

Appendix O

Transportation Public Opinion Survey

Transportation Needs Public Opinion Survey

Survey Objectives:

The MaineDOT has introduced a new Regional Transportation Assessment process in order to improve public participation in the decision-making process and to build a better understanding of transportation system performance and needs from the perspective of the user. The major findings of this survey will be based on public opinion about performance and possible improvements to the regional transportation system. The survey objectives are as follows:

- ❖ Identify public satisfaction with the regional transportation system;
- ❖ Describe travel patterns and preferences;
- ❖ Understand how the regional transportation system affects where people live and work and community development;
- ❖ Identify broad regional transportation priorities.

Survey Design and Administration:

The survey is designed and administered by both agencies and will be distributed to Cumberland and York Counties. A wide-ranging questionnaire was designed to assess public perspective on general travel patterns in the region, existing transportation issues and future priorities, and transportation financing options. The following table provides more detailed description on the survey methodology for each regional corridor:

	<i>Cumberland and York County</i>
<i>Survey Design</i>	Participants will be asked 12 questions some of which were designed by the MaineDOT and will be similar to other regions (Questions # 1, 2, 3, 4, 6, and 12). Likert-scale ¹ , randomized multiple choice ² , and open-ended question ³ were used.
<i>Survey Administration</i>	A random mailing survey will be conducted based on the taxpayer databases in each community. After the total population sample was identified, the total number of surveys for mailing was set to 1,920. This number was based on the response rate of 20%, which was determined from the previous experience in the similar surveys. Then, a number of surveys mailed to each community will be proportionally divided based on the population size. The survey will be mailed in February with the prepaid return mailing. Survey results will be computed and analyzed using Microsoft Excel.
<i>Population Sampling</i>	A sample was selected to be representative of population in Cumberland and York counties. The sample size of 384 was based on 95% confidence level, confidence interval of 5, and total regional population of 452,354. The survey mailing of 1,920 resulted in ??? completed surveys. This size produces a margin of sampling error of +/- 5%. The non-response rate was ???%.
¹ A Likert-scale is a continuum of responses where the low end represents a negative response and the high end represents a positive response. ² Multiple-choice randomized (MCR) questions in which the order of the possible responses and items are randomized independently to prevent possible answering pattern. ³ Open-ended questions are used in surveys to help explore issues and should lead respondents to think analytically and critically.	

Confidence Level:

The confidence level tells you how sure you can be with the survey results. It is expressed as a percentage and represents how often the true percentage of the population who would pick an answer lies within the confidence interval. The 95% confidence level means you can be 95% certain; the 99% confidence level means you can be 99% certain. Most researchers use the 95% confidence level.

Confidence Interval:

The confidence interval is the plus-or-minus figure usually reported in public opinion poll results. In reality, the margin of error is what statisticians call a confidence interval. The math behind it is much like the math behind the standard deviation. For example, if you use a confidence interval of 5 and 47% percent of your sample picks an answer you can be "sure" that if you had asked the question of the entire relevant population between 42% (47-5) and 52% (47+5) would have picked that answer. This means that if you asked a question from the survey 100 times, 95 of those times the percentage of people giving a particular answer would be within 5 points of the percentage who gave that same answer in this survey. So you can think of the margin of error at the 95 percent confidence interval as being equal to five standard deviations in your survey sample. When you put the confidence level and the confidence interval together, you can say that you are 95% sure that the true percentage of the population is between 42% and 52%. The wider the confidence interval you are willing to accept, the more certain you can be that the answers from the whole population would be within that range.

Sample Size:

The larger your sample, the more sure you can be that their answers truly reflect the population. This means that for a given confidence level, the larger your sample size, the smaller your confidence interval. However, the relationship is not linear (i.e., doubling the sample size does not halve the confidence interval). Based on the 95% confidence level and the marginal error of 5, the sample size in this survey would be 384.

Mailed (Issued) Sample Size:

All surveys are subject to non-response, where a selected person does not take part in the survey. In addition, there are may be "deadwood" in the selected sample, which means that some addresses are not valid. With the assumption that the survey response rate will equal to 20%, the total mailed sample size should be 1,920 in order to achieve the required rate of 384 responses.

Mailing Expenses

Outgoing Mail Expense:

Service	Set Up fee	Maintenance Fee/year	Postage	Copy	Labeling	Folding	Dataset	Total*
USPS	\$150	\$150	0.222	None	None	None	None	\$726.24
Portland Presort Services	None	None	yes	None	Yes	Yes	None	\$1282.56
Mailings Limited	None	None	0.17 0.08np	Yes	Yes	Yes	\$150	\$896.40 \$723.60np

np – non-profit status
*- based on 1,920 count

Reply Mail Expense:

For each returned mail USPS charges 47 cents. Based on the 400 return mails the total reply mail expense will be \$188.00.

Based on the available options, Mailings Limited can provide the least expensive service with the total ranging between \$1084.40 and \$911.60.

