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Town of Falmouth Citizen Survey

Summary Report

DRAFT

October 10, 2000

**Prepared for:
The Town of Falmouth**

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Methodology

The results presented in this survey are based on 1,071 completed and returned surveys mailed to current residents of the Town of Falmouth. Surveys were initially mailed on June 26, 2000 to 3,943 households. All surveys returned by August 20, 2000 were accepted and entered. The response rate was 26%.

Open Space Preservation

A majority of respondents favor the approval of a bond to purchase land that will be set aside as open space.

- 74% of respondents would somewhat or strongly favor such an initiative.
- 52% of respondents would strongly favor such a bond.

While a majority favor a bond, there is no general agreement on the size of the bond to which the town should commit.

- 22% favor a \$1 million bond.
- 29% favor a \$2 million bond.
- 20% favor a \$5 million bond.
- 26% were unsure about the size of the bond they would favor.
- 4% would not favor any size of bond.

A strong majority would favor applying for matching state funds for open space projects. A smaller majority would still favor such an application even knowing that non-residents would have access to this land and that the land would be restricted against use for public facilities in the future.

- 86% would somewhat or strongly favor applying for state matching funds.
- 73% would strongly favor applying for state matching funds.
- The percent favoring applying for matching state funds decreases to 67% of respondents if non-residents were allowed access to such land (with 46% of respondents strongly favoring).
- The percent favoring applying for matching state funds decreases to 51% of respondents if the land were restricted against use for public facilities in the future (with 35% of respondents strongly favoring).

Public Use of Open Space

A strong majority of respondents favor allowing limited development of this open space for passive recreation such as the development of bicycle paths and hiking trails.

- 77% of respondents somewhat or strongly favor allowing limited development of this open space for passive recreation.
- 50% of respondents strongly favor allowing limited development of this open space for passive recreation.

A slight majority would favor leaving the land undeveloped at present, but with the intent to allow some future recreational uses, if needed.

- 55% of respondents strongly or somewhat favor leaving the land undeveloped, but with the intent to allow some future recreations uses.
- 26% of respondents strongly favor leaving the land undeveloped, but with the intent to allow some future recreations uses.

Town Control of Growth

A strong majority would favor an active role for the town in controlling growth.

- 70% of respondents indicated that Falmouth should develop a master plan for development and open space preservation that includes strict policies and regulations to govern new development and open space preservation.
- Only 7% of respondents indicated that decisions should be left to the individual property owner.

The Rate of Growth

While there is not a clear majority favoring any given growth model, the general feeling among most respondents is to indicate that the rate of growth should be reduced below current levels.

- 42% of respondents indicated that the rate of residential growth should be dramatically reduced below its current rate.
- 29% of respondents indicated that the rate of residential growth should be slightly reduced below its current rate.
- 13% of respondents indicated that the rate of residential growth should be allowed to continue at its current rate of 100 homes per year, but to prevent it from increasing.

- Only 16% indicated that the rate should be allowed to increase or that the market should be allowed to determine the rate of residential growth.

Patterns of Residential Growth

Respondents see the need for the creation of alternative growth plans, a variety of housing types, and walkable neighborhoods. A majority would favor the construction of more compact housing. A majority would favor alternative growth plans even if it meant the town would need to exercise more control on the placement of houses.

A strong majority of respondents indicated that the town should pursue alternative growth plans that would make large open space areas for public access and recreation.

- 78% of respondents would somewhat or strongly favor pursuing alternative growth plans that would make large open space areas for public access and recreation.
- 52% of respondents would strongly favor pursuing alternative growth plans that would make large open space areas for public access and recreation.

A strong majority of respondents favor the town creating residential plans like the alternative growth plan for the Pleasant Hill area (as discussed in the survey) before development occurs as a means to guide growth.

- 84% of respondents would somewhat or strongly favor the town creating residential plans like the alternative proposed for Pleasant Hill before development occurs to guide growth.
- 60% of respondents would strongly favor the town creating residential plans like the alternative proposed for Pleasant Hill before development occurs to guide growth.
- 56% of respondents indicated that this policy should be pursued even if it meant that the town must buy larger open space tracts from landowners (with 36% strongly favoring pursuing this policy even if it meant land purchases)..

A strong majority indicated that creating walkable neighborhoods close to schools is important.

- 69% of respondents would somewhat or strongly favor creating walkable neighborhoods close to schools.
- 44% of respondents would strongly favor creating walkable neighborhoods close to schools.

A majority of respondents believe that the town should have a variety of housing types and sizes.

- 62% of respondents would somewhat or strongly favor that the town have a variety of housing types and sizes that offer more affordable living options.

- 40% of respondents would strongly favor that the town have a variety of housing types and sizes that offer more affordable living options.

A majority of respondents indicated that building more compact housing on public sewers would preserve open space and community character.

- 60% of respondents somewhat or strongly felt that building compact housing on sewers would preserve open space and community character.
- 31% of respondents strongly felt that building compact housing on sewers would preserve open space and community character.

A majority indicated that the town should pursue alternative growth plans even if it meant that the town would need to exercise more control over the placement of houses on lots and the design of those houses.

- 62% would somewhat or strongly favor pursuing alternative growth plans even if it meant that the town would need to exercise more control over the placement of houses on lots and the design of those houses.
- 35% would strongly favor pursuing alternative growth plans even if it meant that the town would need to exercise more control over the placement of houses on lots and the design of those houses.

Road Planning

A majority of respondents favor the town planning the layout of future streets and intersections and designing an interconnected street network.

A strong majority would favor the town planning the layout of future streets and intersections to coordinate development and ensure the creation of an efficient network of roadways.

- 86% would somewhat or strongly favor the town planning the layout of future streets and intersections to coordinate development and ensure the creation of an efficient network of roadways.
- 61% would strongly favor the town planning the layout of future streets and intersections to coordinate development and ensure the creation of an efficient network of roadways.
- Only 13% of respondents would favor allowing developers and landowners to determine the location of streets and intersections as needed to respond to market opportunities.

A strong majority would favor the town designing an interconnected street network that provides many options for street route selection to disperse traffic and maximize access to neighborhoods.

- 73% of respondents would somewhat or strongly favor the town designing an interconnected street network that provides many options for street route selection to disperse traffic and maximize access to neighborhoods.
- 39% of respondents would strongly favor the town designing an interconnected street network that provides many options for street route selection to disperse traffic and maximize access to neighborhoods.
- Only 13% of respondents would favor allowing most of the housing to occur on dead end streets.

A strong majority would favor the town requiring sidewalks in all subdivisions and providing bicycle and pedestrian connections between residential neighborhoods.

- 68% would somewhat or strongly favor the town requiring sidewalks in all subdivisions and providing bicycle and pedestrian connections between residential neighborhoods.
- 44% would strongly favor the town requiring sidewalks in all subdivisions and providing bicycle and pedestrian connections between residential neighborhoods.

Traffic Calming

There is no general consensus on traffic calming methods, other than to potentially step up enforcement of speed limits on Falmouth's streets and roads. However, they would not favor hiring additional police officers.

A majority would favor the town stepping up enforcement of speed limits on Falmouth's streets and roads.

- 56% would somewhat or strongly favor the town stepping up enforcement of speed limits on Falmouth's streets and roads.
- 36% would strongly favor the town stepping up enforcement of speed limits on Falmouth's streets and roads.
- Only 40% would favor stepping up enforcement if it meant that additional police officers and cars were needed.

Bicycle and Pedestrian Facilities

There is strong support among respondents for a town wide trail system and preserving existing trail corridors. There is some support for providing paved shoulders on roads.

A strong majority favor that the town continue to build a town wide trail system for bicycles and pedestrians that preserves existing trails and links them together.

- 82% of respondents somewhat or strongly favor the town continuing to build a town wide trail system for bicycles and pedestrians that preserves existing trails and links them together.
- 59% of respondents strongly favor the town continuing to build a town wide trail system for bicycles and pedestrians that preserves existing trails and links them together.
- 67% of respondents would favor the town continuing to build a town wide trail system even if it brought people into their area.
- 41% of respondents would strongly favor the town continuing to build a town wide trail system even if it brought people into their area.

A strong majority believe the town should require developers to preserve trail corridors through their projects and connect subdivisions to the town wide trail system.

- 82% somewhat or strongly favor the town requiring developers to preserve trail corridors through their projects and connect subdivisions to the town wide trail system.
- 56% strongly favor the town requiring developers to preserve trail corridors through their projects and connect subdivisions to the town wide trail system.

A strong majority favor installing paved shoulders on roadways to provide room for riding bicycles and walking. However, a smaller majority would favor paved shoulders if it meant widening roads in front of their property.

- 68% of respondents would somewhat or strongly favor installing paved shoulders on roadways to provide room for riding bicycles and walking.
- 46% of respondents would strongly favor installing paved shoulders on roadways to provide room for riding bicycles and walking.
- Only 56% of respondents would somewhat or strongly favor installing paved shoulders if it meant widening the road in front of their property.

Funding Growth Management

There is no consensus among respondents about specific funding mechanisms in terms of property tax increases (except support for a bond issue as noted above). There is strong support for assessing impact fees on new residential and business development.

A strong majority would favor assessing impact fees on new residential development to cover direct facilities cost to service growth.

- 83% would somewhat or strongly favor assessing impact fees on new residential development to cover direct facilities cost to service growth.
- 59% would strongly favor assessing impact fees on new residential development to cover direct facilities cost to service growth.

- 77% would favor assessing impact fees even if it increased the cost of new housing (with 52% strongly favoring assessing impact fees).

A strong majority would favor assessing impact fees on new business development in Falmouth to cover direct facilities cost to service growth.

- 80% would somewhat or strongly favor assessing impact fees on new business development in Falmouth to cover direct facilities cost to service growth.
- 55% would strongly favor assessing impact fees on new business development in Falmouth to cover direct facilities cost to service growth.
- 72% would favor assessing impact fees even if it meant that some businesses chose not to locate in Falmouth (with 45% strongly favoring assessing impact fees).

Appendix.

Frequency Tables

1. Open Space Preservation

	1 Strongly oppose	2	3 Neutral	4	5 Strongly Favor	6 Unsure
	%	%	%	%	%	%
Q1a. Falmouth should approve bond issue to purchase land to set aside as open space and public land.	9%	5%	10%	22%	52%	2%
Q1c. Falmouth should make decisions about buying open space on a project-by-project basis, instead of a general bond.	12%	14%	18%	18%	33%	5%
Q1d. Falmouth should make decisions about buying open space on a project-by-project basis, even if each project would have to go to referendum before the purchase.	23%	15%	14%	16%	28%	4%
Q1e. Falmouth should allocate money on a yearly basis in the budget in order to buy smaller areas in or around neighborhoods to preserve as open space.	11%	7%	14%	26%	39%	3%
Q1f. Falmouth should allocate money in the budget in order to preserve open space even if it means taking money from other parts of the budget.	30%	21%	17%	14%	13%	5%
Q1g. Falmouth should apply for matching state funds for projects to preserve open space in Falmouth.	6%	1%	5%	13%	73%	2%
Q1h. Falmouth should apply for matching state funds for open space projects even though state regulation require that non-residents have access to such land.	11%	5%	11%	21%	46%	6%
Q1i. Falmouth should apply for matching state funds for open space projects even though state regulations require that the land be restricted against use for public facilities in the future.	14%	8%	16%	16%	35%	11%

1a. Open Space Preservation - Amount Willing to Commit to

	\$1 Million	\$2 Million	\$5 Million	Unsure	None
	%	%	%	%	%
Q1b. Which of the following three bonding levels should the town commit to?	22%	29%	20%	26%	4%

2. Public Use of Open Space

	1 Strongly oppose	2	3 Neutral	4	5 Strongly Favor	6 Unsure
	%	%	%	%	%	%
Q2a. Leave new open space completely undeveloped and prevent ANY future development, preserving the land in its natural state in perpetuity.	15%	17%	21%	16%	28%	2%
Q2b. Allow limited development of this open space for passive recreation, such as the development of bicycle paths and hiking trails.	6%	4%	12%	27%	50%	1%
Q2c. Use the open space to create a town park with both passive and active recreational activities such as hiking trails, sports fields, and picnic areas.	14%	14%	20%	22%	27%	2%
Q2d. Leave open space undeveloped at present, but with the intent to allow some future recreational uses, if needed.	10%	10%	22%	29%	26%	2%
Q2e. Leave open space undeveloped at present, but keep open the possibility that some of the land could be used for public facilities, if needed, in the future.	20%	16%	22%	20%	18%	3%

3. Town Control of Growth

	%
Decisions should be left solely to individual property owner	7%
A master plan to serves as a guideline, not place restrictio	22%
With guideline, handle decisions on a project-by-project bas	70%
Total	100%

4. The Rate of Growth

	%
Allow the housing market to set its own pace	7%
Allow the rate to increase, but put on a circuit breaker.	9%
Allow the current rate of 100 new homes per year to continue	13%
Slightly reduce the rate of new residential development belo	29%
Dramatically reduce the rate of new residential development	42%
Total	100%

5. Patterns of residential Growth

	1 Strongly oppose	2	3 Neutral	4	5 Strongly Favor	6 Unsure
	%	%	%	%	%	%
Q5a. The town should pursue alternative growth plans that make large open space areas for public access and recreation.	5%	5%	10%	26%	52%	2%
Q5b. The town should have a variety of housing types and sizes that offer more affordable living options.	8%	10%	18%	22%	40%	1%
Q5c. Creating large public open spaces places a burden on taxpayers for facilities and maintenance.	20%	19%	27%	16%	13%	5%
Q5d. Building more compact neighborhoods on public sewers preserves open space and community character.	8%	9%	18%	29%	31%	5%
Q5e. Creating walkable neighborhoods close to schools and stores is important.	6%	6%	18%	26%	43%	1%
Q5f. Even with the public open spaces, the housing on small lots with public sewers is too dense for Falmouth.	11%	13%	22%	18%	27%	9%
Q5g. The town should create residential plans for areas like Pleasant Hill before development occurs to guide growth.	4%	2%	7%	24%	60%	2%
Q5h. We should pursue this policy even if the town must buy the larger open space tracts from landowners.	11%	10%	17%	25%	31%	5%
Q5i. We should pursue this policy even if it means that the town must help finance the cost of extending public utilities.	16%	13%	17%	25%	23%	5%
Q5j. We should pursue this policy only if there are ways of transferring development rights and collecting impact fees from new development to help cover those public costs.	7%	9%	21%	27%	30%	6%
Q5k. We should pursue this policy even if it means that the town will need to exercise more control on the placement of houses on lots and the design of those houses.	12%	9%	14%	27%	35%	3%

6. Road Planning

	1 Strongly oppose	2	3 Neutral	4	5 Strongly Favor	6 Unsure
	%	%	%	%	%	%
Q6a. The town should plan the layout of future streets and intersections to coordinate development and ensure the creation of an efficient network of roadways.	4%	2%	7%	25%	61%	1%
Q6b. The town should require sidewalks in all subdivisions and should provide pedestrian and bicycle connections between residential neighborhoods.	7%	8%	15%	24%	44%	2%
Q6c. The town should allow developers and landowners to determine the location of streets and intersections as needed to respond to market opportunities.	38%	31%	16%	8%	5%	3%
Q6d. The town should design an interconnected street network that provides many options for route selection to disperse traffic and maximize access to neighborhoods.	5%	5%	13%	34%	39%	3%
Q6e. The town should allow most of the housing to occur on dead end streets.	24%	27%	30%	7%	6%	6%
Q6f. The town should allow most housing to occur on dead end streets even if it eliminates or reduces pedestrian and bicycle access to other neighborhoods and areas of town.	35%	29%	20%	7%	5%	4%
Q6g. The town should allow most housing to occur on dead end streets even if it concentrates traffic on certain roads and intersections and causes traffic congestion.	46%	30%	13%	4%	3%	4%

7. Traffic Calming

	1 Strongly oppose	2	3 Neutral	4	5 Strongly Favor	6 Unsure
	%	%	%	%	%	%
Q7a. The town should step up enforcement of speed limits on Falmouth streets and roads.	7%	8%	28%	20%	36%	1%
Q7b. The town should step up enforcement of speed limits even if more police officers and cars are needed.	17%	18%	23%	18%	22%	2%
Q7c. The town should install speed tables to slow traffic on residential streets.	24%	17%	18%	20%	20%	2%
Q7d. The town should install speed tables to slow traffic on residential streets even if it delays my travel.	25%	16%	19%	19%	19%	1%
Q7e. The town should install speed tables to slow traffic on residential streets even if it could divert some traffic onto streets in my neighborhood.	31%	20%	21%	14%	11%	3%
Q7f. The town should install roundabouts or circles at intersections to slow traffic.	33%	17%	18%	15%	13%	5%
Q7g. The town should install roundabouts or circles at intersections to slow traffic even if it delays my travel.	33%	16%	20%	15%	13%	4%
Q7h. The town should install roundabouts or circles at intersections to slow traffic even if it increases maintenance costs for roads.	38%	17%	17%	14%	11%	4%

8. Bicycle and Pedestrian Facilities

	1 Strongly oppose	2	3 Neutral	4	5 Strongly Favor	6 Unsure
	%	%	%	%	%	%
Q8a. The town should continue to develop a town-wide trail system for pedestrians and bicycles that preserves current trails and links them together.	4%	2%	10%	23%	59%	1%
Q8b. The town should pursue a town-wide trail system even if it brings people into my area.	8%	5%	17%	26%	41%	2%
Q8c. The town should require developers to preserve trail corridors through their projects and connect subdivisions to the town-wide trail system.	5%	4%	9%	24%	56%	2%
Q8d. The town should install paved shoulders on all roadways to provide room for riding bicycles and walking.	9%	9%	13%	22%	46%	2%
Q8e. The town should install paved shoulders on all roadways, even if it widens the road in front of my property.	14%	11%	17%	19%	37%	2%
Q8f. The town should install paved shoulders on all roadways only if it limits widening and adds landscaping to enhance roadway appearance.	13%	10%	24%	23%	25%	4%

9. Funding Growth Management

	1 Strongly oppose	2	3 Neutral	4	5 Strongly Favor	6 Unsure
	%	%	%	%	%	%
Q9a. Any increase in property taxes to provide funding for responding to the issues discussed above.	29%	14%	25%	20%	9%	3%
Q9b. An increase of \$25 per year in your property taxes (or rents).	21%	9%	21%	26%	20%	4%
Q9c. An increase of \$50 per year in your property taxes (or rents).	30%	13%	20%	18%	16%	3%
Q9d. An increase of \$100 per year in your property taxes (or rents).	38%	17%	15%	13%	14%	4%
Q9e. Assessing impact fees on new residential development to cover direct facilities cost to service growth.	6%	2%	7%	24%	59%	3%
Q9f. Assessing impact fees on new residential development even if it makes housing more expensive.	8%	3%	9%	26%	51%	3%
Q9g. Assessing impact fees on new business development in Falmouth to cover direct facilities cost to service growth.	6%	3%	9%	25%	55%	2%
Q9h. Assessing impact fees on new business development even if means that some businesses will choose not to locate in Falmouth.	8%	7%	11%	27%	45%	3%
Q9i. Increasing fees on town services in lieu of taxes.	14%	12%	26%	23%	21%	4%
Q9j. Charging or increasing fees for those using recreational or other public facilities.	19%	14%	21%	24%	19%	3%

Q10. How old are you?

	%
20-29	1%
30-39	19%
40-49	26%
50-59	21%
60-69	12%
70+	14%
DK	0%
REF	7%
Total	100%

Q11. Please indicate which of the following best describes your status.

	%
Year-round resident	98%
Seasonal resident	2%
Nonresident landowner	0%
Total	100%

Q12. If you are a resident of Falmouth, do you own your home or do you pay rent?

	%
Own	94%
Rent	5%
Caretaker/parsonage	0%
Other	1%
Total	100%

Q13. Are you...

	%
A part time resident (less than 9 months of the year)	2%
A full time resident (9 or more months of the year)	98%
Total	100%

Q14. How long have you lived in Falmouth?

	%
2 years or less	13%
3-5 five years	18%
6-10 years	17%
11-20 years	17%
More than 20 years	34%
Total	100%

Q15. Please indicate in which of the following areas of Falmouth you live.

	%
East of Route 1	29%
Between Route 1 and the Woodville Road	26%
Between the Woodville Road and the Maine Turnpike (main line)	13%
West of the Maine Turnpike	24%
Don't know	1%
Other	7%
Total	100%

Q16. What was the highest grade or year in school that you have completed?

	%
Less than high school	1%
High school graduate	6%
Some college	18%
Four year college degree	27%
Some graduate school	12%
Graduate degree	36%
Total	100%

Q17. Please circle the number corresponding with your household's total annual income (before taxes).

	%
Less than \$25k	6%
\$25k-\$50k	16%
\$50k-\$75k	20%
\$75k-\$100k	19%
\$100k- \$125k	11%
More than \$125k	28%
Total	100%

Cross Tabulation Tables

q1a. Falmouth should approve bond issue to purchase land to set aside as open space and public land.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	96	9%	11%	7%	7%	11%	4%	7%	11%	13%	8%	8%	8%	14%	9%	9%	7%	7%	13%	13%	7%	8%
2	49	5%	4%	3%	4%	9%	5%	5%	6%	3%	4%	4%	6%	3%	5%	5%	5%	6%	3%	6%	5%	3%
3 Neutral	105	10%	13%	13%	4%	8%	9%	8%	8%	13%	10%	10%	10%	9%	12%	8%	9%	9%	13%	12%	12%	8%
4	223	22%	19%	24%	25%	19%	26%	24%	19%	19%	20%	20%	30%	23%	25%	26%	18%	25%	19%	20%	24%	21%
5 Strongly Favor	537	52%	51%	50%	58%	53%	53%	56%	53%	51%	56%	55%	45%	51%	49%	50%	62%	51%	51%	47%	50%	59%
6 Unsure	18	2%	3%	3%	2%	1%	3%	0%	2%	2%	3%	2%	2%	1%	1%	3%	1%	2%	2%	2%	2%	2%
Total	1028	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- Respondents with a household income of \$75,000 to \$100,000 (85%) are more likely to indicate they are in favor of Falmouth approving a bond issue to purchase land to set aside as open space and public land.

q1b. Which of the following three bonding levels should the town commit to?

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
\$1 Million	218	22%	23%	24%	21%	24%	23%	21%	24%	21%	18%	22%	22%	25%	17%	20%	20%	29%	22%	23%	26%	18%
\$2 Million	288	29%	26%	27%	29%	36%	36%	30%	25%	29%	31%	30%	24%	31%	37%	29%	35%	22%	27%	26%	29%	31%
\$5 Million	199	20%	15%	18%	24%	13%	17%	22%	23%	19%	23%	21%	23%	17%	16%	20%	23%	23%	18%	13%	20%	25%
Unsure	255	26%	33%	30%	24%	19%	23%	24%	24%	28%	25%	25%	27%	22%	27%	27%	17%	25%	28%	35%	23%	22%
None	35	4%	3%	2%	2%	7%	1%	3%	5%	4%	2%	3%	4%	5%	2%	4%	4%	1%	5%	3%	2%	4%
Total	995	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- Respondents with some college education and higher are more likely to indicate that the town should commit to the \$2 Million bonding level.
- Committing to the \$1 Million bonding level decreases with education level.
- Committing to the \$3 Million bonding level increases with education level.

q1c. Falmouth should make decisions about buying open space on a project-by-project basis, instead of a general bond.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
\$1 Million	218	22%	23%	24%	21%	24%	23%	21%	24%	21%	18%	22%	22%	25%	17%	20%	20%	29%	22%	23%	26%	18%
\$2 Million	288	29%	26%	27%	29%	36%	36%	30%	25%	29%	31%	30%	24%	31%	37%	29%	35%	22%	27%	26%	29%	31%
\$5 Million	199	20%	15%	18%	24%	13%	17%	22%	23%	19%	23%	21%	23%	17%	16%	20%	23%	23%	18%	13%	20%	25%
Unsure	255	26%	33%	30%	24%	19%	23%	24%	24%	28%	25%	25%	27%	22%	27%	27%	17%	25%	28%	35%	23%	22%
None	35	4%	3%	2%	2%	7%	1%	3%	5%	4%	2%	3%	4%	5%	2%	4%	4%	1%	5%	3%	2%	4%
Total	995	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- The higher the education level of respondents the more likely they would indicate they oppose Falmouth making decisions about buying open space on a project-by-project basis, instead of a general bond.
- The lower the education level of respondents the more likely they would indicate they are in favor of Falmouth making decisions about buying open space on a project-by-project basis, instead of a general bond decreases with education level.

q1d. Falmouth should make decisions about buying open space on a project-by-project basis, even if each project would have to go to referendum before the purchase.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k - \$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	236	23%	15%	17%	25%	26%	17%	27%	28%	20%	23%	25%	22%	22%	22%	20%	33%	26%	18%	17%	21%	29%
2	155	15%	9%	15%	19%	18%	22%	17%	13%	11%	17%	14%	17%	14%	18%	22%	14%	14%	12%	8%	16%	19%
3 Neutral	140	14%	16%	18%	10%	15%	18%	14%	12%	11%	13%	16%	11%	14%	13%	12%	17%	13%	12%	12%	15%	13%
4	167	16%	21%	14%	19%	10%	16%	16%	16%	16%	17%	16%	19%	14%	18%	18%	14%	17%	16%	18%	17%	15%
5 Strongly Favor	284	28%	33%	31%	23%	26%	21%	21%	29%	38%	25%	26%	28%	31%	24%	20%	20%	25%	38%	40%	25%	21%
6 Unsure	46	4%	6%	5%	3%	5%	5%	5%	2%	5%	5%	4%	4%	5%	5%	8%	2%	4%	4%	5%	5%	3%
Total	1028	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- The higher the household income level of respondents the more likely they would oppose Falmouth making decisions about buying open space on a project-by-project basis, even if each project would have to go to referendum before the purchase.
- The lower the household income level of respondents the more likely they would be in favor of Falmouth making decisions about buying open space on a project-by-project basis, even if each project would have to go to referendum before the purchase.
- Respondents who are 59 years of age or younger are more likely to oppose this, while those who are 60 years of age and older (57%) are more likely to be in favor of this.
- Respondents who have lived in Falmouth for 20 years or less are more likely to oppose this, while those who have lived in Falmouth for more than 20 years (57%) are more likely to be in favor of this.
- The higher the education level of respondents the more likely they would indicate they oppose this.
- The lower the education level of respondents they more likely they would indicate they are in favor of this.

q1e. Falmouth should allocate money on a yearly basis in the budget in order to buy smaller areas in or around neighborhoods to preserve as open space.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	110	11%	9%	9%	8%	11%	6%	9%	14%	12%	11%	8%	10%	12%	11%	9%	8%	13%	12%	13%	7%	11%
2	71	7%	7%	7%	8%	6%	5%	9%	6%	6%	5%	6%	6%	9%	7%	4%	9%	6%	8%	7%	6%	8%
3 Neutral	140	14%	8%	19%	11%	19%	17%	14%	15%	11%	16%	15%	14%	11%	16%	11%	14%	16%	14%	14%	14%	13%
4	272	26%	23%	30%	27%	18%	33%	26%	23%	27%	23%	29%	26%	29%	30%	34%	23%	26%	24%	24%	29%	26%
5 Strongly Favor	404	39%	46%	33%	42%	45%	38%	39%	40%	39%	40%	39%	40%	37%	34%	39%	45%	37%	39%	39%	40%	38%
6 Unsure	32	3%	6%	3%	3%	1%	1%	3%	2%	5%	4%	3%	4%	2%	2%	4%	3%	1%	4%	3%	3%	3%
Total	1029	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

q1f. Falmouth should allocate money in the budget in order to preserve open space even if it means taking money from other parts of the budget.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	307	30%	30%	34%	25%	28%	23%	24%	32%	37%	29%	29%	23%	33%	26%	25%	28%	30%	36%	40%	26%	25%
2	214	21%	21%	21%	24%	17%	22%	26%	20%	17%	19%	22%	23%	21%	23%	22%	21%	25%	18%	19%	23%	20%
3 Neutral	180	17%	15%	17%	17%	22%	21%	17%	14%	18%	20%	18%	19%	14%	14%	23%	16%	20%	16%	14%	20%	17%
4	144	14%	13%	13%	15%	15%	20%	14%	12%	11%	13%	13%	18%	14%	22%	12%	17%	10%	12%	12%	13%	17%
5 Strongly Favor	137	13%	15%	12%	13%	14%	10%	15%	16%	12%	15%	13%	14%	12%	12%	12%	15%	12%	13%	11%	12%	16%
6 Unsure	47	5%	6%	3%	5%	4%	5%	3%	5%	4%	3%	6%	4%	5%	5%	6%	4%	3%	4%	3%	5%	4%
Total	1029	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- The lower the education level of respondents, the more likely they would indicate they oppose Falmouth allocating money in the budget in order to preserve open space even if it means taking money from other parts of the budget.
- The higher the education level of respondents, the more likely they would indicate they are favor of this.

q1g. Falmouth should apply for matching state funds for projects to preserve open space in Falmouth.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	62	6%	7%	4%	3%	8%	3%	4%	8%	7%	5%	5%	7%	8%	6%	5%	5%	6%	7%	9%	5%	5%
2	13	1%	0%	1%	2%	1%	0%	0%	1%	3%	2%	1%	2%	0%	0%	1%	1%	2%	1%	2%	1%	1%
3 Neutral	50	5%	6%	4%	4%	5%	4%	4%	3%	7%	5%	6%	6%	3%	5%	4%	3%	2%	8%	4%	5%	5%
4	136	13%	10%	19%	15%	10%	16%	14%	10%	12%	15%	13%	15%	11%	16%	14%	12%	13%	12%	15%	13%	12%
5 Strongly Favor	753	73%	72%	70%	75%	75%	75%	75%	75%	69%	71%	73%	66%	76%	73%	74%	75%	75%	69%	68%	74%	75%
6 Unsure	23	2%	6%	2%	2%	1%	1%	3%	1%	3%	2%	1%	4%	2%	0%	3%	3%	2%	2%	3%	2%	2%
Total	1037	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- The younger the respondents the more likely they would be to indicate they are in favor of Falmouth applying for matching state funds for projects to preserve open space in Falmouth.

q1h. Falmouth should apply for matching state funds for open space projects even though state regulation require that non-residents have access to such land.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	113	11%	13%	9%	5%	10%	5%	7%	12%	17%	11%	9%	13%	9%	7%	10%	8%	10%	14%	18%	7%	9%
2	53	5%	6%	7%	4%	2%	3%	5%	5%	6%	6%	5%	9%	4%	5%	6%	3%	3%	7%	5%	6%	5%
3 Neutral	117	11%	13%	13%	11%	6%	12%	11%	9%	13%	10%	14%	13%	10%	8%	8%	13%	9%	15%	11%	12%	11%
4	219	21%	20%	25%	25%	22%	22%	22%	20%	23%	21%	22%	21%	22%	28%	21%	20%	26%	18%	22%	21%	21%
5 Strongly Favor	476	46%	37%	43%	49%	58%	56%	50%	48%	33%	48%	47%	40%	49%	50%	50%	52%	47%	38%	34%	49%	50%
6 Unsure	57	6%	11%	4%	6%	3%	2%	5%	5%	9%	5%	3%	4%	6%	1%	6%	4%	5%	8%	9%	5%	4%
Total	1035	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- The higher the income level of the respondents, the more likely they would indicate they are favor of Falmouth applying for matching state funds for open space projects even though state regulations require that non-residents have access to the land.
- The older the respondents, they more likely they would indicate they favor this while the younger the respondents, the more likely they would indicate they oppose this.
- Respondents who have lived in Falmouth for more than 20 years (23%) are more likely to indicate they oppose this.
- Respondents who have lived in Falmouth for 20 years or less are more likely to indicate they favor this.
- Respondents with some college education or less (26%) are more likely to indicate they oppose this.
- Respondents who are college graduates or hold a higher degree are more likely to indicate they favor this.

q1i. Falmouth should apply for matching state funds for open space projects even though state regulations require that the land be restricted against use for public facilities in the future.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	143	14%	15%	14%	9%	17%	9%	11%	17%	17%	13%	11%	15%	16%	13%	11%	13%	11%	19%	22%	12%	11%
2	86	8%	13%	8%	7%	7%	7%	5%	10%	13%	9%	8%	10%	7%	10%	7%	5%	10%	9%	13%	7%	7%
3 Neutral	162	16%	19%	18%	13%	11%	17%	14%	12%	20%	17%	17%	11%	15%	16%	18%	14%	11%	18%	16%	16%	14%
4	163	16%	11%	14%	20%	21%	20%	19%	19%	8%	16%	17%	14%	16%	21%	19%	17%	17%	11%	11%	17%	19%
5 Strongly Favor	361	35%	28%	36%	42%	37%	39%	40%	35%	25%	33%	33%	44%	38%	32%	33%	43%	39%	31%	25%	36%	40%
6 Unsure	110	11%	15%	10%	10%	7%	8%	10%	8%	15%	11%	14%	7%	8%	10%	12%	9%	11%	11%	13%	11%	9%
Total	1025	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- Respondents with a household income level of less than \$50,000 (33%) are more likely to indicate they would oppose Falmouth applying for matching state funds for open space even though state regulations require that the land be restricted against use for public facilities in the future.
- Respondents with an income level of more than \$75,000 are more likely to indicate they favor this.
- The older the respondents the more likely they would indicate they oppose to this.
- The younger the respondents the more likely they would indicate they are in favor of this.
- Respondents who have lived in Falmouth for more than 20 years (32%) are more likely to indicate they oppose this.
- Respondents with some college education or less (40%) are more likely to indicate they oppose this.
- Respondents who are college graduates or hold a higher degree are more likely to indicate they are in favor of this.

