

**REGULAR COUNCIL MEETING
NOVEMBER 10, 2016**

The Council meeting was held at WILMAPCO, 850 Library Avenue, Suite 100, Newark, Delaware, on November 10, 2016.

1. **CALL TO ORDER:** Mr. John Sisson, Council Chair, opened the meeting at 6:35 p.m.

2. **ROLL CALL:**

Members present:

Mike Du Ross, alternate for Drew Boyce, representing Jennifer L. Cohan, DeIDOT Secretary of Transportation

Heather Murphy, Maryland Governor's Appointee

Eric Sennstrom, representing Cecil County Executive, Tari Moore

John Sisson, Delaware Transit Corporation's Chief Executive Officer

Leonard Sophrin, City of Wilmington, Mayor Dennis P. Williams' Appointee

Michael Spencer, representing New Castle County Municipalities

Members absent:

Mayor Robert J. Alt, representing Cecil County Municipalities

Connie Holland, Delaware Governor's Appointee

D. Reed MacMillan, representing New Castle County Executive, Thomas P. Gordon

Guests, Observers:

Yolonda Jordan, U.S. Federal Highway Administration

Staff members:

Dan Blevins, Principal Planner

Janet Butler, Administrative Assistant

Heather Dunigan, Principal Planner

Sharen T. Elcock, Executive Assistant

Dave Gula, Principal Planner

Randi Novakoff, Outreach Manager

Bill Swiatek, Senior Planner

Jacob Thompson, Transportation Planner

Tigist Zegeye, Executive Director

Minutes prepared by Janet Butler

3. **MINUTES:**

The September 8, 2016 meeting minutes were approved.

ACTION: On motion by Mr. Sennstrom seconded by Mr. Spencer the Council approved the September 8, 2016 Council Meeting Minutes.

Motion passed.

(11-10-16-01)

4. **PUBLIC COMMENT PERIOD:**

None.

COUNCIL MEMBERS' AND DIRECTOR'S REPORT:

5. **Chairperson's Report:**

Mr. Sisson said Delaware Transit Corporation (DTC) is working on the December 11, 2016 service changes by adding a new route in Wilmington to serve South Walnut and Market Streets to the Wilmington Riverfront; Route 48 was extended to A.I. DuPont Hospital; and a new route (302) was established from Dover to Newark through Middletown to serve the Amazon.com Distribution Center. In addition, DTC is working on details regarding real-time information on the DeIDOT App, to coincide with the DTC's December service changes.

The DTC 'Stuff the Bus' campaign is proceeding at Rodney Square tomorrow in Wilmington and at the Suburban Plaza in Newark. On October 19, 2016, Mr. Gula and Mr. Sisson presented Wilmington Transit Moving Forward (WTMF) concepts to Wilmington City Council members; however after Wilmington City Council is re-established in January, 2017, they will present WTMF concepts to the Council again.

- **Council Member's Reports:**

None.

6. Executive Director's Report – Ms. Zegeye shared the following events and information:

- Staff participated in Elbert-Palmer Elementary School Safe Routes to School (SRTS) Open House; Downes Elementary School Walk-to-School events, and staff is working with Claymont and Downes Elementary Schools' infrastructure projects.
- Staff attended grant writing training on October 5, 2016 in Dover, Delaware.
- On October 15 and 16, 2016, staff attended the DE/MD APA Conference and presented information on leveraging public health funds to help implement the South Wilmington Neighborhood Plan.
- On October 18, 2016, staff presented the Transportation Justice (TJ) Report at the IPA Mobility Conference.
- On October 20, 2016, MDOT conducted a Title VI Program Audit at WILMAPCO.
- The North Claymont Area Master Plan (NCAMP) draft report has been completed, and a public workshop was held on October 24, 2016 that was well-attended (130).
- Staff attended the Every Day Counts Regional Summit in Baltimore, Maryland, on October 18 and 19, 2016.
- Staff attended Diversity Training at MDOT on October 26 and 27, 2016.
- The WILMAPCO 2016 Our Town Event: The Future of Transportation was held on November 2, 2016. There were 80 attendees; however, more than 130 had pre-registered. The event was held at the Chase Center on the Wilmington Riverfront.
- Staff attended the APA Delaware Annual Meeting on November 3, 2016.
- On November 14, 2016, staff will discuss the Ardentown Pathways Plan at a community meeting.
- Staff will attend the November 15, 2016, DeIDOT public workshop on Walnut Street at the Wilmington Train Station.
- Staff will participate in the Strategic Highway Research Program – SHARP2 Regional Data Collaboration and Standardization forum in Washington DC, on November 17 and 18, 2016.
- The Route 9 Master Plan's second public workshop is scheduled at Rosehill Community Center, on November 29, 2016.

- On December 6 and 7, 2016 staff will attend the Megaregions Conference hosted by FHWA and DVRPC at King of Prussia, Pennsylvania.
- On December 13, 2016, staff will attend the Delmarva Freight meeting in Dover, Delaware.
- Newark Regional Transportation Center (NRTC) project team weekly conference calls are ongoing with construction to begin in 2017.
- Staff will attend the Claymont Regional Transit Center Commercial Industrial Realty Council (CIRC) Dinner on November 7, 2016, and will present the Claymont Train Station Plan and Claymont Master Plan.
- The WILMAPCO October 2016 Financial Report is 22% complete and under budget.
- The Dover/Kent MOU with WILMAPCO (**Attachment A**) will be signed regarding the urbanized area that crosses over into New Castle County with 2,637 people, and WILMAPCO will continue to work with them as part of the federal requirement that adjacent MPOs must establish MOU agreements.