Survey Results

General Demographics of Survey Sample

Figure 1: Corridor Representation by Residence

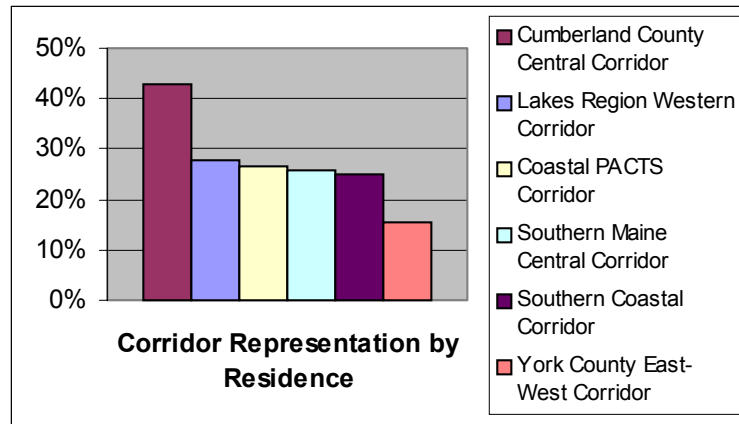


Figure 2: Corridor Representation by Workplace

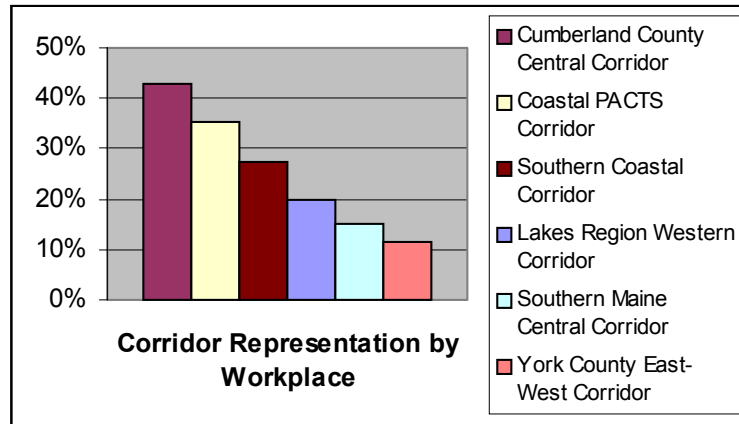
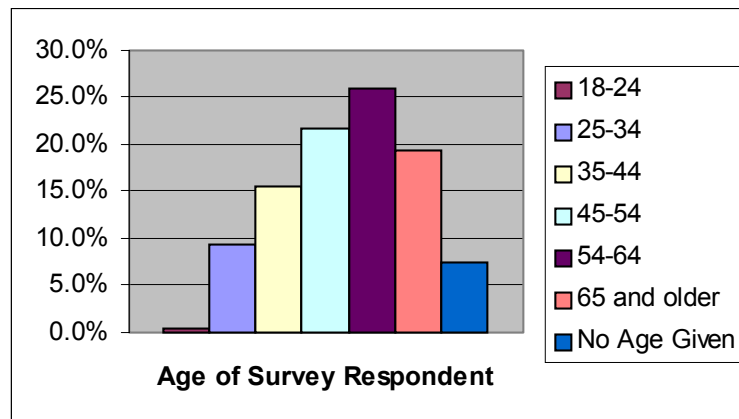
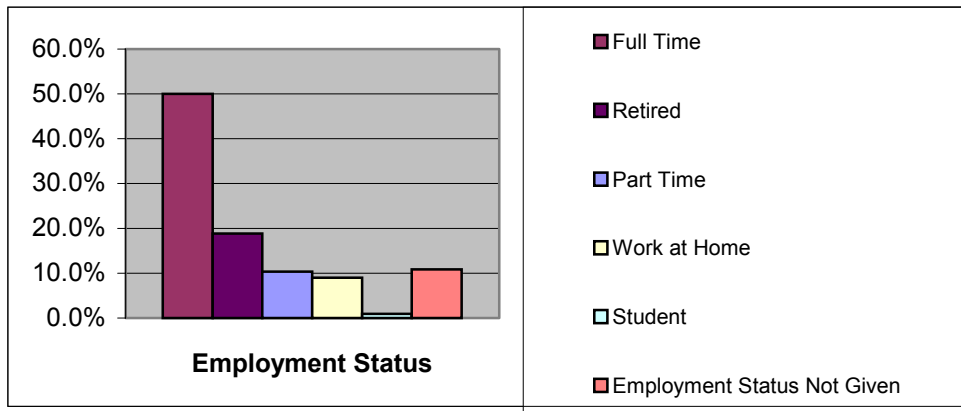


Figure 3: Age



General Demographics continued...

Figure 4: Employment Status



Mode Use

Figure 5: Primary Mode of Transportation and Frequency of Use

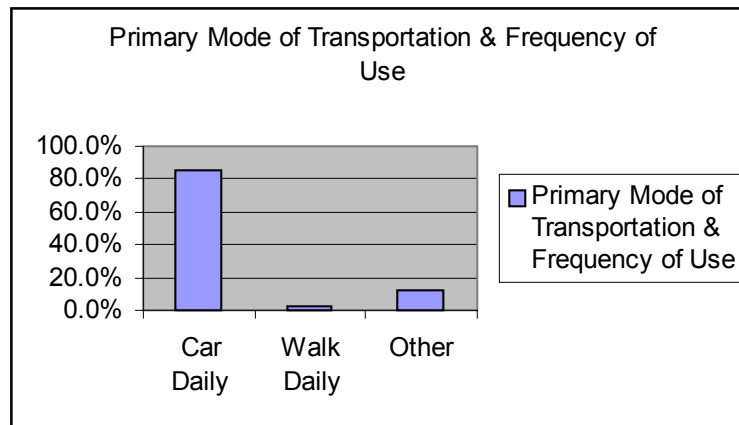
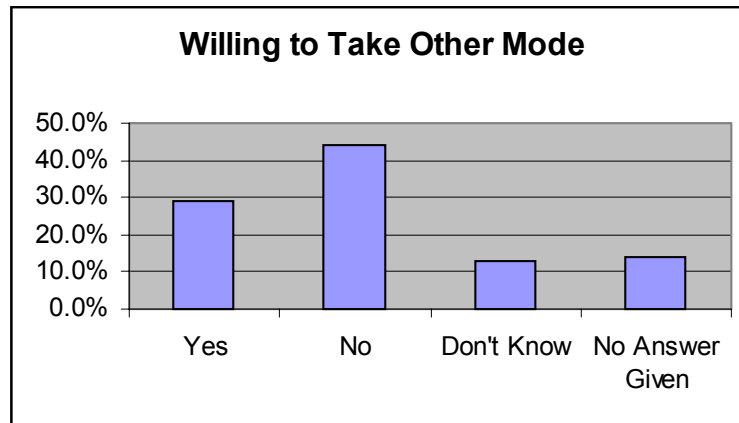


Figure 6: Other form of transportation that would use more if could?



“Yes, the other form of transportation I would use would be” 30% broken down:
 Bus – 13% Bike – 9% Train – 8%

Conditions of Road System

Figure 7: Transportation Safety

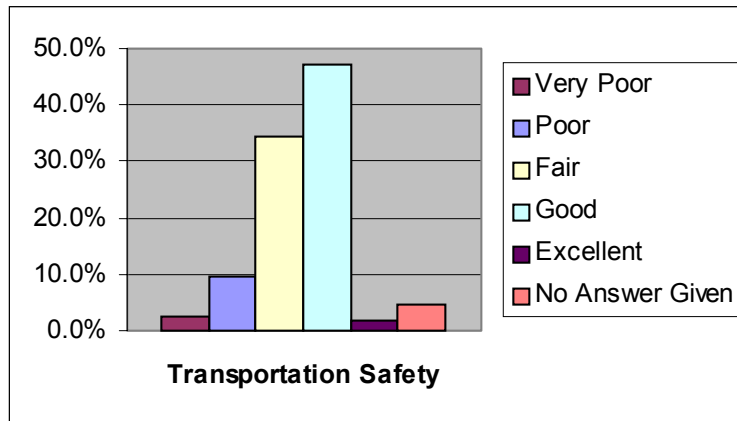


Figure 8: Access Management

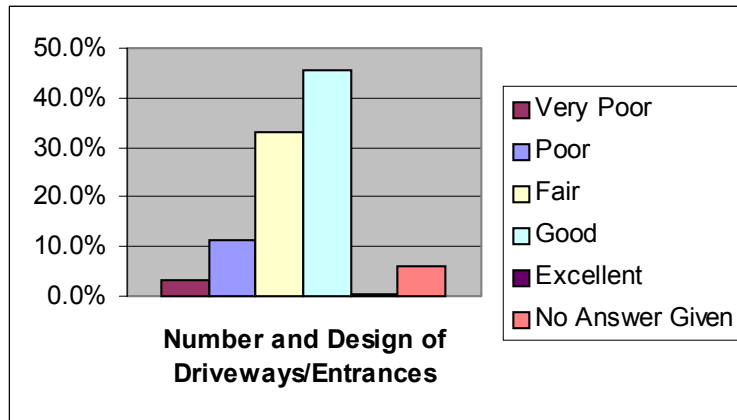
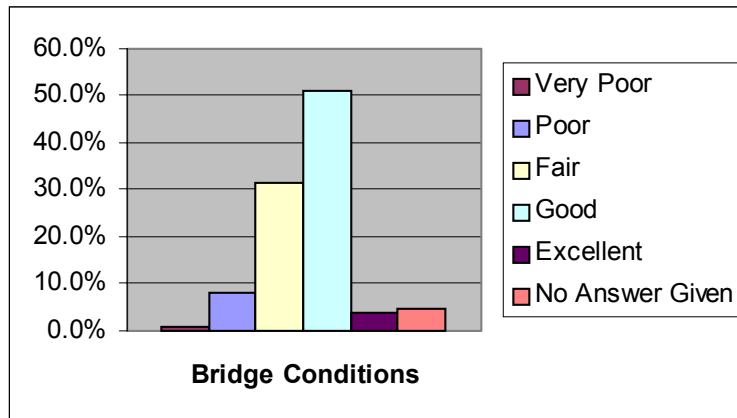


Figure 9: Bridge Conditions



Conditions of the Road System continued...