q2a. Leave new open space completely undeveloped and prevent ANY future development, preserving the land in its natural state in perpetuity.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	155	15%	11%	13%	11%	23%	13%	16%	14%	15%	14%	16%	12%	17%	14%	14%	20%	14%	14%	15%	14%	16%
2	177	17%	13%	17%	20%	15%	17%	22%	17%	14%	16%	20%	12%	20%	17%	18%	19%	18%	16%	14%	19%	17%
3 Neutral	210	21%	22%	24%	18%	18%	23%	20%	20%	23%	22%	19%	17%	20%	22%	27%	16%	22%	19%	18%	24%	19%
4	164	16%	12%	15%	23%	19%	21%	20%	17%	9%	17%	15%	18%	17%	24%	17%	19%	19%	10%	12%	19%	17%
5 Strongly Favor	286	28%	39%	29%	27%	24%	26%	20%	31%	34%	28%	26%	39%	25%	21%	21%	24%	26%	38%	37%	22%	27%
6 Unsure	24	2%	3%	2%	1%	2%	1%	2%	1%	5%	3%	2%	2%	2%	2%	3%	2%	1%	3%	4%	1%	3%
Total	1016	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- Respondents living between Route 1 and Woodville Road (37%) and respondents living West of the Turnpike (37%) are more likely to indicate they are oppose to leaving open space completely undeveloped and prevent any future development, preserving the land in its natural state in perpetuity.
- Respondents living between Woodville Road and the Turnpike (58%) are more likely to indicate they are in favor of this.

q2b. Allow limited development of this open space for passive recreation, such as the development of bicycle paths and hiking trails.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	60	6%	9%	3%	6%	5%	3%	3%	9%	6%	4%	5%	9%	6%	4%	4%	4%	6%	8%	7%	4%	5%
2	42	4%	4%	3%	3%	4%	4%	3%	5%	4%	4%	4%	4%	3%	3%	4%	2%	3%	6%	5%	3%	5%
3 Neutral	119	12%	11%	17%	12%	11%	9%	9%	10%	16%	13%	13%	11%	9%	8%	10%	11%	12%	14%	13%	11%	11%
4	279	27%	24%	28%	29%	23%	30%	27%	29%	26%	26%	30%	29%	27%	29%	30%	30%	25%	25%	26%	31%	25%
5 Strongly Favor	520	50%	51%	48%	50%	56%	53%	58%	46%	47%	52%	47%	44%	55%	56%	52%	53%	54%	45%	47%	51%	53%
6 Unsure	10	1%	2%	1%	0%	2%	1%	0%	1%	2%	0%	1%	3%	1%	0%	1%	1%	1%	2%	2%	1%	1%
Total	1030	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

q2c. Use the open space to create a town park with both passive and active recreational activities such as hiking trails, sports fields, and picnic areas.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	146	14%	18%	12%	9%	14%	12%	10%	17%	17%	13%	11%	21%	14%	14%	9%	12%	13%	18%	17%	12%	14%
2	146	14%	7%	13%	15%	12%	14%	17%	15%	12%	14%	16%	18%	13%	16%	13%	13%	19%	13%	8%	15%	17%
3 Neutral	210	20%	18%	20%	24%	28%	24%	21%	21%	16%	25%	20%	14%	21%	23%	20%	22%	19%	21%	18%	21%	23%
4	229	22%	21%	27%	22%	24%	26%	23%	25%	20%	21%	24%	26%	21%	23%	29%	22%	23%	18%	21%	25%	21%
5 Strongly Favor	273	27%	31%	26%	28%	22%	23%	29%	20%	32%	26%	27%	20%	29%	23%	27%	31%	25%	26%	32%	26%	23%
6 Unsure	21	2%	5%	2%	2%	0%	1%	1%	1%	3%	2%	2%	2%	2%	1%	2%	1%	2%	4%	4%	1%	2%
Total	1025	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

q2d. Leave open space undeveloped at present, but with the intent to allow some future recreational uses, if needed.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	107	10%	14%	9%	6%	9%	10%	7%	11%	11%	9%	11%	14%	10%	12%	9%	5%	11%	13%	12%	8%	12%
2	107	10%	9%	7%	12%	10%	8%	12%	13%	8%	11%	9%	16%	10%	10%	10%	10%	14%	9%	7%	13%	10%
3 Neutral	229	22%	20%	24%	24%	19%	24%	26%	21%	19%	20%	23%	27%	21%	24%	25%	28%	20%	18%	17%	23%	25%
4	293	29%	25%	31%	28%	36%	35%	28%	30%	24%	31%	31%	21%	30%	31%	29%	31%	28%	27%	25%	28%	32%
5 Strongly Favor	266	26%	27%	27%	29%	25%	21%	24%	23%	35%	28%	22%	21%	26%	22%	23%	24%	25%	30%	34%	27%	19%
6 Unsure	25	2%	4%	3%	1%	2%	3%	2%	1%	3%	1%	3%	2%	4%	1%	3%	2%	2%	3%	4%	1%	3%
Total	1027	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

q2e. Leave open space undeveloped at present, but keep open the possibility that some of the land could be used for public facilities, if needed, in the future.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	203	20%	23%	15%	18%	20%	23%	16%	20%	18%	19%	16%	27%	19%	19%	18%	20%	18%	22%	21%	17%	21%
2	167	16%	13%	15%	19%	15%	18%	19%	18%	12%	16%	15%	23%	17%	16%	19%	15%	18%	15%	14%	17%	18%
3 Neutral	229	22%	18%	25%	24%	19%	27%	24%	18%	21%	19%	25%	22%	25%	28%	25%	26%	21%	17%	18%	26%	22%
4	206	20%	19%	23%	19%	27%	16%	24%	22%	20%	22%	25%	17%	16%	22%	17%	25%	22%	18%	18%	21%	21%
5 Strongly Favor	188	18%	21%	20%	17%	17%	13%	15%	20%	26%	22%	15%	11%	20%	13%	17%	14%	18%	24%	25%	16%	16%
6 Unsure	27	3%	5%	2%	3%	1%	3%	2%	1%	3%	2%	4%	1%	3%	1%	4%	1%	2%	4%	5%	2%	2%
Total	1020	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

q3. In your opinion, how much control should the town exercise over growth?

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
Decisions should be left solely to individual property owner	77	7%	12%	6%	4%	6%	4%	6%	5%	11%	4%	8%	6%	10%	7%	5%	4%	6%	12%	13%	6%	5%
A master plan to serves as a guideline, not place restrictio	229	22%	19%	22%	20%	25%	30%	19%	23%	19%	19%	26%	23%	21%	24%	26%	20%	21%	21%	23%	26%	19%
With guideline, handle decisions on a project-by-project bas	731	70%	70%	72%	76%	69%	66%	74%	72%	70%	77%	66%	71%	69%	68%	69%	76%	73%	67%	64%	69%	77%
Total	1037	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

q4. Thinking about possible growth in Falmouth over the next 20 years, please choose the one statement that best reflects your views on the level of new housing that should be permitted in the town.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
			%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Allow the housing market to set its own pace	72	7%	7%	5%	7%	10%	6%	7%	7%	7%	5%	7%	10%	9%	7%	11%	4%	5%	7%	8%	8%	6%
Allow the rate to increase, but put on a circuit breaker.	95	9%	7%	12%	7%	9%	10%	7%	10%	10%	11%	10%	8%	8%	9%	9%	9%	10%	10%	10%	10%	8%
Allow the current rate of 100 new homes per year to continue	128	13%	11%	15%	13%	10%	14%	12%	11%	13%	10%	14%	10%	15%	19%	14%	13%	9%	10%	12%	13%	13%
Slightly reduce the rate of new residential development below	295	29%	29%	26%	30%	31%	31%	30%	28%	29%	27%	32%	21%	29%	34%	31%	34%	33%	20%	27%	29%	31%
Dramatically reduce the rate of new residential development	434	42%	47%	41%	44%	40%	40%	44%	45%	42%	47%	37%	51%	39%	30%	35%	40%	43%	52%	43%	40%	43%
Total	1024	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

q5a. The town should pursue alternative growth plans that make large open space areas for public access and recreation.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly Disagree	50	5%	6%	2%	3%	3%	2%	3%	5%	7%	4%	4%	6%	5%	4%	3%	5%	5%	6%	6%	4%	4%
2	48	5%	7%	4%	4%	4%	5%	4%	3%	6%	5%	6%	7%	3%	4%	5%	2%	7%	5%	7%	4%	4%
3 Neutral	101	10%	7%	13%	9%	8%	11%	9%	10%	11%	7%	14%	8%	10%	9%	8%	11%	10%	11%	12%	9%	10%
4	264	26%	28%	29%	23%	26%	28%	28%	28%	23%	25%	24%	28%	30%	30%	29%	26%	29%	22%	27%	28%	24%
5 Strongly Agree	531	52%	46%	51%	61%	59%	53%	56%	51%	50%	58%	49%	48%	50%	52%	53%	55%	48%	52%	42%	52%	58%
6 Unsure	22	2%	6%	1%	0%	1%	1%	0%	2%	5%	1%	2%	4%	2%	2%	2%	1%	1%	4%	6%	2%	0%
Total	1016	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

q5b. The town should have a variety of housing types and sizes that offer more affordable living options.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly Disagree	86	8%	2%	2%	5%	16%	10%	9%	9%	6%	7%	8%	5%	9%	9%	11%	7%	6%	8%	7%	8%	8%
2	103	10%	9%	7%	8%	10%	13%	10%	10%	6%	9%	8%	14%	10%	17%	11%	11%	9%	7%	8%	10%	12%
3 Neutral	189	18%	14%	15%	20%	17%	19%	18%	18%	18%	18%	15%	21%	21%	20%	22%	16%	17%	18%	15%	18%	21%
4	223	22%	24%	23%	21%	18%	21%	19%	20%	27%	23%	25%	21%	19%	22%	20%	23%	23%	21%	20%	23%	21%
5 Strongly Agree	417	40%	50%	52%	45%	38%	36%	43%	42%	41%	42%	41%	40%	40%	30%	34%	43%	44%	45%	48%	39%	37%
6 Unsure	15	1%	2%	2%	1%	1%	0%	1%	1%	3%	0%	3%	0%	2%	2%	3%	0%	1%	1%	2%	2%	1%
Total	1033	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- Respondents who have lived in Falmouth for 6 years or more are more likely to indicate they agree that the town having a variety of housing types and sizes that offer more affordable living options.
- Respondents with a household income level of less than \$75,000 are more likely to indicate they agree with this statement.
- Respondents with a household income level of \$100,000 to \$125,000 are more likely to indicate they disagree with this statement.

q5c. Creating large public open spaces places a burden on taxpayers for facilities and maintenance.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly Disagree	202	20%	12%	21%	24%	20%	17%	21%	24%	15%	22%	16%	21%	21%	16%	17%	23%	20%	19%	13%	19%	24%
2	200	19%	15%	21%	20%	12%	24%	24%	19%	15%	22%	18%	22%	15%	21%	26%	20%	20%	15%	10%	21%	24%
3 Neutral	280	27%	30%	30%	28%	29%	32%	25%	25%	29%	31%	28%	21%	30%	37%	25%	27%	27%	26%	30%	29%	23%
4	164	16%	14%	16%	12%	19%	14%	17%	16%	15%	10%	22%	19%	16%	11%	18%	17%	17%	16%	19%	15%	15%
5 Strongly Agree	133	13%	18%	9%	10%	14%	8%	9%	12%	18%	11%	12%	14%	13%	12%	10%	9%	12%	17%	20%	10%	11%
6 Unsure	51	5%	10%	3%	5%	6%	5%	3%	4%	8%	4%	5%	3%	5%	4%	4%	4%	3%	7%	8%	5%	4%
Total	1030	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- Respondents with a household income level of \$50,000 to \$100,000 are more likely to indicate they disagree creating large public open spaces places a burden on taxpayers for facilities and maintenance.
- Respondents with an household income of less than \$50,000 (36%) and those with an household income of \$100, 000 to \$125,000 (35%) are more likely to indicate they agree with this statement.
- The older the respondents the more likely they would indicate they agree with this statement.
- The younger the respondents the more likely they would indicate they disagree with this statement.
- Respondents living East of Route 1 (46%) and those living between Woodville Road and the Turnpike (44%) are more likely to indicate they disagree with this statement.
- Respondents with some college education or less (42%) are more likely to indicate they agree with this statement.

q5d. Building more compact neighborhoods on public sewers preserves open space and community character.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly Disagree	85	8%	11%	4%	7%	7%	6%	6%	10%	10%	8%	8%	7%	7%	3%	9%	7%	6%	12%	13%	5%	8%
2	90	9%	8%	8%	12%	7%	11%	9%	9%	6%	7%	8%	11%	11%	9%	9%	11%	9%	7%	9%	10%	7%
3 Neutral	187	18%	15%	18%	15%	23%	20%	21%	18%	14%	18%	19%	20%	18%	23%	21%	17%	17%	16%	19%	18%	19%
4	298	29%	31%	34%	26%	19%	28%	29%	33%	29%	30%	31%	29%	29%	28%	30%	31%	29%	28%	29%	31%	28%
5 Strongly Agree	316	31%	28%	32%	35%	38%	29%	31%	28%	35%	34%	28%	29%	31%	31%	27%	30%	35%	31%	23%	30%	36%
6 Unsure	48	5%	8%	4%	5%	7%	7%	4%	3%	6%	3%	6%	5%	4%	7%	5%	3%	5%	4%	6%	5%	3%
Total	1024	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

q5e. Creating walkable neighborhoods close to schools and stores is important.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly Disagree	60	6%	4%	5%	6%	5%	4%	6%	6%	7%	4%	6%	6%	7%	3%	2%	7%	6%	8%	8%	5%	4%
2	66	6%	7%	4%	8%	7%	7%	7%	7%	5%	5%	7%	7%	8%	4%	5%	8%	6%	7%	7%	6%	6%
3 Neutral	184	18%	14%	21%	17%	19%	19%	21%	17%	13%	15%	18%	27%	17%	18%	15%	17%	21%	18%	19%	18%	17%
4	268	26%	25%	26%	25%	26%	28%	23%	29%	25%	26%	26%	26%	26%	27%	35%	24%	20%	25%	25%	26%	26%
5 Strongly Agree	447	43%	49%	44%	44%	42%	43%	43%	40%	48%	48%	42%	34%	40%	47%	42%	43%	47%	39%	38%	44%	45%
6 Unsure	14	1%	3%	1%	1%	2%	0%	1%	1%	2%	1%	1%	1%	2%	1%	1%	1%	1%	2%	3%	1%	1%
Total	1039	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

q5f. Even with the public open spaces, the housing on small lots with public sewers is too dense for Falmouth.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly Disagree	108	11%	5%	13%	11%	16%	14%	11%	11%	7%	12%	8%	7%	13%	12%	11%	15%	10%	8%	9%	11%	12%
2	137	13%	9%	15%	16%	20%	14%	16%	15%	10%	15%	14%	15%	12%	14%	13%	13%	18%	11%	10%	16%	14%
3 Neutral	220	22%	22%	23%	18%	21%	27%	22%	21%	18%	25%	23%	19%	20%	25%	24%	21%	22%	19%	22%	19%	24%
4	189	18%	19%	19%	19%	12%	15%	21%	19%	19%	18%	19%	19%	20%	21%	16%	19%	18%	19%	19%	20%	17%
5 Strongly Agree	277	27%	34%	18%	27%	26%	22%	20%	27%	36%	23%	26%	31%	27%	17%	26%	23%	26%	34%	32%	25%	25%
6 Unsure	92	9%	12%	12%	9%	5%	8%	11%	7%	10%	8%	10%	8%	8%	10%	11%	10%	7%	9%	9%	9%	9%
Total	1023	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- Respondents with a household income of \$100,000 to \$125,000 (38%) and those with an income level of \$50,000 to \$75,000 are more likely to indicate they disagree with “Even with the public open spaces, the housing on small lots with public sewers is too dense for Falmouth”.
- Respondents with a household income of less than \$50,000 (59%) and those with an income level of (51%) are more likely to indicate they agree with this statement.
- The older the respondents the more likely they would indicate they agree with the statement with 40% (those 39 years of age and younger), 46% (those between 40 and 49), 49% (those between 50 and 59) and 61% (those who are 60 years and older).
- The higher the education level of the respondents the more likely they would indicate they agree with the statement.

q5g. The town should create residential plans for areas like Pleasant Hill before development occurs to guide growth.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly Disagree	41	4%	3%	3%	4%	3%	3%	2%	5%	5%	2%	5%	3%	5%	4%	4%	4%	2%	5%	4%	4%	4%
2	24	2%	3%	1%	1%	3%	3%	3%	1%	2%	2%	4%	1%	2%	4%	3%	2%	2%	2%	4%	1%	2%
3 Neutral	77	7%	5%	8%	6%	7%	9%	7%	8%	6%	7%	8%	5%	9%	6%	10%	6%	5%	9%	9%	8%	6%
4	247	24%	23%	30%	20%	17%	28%	27%	22%	19%	25%	22%	30%	22%	29%	24%	23%	25%	22%	22%	29%	21%
5 Strongly Agree	626	60%	62%	57%	68%	68%	56%	59%	62%	64%	62%	59%	60%	59%	57%	57%	64%	65%	59%	57%	57%	65%
6 Unsure	22	2%	6%	1%	2%	3%	1%	2%	2%	4%	2%	2%	1%	3%	0%	3%	2%	2%	3%	4%	2%	2%
Total	1037	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

q5h. We should pursue this policy even if the town must buy the larger open space tracts from landowners.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly Disagree	112	11%	10%	9%	10%	10%	9%	8%	10%	13%	9%	11%	12%	11%	10%	10%	10%	8%	12%	14%	8%	10%
2	104	10%	10%	7%	9%	8%	9%	9%	12%	9%	7%	12%	10%	11%	10%	9%	7%	14%	10%	9%	11%	9%
3 Neutral	180	17%	17%	21%	15%	16%	21%	20%	17%	15%	19%	16%	17%	19%	19%	18%	18%	20%	15%	20%	17%	17%
4	263	25%	23%	26%	25%	32%	26%	30%	22%	25%	25%	26%	29%	25%	26%	29%	30%	23%	23%	20%	30%	26%
5 Strongly Agree	323	31%	29%	32%	38%	30%	29%	30%	33%	31%	34%	29%	28%	28%	27%	29%	34%	30%	32%	29%	28%	35%
6 Unsure	55	5%	11%	5%	3%	4%	6%	3%	5%	8%	5%	4%	5%	6%	7%	5%	2%	5%	7%	8%	6%	3%
Total	1037	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

q5i. We should pursue this policy even if it means that the town must help finance the cost of extending public utilities.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly Disagree	164	16%	14%	14%	14%	13%	11%	13%	18%	19%	15%	13%	13%	19%	13%	13%	14%	15%	20%	19%	13%	16%
2	133	13%	13%	10%	13%	11%	11%	11%	15%	13%	11%	13%	10%	15%	11%	11%	12%	18%	13%	14%	13%	12%
3 Neutral	176	17%	19%	20%	16%	19%	22%	18%	14%	16%	20%	17%	18%	15%	21%	15%	20%	18%	16%	21%	18%	14%
4	259	25%	22%	29%	28%	27%	26%	29%	25%	23%	24%	25%	31%	26%	26%	28%	28%	23%	22%	18%	30%	26%
5 Strongly Agree	236	23%	19%	21%	27%	27%	25%	25%	22%	21%	24%	25%	23%	20%	22%	27%	23%	23%	21%	19%	21%	28%
6 Unsure	55	5%	13%	5%	3%	3%	5%	3%	6%	8%	5%	6%	4%	5%	6%	6%	3%	3%	7%	8%	5%	4%
Total	1023	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- Respondents who are between the ages of 50 and 59 (35%) and respondents 60 years of age and older (35%) are more likely to indicate they disagree with “We should pursue this policy even if it means that the town must help finance the cost of extending public utilities.”
- Respondents 39 years of age and younger (54%) and respondents 40 to 49 years of age (55%) are more likely to indicate they agree with the statement.
- The higher the education level of respondents the more likely they would indicate they agree with this statement.

q5j. We should pursue this policy only if there are ways of transferring development rights and collecting impact fees from new development to help cover those public costs.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly Disagree	72	7%	6%	3%	7%	4%	6%	7%	6%	6%	6%	7%	7%	8%	8%	5%	9%	6%	7%	6%	5%	9%
2	96	9%	6%	11%	8%	14%	12%	10%	9%	8%	9%	11%	7%	9%	9%	14%	9%	7%	5%	11%	10%	
3 Neutral	215	21%	19%	25%	22%	19%	30%	22%	18%	17%	22%	24%	21%	17%	32%	25%	20%	20%	16%	18%	22%	23%
4	273	27%	24%	27%	26%	26%	26%	29%	28%	25%	23%	27%	27%	30%	22%	26%	26%	30%	27%	28%	29%	25%
5 Strongly Agree	309	30%	34%	27%	31%	29%	21%	26%	33%	37%	34%	23%	33%	29%	20%	28%	24%	31%	37%	35%	28%	28%
6 Unsure	62	6%	10%	6%	6%	9%	6%	6%	5%	7%	5%	7%	5%	6%	10%	7%	6%	3%	5%	8%	6%	5%
Total	1027	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- The older the respondents the more likely they would indicate they agree with “We should pursue this policy only if there are ways of transferring development rights and collecting impact fees from new development to help cover those public costs.”
- The longer the respondents have lived in Falmouth the more likely they would indicate they agree with the statement.

q5k. We should pursue this policy even if it means that the town will need to exercise more control on the placement of houses on lots and the design of those houses.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly Disagree	123	12%	14%	7%	10%	11%	9%	9%	12%	13%	9%	12%	9%	15%	10%	9%	9%	11%	16%	14%	11%	10%
2	95	9%	8%	8%	8%	8%	10%	7%	11%	9%	7%	12%	10%	8%	7%	7%	9%	12%	10%	11%	9%	7%
3 Neutral	142	14%	16%	16%	13%	11%	18%	14%	13%	11%	14%	15%	13%	13%	14%	17%	17%	12%	12%	16%	16%	11%
4	279	27%	23%	31%	29%	28%	27%	31%	29%	23%	31%	24%	35%	24%	35%	27%	27%	28%	24%	21%	28%	32%
5 Strongly Agree	361	35%	34%	33%	37%	40%	33%	37%	32%	39%	38%	32%	32%	35%	29%	36%	36%	36%	35%	33%	33%	39%
6 Unsure	32	3%	5%	4%	2%	2%	3%	2%	3%	5%	1%	4%	1%	4%	4%	4%	2%	2%	3%	5%	3%	2%
Total	1032	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

q6a. The town should plan the layout of future streets and intersections to coordinate development and ensure the creation of an efficient network of roadways.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	38	4%	2%	1%	3%	2%	2%	2%	4%	4%	2%	3%	3%	6%	3%	4%	2%	3%	5%	5%	3%	3%
2	25	2%	3%	2%	4%	1%	4%	2%	1%	3%	1%	2%	5%	3%	3%	4%	2%	2%	2%	2%	3%	2%
3 Neutral	75	7%	6%	7%	5%	8%	9%	8%	7%	6%	8%	9%	8%	5%	8%	10%	6%	4%	8%	7%	8%	7%
4	254	25%	26%	28%	23%	18%	25%	26%	27%	21%	27%	26%	18%	23%	30%	22%	23%	26%	25%	23%	28%	23%
5 Strongly Favor	628	61%	58%	62%	63%	72%	58%	62%	60%	63%	60%	60%	65%	61%	55%	60%	68%	65%	57%	60%	58%	65%
6 Unsure	14	1%	4%	1%	1%	0%	0%	0%	1%	3%	1%	1%	1%	2%	1%	1%	0%	1%	3%	3%	1%	1%
Total	1034	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

q6b. The town should require sidewalks in all subdivisions and should provide pedestrian and bicycle connections between residential neighborhoods.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	75	7%	7%	5%	6%	7%	4%	5%	8%	8%	5%	7%	5%	9%	6%	5%	3%	6%	11%	9%	5%	7%
2	78	8%	8%	5%	8%	5%	7%	8%	9%	6%	7%	8%	4%	9%	10%	5%	6%	6%	9%	6%	8%	9%
3 Neutral	153	15%	15%	16%	12%	17%	14%	15%	13%	17%	14%	14%	22%	14%	14%	14%	10%	16%	17%	17%	14%	15%
4	253	24%	25%	26%	26%	21%	25%	26%	23%	25%	28%	20%	24%	27%	25%	27%	26%	24%	22%	21%	29%	22%
5 Strongly Favor	457	44%	39%	45%	46%	50%	50%	46%	44%	38%	43%	50%	43%	37%	45%	48%	53%	44%	36%	43%	43%	46%
6 Unsure	24	2%	6%	2%	1%	1%	0%	0%	2%	6%	2%	1%	2%	3%	0%	1%	2%	3%	4%	4%	2%	1%
Total	1040	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- Respondents who have lived in Falmouth for 6 to 10 years (81%) are more likely to indicate they are in favor of requiring sidewalks in all subdivisions and providing pedestrian and bicycle connections between residential neighborhoods.

q6c. The town should allow developers and landowners to determine the location of streets and intersections as needed to respond to market opportunities.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	392	38%	36%	38%	40%	42%	29%	43%	37%	39%	39%	35%	34%	40%	39%	32%	41%	37%	39%	32%	36%	43%
2	319	31%	28%	31%	36%	27%	37%	31%	37%	24%	32%	32%	36%	27%	29%	34%	37%	36%	24%	27%	34%	32%
3 Neutral	163	16%	16%	15%	12%	19%	19%	16%	14%	15%	15%	17%	15%	17%	19%	19%	12%	16%	15%	15%	18%	14%
4	79	8%	6%	8%	7%	8%	9%	7%	6%	8%	7%	8%	5%	10%	9%	8%	3%	7%	9%	11%	8%	5%
5 Strongly Favor	56	5%	7%	3%	5%	2%	5%	2%	5%	8%	4%	5%	4%	6%	4%	6%	5%	3%	7%	9%	3%	4%
6 Unsure	31	3%	6%	4%	1%	1%	1%	1%	2%	6%	3%	3%	4%	1%	1%	2%	3%	1%	6%	6%	2%	2%
Total	1040	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- Respondents who have lived Falmouth for 6 to 10 years (80%) are more likely to indicate they are oppose to the Town allowing developers and landowners to determine the location of streets and intersections as needed to respond to market opportunities.
- The higher the education level of respondents the more likely they would indicate they oppose this.

q6d. The town should design an interconnected street network that provides many options for route selection to disperse traffic and maximize access to neighborhoods.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	55	5%	3%	3%	6%	2%	4%	4%	6%	7%	6%	4%	4%	5%	5%	5%	4%	5%	6%	6%	5%	5%
2	55	5%	5%	3%	8%	3%	6%	6%	5%	4%	5%	5%	7%	6%	3%	8%	4%	5%	5%	5%	6%	5%
3 Neutral	139	13%	10%	16%	15%	14%	19%	13%	12%	11%	13%	16%	13%	14%	15%	12%	14%	13%	14%	12%	15%	13%
4	355	34%	33%	38%	31%	29%	34%	38%	33%	31%	34%	33%	37%	35%	42%	34%	33%	36%	31%	32%	38%	32%
5 Strongly Favor	405	39%	40%	37%	37%	52%	35%	38%	42%	41%	40%	40%	36%	37%	34%	38%	43%	39%	39%	38%	35%	43%
6 Unsure	30	3%	8%	1%	3%	0%	1%	1%	2%	7%	2%	2%	3%	3%	1%	3%	2%	2%	5%	7%	1%	3%
Total	1039	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

q6e. The town should allow most of the housing to occur on dead end streets.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	246	24%	22%	23%	24%	32%	18%	26%	24%	26%	26%	21%	23%	23%	14%	21%	30%	24%	26%	26%	22%	25%
2	274	27%	27%	26%	29%	25%	28%	28%	28%	25%	25%	29%	29%	28%	27%	28%	22%	30%	27%	26%	30%	25%
3 Neutral	307	30%	27%	32%	26%	31%	40%	30%	27%	23%	27%	34%	30%	31%	41%	33%	31%	31%	23%	24%	33%	30%
4	75	7%	5%	8%	10%	7%	6%	6%	9%	8%	7%	5%	7%	8%	8%	9%	6%	5%	9%	8%	7%	7%
5 Strongly Favor	60	6%	6%	4%	7%	3%	3%	6%	6%	8%	7%	4%	6%	5%	4%	4%	6%	4%	8%	8%	4%	6%
6 Unsure	65	6%	13%	6%	4%	3%	4%	4%	7%	10%	8%	7%	4%	4%	6%	5%	5%	6%	7%	8%	4%	7%
Total	1027	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- The older the respondents the more likely they would indicate they are in favor of the town allowing most of the housing to occur on dead end streets.
- The longer the respondents have lived in Falmouth the more likely they would indicate they oppose this.

q6f. The town should allow most housing to occur on dead end streets even if it eliminates or reduces pedestrian and bicycle access to other neighborhoods and areas of town.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	356	35%	33%	33%	38%	45%	31%	36%	32%	39%	36%	33%	36%	33%	29%	35%	40%	33%	36%	32%	34%	37%
2	303	29%	29%	30%	28%	24%	31%	35%	31%	24%	27%	31%	29%	32%	30%	32%	26%	38%	26%	24%	34%	28%
3 Neutral	210	20%	21%	22%	18%	21%	24%	17%	21%	19%	22%	21%	21%	20%	27%	19%	22%	17%	20%	23%	19%	21%
4	68	7%	5%	7%	8%	6%	8%	4%	9%	6%	6%	6%	6%	7%	7%	8%	4%	5%	8%	7%	7%	7%
5 Strongly Favor	53	5%	4%	3%	6%	3%	3%	6%	4%	6%	4%	6%	4%	5%	4%	3%	6%	4%	7%	8%	4%	4%
6 Unsure	38	4%	9%	5%	2%	1%	3%	2%	3%	6%	4%	3%	3%	3%	3%	3%	3%	4%	4%	5%	3%	4%
Total	1028	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

q6g. The town should allow most housing to occur on dead end streets even if it concentrates traffic on certain roads and intersections and causes traffic congestion.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	471	46%	44%	45%	49%	58%	39%	48%	49%	49%	47%	43%	47%	46%	39%	47%	49%	47%	47%	46%	45%	47%
2	310	30%	33%	30%	29%	23%	34%	29%	31%	28%	29%	32%	33%	29%	32%	30%	30%	32%	29%	33%	31%	27%
3 Neutral	138	13%	12%	15%	10%	13%	17%	14%	12%	10%	13%	15%	14%	14%	21%	15%	13%	12%	11%	12%	14%	15%
4	36	4%	2%	3%	5%	5%	6%	3%	4%	3%	3%	4%	1%	4%	4%	3%	2%	4%	4%	0%	5%	4%
5 Strongly Favor	32	3%	2%	2%	5%	0%	1%	3%	1%	5%	4%	2%	4%	2%	1%	4%	3%	1%	4%	3%	3%	2%
6 Unsure	39	4%	7%	4%	3%	2%	4%	3%	3%	5%	5%	3%	1%	5%	3%	3%	3%	3%	5%	5%	2%	4%
Total	1026	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

q7a. The town should step up enforcement of speed limits on Falmouth streets and roads.