7. Public Advisory Committee (PAC) Report:

Ms. Novakoff said the PAC met on October 17, 2016. A quorum was present and therefore the PAC Chair Nominating Committee was appointed consisting of Vic Singer, Peggy Schultz, and Antonio Valenzuela. Ms. Dunigan presented the Newark Bike Committee public outreach. Questions included where the bike rack locations are found, clarification on current bike laws, and clarification on the number of those who are biking to work. Another presentation was given by Mr. Gula regarding Wilmington Transit Moving Forward (WTMF). One comment was about the bus stops near his home that aren't being properly maintained in winter because they are icy and unclean. Another PAC member questioned how WILMAPCO shares the Public Opinion Survey information and how the data is used. One PAC member was pleased because rumble strips were placed at the traffic signal at Christiana Mall's entrance. Another PAC member wanted to be sure WILMAPCO closely aligns priorities with newly elected officials, and the League of Women Voters (LWV) representative commented that multi-modal projects are underfunded in the TIP.

8. Technical Advisory Committee (TAC) Report:

Ms. Dunigan said the TAC met on September 15, 2016, and there were no action items. Presentations by WILMAPCO staff included the National Highway Freight Network, Wilmington Transit Moving Forward, 2016 Demographics Update, and A Street Bike Facility. TAC also met on October 20, 2016, and voted to endorse the Red Clay Valley Scenic Byway Corridor Overlay Standards Report and Design Guidelines. Presentations by staff included Transportation and Housing Cost Data Report, and Cecil County Public Opinion Survey.

ACTION ITEMS:

9. To Endorse the Red Clay Valley Scenic Byway Corridor Overlay Standards Report and Design Guidelines

Ms. Dunigan said the Byway, designated in 2005 by DeIDOT, includes 28 roads. The Overlay project began as a Unified Planning Work Program (UPWP) request from New Castle County. Three public workshops were held and three documents were created based on agency and public feedback, including the report, the Design Guidelines, and the proposed changes to the Unified Development Code (UDC) for the Scenic Byway (SB) Overlay District. The three documents need to go through the New Castle County public hearing and approval process before they become policy.

The report provides an overview of the process, existing conditions and policies, and outlines the recommendations. The Design Guidelines are intended as a resource for property owners, developers, and scenic byway management organizations. They may be used as a visual instructional manual for land use applicants and the community. Recommended measures focus on viewshed protection techniques.

Mr. DuRoss commended the Red Clay documents, and pointed out the text, design, and layout are very readable and understandable to a wide audience. He noted on page eight the document references the original Red Clay Study. He added these documents will directly assist the standards and promote the goals as originally stated.

ACTION: On motion by Mr. Spencer seconded by Mr. Sennstrom the Council endorsed the Red Clay Valley Scenic Byway Corridor Overlay Standards Report and Design Guidelines.

Motion passed.

(11-10-16-02)

PRESENTATION/DISCUSSION ITEMS:

10. Public Advisory Committee (PAC) Membership Update

Ms. Novakoff said the PAC bylaws state the PAC should include up to 35 members from groups from different geographic areas that have an interest in transportation policy and public involvement. PAC members should be recruited from civic umbrella groups, business groups, public interest groups, environmental groups, transportation interest groups and agencies that represent diverse populations, such as minorities, the elderly, disabled citizens, and transit-dependent populations.

The PAC assists Council with public outreach and recommends public outreach and involvement strategies; reviews and critiques WILMAPCO publications for clarity, effectiveness, and user friendliness; serves as a liaison between Council and the public for the distribution of WILMAPCO publications and information; advises Council on the need for public education regarding WILMAPCO and regional transportation policies; and advises Council on the effectiveness of public outreach for action items.

Local Government representatives include: Cecil County - Pat Folk (2003), Joe Mitchell (1992), Frank Vari (2013); City of Wilmington – Bruce Brunozzi (2003), Antonio Valenzuela (2013); City of New Castle – Gail Seitz (2015); Southern New Castle County – Dick Janney (2006); Claymont Redevelopment Corporation – Robert Cameron (2016) Vacancies include City of Newark, City of Elkton, and Middletown.

Civic Umbrella Groups include: Civic League for New Castle County – Vic Singer (2013); Bill Dunn, Alternate (2013); 7-40 Alliance – Barry Shotwell (2015); Bear Glasgow Council – Glenn Pusey (2008); GHADA – Fran Swift (2013), Milltown-Limestone Civic Alliance – Dave Tancredi (2013); Pike Creek Civic League – Jeff Peters (2012); and Southern New Castle County Alliance – Dave Carter (2005). PAC vacancies include: Brandywine Hundred (CCOBH), and Fox Point Civic.

Business Groups include: Cecil County Board of Realtors – John Ford (2014) and Committee of 100 – Bill Lower (2014). Vacancies include Cecil County, New Castle County, and Delaware State Chambers of Commerce.

Transportation Groups include: Delmarva Rail Passenger Association – Tom Posatko (member since 2008). Vacancies include Delaware Greenways, White Clay Bike Club, and AAA Delaware. Environmental Groups include: The Nature Conservancy, Delaware Chapter – Maria Dziembowska (2015). Additional PAC vacancies include Urban Environmental League. Underrepresented groups include Elderly & Disabled Transit Advisory Committee – Darlene Cole (2005); League of Women Voters – Peggy Schultz (2003); and Delaware Hispanic Commission – Javier Torrijos (2015). PAC vacancies also include AARP, Latin American Community Center (LACC), and Neighborhood House.

Total representation includes 33 organizations, 20 active organizations, and 13 vacancies. The PAC member attendance has been very good overall and a quorum can be achieved with 10 PAC members.

Mr. Spencer said he would make a call to the Delaware Chamber of Commerce to help fill a vacancy. Mr. Spencer said it would be helpful to have more bike groups involved in the PAC. Ms. Dunigan said Mr. Paul Moser is a member of the WILMAPCO Non-Motorized Transportation Working Group (NMTWG) and could give a presentation to Council on the Newport Bike Project. Mr. Sophrin said that Paul Moser, Leah Kacanda, Lenny Sophrin, and Michael Spencer should have a conversation about the Newport Bike Project because there is equal interest from the City of Wilmington and the Town of Newport. Ms. Dunigan said she can email the NMTWG presentation to Council.

