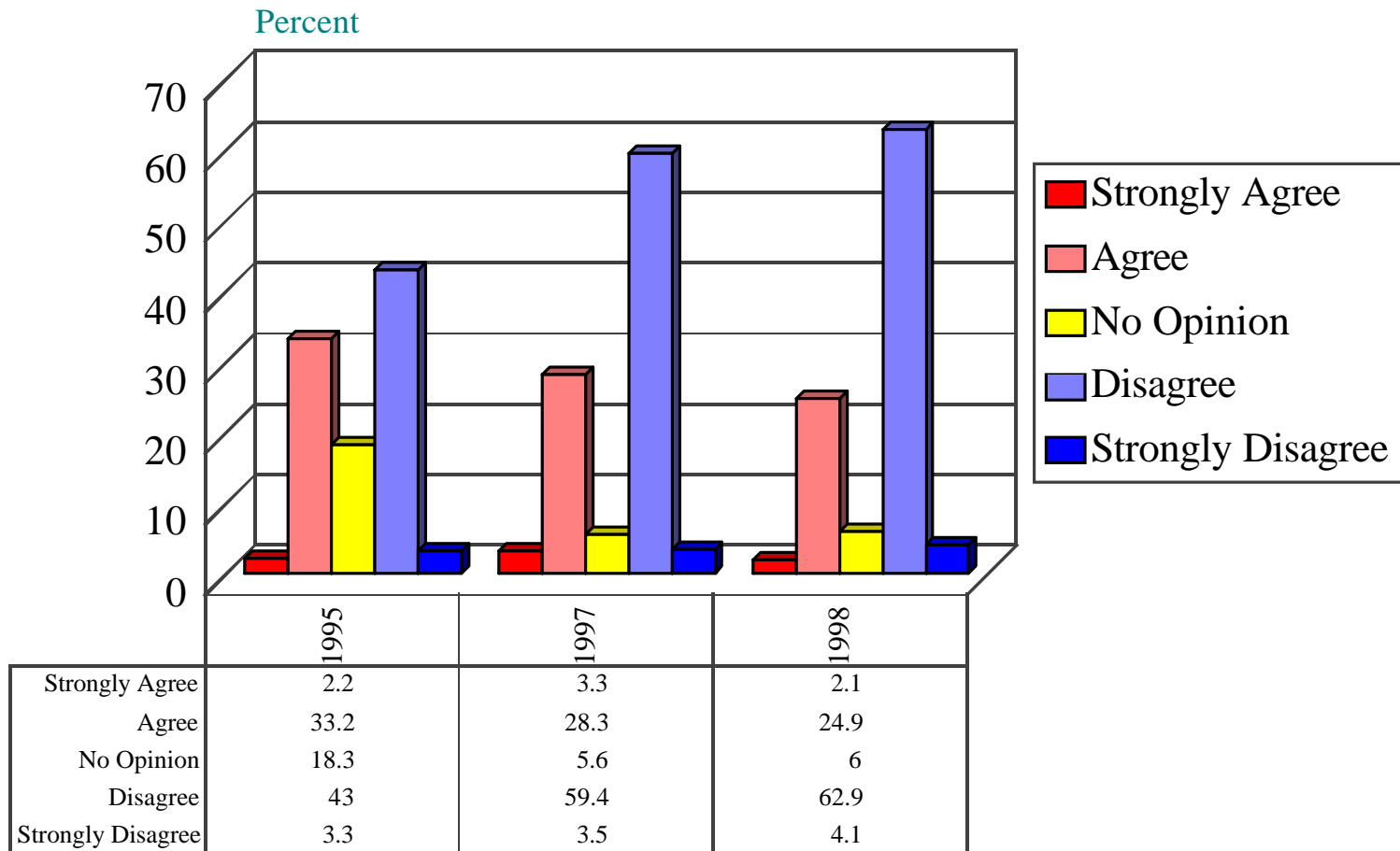
More Money for Highways



Source: Center for Applied Demography and Survey Research, University of Delaware