	Total		Income				Age				Area				Length of residency					Education			
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree	
																							%
1 Strongly oppose	73	7%	5%	5%	7%	4%	7%	8%	7%	6%	7%	5%	7%	8%	8%	7%	7%	7%	7%	7%	7%	7%	7%
2	83	8%	3%	8%	9%	9%	7%	9%	10%	4%	7%	8%	7%	10%	5%	10%	8%	8%	7%	7%	7%	9%	
3 Neutral	292	28%	24%	25%	22%	42%	29%	28%	36%	22%	29%	28%	31%	28%	34%	30%	29%	28%	25%	22%	30%	31%	
4	212	20%	18%	26%	21%	22%	22%	25%	16%	19%	21%	18%	23%	19%	24%	22%	20%	20%	18%	19%	24%	17%	
5 Strongly Favor	379	36%	48%	34%	41%	24%	34%	29%	31%	47%	35%	41%	31%	35%	28%	31%	36%	37%	42%	44%	31%	36%	
6 Unsure	8	1%	1%	2%	0%	0%	0%	0%	0%	1%	1%	0%	1%	0%	1%	0%	0%	0%	1%	2%	1%	0%	
Total	1047	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	

- Respondents ages 60 and older (66%) are more likely to indicate they are in favor of the town stepping up enforcement of speed limits on Falmouth streets and roads.
- Respondents with household incomes of less than \$100,000 are more likely to indicate they are in favor of this.

q7b. The town should step up enforcement of speed limits even if more police officers and cars are needed.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	176	17%	13%	15%	22%	11%	18%	19%	20%	13%	15%	13%	24%	18%	17%	15%	19%	15%	18%	17%	16%	17%
2	190	18%	16%	13%	18%	27%	17%	18%	25%	13%	13%	20%	18%	22%	18%	23%	17%	22%	15%	17%	19%	20%
3 Neutral	236	23%	21%	31%	15%	28%	23%	25%	23%	21%	29%	22%	21%	20%	29%	22%	22%	21%	23%	18%	25%	24%
4	182	18%	22%	17%	18%	19%	21%	16%	13%	21%	21%	17%	17%	16%	18%	16%	19%	18%	18%	19%	19%	15%
5 Strongly Favor	230	22%	25%	23%	26%	15%	21%	20%	19%	29%	20%	27%	19%	21%	17%	24%	23%	22%	23%	26%	20%	23%
6 Unsure	18	2%	4%	2%	1%	0%	0%	1%	0%	4%	2%	1%	1%	2%	1%	1%	1%	2%	2%	3%	1%	1%
Total	1032	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- The higher the household income of respondents the more likely they would be to indicate they are in favor of the town stepping up enforcement of speed limits even if more police officers and cars are needed.
- Respondents ages 60 year or older (51%) are more likely to indicate they favor this.
- Respondents ages 50 to 59 are more likely to indicate they are oppose to this.

q7c. The town should install speed tables to slow traffic on residential streets.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	254	24%	27%	24%	20%	20%	22%	22%	26%	26%	19%	22%	31%	29%	17%	23%	21%	20%	32%	30%	22%	22%
2	176	17%	15%	19%	16%	21%	17%	18%	20%	14%	18%	16%	19%	16%	16%	17%	17%	19%	16%	15%	18%	17%
3 Neutral	183	18%	18%	19%	24%	15%	17%	19%	18%	17%	18%	17%	18%	20%	20%	14%	19%	16%	18%	20%	17%	18%
4	203	20%	15%	18%	15%	23%	23%	19%	19%	20%	22%	20%	20%	16%	27%	23%	20%	21%	14%	12%	21%	24%
5 Strongly Favor	204	20%	20%	18%	25%	19%	21%	21%	17%	21%	21%	23%	12%	17%	19%	21%	21%	22%	18%	20%	20%	19%
6 Unsure	17	2%	5%	1%	1%	1%	0%	1%	1%	3%	1%	2%	1%	2%	1%	2%	1%	1%	2%	3%	2%	1%
Total	1037	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- Respondents who have lived in Falmouth for more than 20 years (49%) are more likely to indicate they oppose the town installing speed tables to slow traffic on residential streets.
- The longer the respondents have lived in Falmouth the more likely they would indicate they are in favor of this.

q7d. The town should install speed tables to slow traffic on residential streets even if it delays my travel.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	264	25%	29%	24%	21%	26%	23%	23%	27%	26%	20%	21%	32%	31%	17%	26%	21%	21%	32%	30%	22%	23%
2	170	16%	14%	21%	16%	16%	18%	18%	16%	13%	17%	16%	18%	15%	18%	13%	18%	20%	15%	15%	18%	16%
3 Neutral	194	19%	20%	18%	21%	15%	18%	19%	20%	18%	19%	18%	19%	20%	19%	20%	19%	14%	20%	22%	17%	18%
4	199	19%	15%	16%	17%	21%	21%	19%	19%	19%	22%	20%	19%	16%	26%	21%	19%	20%	15%	12%	21%	23%
5 Strongly Favor	201	19%	18%	19%	24%	21%	22%	20%	17%	21%	22%	23%	11%	17%	19%	19%	22%	23%	17%	18%	21%	19%
6 Unsure	13	1%	4%	1%	1%	1%	0%	1%	1%	2%	1%	2%	0%	1%	1%	1%	1%	2%	1%	2%	1%	1%
Total	1041	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- Respondents living between Woodville Road and the Turnpike (51%) and those living West of the Turnpike (47%) are more likely to indicate they oppose the town installing speed tables to slow traffic on residential streets even if it delays their travel.
- Respondents living East of Route 1 (44%) and those living between Route 1 and Woodville Road (44%) are more likely to indicate they are in favor of this.

q7e. The town should install speed tables to slow traffic on residential streets even if it could divert some traffic onto streets in my neighborhood.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	317	31%	32%	31%	27%	30%	27%	31%	33%	28%	25%	27%	38%	36%	22%	32%	25%	30%	37%	36%	28%	28%
2	207	20%	16%	22%	20%	21%	21%	21%	22%	17%	22%	18%	25%	19%	22%	21%	23%	22%	16%	19%	21%	20%
3 Neutral	219	21%	25%	22%	20%	20%	21%	24%	19%	22%	21%	25%	19%	21%	29%	21%	20%	15%	22%	21%	21%	22%
4	148	14%	10%	13%	14%	17%	16%	12%	14%	15%	18%	15%	13%	11%	15%	14%	14%	18%	12%	13%	15%	15%
5 Strongly Favor	117	11%	11%	10%	16%	11%	13%	11%	8%	13%	11%	13%	5%	12%	10%	10%	14%	13%	10%	10%	12%	12%
6 Unsure	26	3%	6%	2%	3%	0%	1%	2%	2%	4%	3%	3%	0%	2%	2%	2%	3%	2%	3%	2%	3%	3%
Total	1034	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- Respondents living between Woodville Road and the Maine Turnpike (63%) are more likely to indicate they oppose the town installing speed tables to slow traffic on residential streets even if it could divert some traffic onto streets in their neighborhood.

q7f. The town should install roundabouts or circles at intersections to slow traffic.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	340	33%	34%	29%	33%	34%	36%	34%	36%	26%	26%	33%	44%	34%	32%	36%	31%	29%	34%	38%	29%	32%
2	174	17%	16%	17%	15%	19%	17%	16%	19%	16%	17%	17%	13%	20%	24%	18%	16%	17%	14%	15%	18%	18%
3 Neutral	190	18%	12%	17%	21%	24%	22%	22%	14%	15%	19%	19%	19%	15%	18%	19%	21%	22%	14%	15%	21%	18%
4	154	15%	15%	17%	12%	10%	8%	16%	16%	18%	18%	14%	15%	14%	13%	13%	14%	17%	17%	13%	17%	15%
5 Strongly Favor	131	13%	11%	13%	15%	10%	14%	9%	11%	17%	13%	12%	7%	13%	9%	12%	14%	13%	13%	14%	11%	13%
6 Unsure	48	5%	10%	7%	4%	3%	3%	3%	5%	8%	6%	4%	2%	4%	4%	2%	4%	2%	7%	6%	5%	4%
Total	1037	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- The older the respondents the more likely they would indicate they favor the town installing roundabouts or circles at intersections to slow traffic.

q7g. The town should install roundabouts or circles at intersections to slow traffic even if it delays my travel.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	348	33%	33%	26%	34%	37%	35%	35%	36%	28%	27%	34%	45%	35%	35%	35%	33%	29%	34%	37%	30%	32%
2	163	16%	15%	19%	12%	16%	17%	15%	16%	15%	18%	16%	10%	17%	19%	17%	14%	16%	14%	14%	16%	16%
3 Neutral	205	20%	16%	20%	24%	23%	26%	21%	18%	16%	19%	19%	20%	19%	19%	20%	22%	22%	17%	19%	22%	19%
4	152	15%	15%	16%	12%	10%	6%	17%	15%	18%	18%	14%	15%	14%	13%	13%	13%	16%	17%	12%	16%	16%
5 Strongly Favor	134	13%	12%	14%	16%	10%	13%	9%	11%	18%	13%	13%	7%	14%	9%	12%	15%	15%	12%	13%	11%	14%
6 Unsure	39	4%	8%	5%	3%	3%	3%	3%	3%	6%	4%	4%	3%	2%	4%	2%	3%	2%	6%	5%	4%	3%
Total	1041	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- The older the respondents the more likely they would be to indicate they are in favor of the town installing roundabouts or circles at intersections to slow traffic even it delays their travel.

q7h. The town should install roundabouts or circles at intersections to slow traffic even if it increases maintenance costs for roads.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	392	38%	39%	30%	37%	41%	40%	39%	39%	32%	29%	38%	49%	40%	39%	38%	37%	33%	40%	43%	34%	36%
2	174	17%	14%	18%	17%	19%	18%	17%	17%	17%	16%	16%	18%	16%	20%	19%	15%	15%	16%	15%	17%	17%
3 Neutral	178	17%	16%	17%	18%	17%	20%	19%	18%	13%	20%	18%	13%	17%	15%	18%	18%	21%	15%	14%	20%	16%
4	144	14%	12%	16%	13%	11%	8%	15%	13%	17%	18%	12%	12%	14%	16%	12%	13%	16%	13%	12%	14%	15%
5 Strongly Favor	115	11%	9%	12%	13%	9%	13%	9%	10%	13%	11%	12%	7%	11%	7%	12%	12%	13%	11%	11%	11%	12%
6 Unsure	41	4%	9%	6%	2%	3%	2%	2%	4%	7%	6%	4%	1%	2%	4%	2%	4%	2%	6%	4%	4%	4%
Total	1044	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- Respondents living between Woodville Road and the Maine Turnpike (67%) are more likely to indicate they oppose to the town installing roundabouts or circles at intersections to slow traffic even if it increases maintenance costs for roads.

q8a. The town should continue to develop a town-wide trail system for pedestrians and bicycles that preserves current trails and links them together.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly Disagree	40	4%	6%	2%	2%	3%	2%	2%	4%	5%	3%	2%	6%	4%	2%	1%	2%	2%	8%	6%	3%	3%
2	21	2%	2%	2%	3%	1%	0%	4%	1%	2%	1%	3%	1%	2%	1%	1%	2%	3%	3%	2%	2%	2%
3 Neutral	107	10%	12%	11%	8%	12%	6%	9%	13%	14%	10%	7%	14%	12%	3%	10%	7%	13%	14%	14%	9%	10%
4	242	23%	25%	21%	22%	24%	22%	23%	23%	23%	20%	23%	25%	24%	26%	27%	21%	22%	22%	24%	27%	19%
5 Strongly Agree	621	59%	50%	63%	65%	60%	70%	62%	58%	53%	65%	65%	53%	55%	66%	61%	69%	59%	52%	51%	59%	66%
6 Unsure	14	1%	4%	2%	1%	0%	0%	0%	1%	3%	1%	1%	0%	2%	1%	1%	1%	1%	2%	3%	1%	1%
Total	1045	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- The older the respondents the more likely they would be to indicate they agree that the town should continue to develop a town-wide trail system for pedestrians and bicycles that preserves current trails and links them together.
- The longer the respondents have lived in Falmouth the more likely they would be to indicate they agree with this statement.
- Respondents with a college degree or hold a higher degree are more likely to indicate they agree with this statement.

q8b. The town should pursue a town-wide trail system even if it brings people into my area.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly Disagree	85	8%	8%	8%	6%	7%	3%	6%	10%	11%	5%	7%	11%	8%	5%	3%	6%	9%	13%	13%	6%	6%
2	56	5%	6%	5%	7%	5%	4%	5%	6%	7%	5%	5%	5%	7%	4%	7%	3%	9%	5%	9%	5%	4%
3 Neutral	182	17%	23%	12%	15%	16%	13%	17%	18%	21%	18%	14%	15%	20%	11%	16%	13%	17%	23%	19%	18%	17%
4	267	26%	25%	29%	23%	24%	29%	27%	26%	21%	25%	31%	27%	23%	35%	29%	23%	20%	25%	22%	30%	24%
5 Strongly Agree	432	41%	36%	42%	48%	49%	50%	44%	40%	35%	45%	42%	40%	40%	44%	44%	54%	44%	31%	34%	41%	48%
6 Unsure	20	2%	4%	3%	1%	0%	0%	1%	1%	5%	2%	2%	1%	2%	1%	1%	1%	2%	3%	3%	2%	1%
Total	1042	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- The older the respondents the more likely they would indicate they agree that the town should pursue a town-wide trail system even if it brings people into their areas.
- The longer the respondents have lived in Falmouth the more likely they would indicate they agree with this statement.
- The higher the education level of respondents the more likely they would indicate they agree with this statement.
- The lower the respondents' education level, the more likely they would indicate they disagree with this statement.

q8c. The town should require developers to preserve trail corridors through their projects and connect subdivisions to the town-wide trail system.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly Disagree	56	5%	6%	3%	5%	5%	3%	4%	6%	7%	4%	4%	6%	7%	4%	3%	3%	2%	10%	8%	4%	4%
2	40	4%	3%	5%	1%	7%	3%	5%	2%	4%	3%	2%	5%	6%	6%	2%	2%	6%	4%	4%	5%	3%
3 Neutral	93	9%	8%	10%	9%	7%	9%	7%	10%	11%	9%	8%	9%	10%	7%	9%	5%	10%	12%	10%	10%	8%
4	252	24%	29%	23%	19%	21%	26%	26%	24%	23%	26%	24%	28%	21%	26%	32%	21%	23%	21%	25%	27%	21%
5 Strongly Agree	577	56%	50%	56%	65%	61%	59%	59%	57%	50%	57%	59%	51%	54%	57%	52%	68%	58%	50%	50%	54%	62%
6 Unsure	18	2%	5%	3%	1%	0%	0%	0%	1%	5%	1%	2%	1%	2%	1%	1%	1%	2%	3%	4%	1%	1%
Total	1036	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- Respondents who have lived in Falmouth for 20 years or less are more likely to indicate they agree that the town should require developers to preserve trail corridors through their projects and connect subdivisions to the town-wide trail system.

q8d. The town should install paved shoulders on all roadways to provide room for riding bicycles and walking.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly Disagree	95	9%	10%	5%	8%	9%	5%	7%	10%	12%	9%	6%	10%	11%	7%	5%	7%	7%	14%	11%	8%	9%
2	92	9%	8%	9%	9%	4%	10%	8%	9%	9%	8%	8%	6%	10%	7%	10%	8%	9%	10%	8%	8%	10%
3 Neutral	137	13%	12%	11%	12%	19%	10%	12%	14%	16%	14%	14%	13%	13%	10%	11%	18%	15%	12%	14%	16%	10%
4	226	22%	21%	26%	23%	15%	25%	25%	21%	17%	21%	24%	23%	22%	26%	25%	16%	27%	18%	19%	23%	23%
5 Strongly Agree	475	46%	44%	46%	47%	52%	50%	47%	43%	43%	48%	47%	46%	42%	50%	47%	51%	39%	43%	46%	43%	47%
6 Unsure	17	2%	4%	3%	1%	1%	0%	1%	2%	3%	1%	2%	1%	2%	0%	1%	1%	2%	3%	3%	2%	1%
Total	1042	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- The older the respondents the more likely they would indicate they agree that the town should install paved shoulders on all roadways to provide room for riding bicycles and walking.
- The longer the respondents have lived in Falmouth the more likely they would indicate they agree with this statement.

q8e. The town should install paved shoulders on all roadways, even if it widens the road in front of my property.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly Disagree	143	14%	11%	10%	17%	11%	9%	11%	16%	16%	13%	9%	15%	16%	13%	9%	11%	11%	19%	15%	13%	13%
2	112	11%	10%	13%	10%	10%	11%	11%	9%	12%	12%	12%	8%	11%	7%	13%	11%	13%	10%	11%	11%	11%
3 Neutral	178	17%	18%	17%	13%	17%	14%	16%	22%	18%	21%	16%	17%	15%	15%	17%	18%	21%	17%	15%	19%	17%
4	197	19%	18%	22%	18%	15%	22%	25%	14%	16%	15%	22%	23%	21%	28%	19%	16%	22%	16%	16%	22%	19%
5 Strongly Agree	384	37%	38%	36%	42%	44%	42%	37%	36%	34%	38%	38%	35%	35%	35%	40%	43%	33%	35%	39%	34%	39%
6 Unsure	20	2%	6%	2%	1%	2%	2%	0%	1%	3%	1%	3%	2%	2%	1%	2%	2%	1%	3%	5%	1%	1%
Total	1034	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- The older the respondents the more likely they would indicate they disagree that the town should install paved shoulders on all roadways, even if it widens the road in front of their property.
- The younger the respondents the more likely they would indicate they agree with this statement.

q8f. The town should install paved shoulders on all roadways only if it limits widening and adds landscaping to enhance roadway appearance.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly Disagree	139	13%	14%	11%	15%	13%	9%	10%	14%	16%	11%	12%	16%	13%	10%	9%	13%	10%	18%	18%	11%	12%
2	105	10%	7%	11%	12%	10%	8%	10%	14%	9%	10%	10%	9%	12%	4%	9%	12%	14%	11%	10%	10%	11%
3 Neutral	252	24%	24%	29%	21%	25%	27%	27%	21%	24%	25%	28%	24%	21%	29%	26%	25%	25%	21%	22%	24%	27%
4	237	23%	22%	18%	23%	29%	25%	24%	24%	20%	23%	20%	22%	25%	31%	26%	19%	25%	20%	20%	24%	25%
5 Strongly Agree	260	25%	25%	27%	26%	23%	28%	25%	26%	24%	26%	26%	26%	23%	21%	27%	27%	24%	26%	25%	27%	23%
6 Unsure	41	4%	8%	4%	4%	0%	3%	3%	1%	6%	4%	4%	2%	5%	4%	4%	4%	3%	4%	5%	4%	3%
Total	1034	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- The older the respondents the more likely they would indicate they disagree that the town should install paved shoulders on all roadways only if it limits widening and adds landscaping to enhance roadway appearance.
- Respondents who have lived in Falmouth for five years or less are more likely to indicate they agree with the statement.

q9a. Any increase in property taxes to provide funding for responding to the issues discussed above.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	287	29%	38%	25%	25%	26%	23%	24%	30%	34%	25%	23%	30%	34%	27%	23%	24%	29%	35%	39%	24%	24%
2	144	14%	16%	15%	13%	14%	15%	13%	14%	15%	18%	12%	18%	11%	11%	11%	12%	15%	19%	20%	16%	9%
3 Neutral	250	25%	23%	27%	27%	21%	23%	32%	23%	22%	21%	31%	27%	24%	28%	31%	25%	26%	20%	21%	28%	26%
4	197	20%	11%	24%	26%	18%	26%	20%	21%	16%	20%	22%	14%	21%	24%	26%	21%	19%	14%	11%	20%	25%
5 Strongly Favor	90	9%	7%	5%	8%	14%	10%	9%	9%	9%	12%	8%	8%	8%	8%	5%	13%	8%	9%	6%	9%	11%
6 Unsure	32	3%	5%	4%	2%	6%	3%	3%	3%	4%	4%	4%	2%	2%	3%	4%	4%	3%	3%	3%	3%	4%
Total	1000	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- Respondents with a household income of less than \$50,000 (57%) are more likely to indicate they oppose any increase in property taxes to provide funding for responding to the issues discussed above.
- Respondents with an household income of \$50,000 and more are more likely to indicate they favor this.
- The older the respondents the more likely they would be to indicate they oppose this.
- Respondents who have lived in Falmouth for 10 years or less are more likely to indicate they are in favor of this.
- The higher the education level of respondents the more likely they would indicate they oppose this.

q9b. An increase of \$25 per year in your property taxes (or rents).

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	210	21%	32%	18%	15%	18%	15%	14%	20%	28%	19%	18%	20%	23%	17%	15%	15%	18%	30%	31%	16%	17%
2	86	9%	9%	11%	6%	5%	8%	6%	8%	12%	10%	8%	11%	8%	7%	6%	6%	9%	12%	13%	7%	7%
3 Neutral	205	21%	16%	23%	22%	21%	20%	23%	22%	19%	22%	23%	15%	21%	18%	26%	26%	23%	15%	16%	23%	22%
4	257	26%	24%	29%	29%	23%	32%	26%	28%	21%	24%	25%	32%	27%	33%	29%	20%	31%	22%	21%	28%	28%
5 Strongly Favor	200	20%	13%	16%	23%	29%	21%	27%	19%	15%	21%	21%	20%	18%	21%	20%	29%	19%	15%	15%	21%	23%
6 Unsure	37	4%	6%	4%	4%	4%	3%	4%	3%	5%	5%	4%	3%	3%	4%	3%	3%	1%	6%	3%	4%	4%
Total	995	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- The higher the income of respondents the more likely they would be to indicate they are in favor of an increase of \$25 per year in their property taxes or rents.
- Respondents ages 60 and older (42%) are more likely to indicate they are oppose to this.
- Respondents who have lived in Falmouth for more than 20 years (45%) are more likely to indicate they oppose this.
- Respondents with some college education or less (46%) are more likely to indicate they oppose this
- Respondents with a college degree or higher are more likely to indicate they favor this.

q9c. An increase of \$50 per year in your property taxes (or rents).

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	297	30%	44%	31%	25%	22%	22%	21%	27%	43%	25%	26%	28%	33%	22%	23%	21%	28%	43%	44%	24%	24%
2	129	13%	14%	15%	13%	10%	12%	12%	11%	16%	15%	12%	13%	12%	16%	8%	10%	13%	17%	17%	13%	10%
3 Neutral	195	20%	15%	21%	23%	17%	21%	24%	20%	15%	21%	22%	17%	20%	16%	26%	21%	23%	15%	17%	22%	20%
4	181	18%	10%	22%	19%	18%	25%	20%	23%	9%	17%	22%	18%	19%	27%	25%	17%	23%	9%	10%	18%	25%
5 Strongly Favor	156	16%	10%	9%	16%	29%	16%	21%	17%	11%	18%	15%	20%	14%	16%	14%	29%	12%	11%	8%	19%	19%
6 Unsure	32	3%	6%	2%	4%	4%	3%	3%	2%	5%	5%	3%	4%	2%	3%	3%	3%	1%	5%	3%	4%	3%
Total	990	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- The higher the household income level of respondents the more likely they would be to indicate they oppose and increase of \$50 per year in their property taxes or rents.
- Respondents ages 60 and older (63%) are more likely to indicate they oppose this.
- Respondents younger than 60 years of age are more likely to indicate they favor this.
- The higher the income of respondents the more likely they would be to indicate they oppose this with 64% (some college or less), 39% (college graduate and some graduate school) and 35% (Graduate degree).

q9d. An increase of \$100 per year in your property taxes (or rents).

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	378	38%	54%	38%	33%	30%	31%	28%	37%	49%	32%	34%	35%	41%	34%	32%	27%	36%	49%	52%	33%	31%
2	170	17%	16%	22%	21%	11%	21%	17%	17%	16%	20%	17%	20%	14%	17%	16%	17%	17%	18%	19%	19%	14%
3 Neutral	146	15%	11%	13%	14%	15%	17%	21%	13%	8%	14%	16%	14%	15%	13%	22%	18%	15%	9%	12%	16%	16%
4	126	13%	7%	14%	15%	17%	18%	14%	14%	8%	12%	15%	11%	13%	19%	14%	14%	16%	7%	6%	13%	17%
5 Strongly Favor	143	14%	5%	10%	14%	23%	11%	17%	16%	15%	17%	13%	17%	14%	14%	12%	21%	14%	12%	8%	15%	18%
6 Unsure	37	4%	7%	3%	3%	5%	3%	3%	4%	5%	5%	4%	3%	3%	2%	4%	5%	2%	5%	4%	4%	4%
Total	1000	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- The higher the household income of respondents the more likely they would be to oppose an increase o \$100 per year in their property taxes (or rents).
- The lower the household income of respondents the more likely they would be to favor this.
- Respondents 60 years of age or older are more likely to indicate they oppose this.
- Respondents who have lived in Falmouth for more than 20 years are more likely to oppose this.
- The lower the education level of respondents the more likely they are to oppose this.
- The higher the education level of respondents the more likely they are to favor this.

q9e. Assessing impact fees on new residential development to cover direct facilities cost to service growth.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	60	6%	6%	2%	6%	6%	4%	6%	6%	5%	3%	4%	4%	9%	4%	5%	4%	7%	7%	9%	5%	4%
2	22	2%	1%	5%	2%	3%	1%	2%	4%	1%	2%	2%	1%	2%	3%	1%	1%	2%	3%	3%	1%	3%
3 Neutral	67	7%	9%	10%	4%	4%	9%	5%	3%	8%	5%	8%	9%	6%	12%	5%	8%	5%	6%	10%	6%	5%
4	248	24%	24%	29%	21%	20%	28%	23%	27%	22%	25%	28%	18%	23%	28%	30%	19%	25%	22%	26%	25%	23%
5 Strongly Favor	602	59%	55%	52%	66%	63%	53%	63%	59%	61%	62%	54%	66%	57%	48%	55%	64%	60%	61%	49%	62%	62%
6 Unsure	26	3%	5%	2%	2%	5%	6%	1%	1%	2%	2%	4%	2%	2%	5%	3%	3%	1%	1%	2%	3%	3%
Total	1025	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- Respondents with a college degree or higher are more likely to indicate they favor assessing impact fees on new residential development to cover direct facilities cost to service growth.

q9f. Assessing impact fees on new residential development even if it makes housing more expensive.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	80	8%	9%	4%	8%	9%	8%	6%	9%	7%	3%	8%	8%	11%	5%	7%	5%	9%	10%	12%	6%	6%
2	34	3%	5%	5%	2%	1%	4%	4%	3%	3%	4%	3%	2%	3%	5%	2%	6%	3%	3%	4%	3%	2%
3 Neutral	95	9%	10%	16%	8%	7%	11%	8%	6%	11%	7%	12%	9%	8%	12%	9%	9%	7%	10%	11%	9%	8%
4	270	26%	24%	28%	26%	22%	26%	28%	32%	22%	27%	28%	23%	25%	33%	29%	20%	30%	24%	28%	26%	27%
5 Strongly Favor	519	51%	47%	45%	53%	58%	47%	52%	49%	55%	56%	45%	55%	50%	42%	51%	56%	49%	51%	41%	53%	54%
6 Unsure	27	3%	7%	2%	3%	4%	5%	1%	1%	3%	2%	3%	2%	2%	4%	3%	4%	2%	2%	4%	3%	2%
Total	1025	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- Respondents with a college degree or higher are more likely to indicate they favor assessing impact fees on new residential development even if it makes housing more expensive.

q9g. Assessing impact fees on new business development in Falmouth to cover direct facilities cost to service growth.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	61	6%	6%	3%	6%	7%	5%	6%	6%	5%	3%	5%	5%	9%	4%	4%	4%	7%	8%	10%	4%	4%
2	31	3%	0%	4%	4%	4%	3%	4%	3%	1%	2%	4%	1%	4%	3%	3%	4%	2%	3%	3%	3%	3%
3 Neutral	91	9%	6%	10%	8%	12%	13%	11%	2%	9%	9%	11%	9%	6%	14%	10%	12%	6%	6%	9%	9%	9%
4	259	25%	24%	31%	21%	22%	30%	23%	29%	22%	27%	25%	22%	25%	31%	28%	22%	28%	22%	29%	24%	24%
5 Strongly Favor	561	55%	59%	49%	60%	51%	46%	54%	57%	61%	57%	53%	60%	53%	44%	53%	54%	55%	60%	46%	57%	58%
6 Unsure	24	2%	4%	2%	1%	5%	3%	2%	2%	2%	2%	2%	2%	3%	4%	2%	3%	2%	1%	3%	2%	2%
Total	1027	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- Respondents 50 years of age or older are more likely to indicate they favor assessing impact fees on new business development in Falmouth to cover direct facilities cost to service growth.

q9h. Assessing impact fees on new business development even if it means that some businesses will choose not to locate in Falmouth.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	81	8%	5%	5%	11%	13%	10%	9%	6%	6%	4%	8%	5%	12%	5%	9%	11%	6%	7%	10%	8%	6%
2	67	7%	3%	9%	8%	11%	8%	7%	9%	3%	6%	5%	7%	9%	7%	10%	7%	5%	5%	7%	6%	7%
3 Neutral	116	11%	12%	12%	12%	7%	12%	14%	7%	11%	12%	15%	12%	7%	18%	10%	10%	13%	10%	12%	11%	12%
4	271	27%	26%	31%	21%	23%	29%	27%	29%	24%	27%	28%	26%	28%	31%	26%	22%	28%	27%	26%	28%	25%
5 Strongly Favor	459	45%	49%	41%	46%	42%	37%	40%	48%	53%	49%	41%	49%	41%	37%	43%	46%	46%	49%	38%	45%	48%
6 Unsure	26	3%	6%	2%	1%	5%	3%	2%	2%	3%	2%	2%	2%	2%	3%	2%	4%	3%	2%	5%	2%	1%
Total	1020	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- The lower the household income of respondents the more likely they would be to indicate they favor assessing impact fees on new business development even if it means that some businesses will choose not to locate in Falmouth.
- The older the respondents the more likely they would be to indicate they are in favor of this.
- The longer the respondents have lived in Falmouth the more likely they would be to indicate they are in favor of this.

q9i. Increasing fees on town services in lieu of taxes.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	143	14%	14%	13%	14%	12%	15%	8%	13%	17%	12%	11%	13%	16%	12%	14%	8%	13%	18%	19%	13%	11%
2	119	12%	9%	10%	13%	14%	12%	15%	13%	9%	12%	15%	11%	11%	9%	15%	14%	12%	10%	9%	12%	14%
3 Neutral	264	26%	28%	28%	27%	21%	31%	29%	25%	22%	26%	31%	28%	22%	31%	27%	26%	25%	24%	28%	26%	26%
4	235	23%	21%	25%	23%	29%	25%	24%	21%	24%	23%	22%	27%	22%	27%	19%	26%	26%	21%	21%	24%	23%
5 Strongly Favor	209	21%	19%	21%	20%	18%	13%	19%	25%	25%	23%	15%	18%	25%	18%	20%	21%	20%	22%	17%	21%	22%
6 Unsure	44	4%	8%	3%	4%	6%	5%	4%	4%	3%	3%	5%	4%	5%	2%	4%	4%	5%	5%	5%	4%	4%
Total	1014	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

q9j. Charging or increasing fees for those using recreational or other public facilities.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1 Strongly oppose	195	19%	13%	12%	26%	24%	23%	17%	15%	20%	18%	18%	23%	17%	11%	21%	19%	21%	20%	22%	18%	18%
2	145	14%	13%	14%	11%	14%	16%	14%	16%	12%	17%	14%	10%	15%	17%	18%	15%	13%	12%	12%	14%	16%
3 Neutral	211	21%	21%	25%	19%	23%	23%	24%	17%	20%	21%	22%	22%	21%	27%	19%	22%	20%	19%	19%	25%	18%
4	245	24%	28%	25%	25%	22%	24%	26%	29%	20%	23%	29%	22%	23%	29%	24%	23%	27%	22%	23%	24%	25%
5 Strongly Favor	195	19%	22%	20%	16%	14%	12%	16%	22%	24%	19%	15%	21%	22%	15%	16%	17%	17%	25%	20%	17%	20%
6 Unsure	26	3%	4%	3%	3%	2%	2%	3%	1%	3%	2%	3%	2%	2%	2%	3%	3%	2%	2%	4%	2%	2%
Total	1017	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- The lower the household income of respondents the more likely they would indicate they are in favor of charging or increasing fees for those using recreational or other public facilities.

q10. How old are you?

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
20-29	16	1%	1%	4%	1%	2%	7%	0%	0%	0%	1%	2%	1%	1%	7%	1%	1%	0%	1%	1%	2%	2%
30-39	202	19%	10%	19%	26%	31%	93%	0%	0%	0%	12%	26%	22%	19%	39%	34%	25%	7%	6%	14%	24%	19%
40-49	279	26%	13%	22%	33%	29%	0%	100%	0%	0%	23%	25%	34%	30%	30%	28%	36%	40%	12%	15%	30%	31%
50-59	220	21%	17%	22%	19%	25%	0%	0%	100%	0%	25%	19%	17%	22%	7%	17%	18%	30%	25%	18%	18%	25%
60-69	132	12%	21%	13%	9%	5%	0%	0%	0%	47%	14%	10%	12%	14%	7%	12%	7%	9%	19%	18%	11%	10%
70+	151	14%	33%	14%	8%	6%	0%	0%	0%	53%	20%	14%	9%	9%	6%	4%	9%	10%	28%	27%	11%	10%
DK	1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%
REF	70	7%	5%	4%	3%	3%	0%	0%	0%	0%	6%	3%	5%	5%	4%	3%	4%	4%	8%	7%	5%	3%
Total	1071	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

q11. Please indicate which of the following best describes your status.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
Year-round resident	1036	98%	98%	99%	98%	98%	100%	100%	99%	95%	97%	99%	99%	99%	100%	98%	99%	97%	98%	98%	99%	98%
Seasonal resident	16	2%	1%	1%	2%	2%	0%	0%	1%	4%	3%	1%	1%	1%	0%	2%	0%	3%	2%	2%	1%	2%
Nonresident landowner	1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%
Total	1053	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

q12. If you are a resident of Falmouth, do you own your home or do you pay rent?

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
Own	984	94%	84%	91%	98%	98%	92%	96%	97%	90%	94%	90%	96%	99%	83%	90%	94%	98%	98%	90%	96%	95%
Rent	53	5%	12%	8%	2%	1%	7%	3%	3%	7%	5%	8%	3%	1%	16%	8%	4%	2%	2%	8%	4%	4%
Caretaker/parsonage	2	0%	1%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%
Other	9	1%	3%	1%	0%	1%	0%	1%	0%	2%	0%	2%	1%	0%	1%	1%	2%	1%	1%	2%	0%	1%
Total	1048	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

q13. Are you...

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
A part time resident (less than 9 months of the year)	19	2%	2%	1%	2%	2%	0%	0%	1%	6%	4%	2%	1%	1%	1%	1%	1%	3%	3%	3%	1%	2%
A full time resident (9 or more months of the year)	981	98%	98%	99%	98%	98%	100%	100%	99%	94%	96%	98%	99%	99%	99%	99%	99%	97%	97%	97%	99%	98%
Total	1000	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Q14. How long have you lived in Falmouth?