Ms. Novakoff continued there was no quorum in June 2013 and August 2016; however, staff is still seeking to recruit new members, and staff would like to find replacements for non-active members. Mr. Spencer added he would like to see the discussions controlled better at the meetings. Ms. Zegeye said that Ms. Novakoff and Ms. Zegeye do go over what is expected with a new PAC Chair.

Ms. Zegeye said she hopes staff will find someone from the business community to participate in the PAC. Mr. Du Ross said a representative from the Delaware Chamber of Commerce regularly talks to Mr. Blevins about freight, but he may feel stretched too thin to be involved with the PAC too. He added unless the meeting is project-specific it may be hard to get a business community member to attend the PAC meetings.

11. Transportation and Housing Cost Data Report

Mr. Thompson said housing costs are often a factor in making housing decisions, and transportation costs depend on location. In addition, location efficient communities provide a variety of transportation choices, such as walking and biking, and they typically have higher densities with mixed uses, and access to amenities.

The data from the H+T Affordability Index developed by the Center for Neighborhood Technology (CNT) measures data at the block group level. The first map series indicates costs as percentage of Area Median Income (AMI) of \$72,250 per year, and the second map series indicates costs for lower income households, which measures at 80% of AMI of \$57,000 per year.

The national trends and benchmarks are established by the Federal Highway Administration (FHWA) that include households considered burdened by housing costs, which exceed 30% of income in 42% of block groups in New Castle County, and 58% in Cecil County. The average household spends 18% of its income on transportation (gas,

parking, and tolls, transit fares, etc.), with a 48% benchmark for combined housing and transportation costs. Elkton has the lowest housing costs in Cecil County of 19%.

The lowest in downtown Wilmington is 15%; Churchman's Crossing is 18%; and Downtown Newark is 19%, while surrounding areas are 20%-25%. Combined costs for transportation and housing are 52% in New Castle County, and 16% in Cecil County. Data also indicates in Wilmington costs are 25% to 35%, in Newark's costs are 34%, and in Elkton costs are 41%.

In addition, housing costs are lower in the metropolitan areas, and lowest in densely populated areas. Elkton's are the lowest costs in Cecil County at 19%. On the other hand, transportation costs are lowest in downtown Wilmington at 15%, 18% at Churchman's Crossing, and 19% in downtown Newark, with surrounding areas at 20%-25%. Combined costs for transportation and housing are 48% or less in New Castle County, and Wilmington's are 25% to 35%, Newark's are 34%, and Elkton's are 41%.

Lower income households make up 34% of New Castle County, and 16% of Cecil County, which are considered affordable. Wilmington's lower income households; however, range from 18% to 30%. Transportation costs in lower income households make up 51% of New Castle County and 7% of Cecil County is considered affordable. Costs are as high as 32% in New Castle County and 31% in Cecil County, while combined costs for transportation and housing in lower income households are the lowest in Elkton at 48%, and combined costs exceed 50% in the rest of the county. Wilmington ranges from 23% to 50% and 42% in Newark.

Overall observations include:

- ✓ In the WILMAPCO region, both housing and transportation costs are lowest in densely populated areas.
- ✓ Compared to the national average, the region has lower housing costs but higher transportation costs.
- ✓ There are very few location-efficient communities in the region.
- ✓ Both nationally and in this region, transportation costs are higher in auto-dependent areas, which are highest in rural areas.
- ✓ For lower income households, location efficient communities are the only places considered affordable. Auto-dependent areas place a greater burden on lower income residents.

Recommended strategies are 1) Involve affordable housing advocates; 2) Enhance transit; 3) Encourage coordination of housing and transportation policy; 4) Support redevelopment in central urban areas; and 5) Promote location efficient communities as an affordability measure. The WILMAPCO Data Report Transportation and Housing Costs data report will soon be available at <http://www.wilmapco.org/data-reports/>.

Mr. Sophrin invited Ms. Zegeye to attend the Technical Land Bank meetings. The meetings are related to the strategies regarding affordable housing. The meetings have a Wilmington focus, but membership is statewide.

Mr. Sisson asked if there is historical data included in the data report. Mr. Thompson replied no, it includes one-time data only.

12. Cecil County Public Survey

Ms. Novakoff distributed the 2016 Cecil County Public Opinion Survey. (**Attachment B**). This telephone survey was conducted among a random sample of 600 residents in Cecil County, Maryland. The purpose of the survey is to gather information on the transportation choices made by residents and to gauge their perceptions and thoughts regarding transportation.

When asked how well the current transportation system meets their travel needs, three-quarters of respondents reported their transportation needs are met “somewhat” or “very well.” In addition, when asked to rate the condition of the roads and highways in Cecil County, about one half of respondents (51%) thought they were “excellent” or “good”, which is about the same as last year.

In general, Cecil residents feel they do not have very many transportation options to choose from. In 2016, 80% reported having “few” options. As in the past, 8 in 10 (80%) residents feel that government agencies are doing only a “fair” or “poor” job at improving their access to options. In addition, as in previous years, the majority of respondents reported they “always” or “usually” drove alone.

When asked about familiarity with WILMAPCO and preferred methods of feedback, about 2 in 10 (20%) said they were familiar with WILMAPCO, and 8 in 10 (80%) considered their opportunities to participate to be only “fair” or “poor.” There was no clear consensus on the preferred way of communication with planners. About a quarter preferred using the website and another quarter preferred public meetings. Surveys, as a form of feedback, were preferred by nearly a quarter of respondents.

Although the ratings of opportunities to participate in transportation planning were low, about 3 in 10 (30%) said they were interested in receiving free newsletters or public meeting announcements from WILMAPCO. Since both the Cecil County and New Castle County surveys need to be updated, WILMAPCO is going to conduct both surveys every four years, in conjunction with the update of the Regional Transportation Plan (RTP).