Policy Options

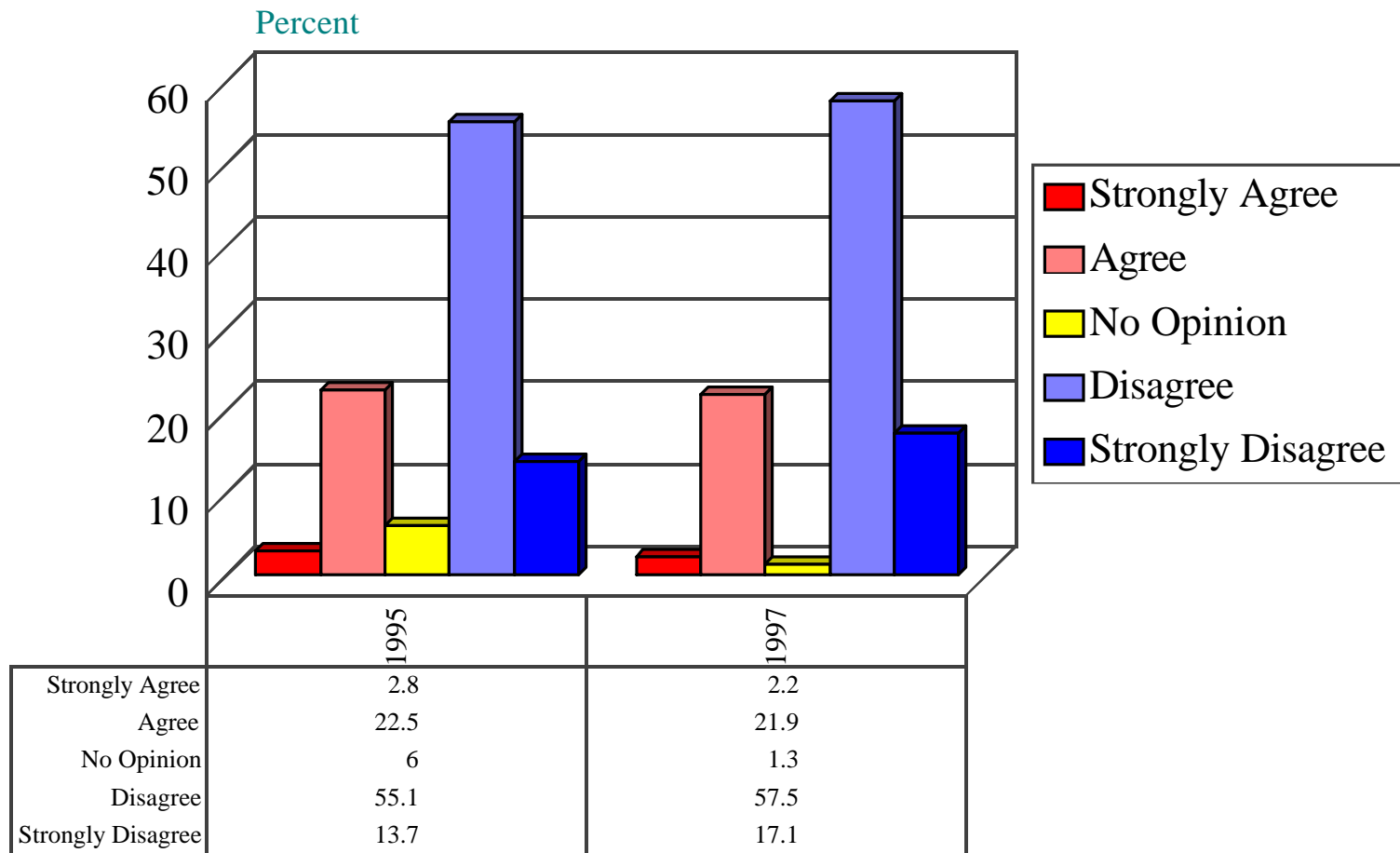
More for Transit Less for Highways



Source: Center for Applied Demography and Survey Research, University of Delaware