Figure 10: Travel Amenities

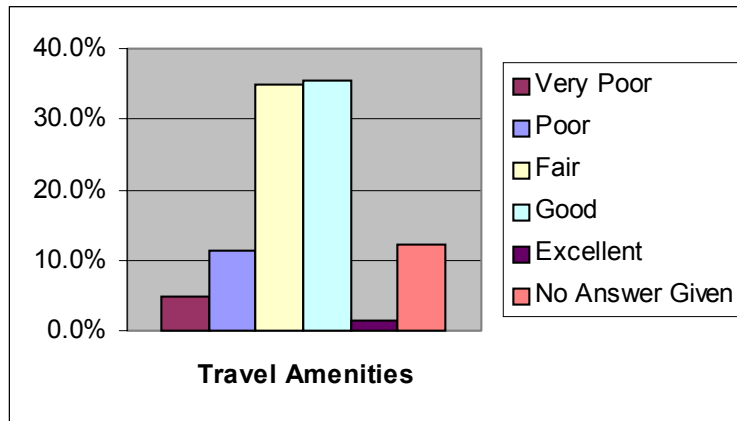


Figure 11: Pavement Conditions

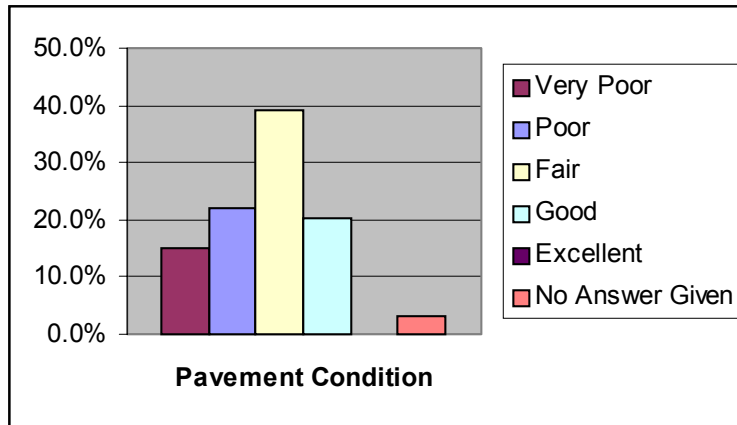
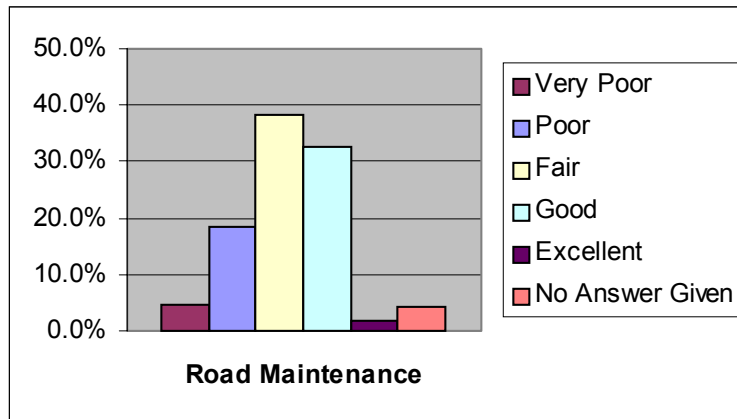
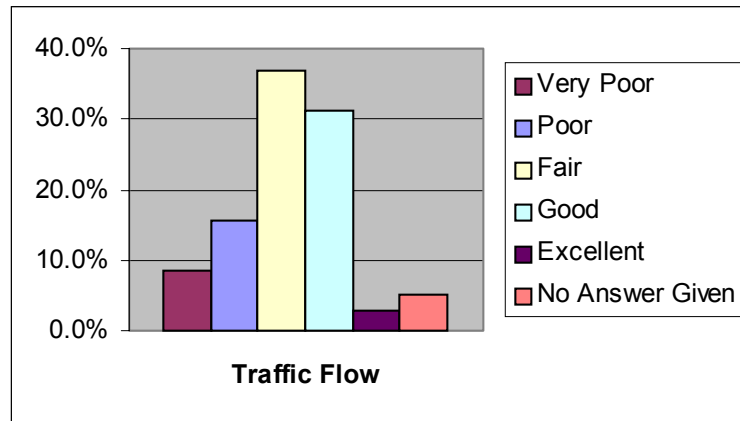


Figure 12: Road Maintenance



Conditions of Road System continued....

Figure 13: Traffic Flow



Stance on Implementing Financial Policies to Close Maine DOT Funding Shortfall

Figure 14: Raise State Gas Tax

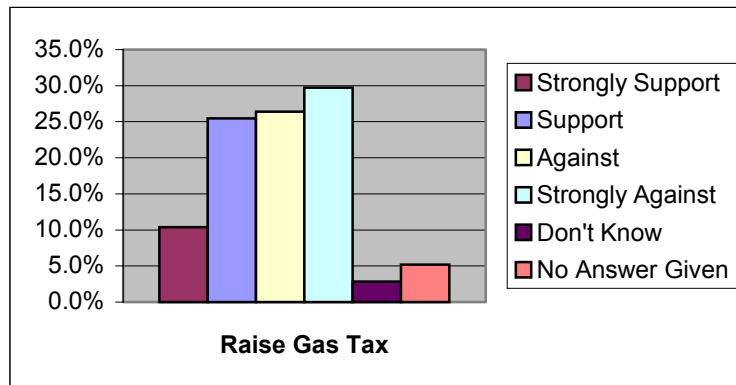
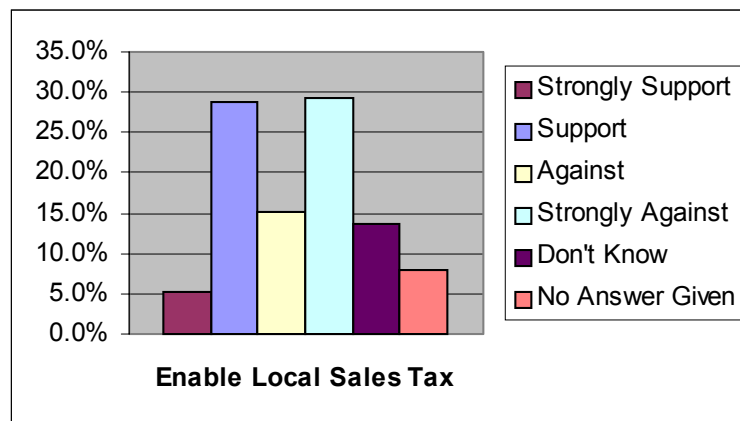


Figure 15: Pass Local Sales Tax Option to Expand Municipal Revenue for Transportation Infrastructure



Financing Transportation Stance continued...