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
2 years or less	138	13%	9%	13%	12%	17%	29%	15%	5%	6%	9%	19%	13%	12%	100%	0%	0%	0%	0%	7%	15%	16%
3-5 five years	193	18%	13%	14%	24%	21%	31%	20%	15%	11%	16%	18%	19%	21%	0%	100%	0%	0%	0%	13%	20%	20%
6-10 years	184	17%	11%	17%	18%	23%	22%	24%	15%	10%	18%	21%	18%	13%	0%	0%	100%	0%	0%	11%	18%	21%
11-20 years	178	17%	11%	21%	19%	15%	6%	25%	25%	12%	19%	16%	13%	18%	0%	0%	0%	100%	0%	13%	19%	17%
>20 years	359	34%	56%	35%	28%	24%	12%	16%	40%	61%	38%	25%	36%	36%	0%	0%	0%	0%	100%	55%	28%	26%
No answer	19	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	1071	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

q15. Please indicate in which of the following areas of Falmouth you live.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
East of Route 1	301	29%	28%	29%	26%	27%	18%	25%	34%	36%	100%	0%	0%	0%	19%	25%	30%	33%	32%	22%	31%	31%
Between Route 1 and the Woodville Road	267	26%	25%	27%	20%	25%	35%	24%	23%	23%	0%	100%	0%	0%	37%	26%	31%	25%	19%	27%	23%	27%
Between the Woodville Road and the Maine Turnpike (main line)	139	13%	12%	13%	16%	11%	15%	17%	11%	10%	0%	0%	100%	0%	13%	14%	14%	10%	14%	12%	12%	15%
West of the Maine Turnpike	253	24%	23%	24%	29%	32%	24%	28%	25%	21%	0%	0%	0%	100%	22%	28%	18%	26%	25%	26%	27%	21%
Don't know	11	1%	2%	2%	1%	0%	1%	0%	0%	2%	0%	0%	0%	0%	4%	1%	0%	1%	1%	2%	1%	1%
Other	72	7%	10%	5%	8%	5%	8%	6%	7%	7%	0%	0%	0%	0%	5%	6%	7%	6%	9%	11%	6%	5%
Total	1043	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

q16. What was the highest grade or year in school that you have completed?

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
Less than high school	6	1%	3%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	1%	0%	1%	0%	1%	1%	2%	0%	0%
High school graduate	67	6%	17%	6%	4%	1%	2%	1%	8%	14%	4%	8%	7%	8%	1%	3%	2%	4%	14%	26%	0%	0%
Some college	182	18%	33%	20%	15%	12%	15%	13%	14%	26%	15%	18%	16%	17%	12%	14%	13%	15%	25%	71%	0%	0%
Four year college degree	278	27%	18%	30%	33%	28%	35%	33%	20%	19%	27%	22%	26%	32%	31%	30%	31%	25%	22%	0%	69%	0%
Some graduate school	127	12%	8%	14%	15%	13%	12%	11%	14%	13%	14%	13%	9%	12%	12%	12%	9%	19%	10%	0%	31%	0%
Graduate degree	377	36%	21%	30%	33%	46%	35%	43%	44%	27%	40%	39%	42%	31%	43%	40%	44%	37%	28%	0%	0%	100%
Total	1037	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

q17. Please circle the number corresponding with your household's total annual income (before taxes).

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
Less than \$25k	53	6%	25%	0%	0%	0%	0%	2%	3%	15%	5%	5%	3%	5%	2%	2%	4%	3%	11%	19%	2%	1%
\$25k-\$50k	156	16%	75%	0%	0%	0%	11%	8%	15%	31%	16%	16%	17%	15%	12%	13%	9%	12%	26%	29%	13%	11%
\$50k-\$75k	188	20%	0%	100%	0%	0%	21%	16%	21%	22%	20%	21%	19%	19%	18%	15%	19%	25%	21%	21%	22%	16%
\$75k-\$100k	181	19%	0%	0%	100%	0%	23%	23%	18%	13%	17%	15%	23%	23%	16%	24%	20%	21%	16%	15%	23%	17%
\$100k- \$125k	107	11%	0%	0%	0%	100%	17%	12%	14%	5%	11%	11%	10%	15%	14%	12%	15%	10%	8%	6%	12%	14%
More than \$125k	267	28%	0%	0%	0%	0%	28%	40%	30%	15%	30%	33%	28%	23%	37%	34%	33%	29%	18%	9%	29%	40%
Total	952	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

q18. Please list the ages of all the other members of your household, not including yourself, who lives there most of the year, starting with the oldest.

	Total		Income				Age				Area				Length of residency					Education		
	n	%	<\$50k	\$50k-\$75k	\$75k-\$100k	\$100k-\$125k	<39	40-49	50-59	60+	East of R1	Btwn R1 & Woodville R	Btwn Woodville R & Turnpike	West of Turnpike	2 years or less	3-5 years	6-10 years	11-20 years	>20 years	Some college or less	college grad or some grad schl	Grad degree
1-5	255	24%	6%	24%	25%	49%	81%	23%	4%	0%	15%	32%	27%	25%	48%	41%	36%	9%	7%	10%	31%	27%
6-12	354	33%	8%	35%	38%	47%	54%	72%	12%	2%	27%	43%	36%	32%	37%	43%	49%	43%	15%	23%	34%	42%
13-17	197	18%	9%	15%	25%	24%	6%	49%	17%	2%	18%	18%	19%	21%	16%	14%	20%	38%	12%	12%	21%	21%
18-24	104	10%	3%	10%	13%	14%	2%	11%	27%	2%	12%	10%	9%	10%	8%	3%	7%	17%	12%	7%	10%	12%
25-34	86	8%	6%	13%	9%	11%	29%	1%	5%	2%	6%	10%	9%	8%	18%	12%	9%	1%	5%	5%	12%	6%
35-44	277	26%	9%	22%	36%	38%	58%	44%	8%	3%	16%	32%	29%	29%	43%	38%	36%	21%	11%	21%	29%	28%
45-54	231	22%	8%	20%	28%	33%	3%	38%	46%	4%	21%	22%	21%	26%	18%	16%	25%	40%	16%	18%	22%	25%
55-64	137	13%	11%	16%	11%	8%	1%	3%	21%	27%	12%	13%	14%	14%	5%	9%	11%	10%	21%	12%	12%	15%
65+	131	12%	25%	11%	11%	7%	1%	1%	3%	40%	18%	10%	14%	9%	7%	6%	5%	8%	24%	22%	12%	7%
DK	2	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%	0%	1%
REF	3581	334%	415%	334%	304%	268%	265%	258%	358%	417%	355%	309%	323%	326%	299%	318%	302%	312%	377%	369%	318%	316%
Total	1071	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

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Open ended Comments

10011	Q12	Entrance loan and monthly fee.
10390	Q12	Own home rent lot.
10458	Q12	Resident of Oceanview purchase loan set-up.
10531	Q12	Rent/caretaker.
20128	Q12	Monthly charge for maintenance. Do not own.
20136	Q12	Trailer lot.
20150	Q12	Retirement com investment.
10005	Q15	Rte 100
10033	Q15	Middle Road
10064	Q15	On Woodville Rd, east side.
10068	Q15	West of Rte 1.
10074	Q15	Pleasant Hill.
10075	Q15	Pleasant Hill.
10077	Q15	Allen Ave Ext.
10078	Q15	Pleasant Hill.
10091	Q15	Falmouth Road.
10100	Q15	Off Falmouth Rd.
10105	Q15	West Falmouth of Rt. 100.
10120	Q15	Highland Lake.
10158	Q15	On Route 1.
10170	Q15	172 Foreside Rd Rte 88.
10193	Q15	Falmouth Rd & Woodville (very near town hall).
10194	Q15	Pleasant Hill.
10211	Q15	Woodville Rd.
10224	Q15	Ledgewood Drive Area.
10226	Q15	Lower Foreside.
10239	Q15	Falmouth Rd.
10245	Q15	Pleasant Hill Area.
10270	Q15	Pleasant Hill.
10286	Q15	On Route 1
10294	Q15	Near Wal-Mart.
10313	Q15	Ledgewood Drive Subdivision.
10341	Q15	Falmouth Foreside.
10344	Q15	Winn Rd.
10403	Q15	Between Middle Rd and Allen Ave Ext. (Pleasant Hill).
10413	Q15	Pleasant Hill.
10426	Q15	Falmouth Country Club.
10434	Q15	Pleasant Hill (Allen Ave area) - Stapleford Drive specifically.
10490	Q15	Pleasant Hill.
10511	Q15	Near Rt. 88.
10514	Q15	Rt. 100
10515	Q15	Pleasant Hill Neighborhood.
10516	Q15	Pleasant Hill Area.
10518	Q15	Pleasant Hill Rd.
10571	Q15	One block off Rt. 1.
10580	Q15	17 Middle Rd
10589	Q15	Allen Ave Ext.
10598	Q15	West side of Route 1.
10603	Q15	Pleasant Hill Area.
10613	Q15	Highland Lake
10616	Q15	Middle Rd.

10622	Q15	Macworth Point
10633	Q15	Woodville Rd.
10705	Q15	Pleasant Hill
10713	Q15	Pleasant Hill
20010	Q15	Longwoods Rd Rt 9.
20013	Q15	Falmouth crossing area.
20026	Q15	West Falmouth, Mountain Road
20040	Q15	Foreside Common Drive
20052	Q15	Rte 9 Longwoods Rd.
20070	Q15	East of the Maine Turnpike.
20111	Q15	Foreside.
20124	Q15	Route 1.
20127	Q15	Pine Road.
20129	Q15	Bramhall Field.
20136	Q15	Off Falmouth Foreside Rte 88
20160	Q15	West Falmouth
20189	Q15	We have two homes (West Falmouth/Foreside).
20197	Q15	W. Falmouth.
20205	Q15	Pleasant Hill Area.
20238	Q15	Pleasant Hill area.
20265	Q15	Pleasant Hill.
20268	Q15	Rt. 88.
20280	Q15	Pleasant Hill.
20291	Q15	Pleasant Hill.
20303	Q15	By Maine Audubon
20312	Q15	On Rt. 1
30014	Q15	Falmouth Rd, east of Maine Turnpike.
10067	Q1B	TE: Land acquisition should be made with operating funds.
10188	Q1B	TE: It is unfair and inaccurate not to include zero as an option. Bond issues allow government to spend \$ with less oversight. Put these things in the annual budget. This goes double for the State.
10513	Q1G	TE: If it helps to keep the tax increase under control.
10513	Q1H	TE: Let's share what we have - we are already a "too closed" community! Country Clubs, Private Yacht Clubs, etc.!
30017	Q1I	TE: Does that mean fields and rec. areas?
10513	Q2C	TE: Beautiful model: Fort Williams Park, C.E. - healthy mix of passive and active and picnic areas. Yes, the "view" adds a lot, but I would go to a similar park in Falmouth if we had one, even without the ocean vista!
10113	Q4	TE: none of these (they wont work)
10156	Q4	TE: I am told we have already outgrown our new school and it's not even finished yet.
20132	Q4	TE: I can't really make an informed answer here. You don't tell us the implications of each option. So this is guesswork on my part. The person answered 3&4 here.
10113	Q5A	TE: sorry, this is too complicated for me.
10465	Q5K	TE: Why not increase lot size in farm and forest?
30017	Q6A	TE: Who else should be in control - but the town (i.e., people) who want a certain look/feel to our community.
10008	Q7A	TE: Lower speeds limit from 35mph to 25 and strictly enforce it just like Westbrook, we need it. I worry about the people who bomb along our road and may not see the kids.
10648	Q7A	TE: With the new shops on Rt. 1, I knew traffic on Lunt Rd would increase but I never thought I'd see trailer trucks speeding on my road! We can't even walk to the library anymore! We need sidewalks and an alternate route (Rt. 1 or Bucknam Rd) for commercial traffic!

20180	Q8A	TE: I am very critical of your reducing Rt. 1 to 2 lanes and then having only 3 lanes in the business district. I have had many near head on collisions while I waited to turn left onto Fundy Rd and other motorists entered the middle lane to turn left onto Clearwater Drive. The early morning traffic is very slow and backed up. Route 1 should be 5 lanes, not 3.
	QCOMM	I dislike the pc word calming. We select the Council to make choices and it seems the only thing they do is conduct surveys.
10002	QCOMM	This is an excellent survey but it has come far too late! Falmouth is rapidly losing its identity and if drastic steps are not taken now, it will just become an area of uncontrolled suburban sprawl. We cannot save "open space" once its built on. So even if it means higher taxes and standing up to developers, the town should act quickly and firmly to take any measures necessary to retain control over what has become unlimited and unplanned development.
10003	QCOMM	In addition to a limit on total single dwelling building permits. The town should establish a limit on the number of cluster developments approved each year to 3. User fees for public facilities would be acceptable for non-residents only.
10004	QCOMM	We live on Falmouth Rd. Our main concerns are: 1) Speed of traffic 2) Volume of traffic 3) Potentially increasing volume of traffic with more and more sub-developments emptying onto Falmouth Rd.
10005	QCOMM	Don't be so eager to spend money you don't already have.
10006	QCOMM	Well written. Easily understood.
10008	QCOMM	I would love to see the speed limit on Mountain Road reduced to 30 or 25 mph and enforced now that parts of the repaving have been completed people are bombing along. Please have better enforcement during morning and evening commute.
10010	QCOMM	Several questions were biased and leaned the question to a directional result. For example; to assume everything we do will require money (#9). If it will cost more - what will the town/school dept do to cut costs elsewhere? These types of questions tend to separate the issues (town vs. school) while the taxpayer deals with the only one overall town budget and tax schedule. We need more condominiums and lower cost housing.
10012	QCOMM	A town is a small society and as such should have governing rules that regulate it. These rules should not be punitive to conditions that already exist but for future growth considerations. If these rules are on the table prior to a person purchasing land or a company developing land or a business moving into the area then each one can fully understand what can and cannot be done with the land. If the town will also consider a marketing program that shows people virtually through future growth drawings, etc. how a town can become more than just a town, I believe it would not impede anybody's desire to purchase land here in Falmouth. I am looking to purchase and also would be willing to pay more for proper town growth.
10016	QCOMM	Leaving the quality and growth rate up to the whims of every developer or landowner is abdication in a town as populated as Falmouth. We can do a lot better than that.
10017	QCOMM	I would have preferred a series of surveys - each reporting the conclusions reached by the policy makers. Each survey should include the operating expense/tax revenue impact if adopted. I believe the majority of tax payers desire to know the policy makers commitment to future tax rates before making a survey choice. The developers are never concerned about the impact of present policy to future tax levels! This survey will(in my opinion)have a heavy developer opinion bias!!! The results, when reported, should include (1) rate of surveys mailed out to returned (2) % of respondents answering each category and each question. Thank you for seeking my input.
10023	QCOMM	The preservation of open land and the preservation natural growth along roadways is essential to maintain the appearance, character and livability of the town. We must avoid becoming a crowded, semi urban bedroom community. Public purchase of land at market rates is equitable, sound and a good investment.

10024	QCOMM	I am pleased that this survey is being conducted as the town's growth and its implications are of major concern to my family and me. I hope that the results will enable the town of Falmouth to develop plans, which will preserve the character of the town.
10032	QCOMM	The quality of life in Falmouth is wonderful! It is a privilege to live here. I want to preserve the open spaces, limit the new building/development to preserve this treasure for everyone, those of us who live here and those who come to savor its beauty - for everyone to enjoy.
10039	QCOMM	I believe that the number of permits for new housing should be set at 15 for each of the three sections of town (east of 295, central, and west Falmouth) with not more than two to each builder at one time. This would control the growth of buildings so that the town can handle the burden on the towns existing facilities and public services.
10043	QCOMM	I think there is way too much development going on. That's not why I moved to Falmouth. All the good land is now over-developed. Please stop! Or at least slow down. It made me sick to see that new development across from the police station.
10049	QCOMM	There is a significant difference between "open space" and "public land". I favor "open space" but not necessarily "public use". The latter should be on a per project basis. Am in favor of more "affordable housing", particularly if Fire and Rescue are to remain "voluntary". Impact fees should be based on end value of property. Major development should require both sewer & water.
10051	QCOMM	I like your choice of Redburn, NJ as a model for development. Falmouth and the Portland area in general needs lower income housing which means apartments above stores, small apartment complexes, etc. all within walking distance of an urban center, schools, etc. Falmouth should concentrate development close to existing developments like Rt. 1. I also think the town missed a big opportunity to develop a new village off of Exit 10. We all want a great sense of community, which is best accomplished by smaller lots, more density and a common open space. I oppose the idea that all streets must be very wide, with sidewalks, etc. This encourages speeding, and aggressive law enforcement is definitely not the answer. I like narrow winding streets with small capes and colonials on fairly small lots. As an example, see the Oakhurst Road area in Cape Elizabeth, and the side streets that go off it. (If my ex-wife didn't live there that's where I'd live). Good job on this survey!t
10053	QCOMM	Let's get serious. People come to Falmouth because they want a big house on a nice lot, not some small lot cluster. These houses - \$250,000 up pay for themselves. Thank goodness we're not Windham. Let's stop pursuing this fantasy (The Theberge Dream) that we can create some centrally planned community. A. It doesn't work and B. This is America! Try this-1) Buy the important pieces of open space. 2) Raise minimum lot sizes. 3) Increase required buffer between subdivisions and existing housing/public ways. 4) Relax! Defend planning department!
10057	QCOMM	Are houses being built on a certain amount of property? If so, why are some properties required to maintain the amount of land they have, not sell off?
10058	QCOMM	Using fees for services is a good idea. This town goes crazy raising taxes. My taxes have doubled in the last 2 yrs. Slowing town growth is a sure way to slow down taxation. Fewer services and schools would be needed.
10062	QCOMM	Everyone I know complains about how taxes are going to high with new school costs - lots of people communicate that when children are out of school they will move - I agree. It will be too expensive to live here. Falmouth will only be able to have the rich, middle class will not be able to afford the live here.
10064	QCOMM	No more taxes! This is the 5th state that I have lived in and it is by far the worst (highest) for taxes. Falmouth is a nice small town. Let's keep it that way.
10065	QCOMM	Policies we adopt now for a better town in the future should be sensitive to the special situation of older natives of the town, who may have had something very different in mind for their land for a long time.

10066	QCOMM	Exit 10 looks unbalanced it really needs an auto dealership on the other side like the old Rte 25 going into Westbrook - think of all the improvements! We can have a lot of those nice little ponds with pipes going in. The abutters will love it! Sort of like day time all the time. Have you read about Prides corner? Falmouth's influence is showing! Now retail will be even easier! Hope they all stay open late and shop the night away, we really need a video arcade for the kiddies it will be Westbrook, S. Portland & Falmouth looking like one Wonderful Town.
10072	QCOMM	I think we have made our limit in growth. Take some time to evaluate.
10077	QCOMM	The traffic between the Maine Turnpike and Rte 95 that travels down Allen Ave is heavy - fast. Where this road is entirely residential, (and it seems that there are plans to build and develop the area even more) a 35mph speed limit seems too high, when most cars and trucks travel 40-55mph down this street. This streets speed limit should be lowered to 25mph and/or speed tables installed. After all Rt. 9 has a 30mph limit. Please consider this in your planning.
10080	QCOMM	Thank you for taking the time to administer this survey. Although time consuming, I feel it's worthwhile. It was a little disconcerting to complete a similar survey last year, and then see the Staples go in on Rte 1. From what I know of Falmouth, there must have been concern expressed about growth in the last survey. These surveys indicate to me that Falmouth is on the right track regarding development, but please take a harder look at the costs in services, environmental impact, and quality of life incurred by "big-box" type retail establishments that clearly market to and draw traffic from areas outside of Falmouth.
10081	QCOMM	It is our wish that Falmouth be able to continue in it's development but maintain its rural heritage. In addition to its rural heritage it is important to be modern in its availability of foot and bike paths. This allows all of our citizens to enjoy the rural aspect of Falmouth. It also allows us easy communication, exercise and visitation especially for our youth. It is critical that we continue our development in a controlled manner to allow our future dreams to continue in today's presence: space, beauty and naturalization.
10083	QCOMM	The town of Falmouth should investigate "utility districts" used in other parts of the United States to pay for delivery of water, removal of sewer water, etc. DON'T BE SO PROVINCIAL! I know it is heretical to say so. Especially in New England but planning should be done on a wider basis than town by town. Some places that would be by county and others it might better be described as "metropolitan area". There really should be Greater Portland area planning (but I know that won't ever happen in my lifetime).
10089	QCOMM	I believe the town of Falmouth should be kept as is. Lots of space to walk in and country like. The town is beautiful and more large houses are spoiling the looks of the countryside. Falmouth is known for its beautiful fields and ocean views. The town has done excellent with walking and bicycle paths. Everyone should have house lots larger and more land of their own to roam and room for gardens for flowers. Lots of flowers. It's what makes Falmouth so beautiful. We need more town councilors who have down to earth ideas instead of money projects all the time. The new high school is enough for now. It's a needed project.
10091	QCOMM	My impression of Falmouth residents is this: We pride ourselves on our homes with land. We love our neighbors and the fact that we have space between our homes and the neighbors. We are certainly not interested in developing a lot of prefab communities that exit on horseshoe style set-ups. We know how to walk across our field to visit our neighbors. We don't need the town building communities that force socializing on another. I want the standard of homes to remain for those who are affluent. I do not want to see apartment buildings going up. Nor do I want this town to turn into suburbia - like Portland!
10092	QCOMM	Real estate taxes already too high in Falmouth. Service fees already high. We need new ways to cut taxes not increase them!
10094	QCOMM	I am concerned that the longtime residents of Falmouth, specifically the lower to

		middle income population, may be forced from their homes due to greatly increased property taxes. Clearly, most of the new homes being built in Falmouth are expensive, (200,000 and up) and are bought and owned by a wealthier group of people. Most have children and this fact has led to the need for a larger school system. Many of us older residents who live in modest homes without children are being forced to pay an unfair share of taxes due to the expensive homes and larger families of these recently arrived residents. What can be done to protect the diversity of the population of Falmouth, and bring about a more fair distribution of the tax burden?
10095	QCOMM	Prior planning is essential. Speed control is necessary. Town should have adequate control but not too much.
10096	QCOMM	Still very concerned with increased uncontrolled develop in the Highland Lake Watershed. Rock-a-way Road is a prime example. Please work closely to slow down and eliminate growth affecting the water quality at Highland Lake. Even tree cutting along Mast Road in the Watershed needs to be monitored more closely. Those "streams" flow towards Highland Lake - the only lake in Falmouth.
10097	QCOMM	Allow the rate to increase - as long as it is not all major contractors getting all the permits to build from the Town Planner (George). I marked neutral on Town wide trail system. If it is not too costly to connect some development together fine. But a development on the west side of Allen Ave should not connect to one on the East Side. I do not agree with roundabout like the one in Gorham on 202 - If they can be made a full rotary fine, like 202 & 302 in Windham I have seen trucks go straight across the one in Gorham.
10099	QCOMM	I'm glad that you are doing a survey. Thank you for explaining the options.
10105	QCOMM	Encourage quality business development on Rt. 1 in Falmouth. Increase impact fees on residential development and have developers assist in road improvement. Continue to increase the quality of education. Quality schools in Falmouth will allow higher tax rates. The development in Falmouth for the most part has been very good. Falmouth is a hot area, don't bite the hand that feeds you! The Taxpayer.
10107	QCOMM	There has been talk in the past about adding a spur from exit 10 to Rte 1 in order to reduce West Falmouth traffic, especially Falmouth Rd. I feel this should be a top priority in order to alleviate traffic from other adjoining communities that are using Falmouth Roads as a short cut.
10109	QCOMM	The town needs to walk a very fine line between developing a plan for the future and implementing that plan. The town does not need to become a land developer.
10113	QCOMM	Our concern is taxes, which have increased very sharply. Growth is obviously a major policy issue -- and complicated. Good luck. I'm not sure there are any good answers. We're inclined to favor user fees and impact fees.
10115	QCOMM	The town of Falmouth should be completely ashamed of itself for allowing the 1/2 house next to 129 Middle Road near the Presumpscot River to be built. The town always claimed that plot of land to be unbuildable yet a 13x36 ft architectural embarrassment was constructed there recently bringing down the value of homes built near it! Additionally, it attracts a lower class (poverty level) homeowner to bring down the neighborhood! The town needs to stop being so greedy for tax dollars and change the code on dimensions of homes. At a minimum, the sides should be 20-24 feet width! I certainly hope Falmouth is proud of the eyesore they have created and the corrupt, incompetent contractors who built it!
10123	QCOMM	The Town's approach to this issue has been very thoughtful and commendable. We must act now, and decisively, to prevent Falmouth from losing its rural character. Traffic control is a big issue. Why not photo/radar detection devices to send a message that we are serious about speed control.
10125	QCOMM	In the past two years, we have watched 4 new multi-home projects devour woodlands in West Falmouth. The trails that we walk and ski are disappearing. Huge homes are being built on 3or4 acre lots - it's ridiculous. It is a crisis in West Falmouth. We are willing to pay extra taxes to preserve the beauty of our town.

10128	QCOMM	Limit Housing growth to 25 per yr. Lower taxes - way too high!
10131	QCOMM	Falmouth is experiencing an unbalanced, rapid rate of growth - too much residential, too little commercial/industrial. We need to review sewer access/capacity and limit the number of septic systems in densely populated areas. We should review our zoning ordinances, minimum lot sizes and open spaces, as well as the amount of commercially zoned property. Our tax rate is increasing so rapidly that it will quickly make Falmouth unaffordable to lower income families
10134	QCOMM	The greedy developers are ruining the feel of the town.
10135	QCOMM	The town should try to preserve land as long as it is solely for land preservation and not for alternative purposes such as "sludge"!
10141	QCOMM	The town should make a circle at the intersection of Middle Road and Longwoods Road. As for hearings on articles on town business you cannot believe what the town officials tell you. We found this out when they rebuilt Middle Road from Lunt Road south.
10145	QCOMM	Have heard of plans for swimming pool. Why doesn't town make arrangements with Woodlands etc. to rent facilities for school swimming programs? I would be very nice to have all the things requested but the expense to town should be minimized and the realization that Falmouth is becoming a town for only the wealthy with no businesses (or very little) to help defray all these extra costs. Town should be more dependent on donations by businesses or people to cover the purchase of properties. Not to just spend, spend but realize we can't always have everything!
10147	QCOMM	All good questions to get citizen feedback on. Would love to see more bike lanes throughout town.
10148	QCOMM	I've traveled and lived in many states and seen first hand the results of growth. It is crucial that the town stops the growth. Money corrupts and there's enormous money at stake - tempting everyone to oppose new development, shopping etc. But compare similar towns to Falmouth, (oceanfront) Southampton, NY (Long Island), Carmel, CA. Carmel has a total moratorium on new growth. It remains lovely(village not township)Southampton has lost every last farmer and nearly all its woods and is architecturally and aesthetically hideous. Nature has been paved over buy many got rich let's not let this happen here. Or I'll end up somewhere in Canada...PS I am republican - but this is a case where I'd favor higher taxes
10149	QCOMM	It appears to us the town admin council; etc. is attempting to make this town exclusively for high-income residents and to exclude especially middle income seniors.
10150	QCOMM	The town needs to plan growth without overly restricting landowner rights. Without controlled growth we will have isolated (expensive) development and no sense of community.
10154	QCOMM	Be wary of developers: They have short term profit in mind, not the long term good of the town.
10156	QCOMM	Business growth in Falmouth has been part of the Master Plan for a while and is progressing nicely, sensibly. This is not the problem. It's residential development that has gone essentially unchecked and has created a quandary relative to our schools especially, as well as town services. We should start sending a message that if you want to build residential developments in Falmouth, you have to pony up the money to cover for the external effects they cause
10158	QCOMM	I hate to consider passing laws which might be construed as elitist or exclusionary, but this town is growing much too fast for my taste. Route 1(near Wal-Mart) is beginning to look like downtown Augusta and it makes me sad. I am also concerned that our school system may not be able to keep up with this rapid growth and still maintain its commitment to excellence. P.S. - I am 4th generation Falmouth native. My family has witnessed all of this growth with dismay.
10160	QCOMM	My 2 major issues: (1) The critical choice for Falmouth is whether to adopt meaningful planning tools. Falmouth will continue to grow but will this growth be

		in a predestined, thoughtful and rational way of haphazard, irrational and unplanned. Pleasant Hill is a model I do not want Falmouth to repeat. The Route 1 corridor and Rte 26 corridor are excellent examples of planning. This type of planning should be applied to the residential growth in Falmouth. (2) Bicycle/pedestrian facilities. Most of us live on a town road- for me its Blackstrap Rd. The paving of the shoulders on most town roads would immediately allow safe bicycle/pedestrian use of many miles of trails (roads). It should be town policy that most or all town roads contain a bicycle/pedestrian-paved shoulder.
10168	QCOMM	I am disgusted with the rush by this town to spend money! Property taxes are rising dramatically with the advent of the new high school and we are vehemently opposed to any new rise in property taxes. Falmouth now has uncontrolled growth, over-crowding of schools, minimal town services and little leadership by our elected officials. You must do something about the rapid growth and rising property taxes or every answer to "how long have you lived in Falmouth" will be 2 years or less as the rest of us will be driven out. Could it be that perhaps that is your agenda? Let's take care of what we have before adding other "open space". We live next to Pine Grove, and you have very dangerous conditions in there with falling trees and limbs. Some of them fall on our property, but the town (though asked) will not remove them we must pay for that! If this area is representative of the town's management of "open spaces" spare us the acquisition of more. It's disgusting in there and has become a place of illicit behavior. Our grandchildren are not allowed in there for fear of what may happen! That area has disintegrated so rapidly it no longer is of any value as open space. Wonderful management of open space can't be used. See Survey for more
10169	QCOMM	Growth needs to be controlled! Taxes are extremely high and still rising. Taxes are mostly going to fund the new high school - what about public safety (fire and rescue?) I can't believe we have a volunteer service for a town this size with such high taxes. Where does all the money go? Please limit residential growth and commercial growth. We are quickly starting to look like Scarborough and or So. Portland. The traffic is outrageous getting through town. There are too many developments and subdivisions. The quiet town I have grown up in has turned into a small city. The small town feeling is quickly disappearing
10170	QCOMM	Cannot read this mans handwriting please see survey.
10171	QCOMM	1) Currently enforcement/approval decisions don't consistently maintain planned open spaces. Property next to us was "unbuildable, too small" when we bought it. Board approved building on this unbuildable lot in 1999. Open space is gone. Too large a house is now on the lot. We feel betrayed. 2) Smaller not large, open spaces should be set aside as a part of each significant development, significant meaning more than 3-4 building lots. Developer would donate these spaces. 3) We can't handle many more developments until traffic issues are resolved. Stop the dead end street developments that all dump out on already congested streets. A basic network for in/out traffic must be on the drawing board before individual developments and intra streets. Cumberland needs more direct access to 295, not through Falmouth. School buses and (future) public transportation also need this network of feeder streets.
10174	QCOMM	Try not to tax the average citizen out of Falmouth. Keep trying to find ways to work with people individually and not over regulate everything! Try to increase the bike/hike trails around town for safety and enjoyment of all ages. Keep trying to keep it a real town.
10175	QCOMM	Seems well thought out.
10177	QCOMM	Too much detail - I don't have time or do not want to take the time to complete surveys. Do not make this a habit. Information should be collected through meetings and elected officials.
10179	QCOMM	I moved here for 2 reasons: 1) The school system. 2) The open space and prevalent wildlife in West Falmouth. I strongly want open spaces, walking/jogging paths and

		bike paths.
10181	QCOMM	I would like to see the availability of some "moderately" priced housing in Falmouth including some apartments.
10183	QCOMM	Where is it stated that town government venture taxpayers money into Real Estate? I feel that Falmouth Council needs to take care of the basics. There are many other priorities, other than buying up all the land. Next - after all the development in the last 2-3 yrs here, I have come to the grand conclusion that the town council should quietly step back and attend to the duties they have been elected to - good grief, the "Woodlands" is disgusting and arrogant, reminds me of the movie - The "Stepford Wives". Further, who in their right mind would spend \$700k on a house in the middle of a golf course?
10186	QCOMM	Assessing new residential development- yes to areas building homes valued at \$400,000+ No to area n/buildings under \$200,000. Not sure areas \$200,000 - \$400,000.
10188	QCOMM	Using municipal laws and zoning powers to impose these ideas, however well intentioned, inevitably take away property rights. If the political process in the town approves of \$ to buy open space (or trails or schools etc.) then so be it. Let private property interests compete on a year in year out basis for development rights vs. public space. To have a rigid comprehensive plan funded by bond proceeds stacks the deck against property rights. Government should not be telling us where we should live or whether we should have dead ends vs. connecting roads. Also, there is always the law of unintended consequences. If you try to prevent sprawl in one place it pops up in another. Let the market place of competing interests decide.
10189	QCOMM	New residential developments should have to comply with additional costs and increased open space provisions - rather than individual landowner. Traffic has increased to level that justifies larger shoulders, recreational greens and bike/walking paths for quality of life and safety concerns.
10191	QCOMM	This survey is a good idea. I hope some positive directions result from this survey.
10193	QCOMM	I strongly urge the town of Falmouth to stop the high level of growth however humanly possible. I'm willing to pay more property taxes, but the huge amount of high end housing going in should take the brunt of the costs for land purchases for open space.
10195	QCOMM	Everyone cannot be satisfied decisions have to be made and implemented.
10196	QCOMM	Reduce Taxes.
10198	QCOMM	This was a better survey than the last time - it allowed for more opinions - a variety of answers. Less one sided questions that tried to steer you to a specific answer. Still could use more neutrality though.
10201	QCOMM	Restrictions, ordinances and guidelines on Multifamily dwelling units are inadequate. Better planning needs to happen to reduce the impact on existing single family dwellings; Falmouth does not have a problem now, but will in the future as more development occurs. Why wait until it's too late. At the end of my street the developer was supposed to put a walkway into another subdivision. This was never done as per the subdivision plan. More needs to be done to enforce subdivisions plan. More needs to be done to promote, enforce, and enable pedestrian walkways between subdivisions. More over, would you rather walk next to a dump truck traveling 35-mph or walk through a wilderness path to an adjacent development? Nature trails are better. Preserving small parcels in strategic locations in built up areas should be a priority. We have saved enough farms in West Falmouth that most of us will never use.
10214	QCOMM	This town must encourage commercial development to help ease the property tax burden. New homes in the \$200,000+ range just increase the demand for services such as schools and are losing financially for the town. The town also need to cap the demand for swimming pools and the like, that just increases taxes to serve a very few. If we had an Olympic pool at the school, when would residents get to use it? 3am? Why do we need a theater at the new High School? Why can't we do with