Policy Options

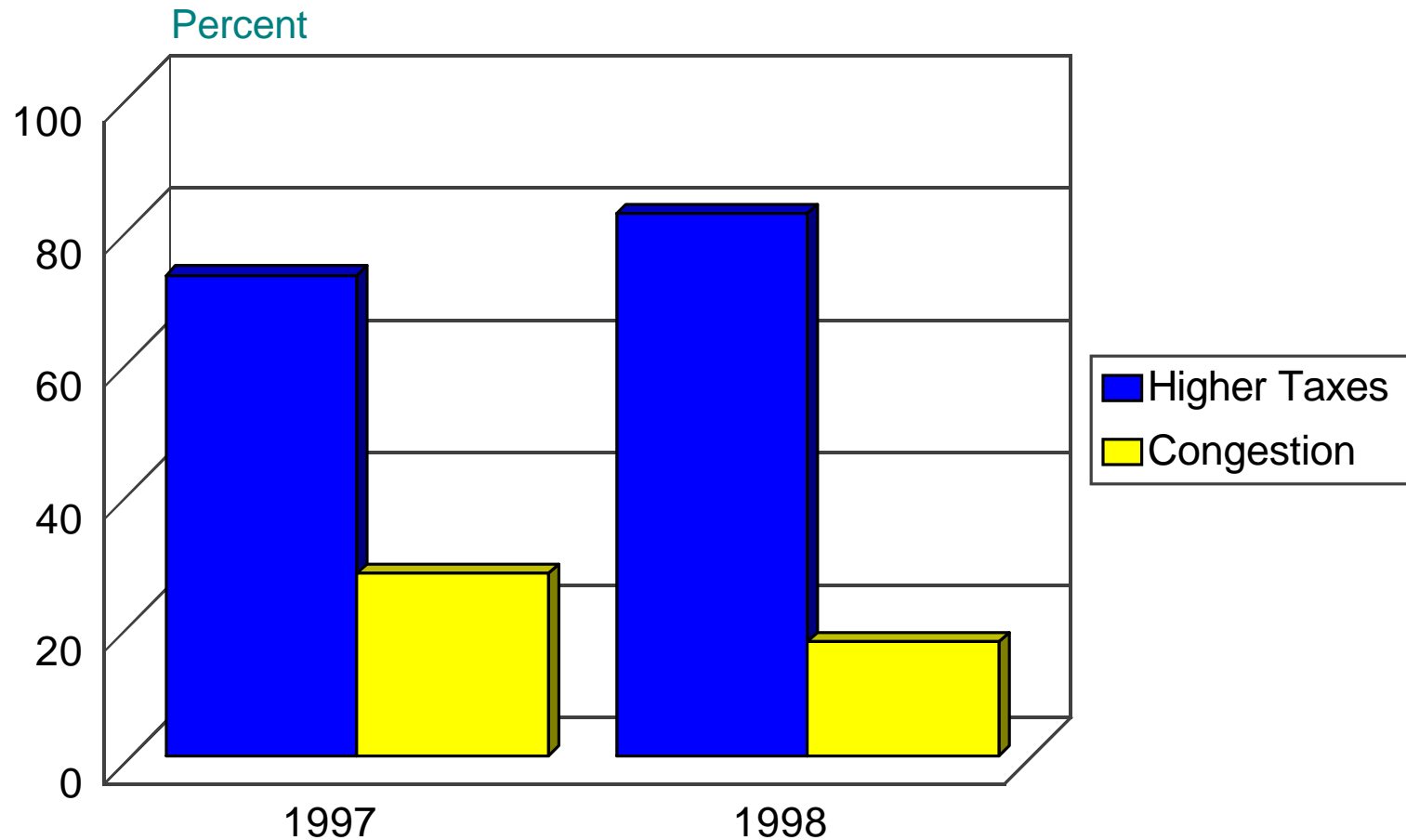
Increase the gas tax by 10 cents



Source: Center for Applied Demography and Survey Research, University of Delaware

Policy Options

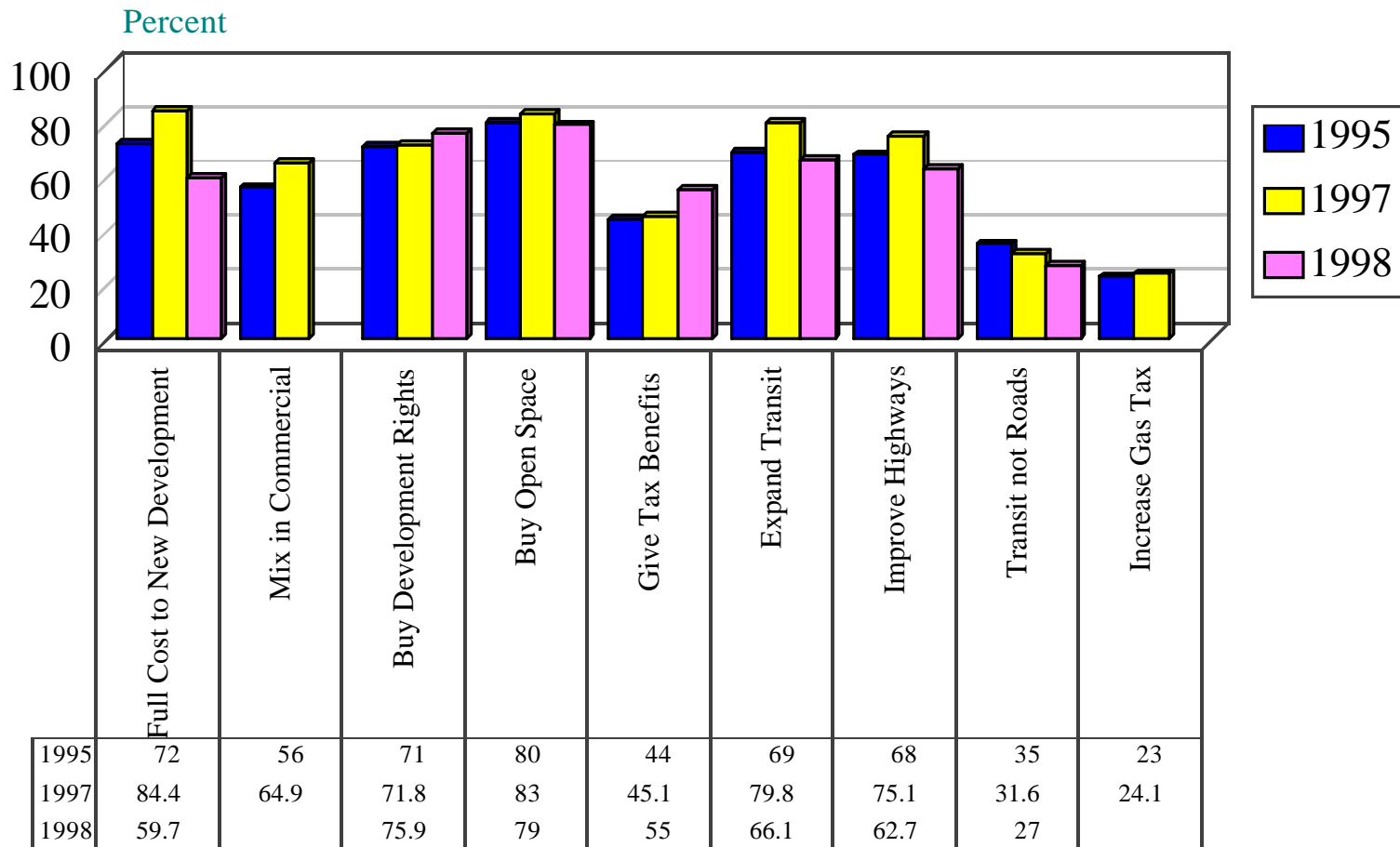
Choose Higher Gas Tax or More Congestion



Source: Center for Applied Demography and Survey Research, University of Delaware

What Action should be taken?