Figure 16: Expand Public Toll System to New Roads

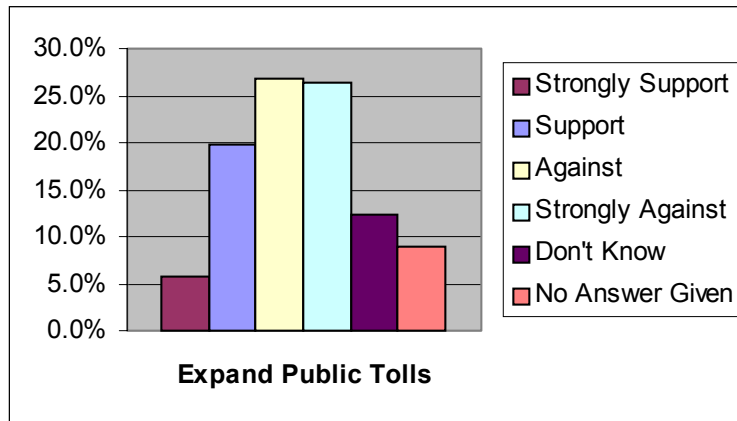


Figure 17: Privatize Roadways

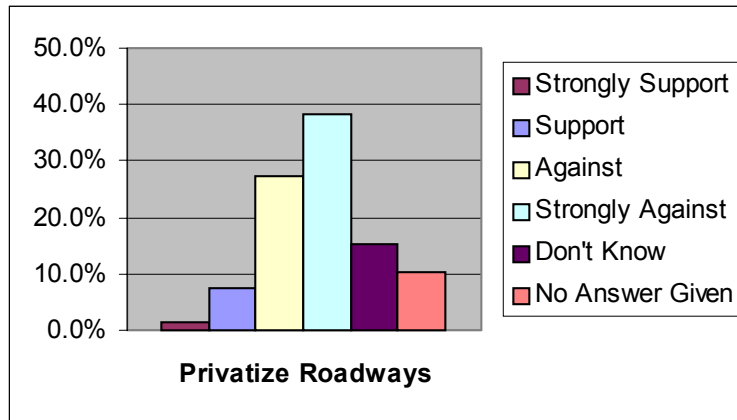
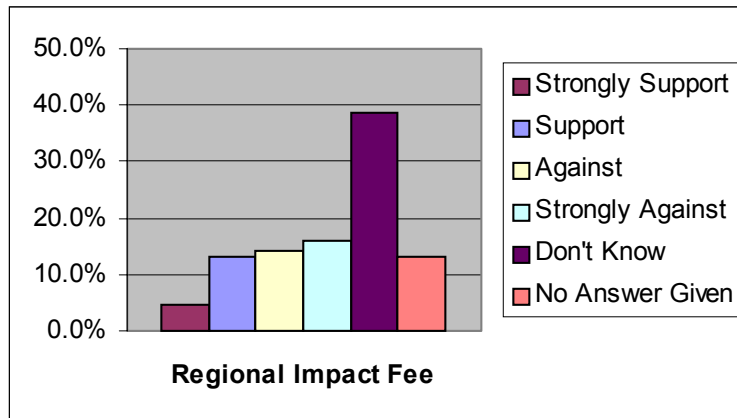
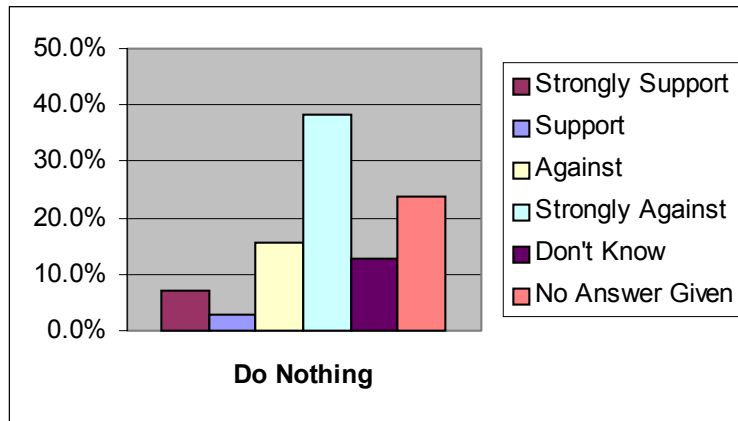


Figure 18: Pass Regional Impact Fee Option



Financing Transportation Stance continued...

Figure 19: Do Nothing



Does Transportation Meet Needs of Various Population Groups?

Figure 20: Most Persons

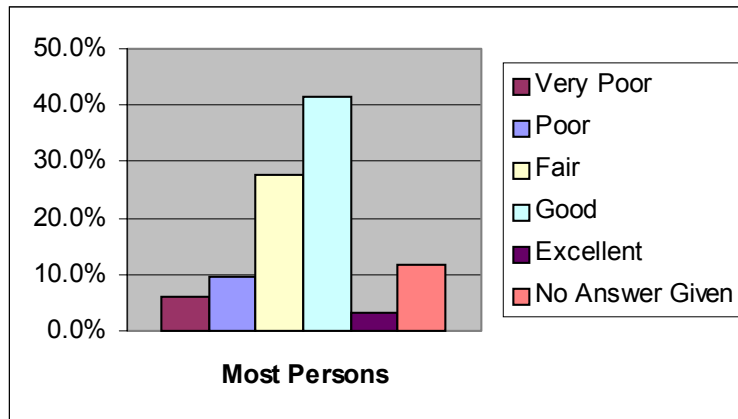
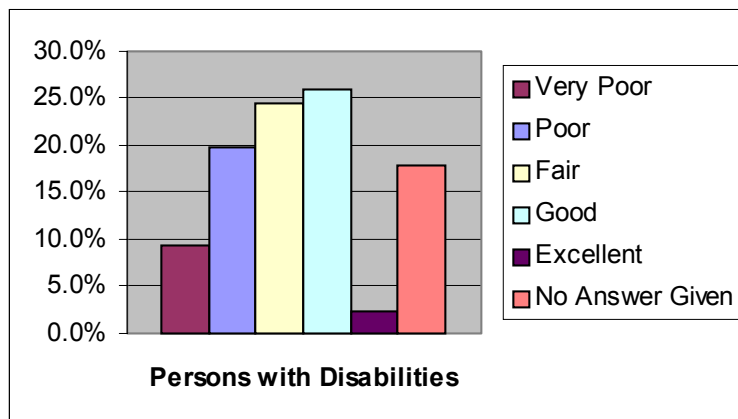


Figure 21: Persons with Disabilities



Does Transportation Meet Needs of Various Population Groups? Continued...