		one new Gym? Many in this town have the champagne taste but the want everyone to pay for their desires. Let's get with it.
10216	QCOMM	I feel growth should be limited in regards to building of new homes. The town to limit expansion of homes should purchase public lands. Public land should be used as a combination of public parks and left "as is". Fees for public parks should be free for residents and non-residents should be required to pay. Traffic congestion is ok for "east side" and should be monitored after completion of expanded business. West Falmouth should remain "rural in feel" and does not need technological advancements (traffic signals, circles, road connections, etc.). Tourism to area and slight increase in taxes to rentals, homeowners & business should cover additional costs.
10217	QCOMM	This survey is too long. Too many options. I am all for recreation improvements, however I think charging a small use fee or tying a fee to licenses for regular users is an option (registration fees). If you choose to have (5) children and use park facilities more, you should pay a "little" more. Widening road shoulders makes driving safer. Falmouth has some pretty "soft shoulders". Cars getting off the road are prone to roll if the driver pulls back on the road.
10223	QCOMM	Falmouth should not encourage snob zoning, nor should the town decrease individual property owner's rights. Wouldn't children be safer on dead end subdivisions vs. many interconnecting streets? Smaller house lots with deeded open space to each homeowner makes sense.
10225	QCOMM	Developers have proven themselves poor stewards for Falmouth. The town must exert a greater degree of control & cap new housing at 25/year. The town also must maintain open space as is - no more open space that's really ball fields. For yuppies in West Falmouth (i.e. Zacc Farms). The town did not vote for the bond to buy that property to clear-cut it and plop down fields of limited use. The town has plenty of facilities and little woods left. All open space should be preserved in its natural state - no phony "improvements" which are environmentally questionable.
10228	QCOMM	Traffic on LedgeWood is ridiculous. Speed tables would be great. I know the plows don't like it but I've seen people go 40, 50 even 60 mph on this straight road. A shoulder would be nice too. Building is out of control. Thank you for your survey.
10230	QCOMM	Personally we moved to Falmouth for it's small town, pro education and recreational access. Overall I think the town has done a good job in trying to maintain those ideals but the current growth has obviously impacted Falmouth. I'm excited to be part of this pro-active survey and hope that it leads to a more thought out growth plan that can sustain the community values that Falmouth has stood for.
10232	QCOMM	Every effort should be made to decrease and limit taxes in Falmouth, even if it means stopping services. The town should have a Post Office. A town that has no identity with a Post Office; MBE and other similar services is not the same thing and does not represent the quality of life inherent in Maine.
10240	QCOMM	Would support some central planning and growth restrictions that are sensible and balance individual vs. community rights and needs.
10242	QCOMM	I believe growth in Falmouth is increasingly infringing on the wildlife causing them to move out and take up residence where they are a hazard and nuisance. Controlling growth in Falmouth will not only preserve it's rural character it will also protect the wildlife.
10243	QCOMM	I think your new development strategy is really nice - in appearance. However, on the Falmouth Crossing (Hannaford Center) not enough parking, because of it, some people will not shop there. Regarding the new shopping center (Route 1 and Lunt Rd) Where are people going to park? For all those businesses there is going to be a real problem. It's nice to look nice and you must provide parking Maybe in the back of the furthest back building?
10245	QCOMM	I believe the rights of big landowners in Falmouth need to be preserved. These people have invested a lot in the town and should realize fair profits. On the other hand coordinated growth and management of future development is essential. I will

		expect standards to be high and Falmouth to lead the greater Portland suburbs in quality and class.
10246	QCOMM	Having lived in Southern Cities where green space/wild space is not preserved I strongly oppose dense communities other than those directly surrounding a community center. I favor all nature trails and bike trails for the purpose of preservation, education and safety. This is especially true for bicycles on Blackstrap, which does not have a safe shoulder.
10247	QCOMM	There is an approach (not clearly, but implied) by the nature of the questions. They are obviously leading. An alternative approach that I believe is achievable and acceptable to most is: The town creates an open space plan/vision (much has already been done here). Bonds issued to buy open space. Leave it untouched (no additional expense) or allow selective logging to help manage forests and collect revenue. Purchase at a rate that offsets increases in services and our growth. Ideally, slow the rate of tax growth through selective purchases. Determine a formula that shows how the investment will eventually keep taxes lower. It may take awhile for this to occur. The tax burden may be higher in the short term. Key to this is not adding additional overhead. Also key is that the town is not restricting how land is used. Rather it becomes a purchaser offering the owner the high bid. This is one time expense vs. ongoing service facilities.
10251	QCOMM	There are some wonderful trails in West Falmouth for hiking, hunting, and snowmobiles. These are some of the reasons we chose this area. I would like to see better areas for biking along Blackstrap, it is currently dangerous for young people to ride there. The development we live in has 25 acres of common land, which adds to the beauty of this development. Our friend owns 133 acres which he lets the public use for snowmobiling, etc. It would be a shame to see this area developed. There is a great diversity of wildlife here.
10253	QCOMM	I live on Winn Rd; the traffic has increased 10 times in the last 5 years! I can't even open my windows at night - it sounds like the main turnpike. The speed limit is 35, but 95% of the motorists are late and are going 50+ mph, which increases the noise level! If you lower the speed limits to 25 - that would help - maybe they'd find a better route. I love Falmouth, but it's not the way it used to be - it's just an extension of Portland now! I'm looking for land to build a house somewhere in gray!
10259	QCOMM	With or without town control of the details, we do need to limit development in Falmouth. No more than 50 new homes should be allowed to be built per year. We need to take pressure off our school system. The new \$20 million high school will be overcrowded before it is completed if we don't cut the number of students moving into town. This cut in student population and the associated costs are more important than open space, connected subdivisions, traffic patterns, bike paths, etc. We must limit growth - with or without town planning. Also, we can't bankrupt people with taxes as we make this town a giant country club.
10265	QCOMM	Treatment of open spaces can not be handled with a single set of guidelines. Each parcel has special features and many require different treatment. Some land should be held undeveloped and wild while other areas are better suited for enhancements to serve the public better.
10267	QCOMM	I am a resident of Florida but very interested in keeping Falmouth a wonderful place to live. All changes of any kind should give first priority to the above.
10270	QCOMM	I'm hoping something can be done to improve access for pedestrians and bicycles in the Pleasant Hill neighborhood even though significant development has already occurred. Sidewalks and bike trails would make the area a lot safer for all the residents.
10276	QCOMM	It is our opinion that current large open space areas and farms (Woodville & Winn) etc. not be taxed inordinately under "best usage" concepts. Owners of these large tracts should receive tax abatements and or reduced taxes as long as areas remain in current state (not developed). Open space, tree farms, farms, and conservation easements should be part of Falmouth's master plan(s).

10278	QCOMM	In areas of heavy gray soil, town should finance sewage - citizens should not be called upon to pay 10000-12000 for the service. Cost of hook-up and annual fee should be only cost to citizen. Town should not be giving tax breaks to commercial developers - too wet - exit #10. Many of questions are too much alike. This could be much simpler.
10279	QCOMM	Falmouth should apply for Federal Grants (gifts) as well as State, County, etc. Falmouth should limit building permits -residential- to 40-50 max per year for a minimum of 5 years. Trail system should be sectional, to shopping areas and other retail services, but not limited to one large system.
10280	QCOMM	We lived 26 years in Reading, Ma - don't even consider traffic circles "to slow traffic"! They are known to be dangerous. Falmouth does not need more policemen. Speed tables work well, are cheap. Let's not go bonkers over bike trails.
10282	QCOMM	I feel impact fees are very important - this fee can then be added to the price of the new house or business. I don't believe taxes should be raised for people who have lived here for years to support new housing. The people buying the new houses should pay completely for added costs for schools, services, etc. TAXES - Would it be possible(legal) to tax people on the price they paid for their house with perhaps a small yearly increase. People who pay "x" thousand for their house now should then buy it realizing they will be fully taxed, if they cannot afford it they should buy a less expensive house. The problem is people who bought their house 20,30,40 years ago are now being taxed to a point where some have to sell and others are suffering. This is not right. Just because their house value has appreciated doesn't mean that they could afford to buy that house nor pay the taxes but the person who buys that appreciated house should pay on the appreciated value fully. When a house changes hands let the taxes increase to the new owner. Thank you for listening!
10284	QCOMM	Growth must be slowed down. Say no to developers. Drive down Stevens Ave in Portland before making the wrong decision about raised tables or speed bumps. Permit fees are to low in comparison to other cities or towns. Falmouth is special! Please keep it that way. Stop the new home building.
10286	QCOMM	Route 1 should be more town centered and less of a "strip".
10287	QCOMM	The area of Falmouth that I live in has no sidewalks or paved shoulders. My neighbors and myself attempt to walk, jog, ride bikes and push baby carriages on this road - basically a parallel alternative to the turnpike. The post office requires us to keep our mailboxes across the street, which is extremely dangerous now. Traffic from the north is coming up a rise and cannot see my neighbor or me crossing the road until they are on top of us- going at least 60mph. Sometimes my neighbor hears screeching brakes and runs out her door to see if I'm ok. It's a dangerous situation!
10288	QCOMM	I think the survey is a good idea. I think with regard to new development - costs should be paid by the development not existing residents of the town. I think that we should seriously limit the amount of building and new houses as this town is becoming very crowded and losing its country like appeal. Just drive down Falmouth Rd. Some of the new developments are overcrowded and quite ugly. My husband and I moved here to get away from overgrowth/development and to live in a small town atmosphere. Falmouth could lose this atmosphere is something isn't done to slow down the growth.
10290	QCOMM	Sections 5 & 6 were very confusing. Are you trying to get too many answers to very complex questions that require people to have technical knowledge? Simplify, simplify!
10292	QCOMM	I do not see why a person's education and income matter with this survey.
10295	QCOMM	The issues are very valid and require more knowledge of the impact of the implications on Falmouth. I would have liked to been provided with more materials to educate myself on the issues. The need for open space & quality of life are why people choose to live in Falmouth. Developers must be held accountable for their

		building sites and the town should enforce their work no the subsequent buyer!
10297	QCOMM	To save money, the town could publish a cheaper version of their annual report (on lower-grade paper & without color photographs) and not mail it to every resident but instead have it available at Town Hall to pick up.
10300	QCOMM	If growth is slowed a little and is well managed, the town will be able to keep up with the huge expenditures of our school system.
10302	QCOMM	Increase of tax base - commercial. Let those who want fancy new schools with all the bells and whistles pay for the bells and whistles. Falmouth should provide a good basic education. We have lived without hockey and football in the past, are these examples necessary for a good basic education? Control of school spending will help control future tax increases. Do not force people on fixed incomes out of Falmouth - please.
10304	QCOMM	We live on Route 9, Falmouth, Longwoods RD.
10306	QCOMM	The town buying land takes away from the tax base. Give large landowners a tax break and have some tax revenue and also open space. There is too much emphasis on trails & bike paths. Everyone in town will not use them. That is a cost the town could save. It was brought before the council about the number of permits for new houses. The council went along with one hundred houses a year, that is the number for the last 4 or 5 years, so there is no decrease in building. It should have been 25 houses a year until the town got a handle on growth and school problems. The way things are going young families and senior citizens are being driven out of town due to taxes.
10307	QCOMM	Regarding (g. Road planning) Figure 7 more closely emulates the wonderful community development plan of the Woodlands of Houston, Texas where our son lives. I would strongly urge Falmouth study this plan that includes golf courses, ponds, common picnic areas, recreational fields, miles of walking, biking trails and an outdoor swimming pool (Olympic size) and much more. Figure 7 enhances more privacy. Traffic calming. It seems to work on Stevens Ave,
10307	QCOMM	TE: Portland. Bicycle and Pedestrian Facilities: You "missed the boat" on recent Mountain Road construction. How about doing it on Blackstrap and Mast Roads? Hundreds of bikers go by my house on Mast Rd. Again, the Woodlands in Texas (future population, 150,000) have homes 100's(thousands). 1 million rental units, retirement units, hospital and many, many flowers, shrubs, trees, brooks, ponds, lake that go on & on.
10311	QCOMM	I would desperately like to see a sidewalk on RT 88. The bike path is nice, but there are so many walkers, joggers, dogs and most importantly children. Bikers could still ride on a sidewalk, but all others would be so much safer than they are now.
10312	QCOMM	People need walking and biking systems to access schools in Falmouth and our neighboring community areas. Traffic needs to be slowed on Rt. 9 through Falmouth. Because it will be increasingly difficult to find and purchase large blocks of land, greenway trail systems offer extensive recreation and "get away" value and they (trails) should also be a high priority. Falmouth needs public access to Presumpscot River. Soon it will be a fishable, swimmable,
10312	QCOMM	TE: canoeable river. Now, while people still can't visualize that happening - is the time to be aggressive about finding a property.
10313	QCOMM	I feel that growth needs to be controlled. I don't trust developers to set the standard for Falmouth residents. Scarborough use to be a nice town but now is seriously over developed. Homes there are stacked on top of each other giving the appearance that the owners could pass objects to each other out the upstairs windows! I don't want that for Falmouth. I'm willing to pay extra taxes for recreational area; preservation and quality controlled development.
10313	QCOMM	TE: The school systems can't keep up when development gets out of control. Falmouth will see their scores on MEA's go down if development isn't controlled.
10317	QCOMM	Against impact fees. For widening roads of tarring one side for bike paths. Town should assist development of housing.

10319	QCOMM	Item 7: Traffic Calming - Traffic speed must be slowed in all residential areas of town! When traffic is not heavy, drivers, as a rule, tend to exceed posted speed limits by 50%-90%! Use of police car surveillance has not proven to be a lasting solution. How about installation of automated radar and photo equipment to track speed and penalize guilty drivers?
10320	QCOMM	We must control growth and taxes. I do not want affordable housing in Falmouth. I moved here to get away from that. That may not be politically correct, but that is how I feel.
10321	QCOMM	I am 100% in favor of the town buying land to ensure open spaces. Taxes have tripled since 1986. If development continues at its current rate, the new high school will not be able to handle all the new families. Own large parcel. Would give to conservation trust and never sell to a developer. It was a disgrace to destroy the beautiful field with wildflowers only to build a strip mall (exit 10).
10322	QCOMM	The results of the last survey on these issues were not made public; this one should be. The widening of Mountain Rd was a mistake. It has only served to speed up traffic. Most cars are going 45-50 mph, not the 35-mph posted. Also, the shoulders have been made more dangerous in many areas because the road was raised to eliminate dips and humps. Roads should be kept narrow and curving to reduce traffic and speed. Cameras can be installed as an additional traffic calming measure. Growth should be severely curtailed to less than 40 new residential units per year. New commercial growth should be limited to the Rt. 1 corridor in the future. The exit 10 development should be required to restore the natural forest around all sides of the development so that it can't be seen from the street. In addition, no new exit 10 development should be allowed until all Rt. 1 opportunities are developed. Tax incentives should not be provided to developers, like at exit 10. Developments like exit 10 only serve to raise our taxes, not reduce them as the developers propaganda has suggested.
10323	QCOMM	Private ownership of property must be encouraged @ all cost - It is the root of our liberty. Falmouth has adequate recreational space now. This survey is slanted to more & more government control - this is the last thing we need. This survey smacks of the "country club" approach to development. I am the elite - "I know what is best" is the wrong direction for any town's development.
10324	QCOMM	I prefer to see the costs of land preservation, sidewalks, sewers, etc. borne by all Falmouth taxpayers. I think impact fees, while tempting, are unfair - I did not have to pay to move into my existing home. I've heard people talk about a fee related to # of bedrooms? Why not just charge anyone with more than 2 or 3 kids? You'd never do it. I also think we need to work out tax relief for senior citizens. We will also need new schools - I can see Falmouth growing to 35-40,000 people -if we plan it right, it will be more attractive, as Radburn in it's day (and now). Who paid for the open space in Radburn -town (FairLawn) or developers? I think many people don't agree with proposals because they are cheap & shortsighted. I don't care if you have trucks whizzing by on Falmouth Rd, cause they live in Twin Ponds, e.g., Assume this is all going to stay farmland forever. Everyone needs a course in geography, demography and the American dream - house, car, and yard. One last thought - new neighborhoods with service alleys would be great!
10326	QCOMM	Charge businesses like Wal-Mart for the storage containers & parking spaces that they take away. How much selling space are they not paying taxes on? Design more retail & business like exit 10 & the new Rt. 1 shopping center. The more small businesses we have the more tax revenue we generate!
10327	QCOMM	I think the town should buy open tracks of land for public use and not for future schools, buildings or whatever, keeping it open with trails and bike paths, snowmobile trails etc. would be ideal. These lands should remain free from fees for such use.
10331	QCOMM	I would like to have public water extended to West Falmouth (Blackstrap Rd area). Perhaps this would be economically feasible as more land is developed in this area.

10333	QCOMM	I very much appreciate the opportunity to have input via this survey. I feel very strongly that we must act to guide growth in order to create the kind of town and community that we want. The alternative is to be given something we do not want.
10335	QCOMM	It is clear that the cost of new residential growth cannot be adequately funded through property taxes alone. I have lived in Falmouth since 1991 and have experienced an 84% increase (\$2600-\$4800) in my property tax. What will happen to the character of this town (specifically, the demographic of it's residents) if this trend continues? I am fortunate because my income has kept pace with these additional expenses, however, I know from experience that this is not the case for many other families living in Falmouth. We must use other means to fund these initiatives and I believe that imposing Impact Fees for developers is a reasonable method of funding infrastructure costs and development planning. I also feel very strongly about the following: -Private property must be purchased, not taken. Owners should be compensated. -The town should limit its role to planning. Stay out of development. -Public spaces should be accessible to everyone - not just Falmouth residents. -We've got enough athletic theme parks. How about a park with an amphitheater! Thanks for asking and good luck.
10337	QCOMM	The developers in Falmouth seem to have more control on what happens to open land because they have the money to buy it up. It seems they are becoming greedier with all these huge money making developments. It is not fair to the retired people on a fixed income our taxes keep going up. Is anyone addressing this?
10338	QCOMM	The issue I would like to see addressed is the road run off on Winn Rd into my yard. It runs all the way from Field RD and Woodville Rd and could be solved with a ditch culvert.
10339	QCOMM	Privacy is the most important issue.
10340	QCOMM	I certainly haven't seen many bike paths. We need a commuter bike path on Rt. 26/100 into town. (Connected to eastend trail). We need a restroom at the town landing. We need parking at the town landing nearer the water for trailers. Police are pulling too many people over on Rt. 26; they seem to use it as a cash cow being 35mph. The town should buy "Handy Boat" and make it a park and new town landing.
10342	QCOMM	Uncontrolled growth will reduce the quality of life in the town, which is the reason I moved here from Cape Elizabeth. Total control will drive up taxes and property prices. We need to be someplace in between.
10347	QCOMM	Too complex! Bottom line developers should pay the up front cost of new development. Strongly oppose dead-end subdivisions. We're willing to increase our taxes to increase open space - but not athletic fields! Keep improving bike paths/sidewalks system.
10352	QCOMM	I wish development had been more reliable - such as expansion on Knight St, and areas on streets off Johnson Rd, between Rt. 1 & 88. When there is a good bike lane such as 88, I wish bikers would be restricted to the lane, instead of using car lanes, which have been narrowed. I have lived in many states, and had a lot of different experiences, and I feel Falmouth needs to work harder!
10354	QCOMM	Falmouth like other small towns is growing way to fast. In 1988 when I moved here, I wanted to get away from the city and now we are becoming one. I like the small town better.
10356	QCOMM	On page 9 it stated "The town is so sparsely populated" Why then do we have to buy open space? Road Planning: the town does not want dead end streets yet they closed off a whole neighborhood (Hartford Ave Area). I much prefer having my own yard to "Cluster housing" with common areas.
10357	QCOMM	Growth in Falmouth has been too rapid in recent years. This places an unprecedented pressure on the infrastructure, especially the school system. It would be wise to use a zoning regulation that requires that each house be built on a large lot at the same time we provide for open space.
10358	QCOMM	Roundabouts cause accidents; they're confusing and dangerous. Speed tables only

		slow traffic at the table. The people speed right back up after they go over the table. The town should determine a good size and population for this town and stick to it. So they can build schools to fit that amount of people and there will be woods and parks and lakes that will be there forever, never threatened by streets, houses, buildings etc....
10362	QCOMM	Falmouth needs a parking ordinance to go along with its growth.
10368	QCOMM	Falmouth needs to put more emphasis on affordable housing. We are becoming a community of high income professionals who are considered by many to be a transient group: they build large, expensive homes; then move after a few years to follow more lucrative jobs. Falmouth also should pay more attention to the needs of its lifelong senior residents. These are the people who have always supported the town and are now being taxed out of their homes or forced to sell farmlands to pay their taxes.
10371	QCOMM	This survey was far too complicated and confusing to be really effective. It sounds as though it was constructed to keep many people from becoming involved.
10379	QCOMM	I have seen how building separate developments without any connection (walking trails or roads) destroys communities. In addition, development without retaining open space eventually discourages growth - no one wants to live in an area with no trees or sense of community.
10387	QCOMM	In general I'd like to see a decline in the # of new residences per year. Growth has been too rapid. Preservation of open space especially near ocean and river is important. Affordable housing is important. We have enough country clubs and expensive housing.
10393	QCOMM	These questions and statements were much too confusing. What does public facilities actually mean? Lot sizes were not addressed.
10397	QCOMM	I would love to see bike/walking path along the major routes in West Falmouth for both pleasure and safety of all those who use it. Traffic moves very fast on these rural roads and it has been difficult at times to quickly move out of the way to avoid being hit. It's a beautiful town to live in, let's keep it that way with open space and nature all around us.
10403	QCOMM	I'd like to see the speed bumps on Pleasant Hill Rd removed. They are a hindrance to snow removal, ice buildup and drainage. I do not want to see speed bumps on any road in Falmouth. Just drive Stevens Ave in Portland and see what a horror show that is! If the Falmouth police cannot control the speed limit on Pleasant Hill Road, I think the police Chief should be replaced.
10406	QCOMM	I think open space preservation is important. I have lived in areas that had uncontrolled growth and it does truly get out of hand. The love of the almighty dollar for developers often leads to poor decisions based on cost first. It is important to have a vision and foresight and not let developers change things for the worse. I am concerned about the rising cost of living in Falmouth, with property taxes rising. I am also concerned about our town services being stretched to thin. I think the town should be pro-active in determining the rate of growth more so than house placements on lots. I think a series of inter linking walking/biking trails is a great idea, perhaps with donated land or easements.
10409	QCOMM	This town has lost control of everything. Growth/building has no control; property owner's rights and wishes are ignored. Town service are only provided to "The Foreside", the reason the town exists is to provide services to all residents not to outsiders, they get better treatment than the residents do. Living in Falmouth is turning into Pure Hell.
10413	QCOMM	1) Besides creating rational plans for town growth, the town must also create a means of evaluating neighborhoods and districts with a view to prioritizing. Included in the criteria must be; 1)Density of population 2)Scarcity of open space 3)Presence of children 4)Volume and nature of vehicular traffic 5)Volume and nature of pedestrian traffic. Allocation of town resources should be based on objectively evaluated need. Pleasant Hill residents reject the air of post-mortem that

		informs discussion of our "failed" neighborhood. We have every intention of preserving and improving our neighborhood.
10414	QCOMM	Growth is inevitable causing fear in some, excitement in others. A gradual increase with prudent decisions on spending seems responsible, with input from the taxpayer. Landowner rights should be upheld. Rural character seems to be what attracts people to Falmouth in addition to quality of school system, safety (including prudent speed limits) and the ambiance of community. At the same time, privacy should be maintained. Housing should be affordable with no elderly being "pushed out" or forced to sell land in order to pay increasing taxes. Perhaps a working partnership with landowners and the town could be instituted to preserve open space without hidden agenda (sludge dumping). Services for all ages should be provided.
10418	QCOMM	I live in the Pleasant Hill neighborhood and do miss the open space. I have also seen issues with trying to control traffic through "speed bumps" as ineffective. There are other ways of catching speeders - neighborhood patrols w/radar that gather data on cars. Signs that reflect peoples speed as they drive by.
10419	QCOMM	I hope there will be some saving of open space & use of trails - I hope this wasn't just a "feel good" survey but something that will spur on some action.
10420	QCOMM	I am concerned with the rapid growth in the town and the pressure it is putting on school system. I love the town of Falmouth and am concerned with rapid growth affecting traffic, schools etc. We must have a good plan in place for controlled growth. Taxes (property) are also a big concern. We built our house 20 years ago and our taxes have risen from \$1,200 a year to \$4,500+. If something happened to my husband I could not afford the taxes to live here. Ellen Patterson, 30 Hedgerow Drive.
10425	QCOMM	New development - residential and commercial should have to pay all impact fees. If someone wants a development of more than 5-6 lots, they should follow strict zoning as regards to traffic and trail access. This is the "cost of doing business". Current residents should not absorb extra fees on development that they neither asked for nor wanted. If you want to join the Falmouth community you have to pay your own way!
10428	QCOMM	Overall I believe the town is run well at the current time. I would urge caution against the use of the heavy hand of government, as opposed to market forces or citizen referendums, to determine the future of Falmouth. If people want "open space" then they should be willing to pay for it. Sell their 1/2 or 1 acre parcel in Falmouth and buy 5 to 10 acres in Buxton. Don't raise taxes to preserve open space or to limit growth.
10431	QCOMM	Government trying to control growth is a bad idea. Quotas never work whether in housing, jobs, business etc. Falmouth should not interfere with growth and development except through zoning regulations etc. (5-acre lots and so on). Limiting housing will result in an aging population over long term with under capacity schools, city services that are no longer affordable, high taxes and bad decisions when panic sets in due to controlled growth policy years prior. Effort would be better served trying to get a Post Office for Falmouth, or should Portland continue to do it. I think not!
10435	QCOMM	Rte 100/26 - please fix traffic lights! My main concern is all the building that is going on taking up all the land and adding to all the traffic lights especially along route 100/26 (west Falmouth crossing). Leave turnpike/ Hannaford store heading toward Cumberland on 26/100. Hit traffic light stop - then proceed and hit next traffic light past Harmons Hamburgers. It's stop and go traffic. Just like Portland is. Adjust the traffic lights so it isn't stop and go. Sometimes the light changes (red) and there isn't no cars coming both directions. Also traffic light problem at Shaw's Northgate 100/26 turnpike and beyond.
10437	QCOMM	Lose the greed/ moratorium on residential development. Keep commercial development, including in home business in commercial zones. Stop trying to out

		do Cape Elizabeth, Yarmouth, and Cumberland. You're not them. Stop building unnecessary schools, sports fields, skating rinks, and swimming pools. Stop Catering to half of Connecticut & Massachusetts by chipping down every tree and digging up every field and farm to build fancy Conn and Mass neighborhoods. for those folks. Preserve Falmouth as the quiet, rural, agricultural, clean, scenic, natural place it was. LOSE THE GREED.
10440	QCOMM	Falmouth's growth over time is inevitable. The real questions are 1) Will Falmouth's growth be orderly or chaotic; planned or haphazard; thoughtful or random, and 2) Will our descendents want to live in the Falmouth we have bequeathed to them? To assure that the future Falmouth is anything close to the Falmouth we remember and now enjoy, growth control and planning measures of a vigorous, enforceable kind are absolutely crucial. We have given the market its chance and the results are not good. Let's try a different approach. Thanks for this opportunity to reflect and sound off!
10444	QCOMM	In terms of road design for new developers, I would like to see town guidelines that developers would use vs. having the town design the roads. In terms of widening roadways for bikes, pedestrians, I would like to see a plan implemented over a period of years, funded by a minimal tax increase. Would personally love to see Blackstrap Rd widened and the speed limit on that road very strictly enforced.
10445	QCOMM	Falmouth has begun to address many issues - though change and development are working much faster than the planning and discussing. We have a C.P.A.C. and separately a planning board. These must be coordinated. Today the planning board (must? Legally?) Consider back item on a "go-no-go" basis against a go without (it seems) the vision or even the guidance of planning.
10447	QCOMM	I strongly favor decreasing growth in order to increase property values.
10449	QCOMM	I do not think that anyone has the right to tell another person what to do with his or her land. If you own a piece of property and want to develop it, that is your own right. If your neighbor wants to have lots of open space, then he/she should by their own land!
10450	QCOMM	Falmouth made a determination in the early to mid 60's as to the minimum lot size, which I feel was the wrong decision. Falmouth could have had house lots that were smaller and preserved open space where the two newest golf courses are and on Blackstrap mountain. Falmouth chose to close down all the small neighborhood schools. We have suffered from this decision ever since. The West Falmouth area of town should have the sewer extended to it. Many septic systems are old. Residences should have the sewer system, instead of just the exit 10 businesses.
10455	QCOMM	Growth could get out of control if big money is involved which it always is as shown in the "Town Square" development. "Rite-Aid tacky" is not Falmouth. No more shopping centers or Big Box Stores, ever.
10456	QCOMM	The concept of a "bond issue" should be explained so residents understand "where" the money comes from - implications to resident's wallets. Biggest issue; Falmouth residents have been surveyed "ad nauseum". The message never changes...SLOW DOWN THE GROWTH! Get the school budget in check!
10458	QCOMM	Would really like to see a safe path on side of Lunt Road between Falmouth and school. After school, it is safe walking to library or new village of shops. Unfortunately, John Waseleski was given permit to expand at Oceanview. New area near Falmouth Rd. required way too many trees destroyed and is not an attractive grouping like the others. Residents were extremely unhappy and many of us were told that there were to be no more cottages. We moved here because of small size and woods. Unfortunately, people the age of residents here would not go to hearings and protest thus became victims of greed.
10461	QCOMM	Phil Lord, Jr. served on local planning board 10 years ago and also on regional planning. During his tenure lots of 3 acre and 5 acre lots were mandated esp. for West Falmouth. (Ask Fred Chase). Lots of nasty phone calls came with this one. Planners (Black and Atwood) were hired by the town to preserve and plan. They

		supported such measures as "keep the curves in the road E to W to hold down speed, etc. A 17 year hiatus occurred when the herd moved to Florida on returning to Falmouth what a change! All things put in place to slow growth has disappeared and guess what? Fred Chase named "man of the year"! You can slow growth but you can't stop it.
10465	QCOMM	Why not consider increasing lot size in farm and forest areas? Concerned that extending sewer lines would create growth explosion in present rural areas.
10468	QCOMM	The growth rate has increased considerably in our favorable economy. Unfortunately, construction quality has suffered as a result. Limiting development may improve competition and quality.
10471	QCOMM	Rt. 88 has bike/pedestrian lanes on both sides - which is great and they are well-used; however, motorists also use them as passing lanes (even the police do this!) and as parking areas - especially these landscape companies with trailers, trucks, etc. I notice figure 9B in the Survey delineates the special lane. Maybe something like that would be more effective on Route 88. It's just a matter of time before someone gets nailed! I strongly advocate affordable housing; I also feel the developers and the buyers of these "MCmansions" that have cropped up should bear the cost that we all are paying in order to increase services to them. Connecting streets allowing transportation w/o having to hit a major artery is so logical and important.!
10473	QCOMM	Keep Falmouth available to all levels of residents, modest income, fixed income, newly affluent etc. When planning do consider residents who have been paying taxes to build such a fine community - I wouldn't mind having a few services to balance all of the recreational programs for youths, the new schools. How about a park EVERYONE could use. Why do some new communities have services such as plowmen when others do not? We pay sizable tax bids.
10475	QCOMM	I am impressed with the detailed and painted questions in this survey and am curious to learn the results. However, I wish the leaders of this town could take action on their own to restrict development, require developers to make their projects more bicycle \$ pedestrian friendly, make new roads more efficient, etc. without such intense hand-helping from residents. Rather than witnessing building permits hit 100 per year, the town government should act to control growth. If Nancy Reagan can say, "Just Say No" so can we. Also, I find disturbing in your "open space" section even the hint of converting open space to public facilities down the road. Please be very precise and up front with bond questions so we tax payers know where our money is going. Don't deceive us into thinking we're funding perpetual open space when 10 years from now it will be converted into a new town hall.
10476	QCOMM	Keep taxes down. Keep large pieces of land for the future. No more commercial development. Too bad we are losing our farms.
10478	QCOMM	We personally would like a \$5 million bond issue but marked 2 because we think that amount would pass, 5 might be more difficult. I am glad the town uses these surveys to test the pulse of the citizens but I hope they listen to the clear cry for preservation of open space.
10479	QCOMM	Question 5: Patterns of Residential Growth: 4. There seems to be an imbedded assumption here that sewer availability does or should govern housing density. That only applies if soils are not suitable for septic systems. One way to guide and/or limit development is to set a policy limit on the areas to be covered by sewers. Question 6: Road Planning. There seems to be flawed assumptions imbedded in questions 4,6 and 7. Based on our experiences... in another town which we saw grown from 6,000 to 27,000 residents, the following are not true: 4. "Many options for route selection..." do NOT necessarily disperse traffic. 6. Dead end streets do not need to eliminate or reduce pedestrian access to other neighborhoods and areas of town. 7. Concentrating traffic on certain roads and intersections does not necessarily cause traffic congestion. Question 8: Bicycle and