Mr. Sisson asked if staff will be using cell phones in the survey. Ms. Novakoff said at this time it is too costly to use cell phones, but as technology improves we expect it will be feasible in the future.

13. INFORMATION ITEMS: DelDOT’s Administrative Modification Request Letters.

ADJOURNMENT: Mr. Spencer made a motion to adjourn, Mr. Sennstrom seconded the motion. The meeting adjourned at 8:20 p.m.

ATTACHMENTS:
(2)

**DOVER/WILMINGTON ATTRIBUTABLE
MEMORANDUM OF UNDERSTANDING
BY AND BETWEEN
THE DOVER/KENT COUNTY METROPOLITAN PLANNING ORGANIZATION
AND
THE WILMINGTON AREA PLANNING COUNCIL**

This **MEMORANDUM OF UNDERSTANDING** (“**MOU**”) executed in triplicate and made effective this 25th day of October 2016, by and among the Dover/Kent County Metropolitan Planning Organization, hereinafter called “**D/KC MPO**”, and the Wilmington Area Planning Council, hereinafter called “**WILMAPCO**”.

WHEREAS, the U.S. Census Bureau, hereinafter called “**BUREAU**”, a division of the United States Department of Commerce, is responsible for determining the population and other statistical information of the United States every ten (10) years (“**decennial census**”); and

WHEREAS, the most recent decennial census was taken in the year 2010; and

WHEREAS, as a result of the 2010 decennial census, the **BUREAU** established urbanized areas, boundaries, and populations; and

WHEREAS, the Federal Highway Administration, and Federal Transit Administration hereinafter called “**FHWA**” and “**FTA**” respectively, provides and distributes funds based on the **BUREAU’S** population statistics, and

WHEREAS, the boundaries, as determined by the **BUREAU**, include an overlap of urbanized areas into other Metropolitan Transportation Planning Organizations (“**MPO**”) jurisdictions resulting in a need to transfer attributable funding; and

WHEREAS, D/KC MPO is responsible for Metropolitan Transportation Planning functions in Kent County, Delaware; and

WHEREAS, WILMAPCO is responsible for Metropolitan Transportation Planning functions in New Castle County, Delaware; and

WHEREAS, in 2010, 2,647 people of the Dover, Delaware Urbanized Area reside in New Castle County, which constitutes 0.49 percent of that county’s 538,468 entire population; and

WHEREAS, D/KC MPO, not WILMAPCO, coordinates with the Town of Smyrna whose boundary includes this portion of annexed land in New Castle County; and

WHEREAS, WILMAPCO agrees that, effective with the next FHWA and Federal Transit Administration Acts, 0.49 percent of USDOT metropolitan transportation planning funds attributable to the Wilmington (Philadelphia) Urbanized Area will be provided to D/KC MPO on an annual basis to account for the population of the Dover, Delaware Urbanized Area that reside in New Castle County; and

WHEREAS, WILMAPCO further agrees to include transportation projects which fall within the Dover, Delaware Urbanized Area in New Castle County in its Transportation Improvement Program and Regional Transportation Plan, as appropriate, including corresponding air quality conformity determinations; and

WHEREAS, D/KC MPO and WILMAPCO agree this MOU will promote safety, health, and general welfare of the residents and visitors of the State of Delaware.

NOW THEREFORE, THIS MEMORANDUM OF UNDERSTANDING WITNESSETH: that for and in the consideration of One Dollar (\$1.00) paid by each party hereto to the other and the mutual covenants and promises between D/KC MPO and WILMAPCO hereby agree as follows:

Effective with the next FHWA and Federal Transit Administration acts, 0.49 percent of any funds attributable to the Wilmington (Philadelphia) Urbanized Area of WILMAPCO's planning area will be transferred on an annual basis to D/KC MPO.

This Memorandum of Understanding represents the entire agreement between the parties. No promises, terms, conditions, or obligations regarding the parties' agreement exist other than those contained herein or incorporated herein by reference.

IN WITNESS WHEREOF, the parties have executed this Memorandum of Understanding as of the first date written above.

DOVER/KENT COUNTY METROPOLITAN PLANNING ORGANIZATION

Brad Eaby Chair, D/KC MPO	Date	WITNESS
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WILMINGTON AREA PLANNING COUNCIL

John Sisson Chair, WILMAPCO	Date	WITNESS
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**WILMINGTON AREA PLANNING COUNCIL
(WILMAPCO)**

**PUBLIC OPINION SURVEY
OF CECIL COUNTY
RESIDENTS**

**SUMMARY OF RESULTS
SEPTEMBER 2016**



Prepared by:



NRC
National Research Center Inc

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SUMMARY OF RESULTS

BACKGROUND

A telephone survey was conducted of a random sample of 600 residents of Cecil County, Maryland, for which WILMAPCO is the Metropolitan Planning Organization. The purpose of the survey was to gather information on the transportation choices made by residents and to gauge their perceptions and thoughts regarding transportation. The interview script was developed by the staff and board of WILMAPCO. The script was pilot tested and revised before being fully fielded by Aspen Media Research, a survey call center. This was the eighth implementation of the survey, with previous implementations in 2007, 2008, 2009, 2011, 2012, 2013 and 2015. WILMAPCO also conducts surveys of residents of the entire WILMAPCO area, which includes New Castle County, Delaware as well as Cecil County; these surveys were previously conducted in 2006, 2010 and 2014. Where questions from that survey are similar or identical to questions from the Cecil County survey, responses from Cecil County residents are included.