Figure 22: Seniors

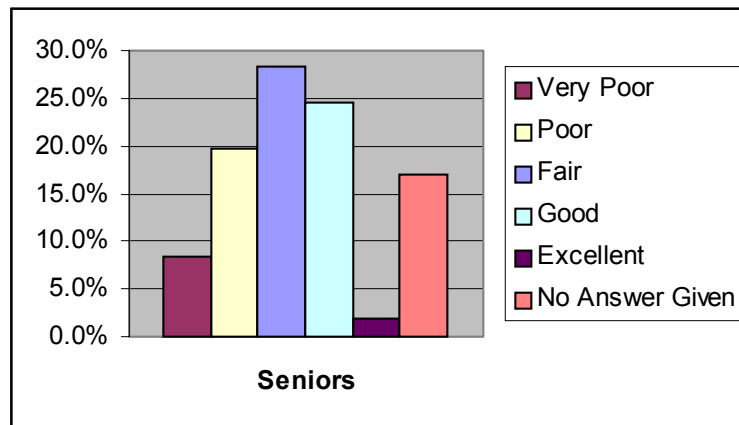


Figure 23: Students

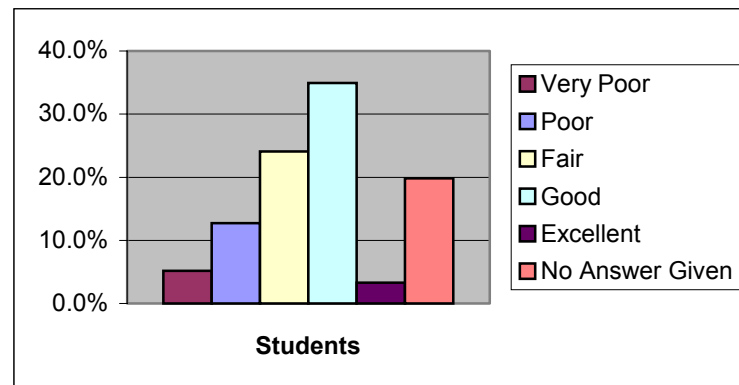
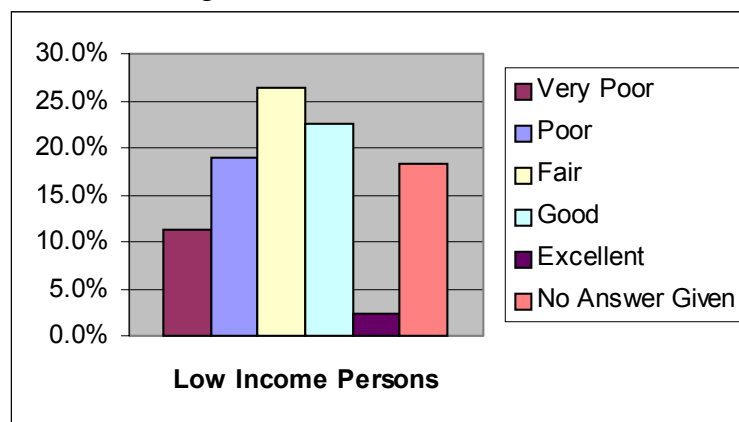


Figure 24: Low Income Persons



Ranking of Reasons for Choosing Residence

Figure 25: Top Reasons for Choosing Place of Residence

- 1) Rural Character**
- 2) Natural Environment**
- 3) Proximity to Services**
- 4) Distance to Work**
- 5) Housing Availability**
- 6) Good Quality of Schools**
- 7) Easy Access to Highways**
- 8) Recreational Opportunities**
- 9) Job Opportunities**
- 10) Bicycle/Pedestrian Infrastructure**
- 11) Public Transportation**

Ranking of Transportation Improvements that should be Region's Priorities

Figure 26: As a taxpayer, which of the following transportation improvements should be the region's priorities?

- 1. Passenger transportation such as local bus system and passenger rail improvements**
- 2. Alleviating congestion in town and city centers by building bypasses**
- 3. East-West transportation connection improvements**
- 4. Connectivity between various transportation modes**
- 5. Community amenities such as pedestrian and bicycle path improvements**
- 6. North-South transportation connection improvements**
- 7. Improvements and regulation of new entrances and exits**
- 8. Improvements in freight trains and marine shipping facilities**

**SUMMARY OF CORRIDOR-SPECIFIC* RESULTS OF THE REGIONAL TRANSPORTATION SURVEY
FOR THE SOUTHERN MAINE ECONOMIC DEVELOPMENT DISTRICT – 2005**

***Corridor-specific survey samples based on residence of survey respondent**

Background Information on Survey Sample

	Southern Coast	Southern Maine Central	York County East West	Coastal PACTS	Cumberland County Central	Lakes Region	Totals
Number	53	55	33	56	91	59	347
Percentage	15.3%	15.9%	9.5%	16.1%	26.2%	17.0%	100.0%

		Southern Coast	Southern Maine Central	York County East West	Coastal PACTS	Cumberland County Central	Lakes Region
Age	No Answer	5.7%	3.6%	12.1%	5.4%	5.5%	8.5%
	18-24	0.0%	0.0%	0.0%	1.8%	1.1%	0.0%
	25-34	5.7%	5.5%	3.0%	14.3%	13.2%	11.9%
	35-44	9.4%	16.4%	9.1%	21.4%	22.0%	10.2%
	45-54	30.2%	21.8%	18.2%	17.9%	17.6%	22.0%
	55-64	30.2%	32.7%	45.5%	14.3%	16.5%	27.1%
	65 or older	20.8%	18.2%	12.1%	23.2%	23.1%	18.6%
Employment	No Answer	7.5%	10.9%	15.2%	5.4%	4.4%	6.8%
	Full Time	45.3%	43.6%	33.3%	51.8%	57.1%	50.8%
	Part Time	5.7%	9.1%	15.2%	7.1%	5.5%	13.6%
	Work at Home	13.2%	5.5%	15.2%	10.7%	6.6%	6.8%
	Not Employed	3.8%	5.5%	6.1%	1.8%	2.2%	1.7%
	Student	0.0%	1.8%	3.0%	1.8%	1.1%	0.0%
	Retired	20.8%	20.0%	12.1%	21.4%	23.1%	20.3%