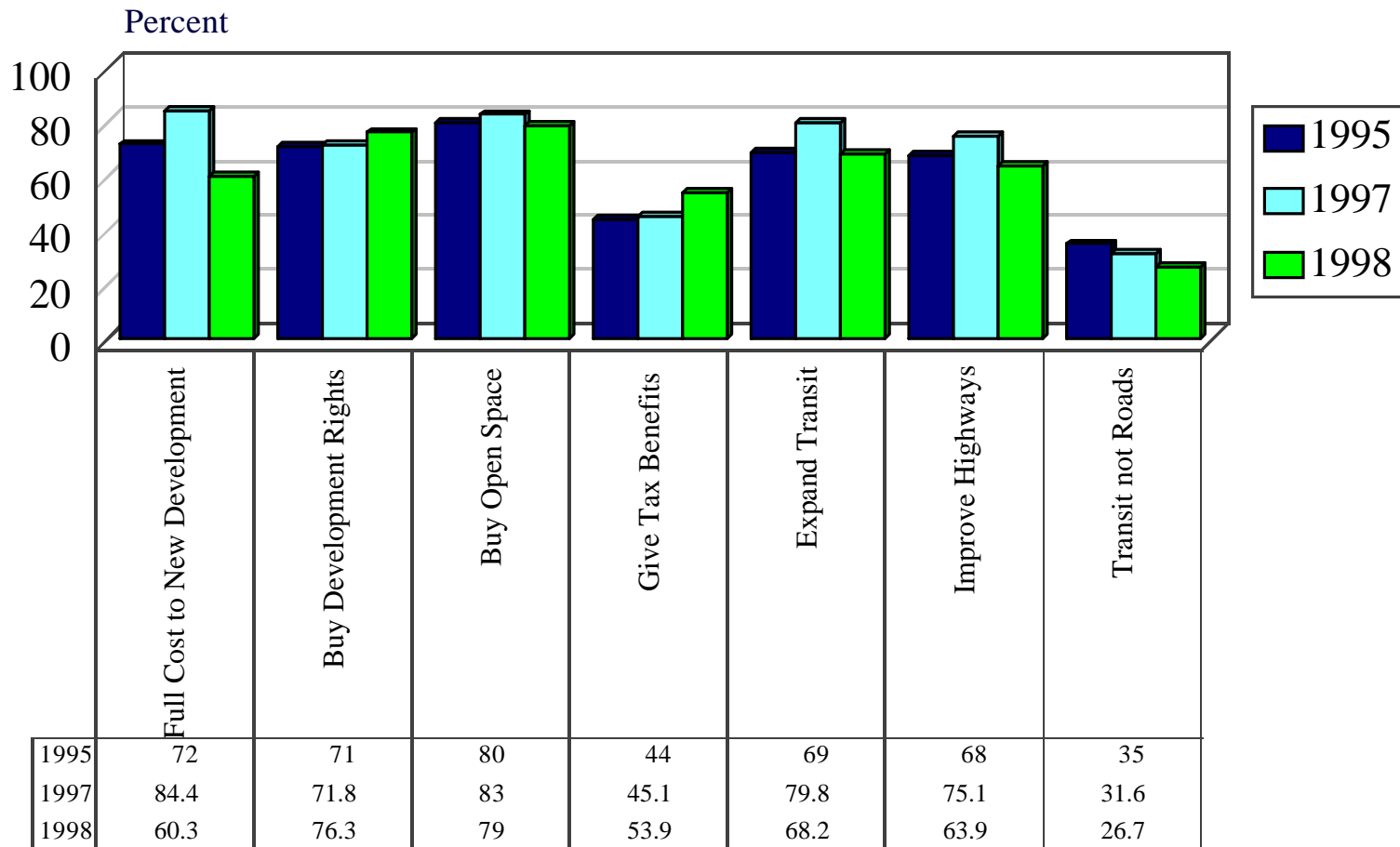
Percent Agreeing



Source: Center for Applied Demography and Survey Research, University of Delaware

What Action should be taken?