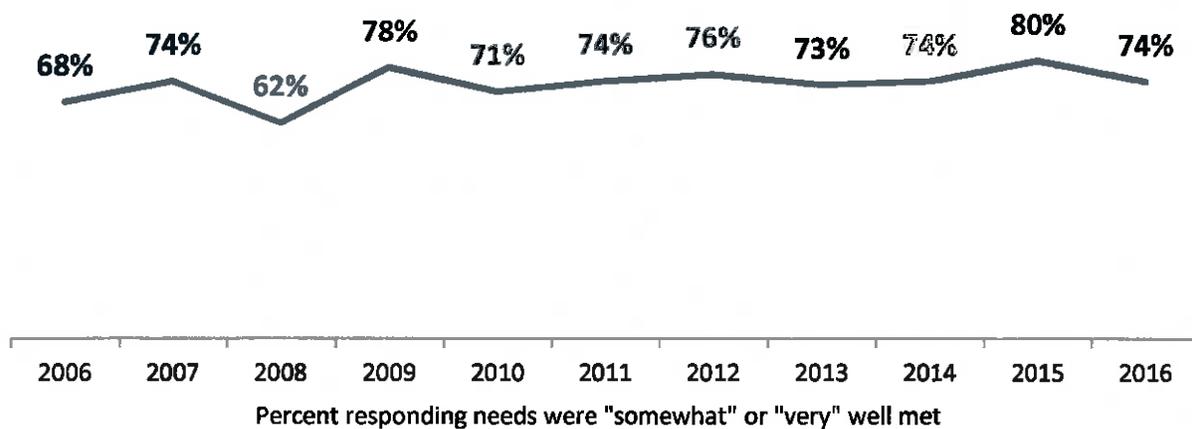
A brief summary of the results is presented below.

PERCEPTIONS OF THE TRANSPORTATION SYSTEM

Those interviewed were asked how well they felt the current transportation system meets their travel needs. Three-quarters respondents reported that their transportation needs were “somewhat” or “very” well met in 2016, a return to the levels seen since about 2011 after the high point last year in 2015.

Figure 1: Ratings of Current Transportation System

Transportation in Cecil County consists of roads, buses, trains, sidewalks and bike facilities. How well do you feel the transportation system meets your travel needs?



Note: The question wording varied in 2010. In 2010, the question read, "Transportation in our region consists of roads, buses, trains, sidewalks and bike facilities. How well do you feel the transportation system meets your travel needs?"

When asked to rate the condition of roads and highways in Cecil County, about half of respondents (51%) thought they were “excellent” or “good” (see Figure 2), about the same as last year, but lower compared to recent years before that. However, over half of respondents said in the last year they had noticed improvements made by the State to the transportation system in the area, a greater proportion than observed in past years (see Figure 3). The portion of respondents who felt that the condition of county roads and highways had gotten better (33%) was the highest that has been observed since surveying began in 2007 (see Figure 4) About 2 in 10 respondents, however, felt that road conditions have gotten worse, a smaller proportion than in 2015.

Figure 2: Ratings of the Overall Condition of Roads and Highways

Overall, how would you rate the condition of Cecil County's roads and highways?

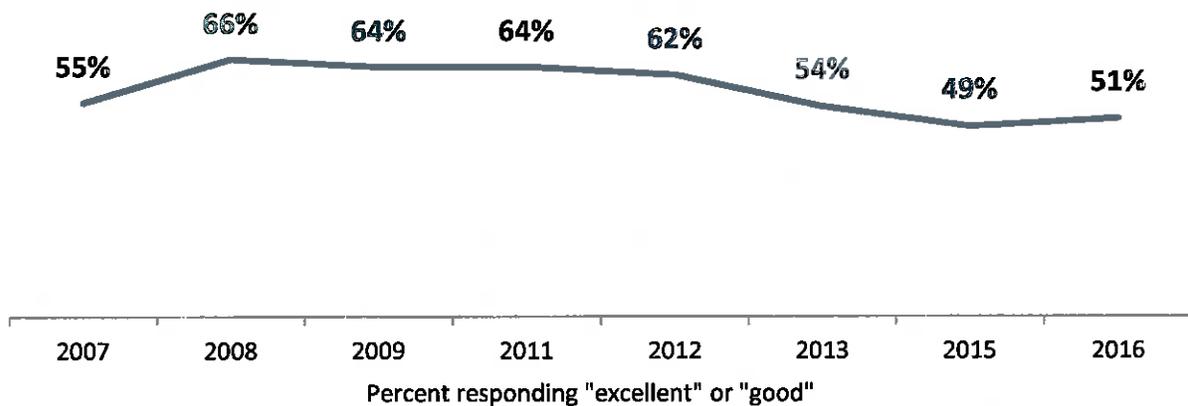


Figure 3: Percent of Respondents Noticing Improvements to Transportation System

The State has been working to make improvements to the transportation systems in the area. Have you noticed any improvements in the last year, such as new bus shelters, bike lanes, sidewalks or other alternatives?