Transportation Use of Survey Sample

		Southern Coast	Southern Maine Central	York County East West	Coastal PACTS	Cumberland County Central	Lakes Region
Primary transportation mode you use and how often	Car Truck Van Never	1.9%	1.8%	0.0%	0.0%	0.0%	0.0%
	Car Truck Van Daily	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Car Truck Van Weekly	11.3%	9.1%	9.1%	5.4%	5.5%	6.8%
	Car Truck Van Monthly	79.2%	85.5%	90.9%	75.0%	82.4%	93.2%
	Bicycle Never	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Bicycle Daily	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Bicycle Weekly	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Bicycle Monthly	1.9%	0.0%	0.0%	5.4%	3.3%	0.0%
	Bus Car Pool Train Never	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Bus Car Pool Train Daily	0.0%	0.0%	0.0%	1.8%	1.1%	0.0%
	Bus Car Pool Train Weekly	0.0%	0.0%	0.0%	1.8%	1.1%	0.0%
	Bus Car Pool Train Monthly	0.0%	0.0%	0.0%	1.8%	1.1%	0.0%
	Other Never	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Other Daily	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Other Weekly	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Other Monthly	1.9%	1.8%	0.0%	1.8%	4.4%	0.0%	
Primary trip purpose	No Answer	0.0%	0.0%	0.0%	3.6%	2.2%	0.0%
	Commute to work or school	50.9%	56.4%	54.5%	62.5%	62.6%	55.9%
	For Business	18.9%	14.5%	18.2%	5.4%	4.4%	13.6%
	Shopping/Errands	24.5%	25.5%	27.3%	28.6%	30.8%	28.8%
	Recreation/Social	1.9%	1.8%	0.0%	0.0%	0.0%	1.7%
	Other	3.8%	1.8%	0.0%	0.0%	0.0%	0.0%
Would you use alternative transportation mode if you could?	No Answer	13.2%	10.9%	9.1%	19.6%	17.6%	11.9%
	Yes	30.2%	25.5%	33.3%	41.1%	33.0%	23.7%
	No	45.3%	45.5%	36.4%	28.6%	38.5%	50.8%
	Don't Know	11.3%	18.2%	21.2%	7.1%	8.8%	13.6%

Survey Sample's Rating the Overall Conditions of the Road System

		Southern Coast	Southern Maine Central	York County East West	Coastal PACTS	Cumberland County Central	Lakes Region	
How would you rate the overall conditions of the region's road system?	Safety	No Answer	1.9%	3.6%	3.0%	8.9%	7.7%	1.7%
		Very Poor	1.9%	1.8%	0.0%	3.6%	3.3%	3.4%
		Poor	5.7%	9.1%	12.1%	5.4%	9.9%	11.9%
		Fair	28.3%	32.7%	36.4%	32.1%	30.8%	39.0%
		Good	60.4%	50.9%	48.5%	46.4%	44.0%	42.4%
		Excellent	1.9%	1.8%	0.0%	1.8%	3.3%	1.7%
	Access Management	No Answer	0.0%	1.8%	0.0%	10.7%	7.7%	1.7%
		Very Poor	3.8%	5.5%	3.0%	3.6%	4.4%	1.7%
		Poor	11.3%	9.1%	9.1%	8.9%	11.0%	13.6%
		Fair	30.2%	29.1%	39.4%	25.0%	31.9%	45.8%
		Good	50.9%	38.2%	48.5%	48.2%	42.9%	37.3%
		Excellent	0.0%	0.0%	0.0%	1.8%	1.1%	0.0%
	Bridge Conditions	No Answer	5.7%	5.5%	6.1%	8.9%	5.5%	1.7%
		Very Poor	0.0%	0.0%	0.0%	0.0%	1.1%	1.7%
		Poor	5.7%	7.3%	6.1%	7.1%	7.7%	6.8%
		Fair	28.3%	29.1%	39.4%	25.0%	34.1%	45.8%
		Good	52.8%	50.9%	45.5%	55.4%	49.5%	40.7%
		Excellent	7.5%	7.3%	3.0%	3.6%	2.2%	3.4%
	Travel Amenities	No Answer	9.4%	5.5%	6.1%	10.7%	12.1%	13.6%
		Very Poor	3.8%	7.3%	6.1%	3.6%	4.4%	6.8%
		Poor	9.4%	9.1%	12.1%	3.6%	9.9%	20.3%
		Fair	30.2%	34.5%	36.4%	44.6%	37.4%	23.7%
		Good	41.5%	36.4%	39.4%	32.1%	31.9%	33.9%
		Excellent	1.9%	3.6%	0.0%	1.8%	1.1%	0.0%
	Pavement Conditions	No Answer	1.9%	0.0%	3.0%	7.1%	6.6%	1.7%
		Very Poor	11.3%	18.2%	18.2%	12.5%	13.2%	11.9%
		Poor	17.0%	25.5%	30.3%	14.3%	19.8%	30.5%
		Fair	37.7%	30.9%	33.3%	44.6%	41.8%	42.4%
		Good	32.1%	25.5%	15.2%	21.4%	18.7%	13.6%
		Excellent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Road Maintenance	No Answer	0.0%	1.8%	3.0%	10.7%	8.8%	3.4%	
	Very Poor	7.5%	3.6%	3.0%	7.1%	4.4%	5.1%	
	Poor	9.4%	21.8%	27.3%	16.1%	18.7%	16.9%	
	Fair	30.2%	30.9%	42.4%	39.3%	40.7%	49.2%	
	Good	49.1%	40.0%	24.2%	25.0%	25.3%	25.4%	
	Excellent	3.8%	1.8%	0.0%	1.8%	2.2%	0.0%	
Traffic Flow	No Answer	7.5%	5.5%	0.0%	7.1%	5.5%	5.1%	
	Very Poor	5.7%	3.6%	6.1%	5.4%	7.7%	13.6%	
	Poor	15.1%	14.5%	21.2%	8.9%	15.4%	20.3%	
	Fair	35.8%	40.0%	33.3%	35.7%	34.1%	35.6%	
	Good	32.1%	34.5%	36.4%	39.3%	35.2%	23.7%	
	Excellent	3.8%	1.8%	3.0%	3.6%	2.2%	1.7%	

Survey Sample's Trip Delay Experiences

		Southern Coast	Southern Maine Central	York County East West	Coastal PACTS	Cumberland County Central	Lakes Region
Trip Delays	No Answer	3.8%	0.0%	6.1%	7.1%	4.4%	1.7%
	Never	9.4%	10.9%	15.2%	10.7%	8.8%	5.1%
	Sometimes	60.4%	63.6%	97.0%	62.5%	64.8%	55.9%
	Quite Often	17.0%	18.2%	27.3%	17.9%	17.6%	22.0%
	Frequently	9.4%	7.3%	15.2%	1.8%	4.4%	15.3%
Reason for Trip Delays	No Answer	7.5%	5.5%	6.1%	10.7%	3.3%	5.1%
	Heavy Traffic	54.7%	58.2%	60.6%	41.1%	35.2%	67.8%
	Roadwork	15.1%	12.7%	15.2%	19.6%	7.7%	13.6%
	Accidents	13.2%	10.9%	6.1%	17.9%	6.6%	3.4%
	Traffic Signals	3.8%	5.5%	6.1%	3.6%	3.3%	5.1%
	Other	5.7%	5.5%	3.0%	5.4%	3.3%	5.1%