Percent Agreeing




Source: Center for Applied Demography and Survey Research, University of Delaware



Section 2

Policy Options

Observations

- * In general, fewer people have no opinion. They got off the fence in the last two years.
 - * More favor payment for infrastructure, mixing commercial and residential, and buying open space.
 - * More disagree with tax breaks for moving into designated growth areas.
 - * More for transit and highways, but don't fund transit at the expense of highways.
 - * Against the gas tax specifically, but would choose it over increased congestion.
 - * For the most part, support for all policy options increased in the last two years.
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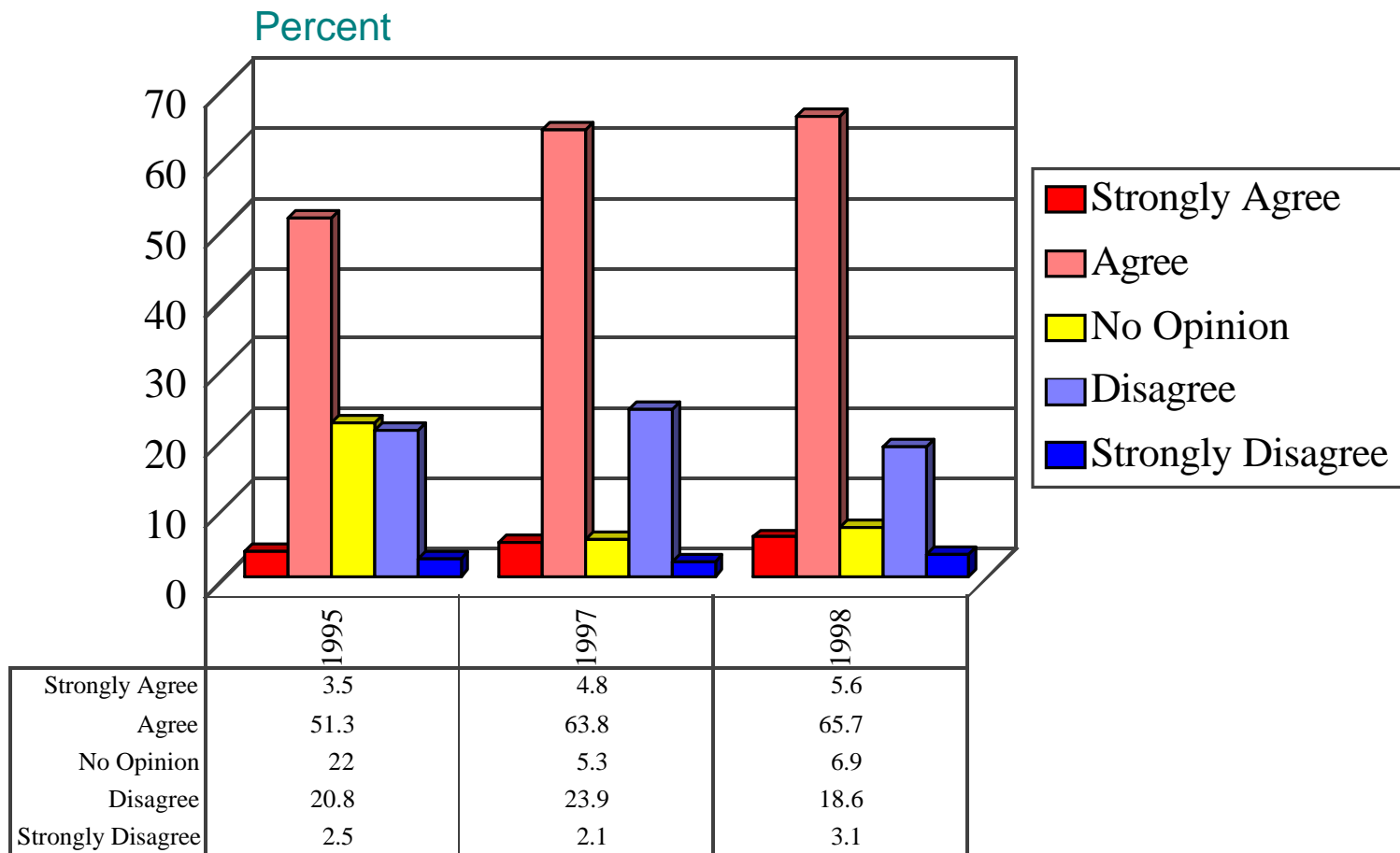
Section 3