		pedestrian facilities 6. What is the connection between installing paved shoulders and enhancing roadway appearance?
10486	QCOMM	I have been disappointed with the town's interest in adding safe sidewalks to the roads surrounding our public schools. I grew up in Yarmouth Maine and almost always walk about Less than 1 mile to school from 3rd grade through high school. The town lost an easy opportunity to do this when Falmouth roads were rebuilt. It's easy to do, look at West Elm street in Yarmouth.
10489	QCOMM	Ref #2 - Use of land should be a function of location and desired usage. Ref #1 - Too many bond issues already exist. Where is the "none" option. Overall - Taxes and fees are a significant expense to most families. Any increases will decrease their living standards especially for those on fixed incomes.
10490	QCOMM	As an alternative to open public spaces, enforce minimum lot size (i.e.2 acres), limit number of housing starts per year, and restrict amount of clearing of wooded areas.
10492	QCOMM	See pages 8 and 9 These (and some others) don't allow for discretion of flexibility and the survey results will be useless because there is no clear answer. I very much would prefer narrower roads without median bumps on sides and separate bike paths beside the road.
10493	QCOMM	More control W/neighborhood encroachment by business and business expansion. Limited growth (100 residential units) but w/ a smaller % going to developers - maybe 30% to developers 70% to single family homes - just a random # to throw out. Falmouth is getting too expensive - we have a small house - 1500 sq. ft, we built 9 years ago to move up now, it would be too expensive and we feel the expensive homes and the increased business encroachment are squeezing us out. We really need to try and create a "town" feel - like Yarmouth. Our "main" St is Rt. 1 full of auto dealerships, fast food and fancy storefronts yuk! If we need a new corridor to attract a slower/pedestrian friendly area. Let's do it. Also need more public local access to town landing - too many non-residents taking up all the parking!
10496	QCOMM	Recommend the Maine Turnpike road from Rt. 1 to West Falmouth be open as a free way to get from Foreside to West Falmouth. This would greatly reduce traffic on back streets, allow people to navigate through Falmouth and provide better access to business on Foreside and West Falmouth.
10497	QCOMM	Under question # 1, why was there no option for none for values for the bond referendum! Taxes are rising faster than the cost of living.... Something has to be done to limit this unnecessary escalation of town fees, spending, and taxes!
10499	QCOMM	1) Enforce leash laws more consistently. 2) Police should enforce other laws besides speeding such as bicycle clubs impeding flow of traffic, stop signs and traffic lights. 3) I feel that some of the speed limits in town on certain main arteries are too low @ Blackstrap.
10500	QCOMM	Many projects and improvements are very good but it all comes down to the age-old problem "can we really afford them and do we need them really"? Of course generally speaking the young people believe we do and we older people are not that sure. There are no easy answers!
10502	QCOMM	Limit residential growth to preserve the beauty of the area.
10503	QCOMM	Thank You!
10504	QCOMM	Thank you town officials for your hard work in dealing with these difficult issues! I'd like to see the town find a workable formula for giving a property tax break to older residents. Perhaps a net worth formula?
10506	QCOMM	Zoning for trailers and business areas should be strictly enforced, keep out of micro-managing growth unless the town owns the property. If townspeople want say in land-use, they should be willing to pay for it.
10507	QCOMM	I am unsure of methods of funding. There needs to be information & public discussion.
10508	QCOMM	Our regret about moving to Falmouth is the lack of shoulders on road and

		sidewalks. We dislike having to drive everywhere & wish to live in a community that is not concerned about making everything accessible to automobiles. So much physical health can be gained by an environment, which encourages walking and cycling. We no longer feel safe riding our bicycles, one of our favorite activities in our previous location.
10510	QCOMM	Do not increase property taxes! The traffic-calming scheme on route one by the Martin's Point bridge (reduction to 2 lanes) is a waste of a good road. Increase police enforcement/patrols rather than these annoying, artificial limitations.
10511	QCOMM	Regulated growth is strongly needed with developers paying or providing the cost of selected services - i.e. utilities installed, roads, landscaping, water connections etc. Real estate taxes are becoming a real burden to long time residents who are retired. We have lived in the town for 48 years.
10512	QCOMM	While it may be the job of municipal government to control and manage growth, I do not feel that it is their purpose to acquire land with public funds. Without a clear designated use, or on a merely speculative basis.
10513	QCOMM	Comments noted throughout survey. I am most concerned that we are losing our income "diversity" in this community. Every home being built is huge and expensive. When I moved here 21 years ago, you could live in a modest home in a nice neighborhood and feel good about it. Someone needs to advocate for reasonable housing for middle-income young families, single parent families, the elderly, etc. All of these people help to create a dynamic, exciting, strong community!
10516	QCOMM	I strongly oppose to development, but of course, it's going to happen. I just worry about all the animals and where they're going. The traffic around here has increased 100%. Our police and fire departments are wonderful - they do a great job, but with development - service/taxes will increase. We just pray that our town fathers know what they're doing!
10518	QCOMM	Use bonds & impact fees to fund projects not raising taxes. Trails and bike paths are nice, and should be incorporated in new development but I would not be willing to and am strongly against giving up extra roadside land for them.
10520	QCOMM	I found this survey to be poorly conceived and much too complex. I answered the questions nevertheless. If it was sent to everyone in Falmouth and not followed up with a scientifically designed poll it is not statistically relevant (i.e., it is self-selected and therefore not accurate as a measure of opinion). Finally, please note that this sheet is not "separate" as stated in the preamble.
10526	QCOMM	I know the intent of this survey is a good one, but it has been sitting on my desk because of the length of it and now I have missed the deadline. In the future, perhaps a few surveys of shorter duration throughout the year would yield better results.
10527	QCOMM	While people are rapidly building new (and very large) homes in Falmouth indicating commensurate incomes, they also increase costs to our town, causing ongoing tax increases to folks in town. Who do not have either the luxuries or the means to continue to pay increased taxes? We have already caused many to give up their old family homes, or newer homes due to higher costs and increased taxes. I've lived a lifetime in this town. Retired, I live on a pension from education as a professor. I am unable to pay ever-increasing taxes, long term care etc. and remain in my beloved home. Even though I planned wisely, educated three children and worked until (I cared for a dying husband & couldn't). I find Falmouth going too high class, too fast, and it will one day soon force me to give up all I hold dear. We don't NEED every damned luxury many are hard pressed just by family demands.
10528	QCOMM	Fee charges to non-residents.
10531	QCOMM	Land use and purchases should not be giving to Rite-Aid or Wand's for meeting Falmouth's stringent building codes. The taxpayers are to be rewarded not the companies, even Shop and Save got a 9 million from us. This must stop. Before we began land purchases in the future, we shouldn't have to share town owned land

		with non-residents such as Family Ice has with Cumberland. Let them enact their own policies and strategies with-out passing massive traffic congestion from out of towners on our roads, police departments and public services. Thank you.
10532	QCOMM	It seems that the town wants things their way and I don't agree, 2 surveys and no action. Cut out the spending, lower taxes and clean up the town. To me city hall has no backbone.
10536	QCOMM	As much as I'm against continued growth it is here to stay and must be managed. I commend the town for being thoughtful in this process.
10538	QCOMM	Falmouth should give more financial consideration to older, less affluent citizens and stop catering to higher income people who won't volunteer for the community, don't stay long and increase the need for services for the short time they are around. Let parents take care of their kids and not have so many rec. programs. The rec. program is becoming like the school system - they seem to get anything they want "for the kids".
10542	QCOMM	#6 - Road planning - dead ends are dangerous. In winter or in storms with a tree down it is helpful to be able to have alternative access to a neighborhood. I am particularly thinking of fire & rescue vehicles which cannot always turn in a dead end road, also which may need to approach a scene from another direction. #7 - Traffic calming - On a website listing speed traps, Falmouth is already listed as having No streets safe to speed on. I think this indicates the police are already doing a good job. Speed tables and rotaries are difficult to negotiate safely in emergency vehicles such as ambulances & fire trucks. Keep streets easy to negotiate - it's safe. Rotaries are a ridiculous English notion, which seems to have made it over here only in New England. Make streets with good visibility and easy to drive on. Keep up public relations on speed limits. Falmouth seems oriented to developing for rich white people. I would like to see it possible for lower & middle-income people to be here and welcome people of color. I think that as a single childless person in Falmouth, I should get a tax break for already supporting thousands of other people's kids with the school expenses here.
10543	QCOMM	Town Council & CPAC are doing a great job. Impact fees should be progressive types of taxation.
10544	QCOMM	Urban sprawl is a major problem. I've seen it in Boston. Unregulated, it eventually leads to overcrowding and urbanization. If you don't believe it, look at the suburbs outside of Boston - high traffic, congestion, crowding. It's not worth living there.
10548	QCOMM	I feel strongly that we must reduce # of homes that can be built per year to 50. And lot size should be increased to 3-5 acre lots. Our schools are bulging at the seams and town services are over extended. We need more police and emergency personnel. This is a wonderful town and I have lived here since I was 11. My family has grown up here and my grandchildren are growing up here and I want to have other families to have the same experiences.
10554	QCOMM	I moved out of this town after high school for ten years. After having children it was the first place I wanted to be because of my childhood and this town's character. It seems to me that many people have moved here from "away" because of this town's character but have tried to change it to exactly what they were trying to get away from in the first place. Many of my school friends can't afford to even live in their hometown anymore because of house prices. New developments should have more mixed single-family housing. Did Falmouth really need a Wendy's? Or the new Hannafords? "They" said it would be so convenient, again making it just like what they left. Shaw's in Portland is 5 miles down the street! Not fifty! I want my beautiful field back instead of coming over the hill to see what looks like a huge spaceship of lights. People only seem to remember the good side of commercial growth - what about extra crime, traffic and extra people (who are not all happy and clean) and drugs. Where is Cumberland's commercial growth? Why don't they need a new Hannafords or Wendy's to survive? Once this commercial growth comes, you can't make it go away- it's here to stay.

10556	QCOMM	I believe the town should enact a moratorium on all new building of houses or business until a plan can be established that addresses each of the issues this survey mentions. As far as funding: there must be copious amounts of new tax money being collected from the recent increase in property tax, new housing starts and new businesses building in Falmouth. Also, I saw no genuine reason to answer the questions that were for classification purposes and chose not to.
10560	QCOMM	Please save trees along roads from development. Many old, towering trees were recently cut down at the intersection of Leighton and route 100. The trees on Eureka Rd. are lovely, as are many along Winn. Please preserve them. Your info/graph on page 3 is not presented accurately.
10561	QCOMM	1. I am very strongly opposed to cluster housing that is dense - supposedly offset by open space near by. The market does not want this - the town should not be forcing this concept. The cluster housing in Denver area is unattractive & loses value faster. Except in a town core - which Falmouth does not have - this idea doesn't sell. A comprehensive village off of Rt. would be needed. 2. Cul-de-sacs are good. They are quiet & safe for children. People drive fast on through streets. 3. Circles are stupid and unsafe, they do not slow traffic, and people still drive fast & reckless. Go to England. 4. A comprehensive bike path should definitely be constructed over time. To/from middle/high schools in particular. 5. Purchasing open space at market rates is fine & town should do this consistently.
10565	QCOMM	Let's not let the town get much larger.
10566	QCOMM	Some of the questions seemed to "lead the witness".
10568	QCOMM	The town must control the growth in this town as shown in the Pleasant Hill area. Our leaders must begin to understand how valuable open space is to the residents. An example of this is the proposed development beside the Falmouth Nature Preserve. As Taxpayers, we sure hope the leaders find the wisdom and truly listen to the people who utilize and support the Falmouth Nature Preserve.
10570	QCOMM	I have been absolutely appalled by the growth over the last 10 years. The character of the town is being lost. I am most concerned about being forced out of my home (we have a fixed income) as I grow older. In my 7 years of ownership, my taxes have increased 250%! This, to finance services for homes built by individuals who are profiting from development. Developers must bear more of the cost. It's unfair that after 24 years here I should be forced out of my home because of the tax burden.
10571	QCOMM	I don't envy anyone making these decisions. My move here was motivated by the way Maine was - not as it is becoming. I own a camp in the North Woods, have for 50 years and see what NBNA is doing to the Belfast area. It seems inevitable. Good for the economy but too much too fast. For seniors the growth on Rt. 1 will be very convenient but it has changed Falmouth forever. Just 3 years ago I watched the fisherman mending their nets in the parking lot where Wal-Mart now is booming. Thought I'd moved to utopia. No more. Do your best to preserve the character of this beautiful state that's why we're all here in the first place.
10572	QCOMM	We need a bicycle trail or path in West Falmouth! Hard for kids to get around. Rt. 100 is much too dangerous past Winslow Farm to Hurricane. Too many trucks and fast drivers on the rest of the road.
10575	QCOMM	I am very much in favor of open space preservation - once development occurs, the potential of that land ever returning to open space is virtually non-existent. We need to invest the energy and expense now before this option no longer exists. The town often seems to for go the long-term considerations for short-term monetary gains. I am a third generation Falmouth resident and hope this town can remain a place where my children want to live.
10576	QCOMM	Thanks for taking the time to ask the questions and make the survey.
10579	QCOMM	If residential roads interconnect, speed control is essential. I prefer a master plan for development in #3 but the word "strict" sounds as though regulation may be too burdensome. Don't overdo regulation! I favor the town buying more property but I

		am opposed to playing fields (like soccer fields). The fields are only infrequently used and prevent other uses. We already have an abundance of fields for sports. The funding for education is excessive in this town. Student-teacher ratios are especially low. Divert some of the educational money to purchase open space and make road improvements. Do not raise taxes!
10581	QCOMM	I live in the Pleasant Hill area. Traffic speed & amount has increased. Because there are no sidewalks or bike paths on LedgeWood Drive and because the number of new homes has increased, my children are unable to traverse LedgeWood Dr Safely. These newcomers have sidewalks and no traffic roadways where their children can walk and ride safely, yet their auto speed and travel on my road eliminates my family's opportunities for safe travelling. Falmouth definitely needs to take a close look at this.
10582	QCOMM	Falmouth must encourage more commercial development such as office buildings off Rte 1 north of Bucknam rd. The town should provide TIFS to pay for substantial infrastructure costs associated with the difficult topography in this area. At the same time the town must assess appropriate impact fees for any development. Finally, the town must recognize that multi-family housing deed restricted to empty-nesters is a great way to provide a desperately needed housing alternative that does not increase student populations.
10586	QCOMM	The issue not discussed in this survey is sewage? Town needs a plan now. Financed by the town and with fees to property owners.
10591	QCOMM	#1. Open space preservation. The town should assess property 10 acres or more for current use for open space rather than development of houses. #2. The town doesn't have to buy all the land for open space. Private land can have public use at times. #3. Town control of growth. Cluster zoning creates more growth by giving the developer a break and affords to develop land. Also cluster zoning break our regular zoning by changing land use. There is no protection from zoning this way. #4. Rate of growth. 50 house maximum. #5. Patterns of residential growth. No cluster housing 2-5 acres. #6 road planning, put more speed limit signs up. #7 Traffic calming - Good for the garage business. #8. Bicycle - register them which would help pay for roads. #9. Funding growth management, reduce taxes on open space 10 acres or more. This would cost more taxes for residents to have open space rather than the town buys it. Note: will any of these comments get reported on the survey.
10595	QCOMM	The town needs to take drastic steps to slow down the residential growth in this town. The commercial developments like exit 10 & route 1 should be encouraged.
10596	QCOMM	1. I felt some of the questions on patterns of residential growth showed a definite bias towards the example given, i.e. Radburn, N.J. this creates more of an "open Suburban feel". Falmouth should strive towards the open rural community - which is history. 2. Town cap of 100 new housing starts is too high. 3. A strategic plan should evaluate open space designating some for recreational purposes such as soccer field, etc. but other (and needs to be protected forever for passive recreation (hiking, bird watching) and for the flora & fauna native to that space. We must not turn the entire town open space into soccer and lacrosse fields. 4. Efforts should be made with abutting towns for the conservation of joint proprietor (both in specific geographic location as well as visual location) and for the trail systems.
10604	QCOMM	Property taxes are approaching unrealistic levels and something should be done to limit their increase. We need to work harder to convince businesses to locate in Falmouth to increase the tax base and offset personal property tax. This survey is a good idea to get opinions of Falmouth residents, but more resident participation at town meetings is needed.
10613	QCOMM	New development and building permits issued within the Highland Lake watershed must be limited to no more than 12 single family homes and/or subdivision per year. Continue placing the burden of costs associated with providing public utilities, sidewalks, phosphorus control devices and road upgrades on the

		developers. Endorsement & support of the proposed phosphorus/watershed ordinance and setback/no cut zones along streams should be a priority of the Planning Board.
10614	QCOMM	My concerns are based around maintaining Falmouth's property values and its family friendly focus. Let's make streets safe (from traffic) for kids to walk, bike and play. Let's keep businesses where they belong, i.e. along major corridors, and not let them encroach upon neighborhoods. But let's not discourage them from coming to and/or staying in Falmouth.
10617	QCOMM	As you can tell by my responses, I strongly favor a comprehensive plan, which focuses on diverse housing types, prevention of sprawl, developer responsibility for infrastructure upgrades no use of TIF's, etc. Typical left-wing progressive social agenda. Regards! GAP
10621	QCOMM	1. The facade of the Falmouth Shopping center (Shaw's etc) is atrocious. Please have the owner change it. 2. Please get a handle on greedy real estate agents. Generally, they work for their commission and could care less about environmental preservation. 3. Please get a handle on greedy developers. (See paragraph 2) 4. Please level the playing field involving builders and homeowners. Homeowners are being cheated all the time.
10622	QCOMM	Limit new residential housing to no more than 25 per year. Consider encouraging multifamily retirement communities. Increase tax base with no increase in services.
10623	QCOMM	Planned growth is a must. Have developers pay fees if they want to build in the town!
10624	QCOMM	I am pleased and relieved to see the town taking such an interest in planning growth and development. I have lived in the Rte 128 area of Massachusetts and in Northern Virginia and I would hate to Falmouth fall victim to those sorts of unplanned traffic and sprawl. Carry on with your planning efforts!
10625	QCOMM	Access to recreational facilities, walking paths, public parks & bike trails is very important to us. In addition we strongly believe in making roadways connect neighborhoods to allow for walking on roads other than main roads.
10626	QCOMM	This town's property taxes have become much too high. Too many decisions to spend money through raising taxes have been made without consideration of assessing a fee to those who benefit most from the expenditure. We need to find ways to be more creative in fund raising or cost cutting so that life here in Falmouth can be improved, without resulting in current residents having to move out due to not being able to afford the taxes. Not everyone here is wealthy!
10627	QCOMM	Falmouth is growing at too fast a pace causing an increase in the tax burden. Over development of residential housing being the biggest cause of the problem. Not everyone living here have children which require the most amount of tax dollars mostly through the school system. Has anyone at town hall ever taken the time to see how many households are on fixed incomes, retired or just don't have kids?
10628	QCOMM	Growth needs to be balanced with residential and commercial development. Restriction needs to apply to residential growth. Should also apply when appropriate to commercial development. The growth of unattractive commercial buildings along the Rt. 1 corridor is a prime example of "revenue generation" outweighs the needs of the residents and non-residents who utilize commercial sites. Poor planning, narrow roads dangerous intersections plague Falmouth. It is commercial zones!
10629	QCOMM	The planning boards and in particular, the Town Planner, is doing an excellent job!
10632	QCOMM	While there seem to be many options provided for responses, the questions tend to lead in favor of development caps and making Falmouth even more exclusive. Property taxes are becoming a real burden especially for the families on fixed incomes. There is next to no available housing for low income prospective residents - citing particularly anyone who works in the service section of employment - for example: anyone new to education, recent graduates: wanting to rent, retirees, young families looking to purchase a moderately priced house. Having lived here

		13 years and working in town, I now only look at my property as a cash cow for when I will surely leave - this adding to the continuing problem of sprawl.
10637	QCOMM	There are surely 10% fat that can be trimmed from every other budget including education, which could be applied towards fully financing open space projects. (If there isn't 10% fat then it is the first time in history that government departments aren't wasteful.
10639	QCOMM	Falmouth has a wonderful residential character and now the town is growing in fact both with commercial and residential structures that I fear for the long term effect. We must keep in mind that most moved to this area for the peaceful quality and not for the convenience of shopping areas. The town must try to do a big view of everything that will effect the future.
10644	QCOMM	I think it is important to limit growth in Falmouth.
10645	QCOMM	A good start.
10648	QCOMM	I think it is very important for our children to control growth while making housing affordable. Controlling growth and preserving open space for bike trails, etc. gives our children a place for recreation. Making housing affordable promotes diversity, which Falmouth definitely is losing. Peer pressure and "keeping up with the Jones's" is hard in any community; why make it worse for our kids? They need to have bike paths and sidewalks to walk or ride safely to school. The elementary schools should have sidewalks connecting them to local neighborhoods and the town center by Family Ice and the library and little league fields.
10651	QCOMM	Nicely presented survey! Very well done. Do not put moratoriums or limits on new construction. Nor should we make new residents pay for improvements through impact fees because all residents use the Town's facilities equally.
10655	QCOMM	The town should not get into the land business. Any land purchased by the town should be set up in a way that the town could never put up or allow buildings on the land. The town should look into the purchase of land for access to Casco Bay. Town landing is not large enough even at the present time. The way things are going now people in the lower income bracket will have to live or build in some other areas. Falmouth has been a very nice place to live for the past 60 years, but with the development going on now its well on it's way to becoming just another extension of Portland.
10656	QCOMM	Falmouth needs to do a much better job at managing growth and preserving and extending its open spaces. Development is proceeding unchecked and we will end up with urban sprawl. I am particularly concerned about Rt. 1 and the Foreside Rd areas.
10658	QCOMM	1. Falmouth needs a teen center open before and after school, staffed by volunteers (parents, neighbors, students, etc.). 2. Schedule regular outdoor events at the Twombly Gazebo to create a sense of community, e.g., band concerts, choral concerts, political speeches, debates, art shows etc. 3. Falmouth needs an indoors municipal swimming pool. It teaches(opportunity to learn) swimming, lif- saving, physical exercise for all ages, physical therapy for all ages, a wonderful sport for middle and high school who have always had to travel out-of-town for practice/meets. To have no public indoor pool in this community is a disgrace. The joggers and the bikers are a more vocal, but much less representative, constituency than those thousands of Falmouth citizens who would benefit from a pool.
10663	QCOMM	A general question of how present residents picture Falmouth primarily residential? Mix of commercial or service with residential major? Residential concerns predominant with necessary service. Commercial and industrial added for tax base. Exclusively residential from now on.
10666	QCOMM	Athletic support has become all consuming for many "soccer moms & dads", and this push for town funds is disproportionate to funds allocated for those students who are intellectually gifted, talented musically or artistically, or students who need some support to realize their individual strengths. The students' families should fund competitive athletics as it is in Germany and other European countries. Open

		space is being devoured by developers and every new development is making \$ for developers and costing \$ to taxpayers for schools and other services. It is time they (developers) paid their fair share. I would like to see more diversity in this town (fewer cookie cutter neighborhoods with cookie cutter vehicles such as massive ATV's and Volvo wagons), more affordable housing etc.
10667	QCOMM	Good survey but these are complex issues and this only scratches the surface.
10670	QCOMM	I appreciate being asked my opinions. Please add my votes to your data. I'm sorry it's late.
10671	QCOMM	I would really like to see developments that link neighborhoods and encourage outdoor activities. I grew up here in Falmouth in a wonderful neighborhood where I could play in the street, ride my bike and be safe. I have returned to raise my family hoping to offer them the same advantages. I'd like to see larger lots where privacy is available. However at 200k and for less than 2 acres it's gotten steep. Capping the permits will increase prices - how can we make it affordable for all? The developer & buyer? It's a challenge.
10677	QCOMM	Please make Falmouth bicycle friendly.
10678	QCOMM	Although it is more of an initial expense to plan and prepare for future growth issues, in the long run, we will all benefit. However, we must be concerned with over-regulating as well as passing too much control over to elect individuals. Guidelines and costs for large developers coming in to make a fast buck and what I mean is to make them responsible and accountable to established residents - would be acceptable. If a town purchases a parcel of land for open space it should maintain the same status in the future. 10 years down the road newly elected officials should not be able to install public facilities, which would further burden taxpayers. I do not think a general bond is a good idea because if there is money lying around someone will want to spend it. Too much control is not a good thing - a little guidance and planning to help lessen environmental impact is practical
10681	QCOMM	Developments for single houses must be slowed down. Lot sizes should be 2-3 acres in size. More business growth needed as taxpayers. (And - less families as tax drains.)
10687	QCOMM	Please do not forget to include the area west of the turnpike in planning. Although this area does not have the cachet of Foreside or the Woodlands, the residents here care deeply about development in this area. Blackstrap Rd. desperately needs paved shoulders and a bicycle lane.
10689	QCOMM	I found some questions on survey very confusing & hard to understand. I think the main thing is the town should preserve as much open space as it can to retain some of the rural character of the town. I realize that you cannot stop growth but you can try to control the sprawl and this survey is moving in the right direction. But at the same time (as in editorial in Portland Press Herald "on limiting building permits" aha "not in my backyard & pushing sprawl onto other towns hopefully that will not happen and they will develop our growth plan of action.
10691	QCOMM	As a resident of Falmouth, I appreciate the effort the town has put into recruiting feedback from the townspeople. I hope the older citizens of Falmouth (fixed incomes) do not feel directly proportioned increasing costs related to the Town's growth. It would be nice to see a facility dedicated to the older population.
10693	QCOMM	Individual property rights are being eroded. I don't know if this is good or bad. Look at the paper companies who are being told how to harvest the trees on their land. Development in Falmouth should be engineered with individual property rights in mind.
10695	QCOMM	Living off Rt. 1 just 1/2 mile over Martin Pt bridge traffic is increasing, another traffic light is needed to slow moving traffic, (to make left turns), manageable now - but not for long!
10697	QCOMM	We have serious speeding problems on Johnson Rd. The chief of Police has told us any widening even for a bike path will only encourage cars to go faster. Please consider sidewalks! There are so many walkers, so many children we don't need to

		increase speed, and we need to reduce it. I think we also need to consider the need for more traffic lights or intersections that have 4 way stops.
10703	QCOMM	The dumbest thing the town did in the last 30 years that I know of is the Mountain Rd. traffic light!
10707	QCOMM	Hope this is not too late to be considered! For those of us who only do "paper work" once a month. I wish you would give more response time. I missed completing last falls survey for the same reason.
10708	QCOMM	Our town has to focus on housing growth and how "uncontrolled" growth will put unmanageable burdens on our school system and town facilities and on everyone's property taxes. Open space is a secondary issue that should be addressed as part of Falmouth's "planned growth". My sense of what it will take to make it work is for the town to buy the land and develop it with a "Gov.-profit - private enterprise attitude". Any profits could subsidize "open-space improvements". Further, we need to set up funding to allow the town to take advantage of a downturn in the real estate market.
10711	QCOMM	Falmouth should have sidewalks and bike paths on every street whether or not it is located in a neighborhood. Trendy upscale neighborhoods appear to be the only beneficiaries in the sense of community the town is willing to pay for.
10712	QCOMM	The tax increase this year is unacceptable. I am against any further increases in property taxes. The new development (Rte 1 business) is undesirable. I am in favor of land purchase for bike, hiking, and picnicing purposes. The shopping center is very ugly.
10713	QCOMM	Private property rights will always be in conflict with any kind of master planning that involves more than one lot owner.
20001	QCOMM	Town should limit house size, as it appears that this is one of the problems with school overcrowding. Town should dramatically reduce building permits as the town is losing its country charm. There appears to be too many developments; and traffic is getting heavier and speeding is a problem.
20003	QCOMM	The road access should not be limited in a development for the ease of emergency vehicles and to circumvent traffic during emergency situations. I would like to see houses spaced out so Falmouth doesn't seem like an extension of Portland. I don't appreciate public access as much as a rural feel that I would like to see maintained in our town.
20004	QCOMM	We definitely need to slow down the growth in our town. At the rate we're growing now, we will out grow our new high school in two years.
20006	QCOMM	Nothing should be done without the Voice of the people!
20010	QCOMM	Thank you for the opportunity to have a voice in the process. One of my biggest concerns is the speed of traffic we have in our town. They are unusually high. We have to have more 25-35 mph zones to keep commuters slowed down. Also bike paths and sidewalks are needed. Children and adults don't feel safe going out for walks in Falmouth - traffic goes too fast (Middle Rd, Longwoods Rd, Woodville Rd, Blackstrap Rd.)
20011	QCOMM	Shouldn't this depend on the degree of financing involved in purchasing the desired acreage? Without exacerbating the tax burden? How much land in Falmouth is now undeveloped compared to total land mass, and less potential for development? And where is it located? What percentage of unused land should remain unused considering individual departmental budgets, the tax burden, traffic, environment and aesthetics? Haven't guidelines been established from past experience in other communities nation-wide to suggest proportionate percentages of open space to residential development? Tract developments must be accorded strict screening with impact studies before proceeding and possibly discouraged depending on available landmasses. They can end up becoming the scourge of a township!!
20012	QCOMM	These are great issues to address. The town should encourage/promote/require (as much as possible) cluster - the Housing developments that preserve open space. It is very difficult to require such, but possibly tax policy on zoning rules could

		encourage it. Traffic is a big deal. Falmouth is ribbed with freeways and major roads. As more people move in, there will be pressure to make traffic more efficient. That usually means wider roads and higher: speeds. The town should resist to the greatest extent possible. Roads should be narrow; traffic circles should be used to help speeds down. Thanks for asking!
20013	QCOMM	I feel the residents of Falmouth are already taxed beyond our means in many areas of the town. I am against too much town owned land (open spaces) as it is lost tax revenue and town expense for maintenance and insurance.
20015	QCOMM	Falmouth seems to be exploding with growth. If something isn't done soon, there won't be any open space left. We should preserve what's left and build bicycle and walking trails. There's a beautiful piece of wooded property on the corner of Falmouth Road and Allen Ave. The for sale sign says; 1.2 buildable acres. This lot is all trees and they will all be cut down when a builder purchases the property. We need to preserve what's left of our forested lands in Falmouth. With the right planning and foresight, the beauty of Falmouth can be preserved for our kids and their kids to appreciate.
20016	QCOMM	Bike paths and parks - excellent idea. Do away with 1500' dead end Roads (silly). All building permits to have impact fee. Let growth rate occur naturally. More power to town planner less say to planning board. Tax rate to reflect # of children per household or charge \$ per child in school system.
20019	QCOMM	Falmouth is a great town to live in and we'd like to keep it that way. We need open space; we are the suburb of a city, not a major city. As far as low-income housing and "more affordable" places to live, you get what you pay for here in Falmouth. We shouldn't have to lower all standards for the sake of some.
20020	QCOMM	I am disturbed by the number of new developments with very large, high-end houses - the average cost of a home in Falmouth has gone up more than I imagined since moving here 17 years ago.
20021	QCOMM	I have lived in New York, New Hampshire, Florida, Minnesota and twice in Connecticut. Falmouth is an all right place to live. Probably better than most of the towns around Portland. It is a shame it does not have a town green or common like other New England towns. Concerned that Rte 1 will turn into a "miracle mile". However, I do realize that Rte 1 is the retail business area of the town.
20022	QCOMM	Slowdown traffic - does not work! Most new car when engines are cold will idle at 25 to 30 mph and if you are late or need to be somewhere - you have trouble! Fine for some are expense account deductible. House should be far away so you do not hear the neighbors TV and noise. Roads should be 3 lanes. Bike and walk ways - I don't know how it's too late and school should be open to all ages to learn - knowledge is what advance the town.
20027	QCOMM	We should throw every flat lander out of the town that caused the mess we have in this yuppie town and leave it the way it was 30 years ago! You don't need any survey to figure that out. How much is this costing us?
20034	QCOMM	Please limit the number of building permits per year.
20036	QCOMM	Stop the development of the route 1 corridor!! There is no traffic control plan and it is already bad; DOT says traffic in next 10 years on Rte 1 will quadruple - what is the town doing about this??? It would appear - nothing! This myth of a "Town Center" disguised, as a S. Portland Mall must stop. Please do not ignore this problem any longer! Do something to curb our town planner who doesn't care about the foreside or "The Flats".
20039	QCOMM	Twenty years ago the town we moved from was slightly more developed than Falmouth - schools were good, violent crime was low, a sense of community prevailed. Then new business - primarily white collar - was encouraged, and residential and commercial development took off at breakneck speed with little planning. Townspeople became g>>> when they realized huge gains by selling even 1 acre. The "quality" builders began to lose business to the builders who specialized in huge, quickly and cheaply built (but pricey) subdivisions. Corruption

		grew as contractors learned that bribes - some later uncovered via "stings" - quickly changed zoning restrictions. The quality of the public schools plummeted as class size increased and teacher compensation decreased. By the mid 80's enrollment at private and parochial schools was at the highest rate (per thousand people) ever. Malls were built, national retailers moved in, roads were congested, road rage flourished. Affordable housing became scarce. Violet crime per capita increased enough to generate extensive press coverage. Large groups of "working poor" and poor formed neighborhoods and tensions heightened - often growing out of socioeconomic class differences and often from racial, cultural (see more).
20042	QCOMM	Please slow down the growth of residential properties. We are growing too fast and too heavily. Let's keep the town as a small community. With the recent growth of West Falmouth Crossing and the small shopping center on Rte 1 we feel that the town has adequate shopping, recreational and dining facilities.
20044	QCOMM	This survey (I know how difficult they can be to write) is poorly structured. Perhaps if you had asked for response to questions like, Which of the following should be goals of development planning? 1) Large open spaces 2) creating walkable neighborhoods etc. Sorry for being critical but I really did not know how to answer question 9. I would be pleased to pay \$25, \$50, OR \$100 more in taxes to support goals. I do not envy your collation task. Falmouth is a great town struggling as all great towns are with growth. Don't forget our primary attraction to developers is the town itself. We can expect them to follow well-designed rules. Plan, communicate, enforce. Keeping the town "humanscale"(walk paths, low speed roads, bike shoulders) is critical to our quality of life. Pet peeve "ban internally illuminated business signs" like Hilton Head.
20045	QCOMM	Who is sponsoring this survey?
20046	QCOMM	Planning is important, however the rights of the property owners must be protected.
20050	QCOMM	Although we have attended some public meetings about open land in Falmouth, and are constantly confronted with news stories about controlling development for housing - I do not see any visible changes taking place. New developments of multiple housing are still happening all over town. If there is no room roadside on existing streets, new roads are being built between existing homes to reach open land in back - wildlife is so confused it is showing up in strange places.
20051	QCOMM	#1. Example - Wilshore Farm, feel very uncomfortable going on D Shore property to utilize "Town Own Land". This is another example of removing property out of the "Tax" role. #7. Instead of seeing police vehicles parked at the station every time I've gone by - maybe the officers should be driving around checking on speeders. If they have no officers available - then they have too many vehicles. 8c. MDOT does not recommend round a bout as traffic calming device. They are accident enhancers. 8b. Portland has found that cars go faster before and after speed bumps. #10. HOLD or LOWER TAXES!!!!
20052	QCOMM	Planning should have been done 20 years ago I think. Figure 7 page 7 - Drove through similar arrangement of Brighton Ave - Portland - I wouldn't live in such a place - What if your house caught fire? I know where three playgrounds are and the farm made into recreation area. I know we have a town forest no idea where it is? Great Grandma
20054	QCOMM	The town must take action to control the amount and the nature of growth and development in our community. Preservation of open spaces is critical - planting trees/replanting trees along roadsides. Allowing for more moderate cost housing as well is important. One only has to travel to New Jersey, Virginia or Maryland to see the devastation of countryside and community.
20055	QCOMM	I think it is important to have pedestrian access between streets. For example one cannot walk from Reg Roc/ Justamere Roads to any other streets without walking on Route 1. Also, I think preservation of open space is most important.
20064	QCOMM	Stop the growth. Charge large impact fees and keep people out of Falmouth. I can't even hunt on my own land any more! That is SAD! Real SAD!