Survey Sample's Stance on Transportation Financing for Maine DOT Shortfall

		Southern Coast	Southern Maine Central	York County East West	Coastal PACTS	Cumberland County Central	Lakes Region	
By 2025, Maine DOT predicts that it will face approximately a one billion dollar shortfall to adequately maintain the state's existing transportation system (does not include expanding existing highway capacity or developing new roads). What is your stance on implementing one or more of the following financial policies to close this funding gap?	Raise Gas Tax	No Answer	3.8%	1.8%	9.1%	5.4%	6.6%	5.1%
		Strongly Support	7.5%	9.1%	3.0%	17.9%	13.2%	8.5%
		Support	17.0%	14.5%	24.2%	37.5%	31.9%	27.1%
		Don't Know	7.5%	3.6%	21.2%	0.0%	1.1%	3.4%
		Against	43.4%	36.4%	42.4%	17.9%	17.6%	18.6%
		Strongly Against	20.8%	34.5%	100.0%	17.9%	27.5%	37.3%
	Sales Tax	No Answer	5.7%	0.0%	6.1%	8.9%	9.9%	11.9%
		Strongly Support	9.4%	5.5%	3.0%	8.9%	5.5%	0.0%
		Support	26.4%	29.1%	27.3%	39.3%	35.2%	23.7%
		Don't Know	17.0%	12.7%	6.1%	10.7%	11.0%	10.2%
		Against	18.9%	18.2%	24.2%	7.1%	11.0%	16.9%
		Strongly Against	22.6%	32.7%	33.3%	21.4%	25.3%	37.3%
	Expand Tolls	No Answer	5.7%	3.6%	12.1%	14.3%	11.0%	8.5%
		Strongly Support	1.9%	1.8%	3.0%	10.7%	7.7%	6.8%
		Support	20.8%	16.4%	15.2%	12.5%	16.5%	23.7%
		Don't Know	13.2%	16.4%	15.2%	7.1%	8.8%	11.9%
		Against	34.0%	29.1%	21.2%	35.7%	30.8%	18.6%
		Strongly Against	24.5%	32.7%	33.3%	16.1%	23.1%	30.5%
	Privatize Roadways	No Answer	7.5%	1.8%	3.0%	3.6%	2.2%	0.0%
		Strongly Support	0.0%	1.8%	3.0%	3.6%	2.2%	0.0%
		Support	9.4%	9.1%	9.1%	5.4%	5.5%	8.5%
		Don't Know	15.1%	14.5%	12.1%	8.9%	12.1%	15.3%
		Against	34.0%	38.2%	33.3%	23.2%	22.0%	27.1%
		Strongly Against	34.0%	34.5%	30.3%	41.1%	41.8%	35.6%
	Regional Impact Fee	No Answer	7.5%	3.6%	12.1%	19.6%	19.8%	15.3%
		Strongly Support	1.9%	3.6%	3.0%	7.1%	4.4%	3.4%
		Support	17.0%	12.7%	6.1%	8.9%	13.2%	16.9%
		Don't Know	41.5%	40.0%	39.4%	42.9%	38.5%	32.2%
		Against	20.8%	20.0%	21.2%	5.4%	5.5%	16.9%
		Strongly Against	11.3%	20.0%	18.2%	12.5%	16.5%	15.3%
Do Nothing	No Answer	20.8%	3.6%	21.2%	26.8%	23.1%	27.1%	
	Strongly Support	7.5%	10.9%	9.1%	3.6%	5.5%	5.1%	
	Support	0.0%	1.8%	3.0%	3.6%	4.4%	5.1%	
	Don't Know	17.0%	14.5%	6.1%	5.4%	9.9%	16.9%	
	Against	20.8%	23.6%	21.2%	17.9%	14.3%	5.1%	
	Strongly Against	30.2%	40.0%	36.4%	35.7%	38.5%	40.7%	

Survey Sample Perspective on How Transportation System Meets Needs of Various Population Groups

		Southern Coast	Southern Maine Central	York County East West	Coastal PACTS	Cumberland County Central	Lakes Region	
How well does the transportation system in your area meet the needs of various population groups?	Most Persons	No Answer	9.4%	12.7%	3.0%	5.4%	11.0%	11.9%
		Very Poor	5.7%	5.5%	6.1%	5.4%	3.3%	8.5%
		Poor	9.4%	7.3%	9.1%	8.9%	9.9%	8.5%
		Fair	20.8%	25.5%	39.4%	25.0%	24.2%	32.2%
		Good	49.1%	43.6%	33.3%	50.0%	45.1%	32.2%
		Excellent	1.9%	1.8%	3.0%	1.8%	4.4%	6.8%
	Persons w/ Disabilities	No Answer	13.2%	16.4%	9.1%	16.1%	20.9%	18.6%
		Very Poor	13.2%	9.1%	6.1%	8.9%	8.8%	15.3%
		Poor	15.1%	10.9%	21.2%	19.6%	22.0%	23.7%
		Fair	26.4%	27.3%	30.3%	23.2%	22.0%	18.6%
		Good	28.3%	34.5%	30.3%	28.6%	20.9%	18.6%
		Excellent	1.9%	0.0%	3.0%	0.0%	3.3%	5.1%
	Seniors	No Answer	15.1%	12.7%	12.1%	16.1%	18.7%	15.3%
		Very Poor	11.3%	7.3%	6.1%	7.1%	7.7%	15.3%
		Poor	13.2%	12.7%	18.2%	23.2%	23.1%	18.6%
		Fair	28.3%	32.7%	42.4%	23.2%	24.2%	27.1%
		Good	28.3%	32.7%	21.2%	26.8%	20.9%	18.6%
		Excellent	1.9%	0.0%	0.0%	0.0%	3.3%	5.1%
	Students	No Answer	18.9%	14.5%	15.2%	17.9%	20.9%	18.6%
		Very Poor	5.7%	5.5%	6.1%	7.1%	6.6%	5.1%
		Poor	9.4%	5.5%	3.0%	14.3%	13.2%	13.6%
		Fair	22.6%	20.0%	33.3%	16.1%	23.1%	30.5%
		Good	37.7%	49.1%	33.3%	39.3%	29.7%	27.1%
		Excellent	3.8%	1.8%	6.1%	1.8%	4.4%	5.1%
	Low Income Persons	No Answer	15.1%	14.5%	12.1%	14.3%	19.8%	20.3%
		Very Poor	9.4%	3.6%	6.1%	16.1%	15.4%	16.9%
		Poor	18.9%	20.0%	30.3%	8.9%	13.2%	13.6%
Fair		24.5%	27.3%	27.3%	32.1%	27.5%	25.4%	
Good		28.3%	32.7%	24.2%	23.2%	17.6%	18.6%	
Excellent		0.0%	0.0%	0.0%	1.8%	4.4%	5.1%	

Survey Sample's Top 3 Reasons for Choosing Place of Residence

		Southern Coast	Southern Maine Central	York County East West	Coastal PACTS	Cumberland County Central	Lakes Region
Top 3 reasons for choosing place of residence.	First Reason (Most Popular)	Natural environment	Housing Availability	Natural Environment	Proximity to Services	Proximity to Services and Rural Character	Rural Character
	Second Reason (Most Popular)	Distance to work	Distance to Work	Rural Character	Proximity to Services	Easy Access to Highways	Easy Access to Highways
	Third Reason (Most Popular)	Easy Access to Highways & Recreational Opportunities	Distance to Work	Proximity to Services, Rural Character, and Recreational Opportunities	Natural Environment	Proximity to Services and Natural Environment	Housing Availability

Survey Sample's Perspectives on Most Important Transportation Improvement Regional Priorities