Other Issues

List of Slides

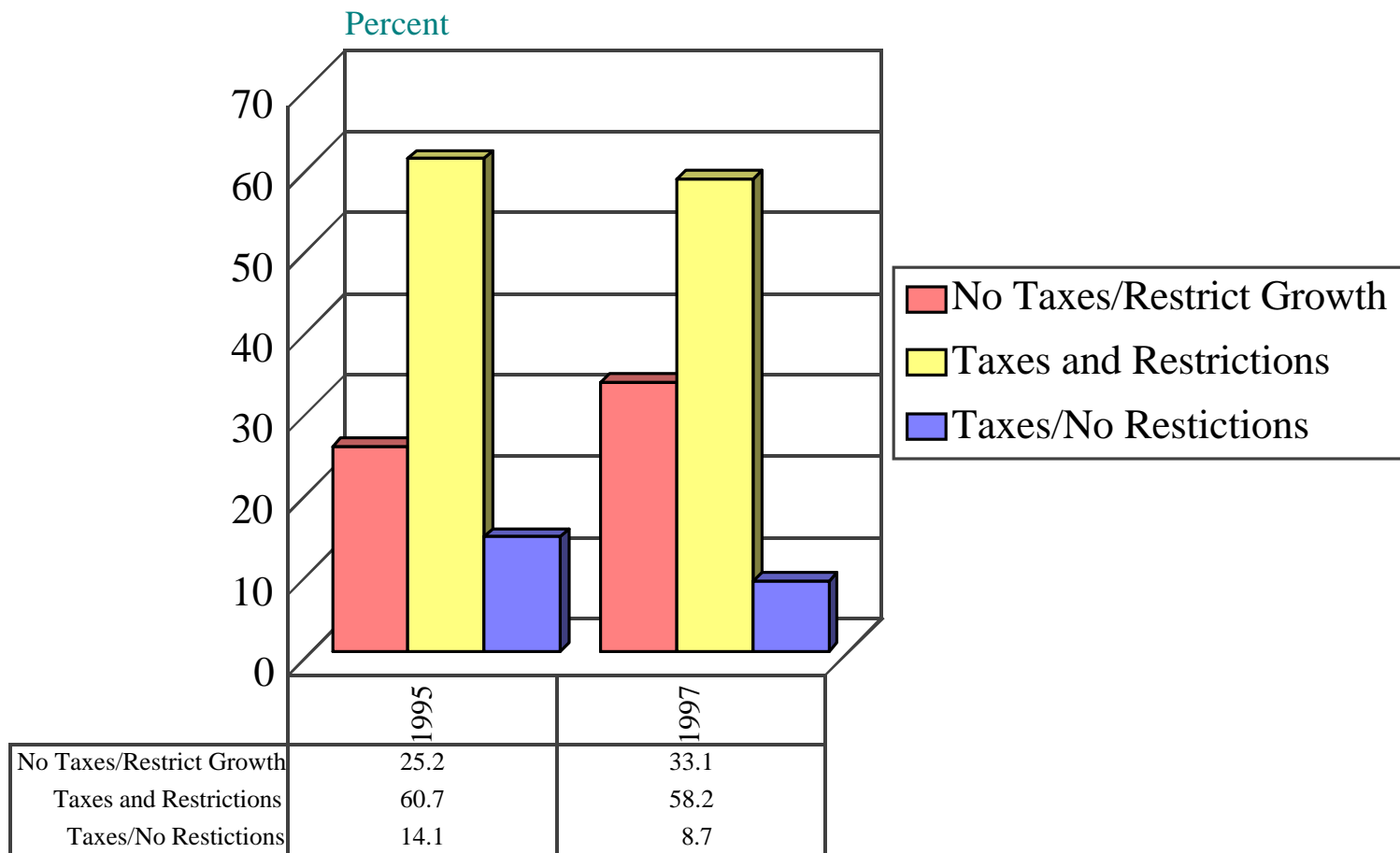
- 17. Counties and cities should make landuse/zoning decisions.
 - 18. Balance between taxes and control.
 - 19. Where would you most like to live?
 - 20. Importance of selected quality of life factors.
 - 21. State priorities.
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Counties and Cities should make Landuse/Zoning Decisions



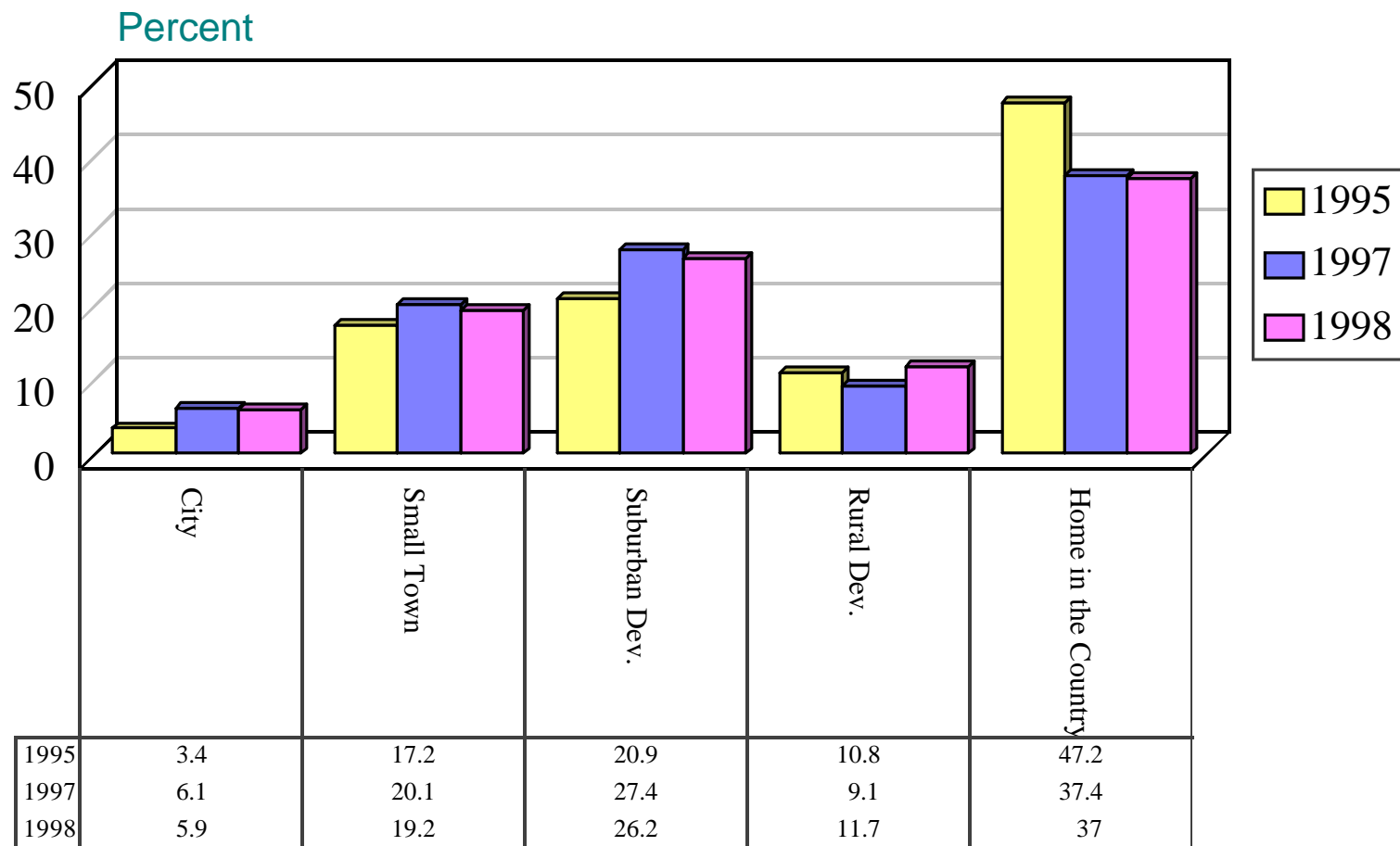
Source: Center for Applied Demography and Survey Research, University of Delaware