20065	QCOMM	Limitations to building permits and impact fees should apply to multi-lot subdivisions ONLY. Lots of longtime property owners (residents) who intend to sell off a bldg. lot limit to (once every five years) should not be subject to impact fees and limited bldg. permits. Homeowners who have and sell such lots for "nest-egg" purposes (investments) or for family members to be able to reside in Falmouth are in a substantially different category from subdivisions and should not have to absorb costs (by reduction of sale prices) of impact fees or have more difficulty in selling lots because bldg. permits are more difficult to get!
20067	QCOMM	I live on a road that has been widened. It's good for bikers but with small children I worry about the speed problem. That needs to be dealt with also. Hi-density development with surrounding open land left open! (With trails etc.) and owned by the town is fabulous. That makes the most of our habitat - it works for most of dual income families in this town who only pay maintenance co.'s anyway and makes for real community situations. The developers still make great money (just check out the same development style in Oregon, DC, Florida....) and we keep space open for our great grandchildren. Please make sure development is done sensibly. That is what government is supposed to do. Let's not have our children shake their heads and say our parents should have been more forward thinking.
20068	QCOMM	This questionnaire is far too complex. I wouldn't accept the results as the only people who would take the time to answer fully would be those who are polarized either too far in one direction or another. You will most likely get the results of people gathering their forces to keep everything open with no restrictions and the environmentalists wanting everything open to the public and little or no development. Remember the rule KISS - keep it simple stupid.
20074	QCOMM	I strongly believe that growth should be carefully managed and that the idea of the cul-de-sac needs to be eliminated. More routes to choose from result in less traffic and much easier travel. This has been my experience growing up in Chatham, NJ where most streets connect and there are several routes from "A" to "B" no matter where you start from. Growth in this area (Portland/Falmouth/Scarborough/etc.) has been very shortsighted in this regard. Any new development costs must be borne by the new comer and the builder. Most people think that taxes go down with more people to pay them - the opposite is the case: more people = higher demand for services = higher taxes for everyone.
20075	QCOMM	Excellent survey questions and examples. Some of the questions were difficult to agree with because of an expressed or implied "all" (e.g. all residential roads, all roadways).
20079	QCOMM	Making sure that all sidewalks, etc. are handicapped accessible.
20080	QCOMM	I fully support planned growth, both commercial and residential. An important goal in such development is to foster a sense of community. Real estate taxes are already high. Other methods of funding must be explored. Large fines for motor vehicle violations, hunting/fishing violations and similar conduct could be an excellent revenue source and safety enhancer. User fees can be useful but should not discourage community activities
20082	QCOMM	I am very pleased to participate in this survey. Town management personnel are very intelligent and I feel fortunate to live in this town. The Village Center is very exciting. The new high school is exciting. George Theberge and Doug Haines are very forward thinking.
20088	QCOMM	Don't increase my taxes.
20090	QCOMM	Commuter buses to downtown Portland! An overall plan is very important! Vision not resignation. Having political courage is critical and activism not apathy. The new shops at Falmouth are not a town center. The new high school should have been built near the library - that (schools/library/town offices/post office and churches and some businesses are a true town center). There are many examples of fine new towns and or developments which are compact and have a real neighborhood feel, where people of all ages can walk to shop/greet each other. We

		don't have to reinvent the wheel. Support local business - No more Staples and Walmarts. Get out of our cars. Don't let our high school students drive to school unless they have some special needs. Why can't all students ride buses? Support kids being more active. Plan open spaces so that each neighborhood has open space which residents of that neighborhood can walk to. Protect wildlife and wildlife habitat by making sure there are some large open space areas. Work with surrounding towns to support each other's good planning efforts.
20091	QCOMM	When analyzing the "cost" of open space and debating whether or not it is "affordable" in Falmouth it would be useful to visit Scarborough or Wells - coastal communities that 50 years ago looked very much like Falmouth today. The cost of not preserving our open space is much higher. The real cost of fast development in infrastructure such as schools, roads etc. and corresponding services - trash, police, etc. is actually much higher than that of open space
20092	QCOMM	I can't afford anymore increases in my taxes. People with children should be charged an impact fee seeing they are able to reduce their tax base through dependent and child care deductions. People without children are paying double for services not received and are unable to reduce their taxbase even though they support the education and daycare of these children. If we didn't have to allocate so much money for educating the children we could afford to draw business and middle class tax payers to our community and state. It's time parents are forced to take responsibility for their own children instead of forcing our towns government and state to support them.
20093	QCOMM	The planning of exits/entrances at the new rte 1 shopping center will create the most accident-prone location in Cumberland County. Picture if you will, (winter ice) the exit/enter driveways on Depot Rd plus the left turn only for trucks exiting behind Staples/Ricettas. An 18 wheel tractor, exiting (must make left turn) will block all east/west flow and if cars are entering/exiting the other two, the backup will extend well up to rte 1. Allowing trucks to exit to the right, going down Depot Rd, to Legion Rd gives them better egress. The Route 1 exit, permitting northbound turns, is equally idiotic. And good grief, what about Hat trick drive? For those of us who do not live on Lunt Rd or Depot Rd, I suppose do not care. For the sake of creating a village concept, you will now shortly see the demise of business in Falmouth. Our 9000 plus population simply cannot support all the convenient shopping that will soon be available to us lucky Falmouth souls. Darwin's survival of the fittest, "here I come".
20096	QCOMM	If we can benefit from towns in NJ that have done something right - we should benefit from towns in NH and MASS that did it all wrong. Property values decline because of undisciplined growth. Overseeing the big picture in the future guarantees people staying in a place where they have a financial and emotional commitment. New schools become vacant very quickly. Senior citizens who can't afford to stay change the profile of a town. keeping open space adds to the quality of life of all people and ensures a nice place to live. Once ruined, it cannot be recaptured
20099	QCOMM	Raise the amount of land required to build back to the two acres needed - stop clustered housing.
20101	QCOMM	I think the town should aggressively control growth to preserve the character of the town that we currently know and recently remember. Further, speed laws need to be enforced - as a jogger, walker and bicyclist I can attest to residents traveling at speeds in excess of 50 mph on Woodville, Falmouth, Winn and Field roads.
20102	QCOMM	The widening of the roads for bicycles is a wonderful idea if the people will use them, but when you come around the turn at Mill Creek and find two or three bicycles in the middle of the road you wonder why bother. If we park on their lane we are fined, it should work the same way if they are caught in the road where there are bicycle lanes.
20104	QCOMM	Good survey - very sophisticated. Please make sure Falmouth residents are

		provided the survey results, e.g. in the Forecaster newspaper and post at town hall/library. Purchase of Zachariah Farm a great move for town.
20106	QCOMM	Now is the time to develop a master plan before it is too late. Having lived in both communities with strict zoning and planning focus and one with it is essential to put into place now before the character of the town is changed forever.
20108	QCOMM	Good Job!
20111	QCOMM	Keep this town pleasant, warm, hospitable and friendly. Do not let it become Wellesley MA or some other over-built upscale town where all the land is built up.
20114	QCOMM	Pedestrian access to services etc. is very important. As a resident of the neighborhood by Maine Audubon, I often have to cross or walk along Rte 1 & 88 and it can be a little scary sometimes, sidewalks would be great.
20120	QCOMM	Well done, high quality survey.
20131	QCOMM	Slow down the growth in town. Preserve open space and maintain trails as well as build new ones - including bike paths. Build a community center, which includes a pool, teen center, senior citizen center and fitness center. I am looking forward to the new park on Winn Rd. to be completed.
20132	QCOMM	Parts of this survey have the feel of a "set up" - intended to lead to a predetermined result. Real background data is needed to support/not support many of these answers - The data was not given. Very little on affordable housing and that is good. Falmouth should encourage development that pays for itself. If that means 400k houses so be it. RE - fees vs. taxes: Looks like a shell game to me. At least taxes are deductible; though fees can be targeted at users. We need to look at this, explain it to public. We need a strong document that explains implications of all of these options. Otherwise, no basis for decision.
20134	QCOMM	I would love to have more open space, but am also aware that this could increase my property tax. At this time, I could not afford the luxury of more open spaces if it meant an increase in taxes. Thank you for the survey!
20136	QCOMM	They need to have more subsidized housing for low - income families in Falmouth and a place for recreation for teens in the summer and after school too and weekends like a YMCA. Bus transportation is necessary for people who can't drive anymore or their car broke down.
20140	QCOMM	Increased commercial growth will reduce the residential tax burden. With the new school and Town Landing I have felt a \$500. increase in my property tax, which increases my monthly mortgage. My hopes for development are in cleaning up some of the lower income housing and setting standards on property maintenance so that everyone in Falmouth will realize a property value increase.
20142	QCOMM	Please help preserve the natural beauty of this wonderful town.
20143	QCOMM	\$2500 an acre is a little much isn't it? I feel the police have to show by example how to follow the speed limits.
20146	QCOMM	It would be helpful if the terms used in discussing "open space" (QZ) were made distinctly uniform, i.e. is passive recreation the same or different from public facilities? If different - how? You will see that we both have answered on this form, thus saving the town another. Hope you aren't too confused.
20148	QCOMM	I doubt very much that growth curbs would be successful. Buying land, in the long run, is cheaper than providing services. The town should re-think school policy and find ways of reversing enrollment trends as a way of discouraging growth. Every "improvement" is also a way of attracting residents.
20149	QCOMM	I believe we should treat the issues of density of population, traffic, conservation and preservation of property values as seriously as the question of public education and should recognize the rights of property tax payers who don't use the school system.
20153	QCOMM	Falmouth must use impact fees, levied against the developer and ultimately paid by the purchaser to fund future planning. Restricting commercial and industrial growth in the exit 10 (West Falmouth) areas is a must to preserve as a residential area.

20154	QCOMM	"Master planning" was begun and carried out in many communities when Nixon was President. There seems to be nothing here indicating the need for regional planning coordinated by adjoining communities. It makes no sense to that you are still thinking and planning on such a tiny emphasis. Whatever happened to master planning which looked ahead fifty years and more on managing plans for municipal, residential, commercial growth for whole regions? Are you competing or corporating? Are you dumping "Urban Sprawl" just as it affects Falmouth or are you looking for the benefit of the state? If the southern part only is prosperous, what about the rest of the state? We have lived in Auburn, Orono, CT and Falmouth. We detest people with provincial attitudes. Please broaden out.
20157	QCOMM	Provide portable toilets at town landing. Rise speed limit on black strap to 45. Businesses that serve the public need to provide bathrooms.
20163	QCOMM	Limit development - Schools too crowded, Change town ordinances where out of state, wealthy people cannot build mansions, thus obstructing the view of long time residents and character of neighborhoods. Preserve historical sites. Strict with developers please - we don't want another Peaks Island here.
20167	QCOMM	We would like to see the town of Falmouth give senior citizens a break on taxes.
20168	QCOMM	Having lived in Falmouth most of my life, it saddens me to see how development has changed the character of life in Falmouth. People move to Falmouth because of its beauty and then try to change it. Too many demands on the community and services. A big impact on schools and wildlife. Please stop growth.
20172	QCOMM	Timely issues - wish some had been thought through before building village "shops".
20174	QCOMM	Control/management of growth is best accomplished through a combination of private m-----, public finance and intelligent regulation. I believe regulations are way behind the curve and strongly support more assertive regulation, even if over the objection of the landowners. I am skeptical about the town over-promising its ability to accomplish much in the way of open space preservation with public funding of purchases. By the way, the state system of property taxes will encourage development at an accelerated pace, or (can't read this sentence) into richer lands. To preserve the "culture" of Falmouth and all other communities, we must find an alternative to the property tax - say an income tax.
20175	QCOMM	Please see survey (couldn't read handwriting).
20178	QCOMM	We do not need any more businesses in Falmouth. The town of Falmouth seems to look at new homes, businesses almost totally as new sources of revenue, without carefully considering the cost & scope of services needed by the new residents and businesses, i.e., school services, etc. Falmouth is in danger of losing the character we were attracted to 15 yrs ago - Case in point, raising the taxes on the few who actually till the soil and make a living from it. I.e. Elwin Hansen, case in point. His land should not be taxed at the rate it currently is. Woodville Rd. is a treasure and the town should be proactive in keeping the open "vista", i.e., any future or impending development of any land in this area. We need an open space policy immediately. We need to curb growth before it is totally too late. The Town Landing project was beautifully done and thank you to John Dalton, Harbormaster, for his guidance.
20184	QCOMM	Falmouth needs to continue to focus on FAMILY needs such as open space, safe places for kids to go and safe ways to get there (e.g. Family ice), recreational facilities, community building events, etc. This is a great survey - thanks for asking good questions.
20185	QCOMM	Charge the rich people to cover costs of their fancy new homes & services.
20186	QCOMM	Please provide more bike paths and walking trails. Less commercial development and ugly sub-divisions.
20189	QCOMM	With regard to our home on the Foreside, we would like to see the 50-ft building limit promoted. Also, some kind of ordinance for owners not to block anyone's water views of the ocean. Thanks for the survey.

20193	QCOMM	We need to preserve large trails of undeveloped land for the deer and wildlife. We need more public access to the ocean waterfront but it probably already is too late.
20198	QCOMM	I don't know what is best for Falmouth, more or less development. However, my taxes will increase this year more than 20% (approx. \$4,000.00). As a retiree living on a fixed income it's becoming more and more difficult for me to live in Falmouth. With most of my taxes going to schools and never having had children in the Falmouth schools, I'm reluctant to approve of anything that will continue to increase my taxes such as development of new homes.
20201	QCOMM	I believe we can find in this community, people with the wisdom and experience needed to make the tough decisions which can be accepted as a proper balance between the rights of individual property owners and the best interests of the community as a whole.
20203	QCOMM	I would love to see the town of Falmouth purchase land on the water to provide better access. We're missing the benefits of living in a seaside community (i.e. Two Lights, Crescent Beach, Fort Williams, etc.). Also, need better parking for waterfront access.
20207	QCOMM	Form too long, detailed, complicated. Responses will not be well throughout.
20208	QCOMM	There is a great need for a cycle path along Middle Rd., leading to the elementary school.
20214	QCOMM	There are way too many huge, ugly homes being built in Falmouth. Rt. 1 is Rt. 1. No matter how much money we sink into it, it will never be a "village center". We should just try to do the best we can to not make it any worse, to provide safe places for pedestrians and cyclists. The new sidewalks are terribly unsafe because of the way they cross the business parking lots so far in that motorists are not stopping to look. I still cycle in the road and would not allow my children to use the Rt. 1 sidewalks. Open space should be left alone. If it's forest, let it stay that way. If it's being hayed let the local farmers continue to use it for tax purposes. Please no blacktop, gazebos or petting zoos!
20217	QCOMM	I don't think long time residents should be taxed because of new growth - The businesses/home buyers should be responsible for paying for what they consider desirable.
20221	QCOMM	West Falmouth should get equal share of recreational money, ballfields, paths etc. Do not want to have to drive to Rt. 1 area for kids ballgames and other activities. Any ballfields west of the turnpike?
20224	QCOMM	Overall I believe the town needs to develop a plan on acquiring properties as open space as a priority. This plan should target larger tracts of land which are likely to be developed in the near future and those that are environmentally significant (wildlife habitat, rare species, aesthetics, historical, etc.). These purchases should be spread out over town, so that residents/wildlife all over Falmouth have large tracts of open (undeveloped) land.
20226	QCOMM	This survey is a good idea, but many folks are out of town for the summer. Your response may not reflect all the citizens' views. I feel the building process is out of hand. It at times seems reckless. Waste areas are being built and with no research apparently done (Ledgewood). Land is built and without accurate surveys or registering of property (Pleasant Hill). I think the town is opening itself up to lawsuits and is moving much to fast.
20228	QCOMM	To maintain or increase property values while maintaining or improving quality of life and town character, developers of new residential and commercial/industrial developments should bear the brunt of the costs for extending facilities, bike trails, open space, etc. while adhering to a well conceived master plan.
20229	QCOMM	Need to slow growth of the town way down - so people on fixed incomes can afford to stay in their homes.
20231	QCOMM	Thanks for this opportunity to give feedback on Falmouth's development. We live in the Mackworth point neighborhood and would love to see a wooden boardwalk with our neighborhood to the Mackworth bridge, sidewalks with the Rte 1 bridge to

		the shopping center, housing built all through the commercial area, especially above existing buildings. The original Falmouth shopping center is offensively ugly. Maybe some enticement could make the town: owners invest in a face-lift. Maybe the town could build a band shell on the field next to Moonskedow if the owners would improve the looks of the place, ugh! We really like the Route 1 pattern of two lanes and a turning lane. That kind of thing slows traffic better than police cars. Roundabouts are super.
20232	QCOMM	Must act now not later!
20235	QCOMM	Strongly favor sensible plans for preserving open space even if it means higher taxes, impact fees etc. But we should also improve programs for affordable housing since the result of above will be higher costs. Also, the nature of the development should be allowed to be diverse. A mix of cluster housing and large lots is appropriate - not all cluster housing with granite curbs and sidewalks. We only need so many large open spaces - once we have enough, I think the character of the town is actually improved with large lots (2+ zoning middle Falmouth? 5+ acres zoning certain areas of West Falmouth)?
20244	QCOMM	This comment does not apply to the survey but the "village" being built at Rt. 1 and Depot Rd is way over done. The planning board must have said yes to every company that applied. My friends agree with me.
20246	QCOMM	Having lived in Falmouth most of my life, it's hard to see the changes. There has been too much growth taken place. The town is fast losing its hometown appeal. Everyone doesn't know each other like they use to. There are a lot of open spaces being filled up with too many houses. There needs to be a limit set on the growth. It appears it's gone too far already. However limits should be set.
20247	QCOMM	I live off Allen Ave Ext., the construction along there this summer has made me convinced that there is a need for road and traffic plan. Development must be controlled to ensure that we can safely drive and fire/police/emergency vehicles can get where they need to go at all times. I now have only one way in or out from where I live, there must always be an alternative.
20248	QCOMM	Congrats to the Town Council for preparing this survey. I sincerely hope that they can provide the leadership on the mandate that Falmouth citizens have already given about preserving open space, before the planning board gives in to the whims of every developer and there is no open space left! RE: p 5; figure 4 Alternative pattern of growth: Where is figure 5? A scenario that doesn't assume a 700-750 house "build out" but something far less? There are still several large parcels of contiguous properties that could be targeted for open space, not "built out" space in the Pleasant Hill area. This survey is comprehensive in addressing the people - impacted issues of development (safety, traffic), but what about the environmental impacts for those without voices? The deer, the foxes, raccoons, etc. - The Arbutus, the lady slippers. Where is our sense of stewardship for their habitat? We have precious little time & space left. Let's be very smart & courageous about what we do next.
20252	QCOMM	How many more of these surveys and at what expense are we going to get? Those of us strongly opposed to the current rate of development have been ignored in the past and doubtless will be again. A trip down Rt. 1 will confirm that Falmouth is no longer a "town". Ann Pierce 131 Winn Rd.
20254	QCOMM	This survey is very thorough and thoughtful - good work!
20255	QCOMM	I strongly believe that a moratorium on building permits should be installed. No more than 25 permits a year for new building. I notice the change. We are losing our quiet, country look. Having experienced rapid growth on Cape Cod, Mass. I can easily see that we are heading in the same direction.
20256	QCOMM	I think the town should consider bus service, at least to and from major destinations. I use my car a lot because there are not good alternatives (bike/walk) in my area, which is the beginning of Blackstrap Rd. If the bus could be extended into Falmouth at the Lambert St or Brook Rd intersections, I could ride to my work

		in Portland. With the large increase in potential population described here, it is worth some thought. Traffic calming only goes so far, actually decreasing traffic could be the goal. Also, it is very scary to walk in my neighborhood, I hope the sidewalks and bike routes do come onto lower Blackstrap.
20257	QCOMM	Increase minimum lot sizes (west of Rt. 9) to 3acres. Incentives for existing and new working farm land to stay working. Maintain the rural character of the town.
20260	QCOMM	Every survey I have participated in, with over 40 years in Falmouth, has indicated very positively that the then current residents wanted to preserve the Town's rather rural and uncongested character. However, the Town's planning efforts until recently at least, have stressed growth. I am frustrated that my family and others of significant tenure in Falmouth, are in reality subsidizing the developers(many are not tax payers to the town) realtors and speculators. They are getting very wealthy at my (our) expense! I strongly support substantial impact fees, building permit quotas and a building moratorium until the matter of controlled - limited growth is implemented (probably including these methods). I own over 60 acres in Falmouth - considered to be nicely developable - regardless, I feel very strongly as stated above.
20263	QCOMM	Good survey. The town should not restrict new development to the point where the town has control over house designs. The town should require new subdivisions to be on public sewer where feasible. Even if the new sub-division is only 3 or 5 houses. When the town allows developers to divide 20 lots on a large parcel and then a few years later divide 20 more from the same original parcel it only helps the developer and hurts the town. Impact fees work great in Florida where we have built houses and a few thousand dollars added to a \$100,000. to \$200,000 house is very minor.
20264	QCOMM	The Pleasant Hill neighborhood has another option to consider, figure 5(not in the survey). Which would show preservation of green space currently undeveloped and available! This area provides valuable old trees, endangered plants, such as the Lady Slipper an extensive trail system and old historical features such as rock walls. All this in a historic area of Falmouth near the Presumpscot River. I strongly suggest the town help preserve this valuable green space.
20265	QCOMM	Is it too late to help the Pleasant Hill area? We need sidewalks and neighborhoods that connect with biking paths. The lots that are being developed in town have huge houses on them - are they ever ugly! Will Hurley Drive connect with the Portland neighborhood that is going in? There's no logical reason why it should not. If housing permits are limited, our properties increase in value making it an even more exclusive community. (ugh) High taxes, big, soul-less houses. We need more commercial and industrial growth in town. We also need sidewalks and bike paths - seeing kids on bikes is a rarity. My daughter would love to bike to school, but due to safety issues, she can't.
20268	QCOMM	I think the town managers should be careful of letting too much growth of the housing, for the land and facilities of Falmouth. I do wish we had a swimming pool so we wouldn't have to go to Yarmouth & Freeport in the winter to go swimming.
20270	QCOMM	Falmouth is now a beautiful area.
20271	QCOMM	Deer, moose, raccoons, coyotes, etc.are becoming problems since so much land is being developed; that's why I think town owned land should be kept in its natural state.
20275	QCOMM	For traffic "calming" I strongly recommend narrowing auto travel lane, rather than widening roads. Put the money into maintaining road surface and paint. Do not widen roads, narrow travel lanes.
20276	QCOMM	Road planning is a great idea, but it has little chance of success given the nature of development in this area. Each land tract is sold and developed on an individual basis and in alternate years. Large-scale development can be given a pattern to go by. Towns have an adversarial position with developers and give little assistance with the planning process. If a planner could visit the sites and give some real help

		with the layout and design than the whole thing would be better from start to finish. Also to free up planning board the extra planning staff could review and approve private ways themselves. Why have board reviews of a non-subdivision item?
20280	QCOMM	There should be no more development in Pleasant Hill. Let's keep the little open space we got, a trail along the east side of the Presumpscot river. As a kid back in the 30's and the first of the 40's. There was a trail from the power station to 302 plus another trail, Middle Rd to Portland line. (Cannot read first three words here) should have more control of their area. More area meetings to help keep the community up to date, etc.
20281	QCOMM	Everybody's money is nobody's money so we spend it like water. Our elected town officials tend to be here for a short time and have fun spending our money. It's good to be given the opportunity to express out views about the life "our elected and appointed officials" proposing to best meet the needs of the town. 1). Who pays for the bonds to be issued? Why more bonded indebtedness to be added to the taxpayers. Why if the need is there, can't a campaign to encourage property holders to make donations to the town instead of the town purchasing land? People making decisions about spending taxpayers money should be town residents. 2). By not voting for the bonds is there a need to talk about open spaces? Taking land for public use adds to the property tax burden. We, the taxpayers, pay for grants from the state and federal government. NO free lunch! 3). The residents of the town are being asked to give up their constitutional Rights - to own property and use it. Forced to follow plans of "our elected and appointed officials". Un-American! 4). What plans are being thought up by "our elected and appt. officials" when the economic bubble busts (see survey)
20282	QCOMM	#2) We feel preserving open space is vital to sustaining Falmouth's future as a rural community. However, we don't feel this translates into converting all open space to baseball diamonds & tennis courts! We must work hard as a community to ensure much of our open space maintains it's natural, forested and biodiverse atmosphere. Existing trails and trail networks should be preserved at all costs. Developers should be obligated to preserve trails and paths, as well as creating inter-neighborhood connectors. #3). Our choice (i.e. strict policy) is probably unrealistic but we (the community) must decide now about the character of our town's future. #7). Roundabouts are the least pedestrian/kid/bicycle friendly option. Travel to NJ to witness what terrible blight roundabouts have become in residential areas. #8). (direct correlation w/#7) All new roads and current roads scheduled for repairing should be designed w/narrow auto lanes for speed control. The traffic and particularly auto speed on the side roads and residential streets is out of control! Fines should be increased for speeders caught in 25mph zones.
20283	QCOMM	Great survey! I love the Radburn info.
20284	QCOMM	Not exactly, curbside recycling? Promised when we started paying for bags. I'm generally greatly pleased. Too much traffic on 88 but no fixing that. Police presence ok. Emergency service superb. Would like plows to not hit my mailbox or dig up end of driveway. A Marshall, 8 Hedgerow.
20285	QCOMM	My biggest concern is that I will not be able to remain in the home that my late husband and I shared for twenty years. This home is filled inside with his woodwork and outside with the stone walls and fences and garden that he constructed. My income is restricted, as I have been a school librarian all my working life and my retirement income will not allow me to afford the real estate taxes I must pay. My late husband was self employed and I am not eligible for his social security because I am under the Maine State Retirement system. If I were eligible for half his social security I would probably be able to remain here for at least a few more years.
20286	QCOMM	Well prepared - made us think - thanks.
20287	QCOMM	#9 - A modest property tax increase <\$25/yr with majority of fees assessed to new commercial development and new residential development to cover costs of the

		new services and preservation of undeveloped space.
20289	QCOMM	#3. Landowners should have ability to develop their land or sell it, as they would like, working with the codes imposed in Falmouth. Town could by the land along with anyone else. Bike paths/paved shoulders for all Falmouth roads especially West Falmouth, where traffic tends to go too fast! (Faster than the speed limit).
20291	QCOMM	Please only 25 building permits a year.
20295	QCOMM	I would like to see that more attention paid to the two related subjects of traffic calming throughout the town of Falmouth. Also the construction of a network of bike and walking paths. The bike/walking paths will or should include road widening with space set aside for a distinct and marked bicycle and pedestrian paths or at the least have shoulders wide enough to allow some space between vehicles and pedestrians. In addition, I feel traffic calming will or should be an important part of this process. It is my opinion that the speed limits set on the residential and/or side streets as well as many of the more heavily used roads are largely ignored. Safe roads for pedestrians and motorists depend on road improvements and slower traffic.
20296	QCOMM	Very concerned about the "private property ownership" vs. "the publics rights to control" battle on the horizon. Can we really tell landowners how to proceed or develop their land or have say in how things turn out unless we are willing to buy the land? Seems hypocritical to me that we can decide "now that we have out little piece" "we should slow things down".
20297	QCOMM	Too many ambiguous questions. Slanted to justify prior and future activities of the planning process. New development should require a significant impact fee to compensate existing residents - who in turn should be willing to finance purchase of open space with bonds and taxes. Need moratorium on tract or cluster development for indefinite period.
20299	QCOMM	I question the theory that (----) will ever control growth in any community. Most growth is probably controlled more by economics of the area than anything else. I feel that open space preservation should be highly selective and limited in scope. The purchase of large lots for preservation leads to paying too much money for land. It also leads to large maintenance costs over a period of time. It is like building new schools. The bricks and mortar are the cheaper cost. It is the maintenance over years that really add up.
20300	QCOMM	The town has the responsibility to control growth and to ensure that we have adequate public facilities, including paths, parks, bikeways and other amenities that cannot be provided in other ways.
20302	QCOMM	Although I was going to make 60% less in my annual income in comparison to the big city where we were living, I had accepted the job and moved to Maine. Due to the fact that the quality of life is a lot better here than in the big cities (where we had spent most of our lives the past). It is with that great experience I would like to mention that the quality of life deteriorates as the population increases. As soon as there are more people than trees, the quality of life goes down the drain, not to mention the increase in the crime. I can give you million examples about it, but do not have enough space here. Therefore, please consider seriously before permitting the construction of new development of housing. I do not have any objection if you want to build facilities for the citizens of this town, by using as little land as possible, even if I have to pay a little more in town taxes. But, in my strong opinion, keeping the land natural (as much as possible) with all the trees is very important and that is directly connected to quality of life. I do understand that you might be forced to allow building some housing areas, but it is important that you stick to your power in providing quality of life to your citizens, which (see survey)
20303	QCOMM	This area is getting very congested (near Maine Audubon). I have trouble getting onto Route 1 due to dense traffic. It is going to be even more difficult when the new shopping center is in full swing. I will eventually be forced to relocate. I am for all the open space preservation possible or a balance around Falmouth and have the

		existing businesses pay for that. I think Falmouth business district on Route 1 is at maximum development levee now.
20305	QCOMM	I like Falmouth as a residential community. I do not like the attempts at creating a Falmouth Village on Route 1. The traffic is dense and Falmouth as a community has a poor history patronizing the store fronts, restaurants, etc that periodically open & close. We need traffic lights along Route 1 to slow traffic and allow side streets to enter the stream of traffic. The three lane system functions adequately in the "village area" but in the residential area south of there it has made traffic more troublesome-not less.
20306	QCOMM	Please! Think of limiting building permits to 50 per year. The current rate of growth (last 5 years) has created a huge burden on the schools! To think that limiting permits to 100 per year is a real limit is ludicrous; it just continues the rise that has brought us to this almost panic situation about preserving open space and creating a town center. Our formerly semi-rural roads are getting a huge workout every day (I'm thinking of Falmouth Rd) and all roadways will require more maintenance. We have to cover the basics like school, police, roadways and public buildings and facilities before we get carried away with spending money on open space. Slow down development by limiting building in Falmouth. Thank You.
20307	QCOMM	1. Primary concern for recent growth is taxes. It is forcing out some long-term residents and can't continue to escalate. 2. We need to encourage smaller homes rather than large ones. At least a balance. 3. Encourage development of retirement communities - would bring \$ into the town without increasing burden on the schools. 4. Cut back on financing the schools special activities. Those of us without kids don't want to pay for all the balls & whistles-only for good education.
20308	QCOMM	Consider much more town of Falmouth control over condominium minimum standards for upkeep of grounds adjoining town property. (Like next to town or county roads.)
20312	QCOMM	Better to put the breaks on development (rushed, poorly planned sites) and get a handle on the big picture. I appreciate the different options that towns of similar sizes may have available to them that this survey has shown. Growth will happen but we have all seen areas/towns that came out in better shape than others have and it would be nice to think that we could do the same. Sorry this was late getting to you but we were away this summer.
20313	QCOMM	Let's face it, the population of the world is increasing. Falmouth will grow like everywhere. High taxes are already limiting growth in Falmouth to a degree. If one can afford 6-8 thousand \$ in taxes in America you have the right to live on a dead-end street on two acres of land. If two thousand is your limit a cluster development is fine. Stalin had a master plan that didn't work. Class envy and control are dangerous so be careful with your mandates. Life, liberty and the pursuit of happiness.
20314	QCOMM	I don't see the need for public access roads to be made for any new development. Or nature trails on newly developed land. For instance, a nature trail on Wildwood Way off Woodville which was brought up in the spring at Planning Board meeting! Unnecessary!
30000	QCOMM	I'm on a fixed income with my high medical costs. I also must hire person to do maintenance which means I have very little left when taxes and necessities are paid. Those who wish the amenities should pay for them via fees and charges. Donations should be sought for the purchase of land and matching funds should also be sought, otherwise, we old-timers will be forced out of town.
30006	QCOMM	More sidewalks and bike paths please. More playing fields.
30007	QCOMM	The creation of large open public space is not the only way to make an alternative growth plan. "Open space" can mean many things and is not the only solution to over development. The town should prohibit the naming of subdivisions. Just name the new streets, thereby including the new developments in the town fabric. If the town required high quality, integrated development by builders, none of this would