		Southern Coast	Southern Maine Central	York County East West	Coastal PACTS	Cumberland County Central	Lakes Region	
As a taxpayer, which of the following transportation improvements should be the region's priorities?	East-West Highway	No Answer	13.2%	10.9%	15.2%	16.1%	18.7%	15.3%
		Most Important	11.3%	12.7%	21.2%	17.9%	20.9%	33.9%
		Second Most Important	11.3%	10.9%	18.2%	14.3%	13.2%	10.2%
		Third Most Important	15.1%	14.5%	6.1%	3.6%	3.3%	6.8%
		Fourth Most Important	15.1%	9.1%	3.0%	7.1%	11.0%	11.9%
		Fifth Most Important	5.7%	9.1%	6.1%	12.5%	9.9%	8.5%
		Sixth Most Important	7.5%	9.1%	12.1%	10.7%	9.9%	8.5%
		Seventh Most Important	5.7%	7.3%	6.1%	10.7%	6.6%	1.7%
	North South Highway	Eightth Most Important	5.7%	9.1%	6.1%	7.1%	5.5%	3.4%
		No Answer	15.1%	16.4%	15.2%	17.9%	18.7%	16.9%
		Most Important	13.2%	12.7%	3.0%	8.9%	9.9%	6.8%
		Second Most Important	5.7%	5.5%	6.1%	3.6%	3.3%	6.8%
		Third Most Important	11.3%	9.1%	9.1%	10.7%	9.9%	15.3%
		Fourth Most Important	3.8%	10.9%	9.1%	3.6%	5.5%	6.8%
		Fifth Most Important	15.1%	10.9%	15.2%	12.5%	15.4%	15.3%
		Sixth Most Important	7.5%	14.5%	15.2%	10.7%	9.9%	8.5%
	Alleviate Congestion	Seventh Most Important	13.2%	9.1%	18.2%	19.6%	16.5%	15.3%
		Eightth Most Important	5.7%	3.6%	3.0%	8.9%	7.7%	8.5%
		No Answer	11.3%	9.1%	12.1%	19.6%	19.8%	16.9%
		Most Important	15.1%	23.6%	15.2%	16.1%	18.7%	18.6%
		Second Most Important	11.3%	16.4%	15.2%	7.1%	12.1%	22.0%
		Third Most Important	11.3%	10.9%	15.2%	12.5%	12.1%	11.9%
		Fourth Most Important	0.0%	5.5%	9.1%	10.7%	9.9%	10.2%
		Fifth Most Important	7.5%	3.6%	3.0%	3.6%	4.4%	8.5%
	Passenger Transportation	Sixth Most Important	20.8%	12.7%	12.1%	10.7%	8.8%	1.7%
		Seventh Most Important	9.4%	7.3%	3.0%	1.8%	3.3%	8.5%
		Eightth Most Important	3.8%	3.6%	9.1%	14.3%	8.8%	1.7%
		No Answer	0.0%	12.7%	12.1%	12.5%	16.5%	16.9%
		Most Important	20.8%	18.2%	30.3%	23.2%	17.6%	16.9%
		Second Most Important	15.1%	14.5%	18.2%	17.9%	16.5%	13.6%
		Third Most Important	45.3%	12.7%	12.1%	16.1%	15.4%	13.6%
		Fourth Most Important	75.5%	14.5%	9.1%	10.7%	9.9%	10.2%
Fifth Most Important	56.6%	16.4%	12.1%	1.8%	2.2%	8.5%		
Sixth Most Important	22.6%	5.5%	3.0%	1.8%	6.6%	10.2%		
Seventh Most Important	26.4%	0.0%	0.0%	5.4%	6.6%	6.8%		
Eightth Most Important	0.0%	0.0%	0.0%	5.4%	4.4%	3.4%		

Survey Sample’s Perspectives on Most Transportation Improvement Regional Priorities (continued)

		Southern Coast	Southern Maine Central	York County East West	Coastal PACTS	Cumberland County Central	Lakes Region
Community Amenities	No Answer	15.1%	12.7%	15.2%	12.5%	16.5%	18.6%
	Most Important	17.0%	7.3%	3.0%	8.9%	9.9%	8.5%
	Second Most Important	9.4%	5.5%	3.0%	16.1%	11.0%	10.2%
	Third Most Important	5.7%	7.3%	15.2%	12.5%	14.3%	16.9%
	Fourth Most Important	9.4%	14.5%	9.1%	7.1%	7.7%	11.9%
	Fifth Most Important	5.7%	9.1%	15.2%	5.4%	9.9%	8.5%
	Sixth Most Important	7.5%	10.9%	6.1%	14.3%	12.1%	5.1%
	Seventh Most Important	5.7%	7.3%	6.1%	8.9%	7.7%	5.1%
	Eighth Most Important	15.1%	18.2%	21.2%	10.7%	7.7%	15.3%
Access Management	No Answer	17.0%	12.7%	15.2%	23.2%	23.1%	18.6%
	Most Important	5.7%	5.5%	3.0%	7.1%	6.6%	3.4%
	Second Most Important	11.3%	7.3%	0.0%	3.6%	6.6%	6.8%
	Third Most Important	7.5%	3.6%	3.0%	10.7%	8.8%	5.1%
	Fourth Most Important	9.4%	10.9%	12.1%	8.9%	9.9%	13.6%
	Fifth Most Important	9.4%	7.3%	9.1%	17.9%	13.2%	10.2%
	Sixth Most Important	11.3%	10.9%	6.1%	10.7%	12.1%	16.9%
	Seventh Most Important	15.1%	21.8%	24.2%	7.1%	8.8%	13.6%
	Eighth Most Important	3.8%	10.9%	18.2%	8.9%	9.9%	11.9%
Freight	No Answer	18.9%	16.4%	18.2%	19.6%	22.0%	20.3%
	Most Important	1.9%	0.0%	0.0%	1.8%	1.1%	1.7%
	Second Most Important	3.8%	7.3%	6.1%	7.1%	4.4%	1.7%
	Third Most Important	1.9%	9.1%	9.1%	10.7%	11.0%	8.5%
	Fourth Most Important	5.7%	5.5%	12.1%	5.4%	3.3%	3.4%
	Fifth Most Important	7.5%	9.1%	6.1%	17.9%	12.1%	6.8%
	Sixth Most Important	7.5%	5.5%	9.1%	7.1%	7.7%	11.9%
	Seventh Most Important	9.4%	12.7%	15.2%	17.9%	16.5%	16.9%
	Eighth Most Important	34.0%	27.3%	18.2%	8.9%	18.7%	28.8%
Connectivity	No Answer	17.0%	14.5%	15.2%	12.5%	17.6%	20.3%
	Most Important	3.8%	9.1%	15.2%	5.4%	5.5%	3.4%
	Second Most Important	18.9%	14.5%	18.2%	17.9%	16.5%	15.3%
	Third Most Important	13.2%	14.5%	9.1%	7.1%	5.5%	6.8%
	Fourth Most Important	11.3%	9.1%	12.1%	25.0%	18.7%	10.2%
	Fifth Most Important	7.5%	9.1%	9.1%	7.1%	8.8%	13.6%
	Sixth Most Important	9.4%	10.9%	12.1%	12.5%	9.9%	16.9%
	Seventh Most Important	7.5%	7.3%	0.0%	3.6%	6.6%	8.5%
	Eighth Most Important	1.9%	3.6%	3.0%	7.1%	8.8%	5.1%