Balance between Taxes and Control



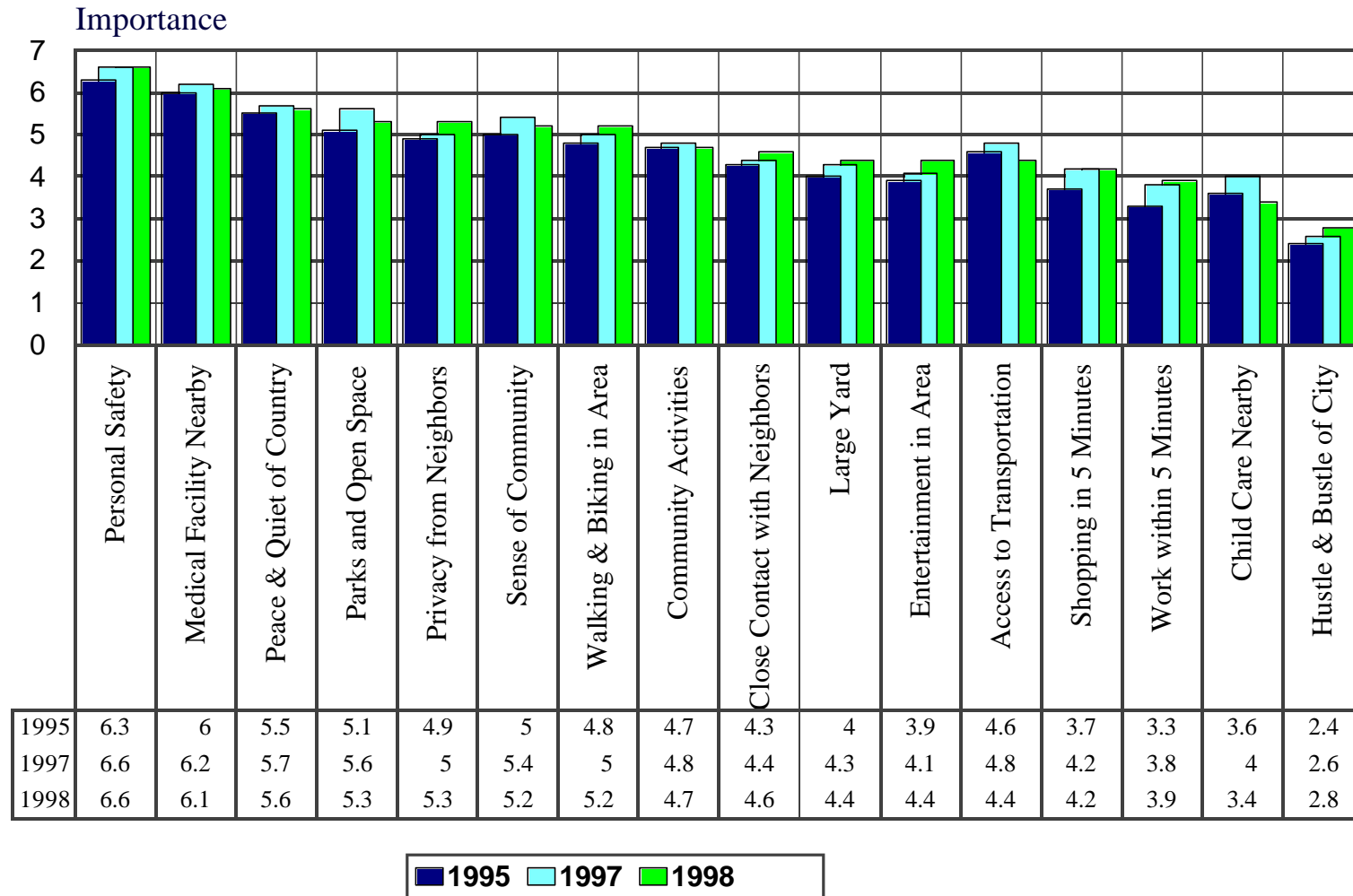
Source: Center for Applied Demography and Survey Research, University of Delaware

Where would you most like to live?