		be necessary.
30009	QCOMM	We would like to see sidewalks continue up the entire Lunt/Depot Rd. Although population is sparse, 2 elementary schools are here; children should be able to safely walk up and down the street to their cars, to the library, to the new parks/fields. Why is this not included on the survey? Falmouth needs a pedestrian center tied to retail! A new civic building (post office) near the library would be a nice start.
30010	QCOMM	Perhaps if we made the policy state it, enforce it then we wouldn't need to keep having surveys done...Why not have a single pace reply form - A lot of \$ goes to mail out and return I would guess. Yes, limit growth. Yes, charge people, developers and new landowners for the privilege. Yes! Yes! Yes! to affordable housing (one habitat house doesn't begin to cover it!).
30011	QCOMM	Would like to see walking/bicycle paths on major roads. Control/enforcement of traffic speed a big issue, but we may need more cruisers, etc. Need a comprehensive growth and development plan in place prior to developers. We need controls. My wife and I love our "dump"...I mean "transfer station". Seriously, it's great. We're very happy to be new Falmouth residents. It's a town the way it should be" but we can all strive to make and preserve it better. Thanks for this opportunity to participate with this survey, R.F. Davis, DDS
30014	QCOMM	I think residents of Falmouth and city officials should take the lead and decide upon what type of town we should have and hopefully preserve a high quality of life. Many important decisions need to be made. This survey is a good first step in identifying priorities. Planning for the future and implementing policies that allow for sensible growth are important. Recreation within the town could be improved with bike paths - wouldn't it be great if you could do an errand without having to drive or after work go for a ride where you don't have to compete with traffic. There are many opportunities ahead. I hope we will make good decisions!
30015	QCOMM	I would gladly pay more taxes to slow the town's growth. Houses, businesses only mean more traffic more services and more tax. One question concerns me -8a- I am not sure that more police and cars mean more enforcement. People tend to ignore speed signs and the police tend to ignore speeders. However I feel the only way to make Falmouth affordable and control growth is to buy all the open space it can. It is simply pay now or pay later i.e. the 21 million dollar new school.
30017	QCOMM	As you can see I made brief "comments" next to questions I feel strongly about. I hope that our town addresses these issues right away. Most of us with school aged children are deeply concerned about changes in class size; due to growth and budget constraints - the people keep moving in and the schools are about to burst! Access the developers and or people moving in; a user fee if you will, that is only fair. Thank You Carol DeRosa Kusack P.S. We lived in Ann Arbor, MI in a small lot cluster neighborhood. With a far acre park and pool and basketball courts nearby. All the neighborhoods had similar things. It was great and it was an old (30+ yrs) area so they did it right way back when.
30020	QCOMM	This is the second survey costing ridiculous sums. The town council has not been listening to voters. The horse is already out of the barn regarding growth. Limiting growth to current permits does nothing. We need to stop growth until the issue is addressed. Strongly oppose open space purchase unless voters may decide for what purpose the land will be used. Enter the sludge farm and athletic fields(for a limited population, used for school growth). Town council uses this for their own opportunities in some cases. I didn't vote for a sludge farm (very sneaky tactic). We feel the adverse results of growth in increased taxes for school funding, road services limited (town public works said plow service is slowed by increased developments), traffic problems. Twenty years ago we were the last house on the street which should have been dead-ended as they are on the Foreside. Instead developer was allowed 110 new houses to keep inching with roads (interconnecting & cul-de-sac). Today I was nearly run over at the end of my driveway as I headed

		out for a walk. I can't get the mail at the end of my driveway without danger and this is an off the road supposedly quiet street which has been ruined (SEE SURVEY)
30022	QCOMM	Agree most strongly with re-zoning neighborhoods to allow for more open space/smaller lot size. See www.cottagecompany.com - Washington State/Wigby Island uses this extensively. Falmouth needs more neighborhood feeling communities and less sprawling subdivisions. Who wants to maintain a 5-acre lot! Instead of 10-5 acre lots, allow 20 smaller lots with smaller more affordable houses and large common areas for gardens, recreation, etc. Smaller houses = fewer people and overall impact to community may actually be less. See annual houses issue of Fire Homebuilding. Same concept used there!
30025	QCOMM	I would like to see more affordable housing in neighborhoods. We are outgrowing our house and can't afford the next step up in Falmouth because it has doubled in the last 5 yrs. Yes our house is worth more, but we cannot find one a little bigger that isn't doubled the cost.
30026	QCOMM	We hope that some effort is being made to control and slow down the annual increase in property taxes.
30035	QCOMM	I support preservation of what makes this a pleasant community, small town feel, lots of open space, rural character. Don't need (didn't need) Wal-Mart, Staples etc. and hope the exit 10 development won't turn the area into a "strip". Portland is a mere 10 miles away for other services and amenities; we don't need to increase it here. Let this be a predominant residential community even if it costs us some in taxes. Something like Family Ice is great, a community gem. But we're kidding ourselves to say the Rt. 1 development feels like a "village".
30037	QCOMM	I would support a small fixed tax increase to pay for items that preserve and enhance our town (open space, parks, bike trails). Yearly decisions don't work because when times are tuff - we would not spend the money to buy property or upgrade paths/parks. When the economy goes down this is the best "buying time". I think the idea of putting any additional burden on businesses - that don't use the facilities is stupid. If we can grow the tax base by attracting more business - it's less for landowners with homes to pay. Business already pays twice - once on land - once on fixtures. Plus they use almost no services (schools are our biggest cost). We need to keep our country like environment that's why I moved here. Let's not let Falmouth become a city with sidewalks/fences and small lots!
30041	QCOMM	I strongly favor the continued development of walking and bike paths on the more heavily traveled roadways. The alternative would be walking and bike paths that allow alternate routes to retail and recreation areas.

Town of Falmouth Citizen Survey

Dear Resident:

A survey of Falmouth citizens in the fall of last year indicated that growth and its effects are important issues to the town. This follow-up survey is designed to provide all citizens with the opportunity to provide more in-depth guidance into the actual policy choices that must be made regarding growth and development. Your answers to the following questions will help Falmouth's elected and appointed officials to propose land use policies that best meet the needs of the town. Your responses to the survey are confidential and anonymous. Your name will never be associated with your answers. A separate sheet has been provided for you to add any additional comments about the issues discussed in this survey.

Please return the completed survey and any comments in the envelope provided by July 28, 2000 to:

Market Decisions, P.O. Box 2890, South Portland, ME 04116

If you have any questions about this survey, please feel free to call Dr. Brian Robertson at 767-6440 ext. 149.

1. Open Space Preservation

Since 1990, the Town of Falmouth has been working to preserve open space through a coordinated program of land acquisition, regulation, and voluntary donations of land or easements. Since 1995, voter-approved bonds totaling nearly \$1.3 million have been used to buy or purchase development rights on 440 acres of land. The town currently has about \$200,000 in a reserve account for land purchases.

The next question asks about future strategies for funding the preservation of open space. Please evaluate each statement on a five-point scale where 1 is strongly opposed and 5 is strongly favor by circling the appropriate number. How strongly would you favor or oppose the ideas that:

	Strongly Oppose	1	2	Neutral	3	4	Strongly Favor	5	Unsure	U
Falmouth should approve a bond issue to purchase land to set aside as open space and public land.		1	2	3	4	5				U

Below are three options for a bond referendum. Which of the following three bonding levels should the town commit to? (Please check one of the following).

\$1 Million
 \$2 Million
 \$5 Million
 Unsure

Open Space Preservation (continued)

	Strongly Oppose		Neutral		Strongly Favor		Unsure
Falmouth should make decisions about buying open space on a project-by-project basis, instead of a general bond.	1	2	3	4	5	U	
Falmouth should make decisions about buying open space on a project-by-project basis, <i>even if each project would have to go to referendum before the purchase.</i>	1	2	3	4	5	U	
Falmouth should allocate money on a yearly basis in the budget in order to buy smaller areas in or around neighborhoods to preserve as open space.	1	2	3	4	5	U	
Falmouth should allocate money in the budget in order to preserve open space <i>even if it means taking money from other parts of the budget.</i>	1	2	3	4	5	U	
Falmouth should apply for matching state funds for projects to preserve open space in Falmouth.	1	2	3	4	5	U	
Falmouth should apply for matching state funds for open space projects <i>even though state regulations require that non-residents have access to such land.</i>	1	2	3	4	5	U	
Falmouth should apply for matching state funds for open space projects <i>even though state regulations require that the land be restricted against use for public facilities in the future.</i>	1	2	3	4	5	U	

2. Public Use of Open Space

Assuming the town was to set aside a large tract of land as designated open space, please indicate how strongly you would favor or oppose each of the following uses for this land:

	Strongly Oppose		Neutral		Strongly Favor		Unsure
Leave new open space completely undeveloped and prevent ANY future development, preserving the land in its natural state in perpetuity.	1	2	3	4	5	U	
Allow limited development of this open space for passive recreation, such as the development of bicycle paths and hiking trails.	1	2	3	4	5	U	
Use the open space to create a town park with both passive and active recreational activities such as hiking trails, sports fields, and picnic areas.	1	2	3	4	5	U	
Leave open space undeveloped at present, but with the intent to allow some future recreational uses, if needed.	1	2	3	4	5	U	
Leave open space undeveloped at present, but keep open the possibility that some of the land could be used for public facilities, if needed, in the future.	1	2	3	4	5	U	

3. Town Control of Growth

Next, we would like to know how much control the town of Falmouth should have over growth and residential planning in the future. In your opinion, how much control should the town exercise over growth? (Please choose one of the following).

_____ Decisions for future development and open space should be left solely to individual property owners, letting them determine what parcels are developed or preserved as open space.

_____ Falmouth should develop a master plan for development and open space preservation to serve as a general guide for the future, but should not place additional restrictions on development.

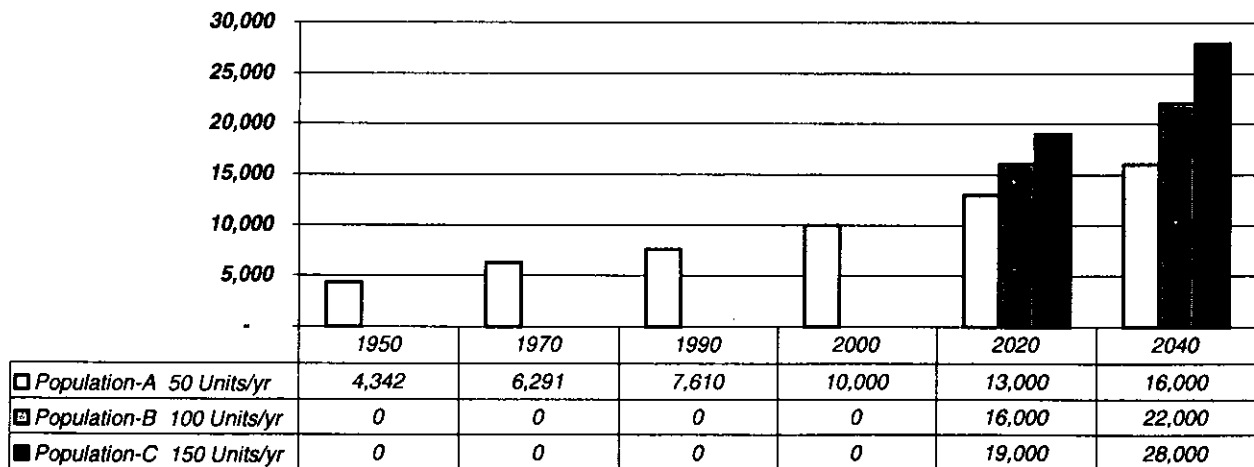
_____ Falmouth should develop a master plan for development and open space preservation that includes strict policies and regulations to govern new development and open space preservation.

4. The Rate of Growth

Falmouth's population *and* its rate of growth have increased. In the 1970s, the town added 25 new homes each year. In the 1980s, the rate increased to 50 new homes per year. In the 1990s, the rate increased to 100 new housing starts and continues at that pace. The graph below shows the results of possible growth at different rates over the next 20 to 40 years.

- At a rate of 50 homes per year, the town adds 1,000 units and 3,000 residents in 20 years.
- At the current rate of 100 homes per year, the town adds 2,000 units and 6,000 new residents in 20 years.
- At a higher growth rate of 150 new homes per year, the town adds 3,000 units and 9,000 new residents in 20 years.

Figure 1 – Falmouth Growth Projections Over Next 40 Years



The Falmouth Comprehensive Plan Advisory Committee (CPAC) recently recommended and the Town Council approved an interim limit on the number of building permits for new homes to be issued each year. Before a long-term solution is finalized, an evaluation is to be conducted to determine an optimum rate of development for the town. Thinking about possible growth in Falmouth over the next 20 years as indicated in the prior graph, please choose the one statement that

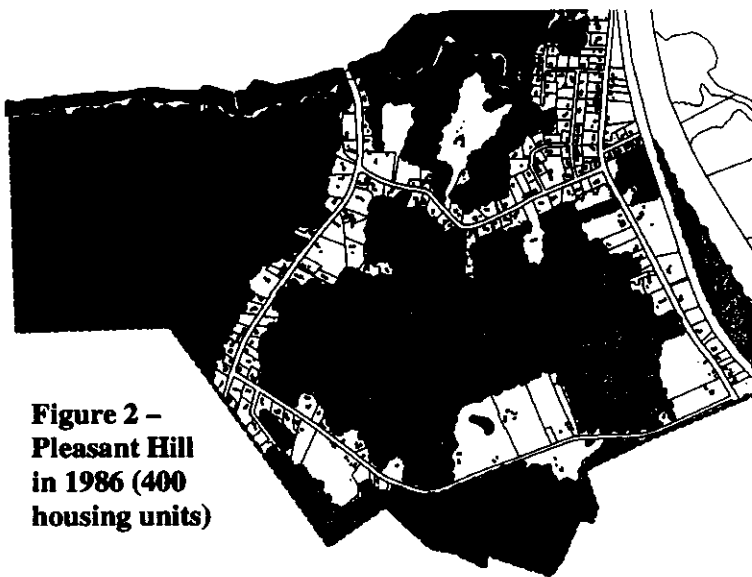
best reflects your views on the level of new housing that should be permitted in the town (please choose only one).

- _____ Allow the housing market to set its own pace, even if the rate continues to increase.
- _____ Allow the rate to increase, but put on a “circuit breaker” to prevent a major increase in the housing rate.
- _____ Allow the current rate of 100 new homes per year to continue, but prevent it from increasing further.
- _____ Slightly reduce the rate of new residential development below the current rate.
- _____ Dramatically reduce the rate of new residential development below the current rate.

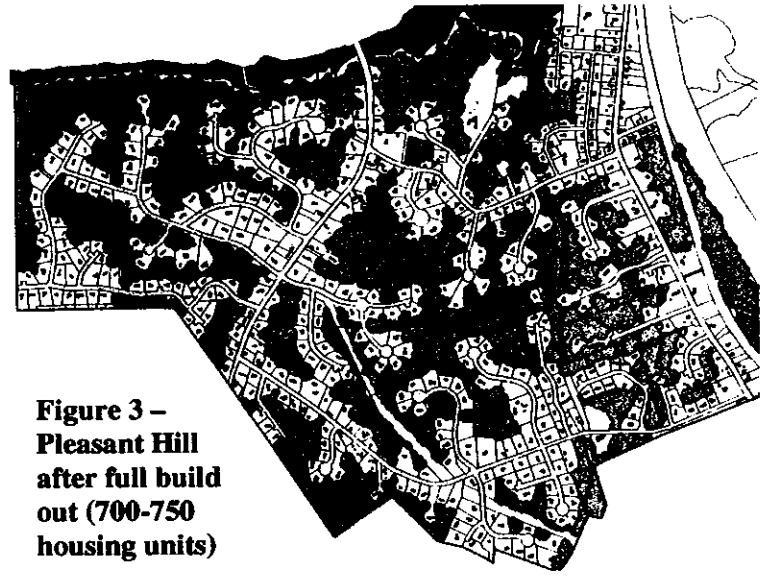
5. Patterns of Residential Growth

Pleasant Hill as an example:

As part of the comprehensive planning process, a pilot study was done to understand the effects of development in the Pleasant Hill area. Citizens were invited to forums where the advantages and disadvantages of the current pattern of development were discussed. In the past 15 years, more than 200 homes have been built in this area of Falmouth next to the Portland line, and another 100 or more homes are possible on the remaining undeveloped land. The following diagrams show Pleasant Hill as it appeared in 1986 and how it could appear when built out according to the current zoning ordinances.



**Figure 2 –
Pleasant Hill
in 1986 (400
housing units)**



**Figure 3 –
Pleasant Hill
after full build
out (700-750
housing units)**

Residents of the Pleasant Hill area made the following observations about these diagrams:

- Traffic has dramatically increased in terms of speed, volume, and numbers of trucks.
- Traffic problems are aggravated by straight major roads and by all of the dead end subdivision roads.
- Traffic increases and the pattern of development have made it more difficult to walk along streets.
- Off road trails have been eliminated.
- The area should have been developed with better public access to the river.
- The near total loss of open space to development could and should have been prevented.
- The clearing of trees and elimination of wildlife habitat aggravate the loss of open space.
- The pattern of development occurring in places like Pleasant Hill is changing the character of the town.
- A lot more of this type of development will occur in coming years.
- Although the homes are nice, some homes being built in the area are too large for the lots.
- The town should have made better use of the public sewer system to manage growth in the Pleasant Hill area.

An Alternative Pattern of Growth:

What if we could turn the clock back 15 years and redo the development of this area? Could the town preserve open space and community character while preserving the legitimate rights of landowners? What might Pleasant Hill look like today if the area developed according to the desires of Pleasant Hill residents, as voiced during recent planning forums? Figure 4 presents one such alternative view of Pleasant Hill.

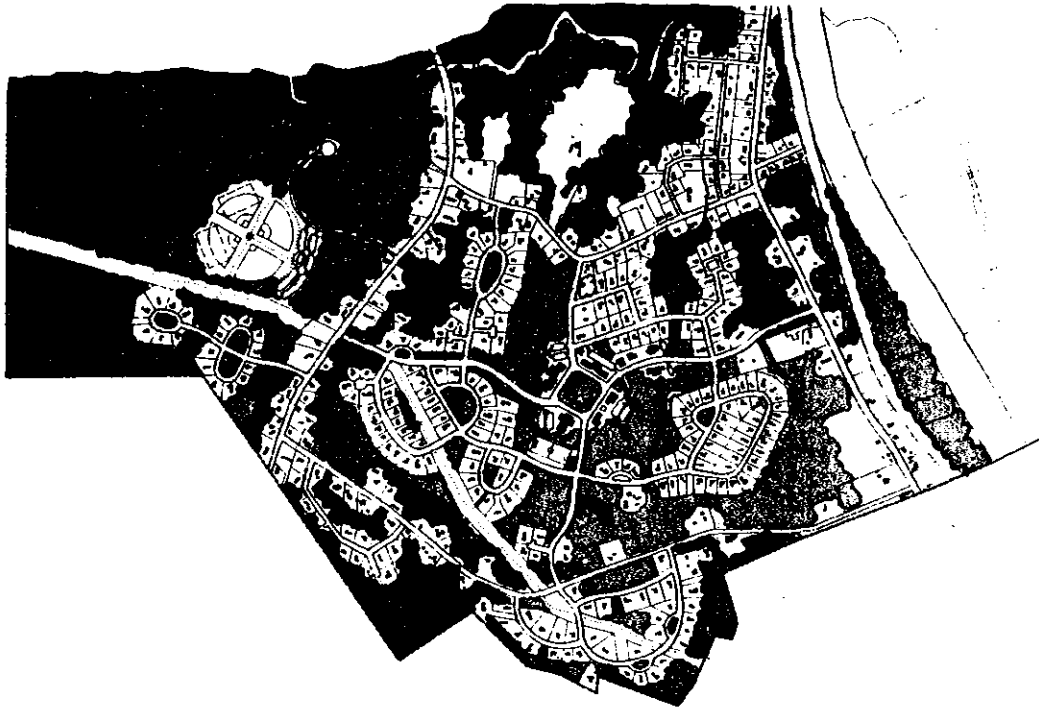


Figure 4 – An alternative growth pattern for Pleasant Hill (700 – 750 housing units)

Major characteristics of this alternative growth pattern for Pleasant Hill area:

- New growth focuses on land adjacent to existing developed areas with public water and sewers.
- New main roads connect through the middle of the area to a small town center or common, giving new residents multiple options for accessing their homes and reducing traffic concentration.
- Housing is kept back from those new main roads, creating a parkway appearance.
- The town center or common creates a social gathering area for residents.
- Open space is integrated throughout the developed areas. Nearly 60 percent of the area is preserved as permanent open space.
- Trails and paths connect all the areas. It is easy to walk or bicycle from neighborhood to neighborhood.
- A major scenic area abutting the Presumpscot River has been purchased for public open space and river access and recreational facilities.
- The number of units equals the amount of housing allowed under current zoning (as presented in figure 4).
- There is a mixture of housing types, including apartments designed to fit in with single-family homes, and there is greater opportunity for people with modest incomes to live in town.
- However, developers are limited in where housing may be built and the type of development.
- The town would have a much more active role in planning and regulating development

The town of Radburn, New Jersey provides an actual example of this type of development pattern, as shown in the photograph on the following page.



Figure 5 – Actual compact growth project in Radburn, N.J. Built in 1929, the area has 667 housing units on 150 acres, using about a tenth of the land needed to accommodate a similar amount of housing in Falmouth’s Pleasant Hill area. And yet, 23 acres of common open space provide a sense of spaciousness, and the development has a system of connected walkways that allow all of the children in the community to walk to the public elementary school without crossing a street.

Thinking about the alternative growth pattern for Pleasant Hill, the Radburn example, and your own experience, please indicate your level of agreement or disagreement with the following statements where a 1 indicates that you strongly disagree and 5 indicates you strongly agree with the statement.

	Strongly Disagree		Neutral	Strongly Agree		Unsure
	1	2	3	4	5	U
The town should pursue alternative growth plans that make large open space areas for public access and recreation.	1	2	3	4	5	U
The town should have a variety of housing types and sizes that offer more affordable living options.	1	2	3	4	5	U
Creating large public open spaces places a burden on taxpayers for facilities and maintenance.	1	2	3	4	5	U
Building more compact neighborhoods on public sewers preserves open space and community character.	1	2	3	4	5	U
Creating walkable neighborhoods close to schools and stores is important.	1	2	3	4	5	U
Even with the public open spaces, the housing on small lots with public sewers is too dense for Falmouth.	1	2	3	4	5	U
The town should create residential plans for areas like Pleasant Hill before development occurs to guide growth.	1	2	3	4	5	U
We should pursue this policy <i>even if the town must buy the larger open space tracts from landowners.</i>	1	2	3	4	5	U
We should pursue this policy <i>even if it means that the town must help finance the cost of extending public utilities.</i>	1	2	3	4	5	U
We should pursue this policy <i>only if there are ways of transferring development rights and collecting impact fees from new development to help cover those public costs.</i>	1	2	3	4	5	U
We should pursue this policy <i>even if it means that the town will need to exercise more control on the placement of houses on lots and the design of those houses.</i>	1	2	3	4	5	U

6. Road Planning

Growth requires planning for access to neighborhoods and dealing with increased traffic. The figures below show two strategies for laying out new road systems.

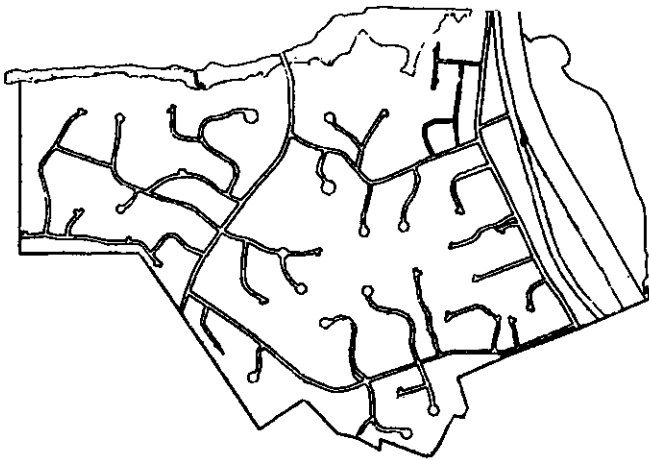


Figure 6 – Roads planned individually, development by development, resulting in many streets with only one way in or out

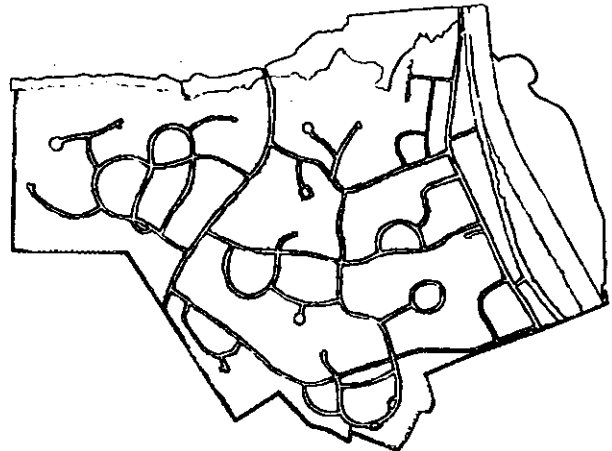


Figure 7 Roads planned as a system providing access to and from individual locations from more than one direction and main artery.

Thinking about these patterns and your own experiences, please evaluate each statement on a five-point scale where 1 is strongly opposed and 5 is strongly favor by circling the appropriate number. How strongly would you favor or oppose the ideas that:

	Strongly Oppose		Neutral		Strongly Favor	Unsure
The town should plan the layout of future streets and intersections to coordinate development and ensure the creation of an efficient network of roadways.	1	2	3	4	5	U
The town should require sidewalks in all subdivisions and should provide pedestrian and bicycle connections between residential neighborhoods.	1	2	3	4	5	U
The town should allow developers and landowners to determine the location of streets and intersections as needed to respond to market opportunities.	1	2	3	4	5	U
The town should design an interconnected street network that provides many options for route selection to disperse traffic and maximize access to neighborhoods.	1	2	3	4	5	U
The town should allow most of the housing to occur on dead end streets.	1	2	3	4	5	U
The town should allow most housing to occur on dead end streets <i>even if it eliminates or reduces pedestrian and bicycle access to other neighborhoods and areas of town.</i>	1	2	3	4	5	U
The town should allow most housing to occur on dead end streets <i>even if it concentrates traffic on certain roads and intersections and causes traffic congestion.</i>	1	2	3	4	5	U

7. Traffic Calming

Traffic calming consists of strategies to help reduce the speed of traffic on local roads. The following illustrations depict some of the more common traffic calming measures:

Figure 8 A – Police Enforcement, 8B – Speed Table, 8C – Traffic roundabout or circle.



8A



8B



8C

Again, please indicate how strongly you favor or oppose each of the following traffic calming measures (using the same five point scale):

	Strongly Oppose		Neutral		Strongly Favor	Unsure
The town should step up enforcement of speed limits on Falmouth streets and roads.	1	2	3	4	5	U
The town should step up enforcement of speed limits <i>even if more police officers and cars are needed.</i>	1	2	3	4	5	U
The town should install speed tables to slow traffic on residential streets.	1	2	3	4	5	U
The town should install speed tables to slow traffic on residential streets <i>even if it delays my travel.</i>	1	2	3	4	5	U
The town should install speed tables to slow traffic on residential streets <i>even if it could divert some traffic onto streets in my neighborhood.</i>	1	2	3	4	5	U
The town should install roundabouts or circles at intersections to slow traffic.	1	2	3	4	5	U
The town should install roundabouts or circles at intersections to slow traffic <i>even if it delays my travel.</i>	1	2	3	4	5	U
The town should install roundabouts or circles at intersections to slow traffic <i>even if it increases maintenance costs for roads.</i>	1	2	3	4	5	U

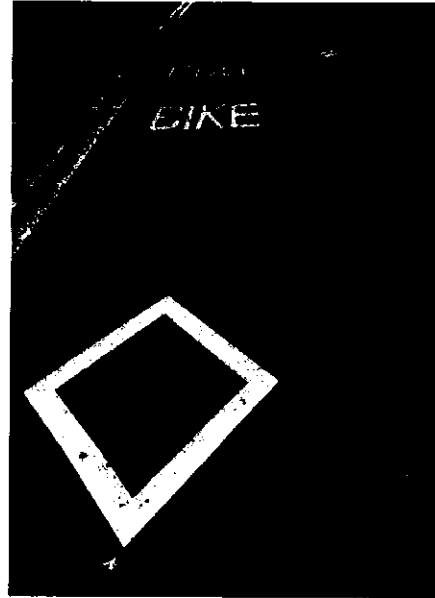
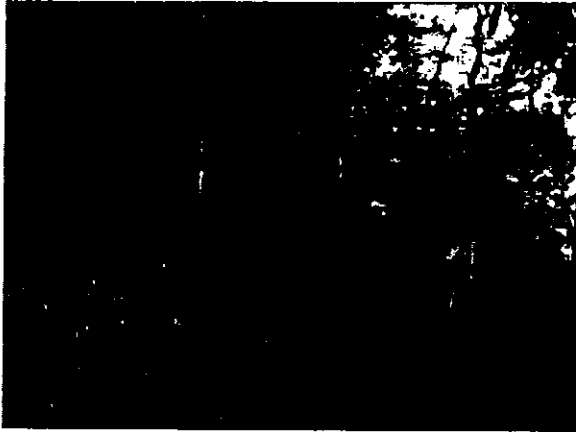
8. Bicycle and Pedestrian Facilities

Falmouth has adopted a bicycle, pedestrian, and trails master plan that promotes a town-wide, integrated network of paved shoulders and off-road trails. Because the town is so sparsely populated, sidewalks are limited to new subdivisions and the commercial areas on Routes 1 and 100.

9B

Figure 9 A – Off Road Trail, 9B – Paved Road Shoulder.

9A



Thinking about the bicycle, pedestrian, and trails master plan that is already being implemented and your own experiences, please indicate your level of agreement or disagreement with the following statements:

	Strongly Disagree		Neutral		Strongly Agree		Unsure
The town should continue to develop a town-wide trail system for pedestrians and bicycles that preserves current trails and links them together.	1	2	3	4	5	U	
The town should pursue a town-wide trail system <i>even if it brings people into my area.</i>	1	2	3	4	5	U	
The town should require developers to preserve trail corridors through their projects and connect subdivisions to the town-wide trail system.	1	2	3	4	5	U	
The town should install paved shoulders on all roadways to provide room for riding bicycles and walking.	1	2	3	4	5	U	
The town should install paved shoulders on all roadways, <i>even if it widens the road in front of my property.</i>	1	2	3	4	5	U	
The town should install paved shoulders on all roadways <i>only if it limits widening and adds landscaping to enhance roadway appearance.</i>	1	2	3	4	5	U	

9. Funding Growth Management

Management of growth would require funding. Please indicate how strongly would you favor or oppose the following alternative funding mechanisms.

	Strongly Oppose		Neutral		Strongly Favor	Unsure
Any increase in property taxes to provide funding for any of the issues discussed above.	1	2	3	4	5	U
An increase of \$25 per year in your property taxes (or passed through in rents).	1	2	3	4	5	U
An increase of \$50 per year in your property taxes (or passed through in rents).	1	2	3	4	5	U
An increase of \$100 per year in your property taxes (or passed through in rents).	1	2	3	4	5	U
Assessing impact fees on new residential development to cover direct facilities costs to service growth.	1	2	3	4	5	U
Assessing impact fees on new residential development <i>even if it makes housing in Falmouth more expensive.</i>	1	2	3	4	5	U
Assessing impact fees on new business development to cover direct facilities costs to service growth.	1	2	3	4	5	U
Assessing impact fees on new business development <i>even if means that some businesses will choose not to locate in Falmouth.</i>	1	2	3	4	5	U
Increasing fees for town services in lieu of raising taxes.	1	2	3	4	5	U
Charging or increasing fees for those using recreational or other public facilities.	1	2	3	4	5	U

These last few questions are for classification purposes only (please circle appropriate number)

How old are you? _____

Please indicate which of the following best describes your status.

1	Year-round resident	3	Nonresident landowner
2	Seasonal resident	4	Nonresident business person

If you are a resident of Falmouth, do you own your home or do you pay rent?

1	Own	3	Caretaker/parsonage
2	Rent	4	Other, please specify _____

Are you...

1	A part time resident (less than 9 months of the year)
2	A full time resident (9 or more months of the year)

How long have you lived in Falmouth?

1	2 years or less	3	6-10 years	5	More than 20 years
2	3-5 five years	4	11-20 years	6	Do not live in Falmouth

Please indicate in which of the following areas of Falmouth you live.

1	East of Route 1
2	Between Route 1 and the Woodville Road
3	Between the Woodville Road and the Maine Turnpike (main line)
4	West of the Maine Turnpike
5	Don't know
6	Other (Please specify) _____

What was the highest grade or year in school that you have completed?

1	Less than high school	4	Four year college degree
2	High school graduate	5	Some graduate school
3	Some college (2-3 year college, technical programs)	6	Graduate degree

Please circle the number corresponding with your household's total annual income (before taxes).

1	Less than \$25,000	4	\$75,001 - \$100,000
2	\$25,001 - \$50,000	5	\$100,001 - \$125,000
3	\$50,001 - \$75,000	6	More than \$125,000

Please list the ages of all the other members of your household, **not including yourself**, who lives there most of the year, starting with the oldest.

1. _____ 2. _____ 3. _____ 4. _____ 5. _____

Please provide any comments you may have about the issues discussed in this survey.

Place this survey in the envelope provided and mail, postage paid, to:

**Market Decisions
P.O. Box 2890
South Portland, ME 04116**

Thank you again for your assistance with this important research.