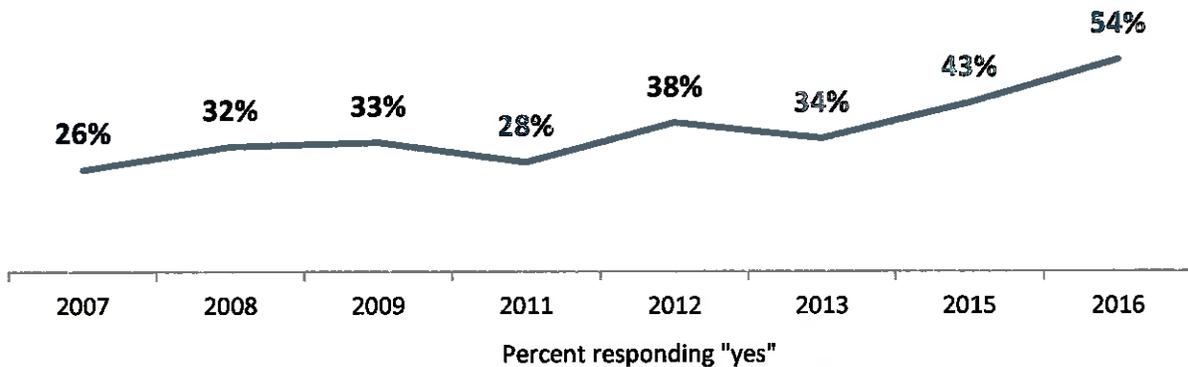
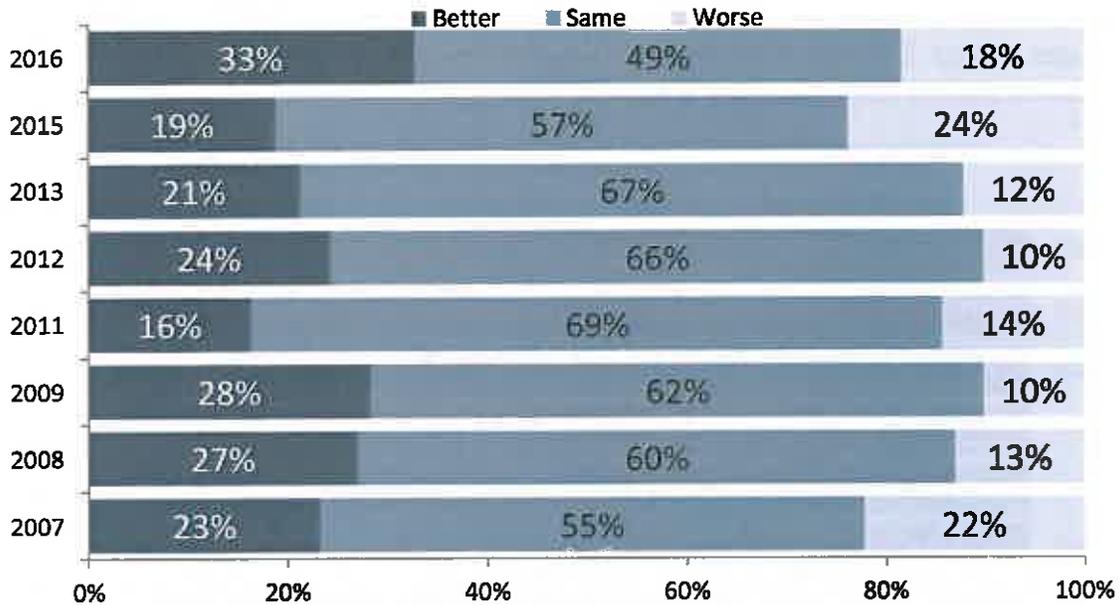


Figure 4: Ratings of the Condition of Roads and Highways
 In the past few years, would you say the condition of Cecil County's roads and highways has gotten better, worse or stayed the same?

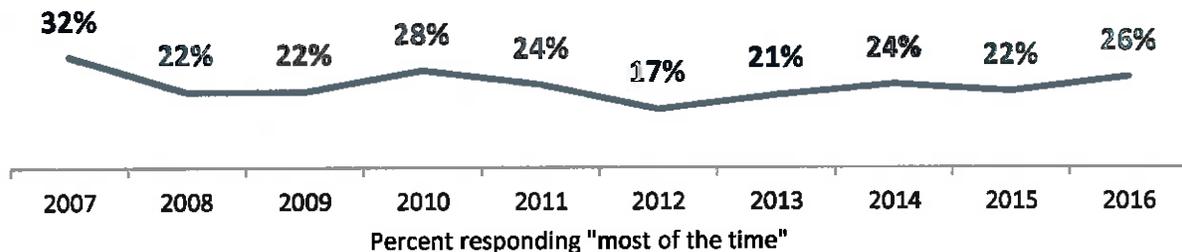


PERCEPTIONS OF CONGESTION

Employed respondents were asked how often they experienced traffic congestion during their work commute. In 2016, about a quarter of employed respondents reported finding themselves in traffic congestion, the highest proportion since 2011, but not quite as high as the highest years of 2010 and 2007.

Figure 5: Ratings of Congestion During the Work Commute by Employed Respondents

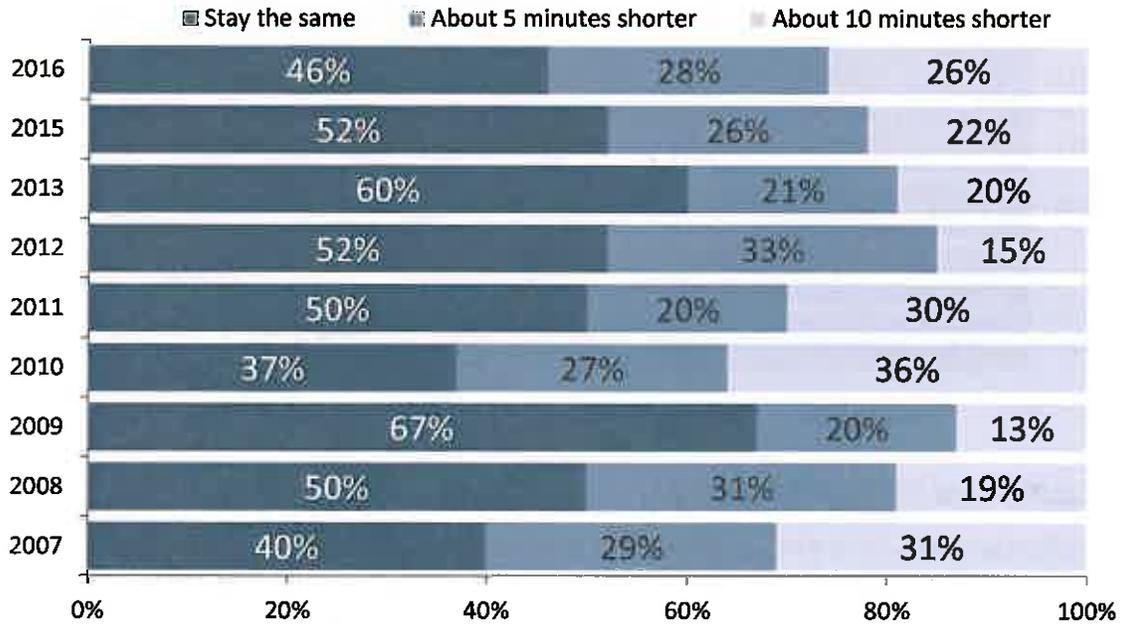
How often do you find yourself in traffic congestion when you go to work?