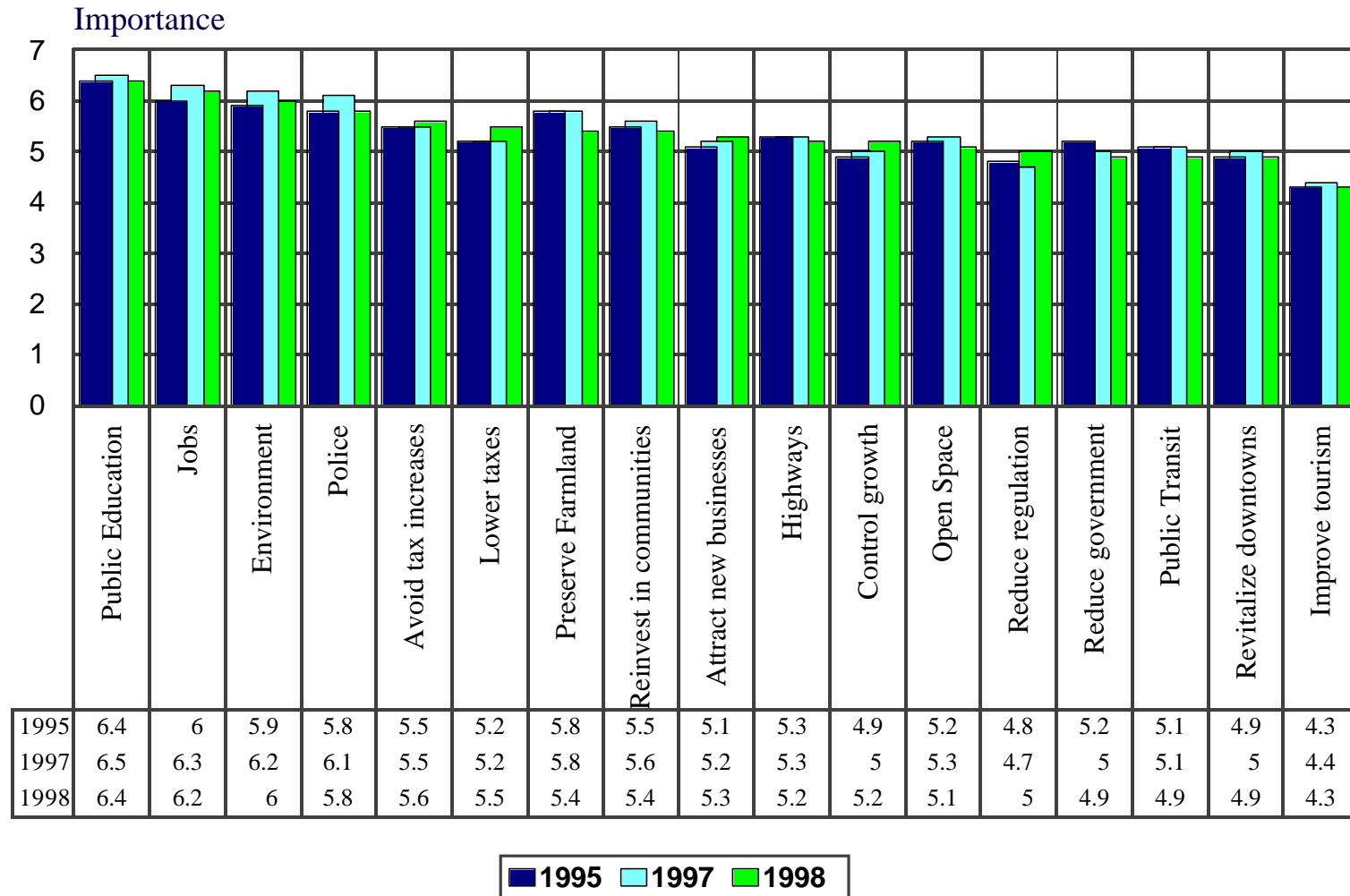
Source: Center for Applied Demography and Survey Research, University of Delaware

Importance of Selected Quality of Life Factors



Source: Center for Applied Demography and Survey Research, University of Delaware

State Priorities




Source: Center for Applied Demography and Survey Research, University of Delaware



Section 3

Other Issues

Observations

- * More people support county/city landuse decisionmaking than in 1995; the increase came from those undecided.
 - * There was movement toward landuse restriction as a way to avoid tax increases.
 - * The "home in the country" set declined; most moved toward suburban development with slight increases in city/town.
 - * Pattern of quality of life factors similar to 1995. Slight increases in open spaces and issues which save time. Safety issues still lead.
 - * State priorities are for all practical purposes unchanged in two years.
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