Note: The question wording varied from 2010 to 2011. In 2010, the question read, "In general, how often do you find yourself in traffic congestion when you go to work?"

Respondents were also asked two questions related to the lengths of their commutes: one asked the average length and the other asked how long their commute would be if there was no congestion. The responses between these questions were compared to gauge the perceived change in the length of the commute. In 2016, just under half of respondents (46%) indicated that their commute time would not change if there was no congestion, while about one-quarter thought their commute would be about 5 minutes shorter and another quarter thought it would be 10 minutes shorter. The perceived impact of congestion on the work commute has increased somewhat in the last three years (see Figure 6).

Figure 6: Perceived Change in Commute without Traffic Congestion*



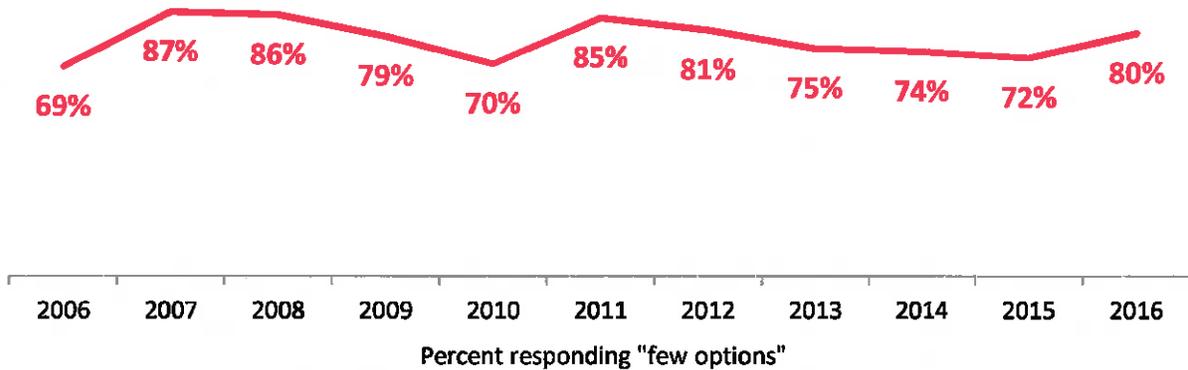
*Respondents were asked to provide the length of commute (on average and if there were no congestion) on a 10-point scale ranging from "less than 5 minutes" to "60 or more minutes" in 5- and 10-minute increments. Responses between the two questions were compared and if the difference between responses was at least two scale-points on the 10-point scale, the perceived change was coded as "about 10 minutes." If the difference was only one-scale point, the perceived change was coded as "about 5 minutes." If there was no difference, the response was coded as "stay the same."

RESIDENTS' MODE CHOICE

In general, Cecil County residents felt like they did not have a lot of transportation options; in 2016, 80% of respondents reported they had “few” options, an increase compared to the past three years (see Figure 7). As in past survey administrations, respondents’ assessment of the job the government has done improving accessibility to alternative modes of transportation was somewhat negative, with about 8 in 10 feeling that government agencies were doing a “fair” or “poor” job (see Figure 8).

Figure 7: Perceptions of Availability of Transportation Options

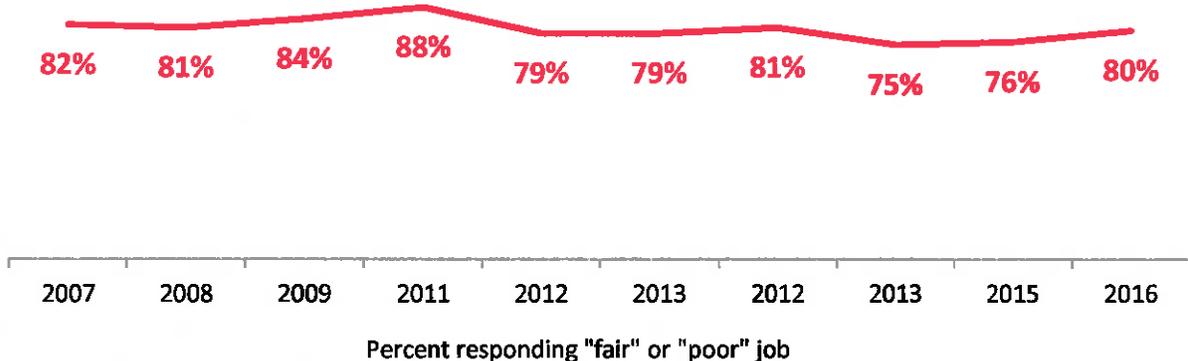
Would you say you have many different transportation alternatives to choose from or would you say you have few options to choose from?



Note: The question wording varied from 2010 to 2011. In 2010, the question read, "Would you say that you have many different means of travel to choose from or would you say that you have very few options to choose from?"

Figure 8: Ratings of Accessibility of Alternative Modes of Transportation

How would you rate the job government agencies have done at improving your accessibility to walking, biking, taking the bus or train, etc? Would you say they have done....



As in previous years, the majority of respondents reported they “always” or “usually” drove alone, a small decrease from 2015 and 2013 (see Figure 9). Overall, the trend since 2007 has seen a slight decline in dependence on drive alone trips. Among employed respondents, 83% reported that they usually drove alone for the work commute (see Figure 10), a small decline from previous years. Employed respondents were asked whether their type of employment permitted them to work out of their home. About 4 in 10 employed respondents reported being able to do so. Of those, 74% were able to telecommute from home and 12% were in a home-based business.

Figure 9: Respondents’ Single Occupancy Vehicle Use

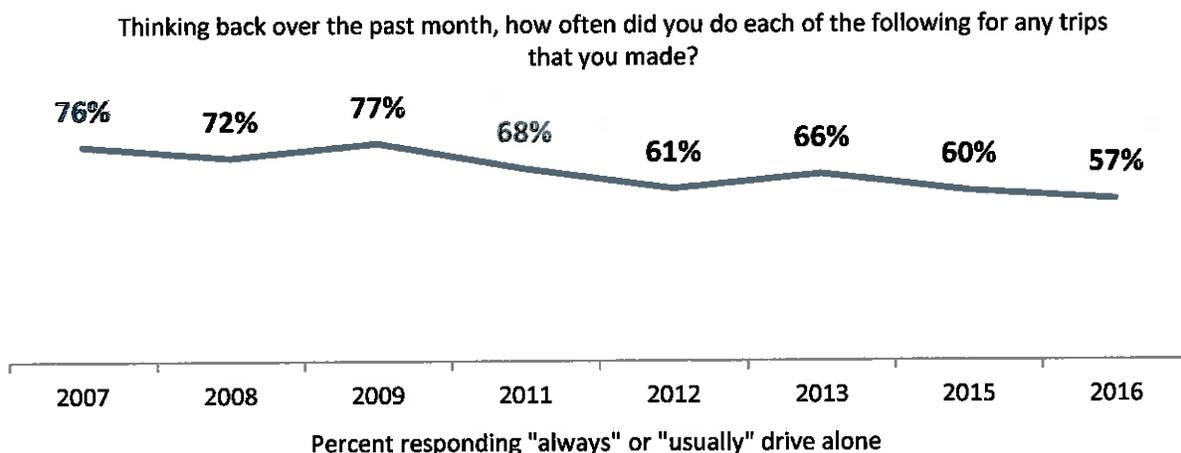
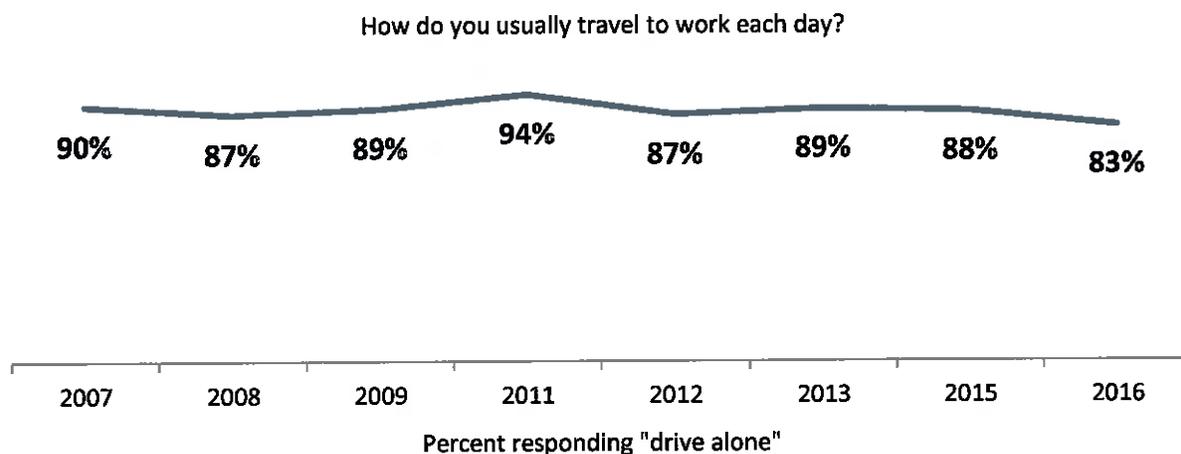


Figure 10: Respondents’ Single Occupancy Vehicle Use for the Work Commute



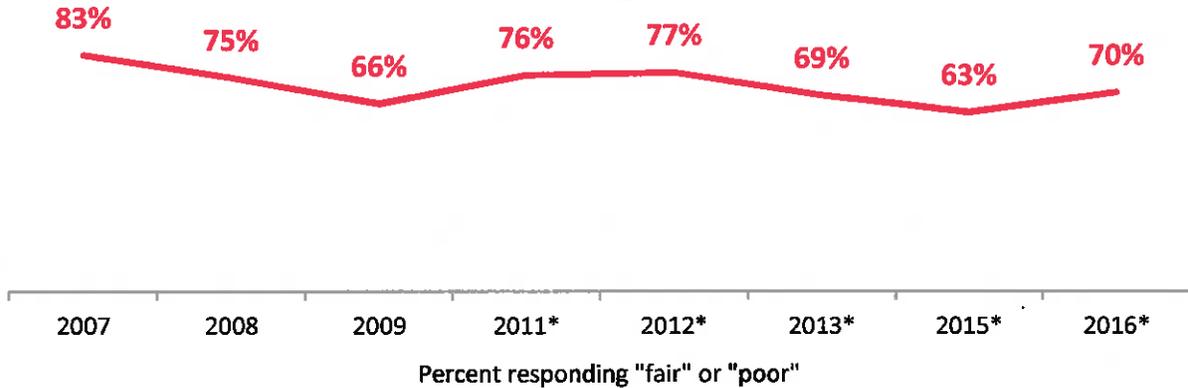
Respondents were asked whether they had used any public transportation in the last month. As in previous years, about 9 in 10 respondents said they had not used any mass transit in the last month; any particular bus or train had been used by 1% to 3% of respondents, as in recent years.

RATINGS OF PUBLIC TRANSPORTATION (MASS TRANSIT)

The proportion of respondents giving negative ratings to public transportation in Cecil County had been going down since surveying began. In 2015, 63% of respondents gave a “fair” or “poor” rating, continuing a decline started in 2013, but in 2016, 70% of respondents thought public transportation was fair or poor, returning to 2013 levels (see Figure 11).

Figure 11: Ratings of Public Transportation in Cecil County

How would you rate Cecil County’s public transportation system including buses, trains and light rail?

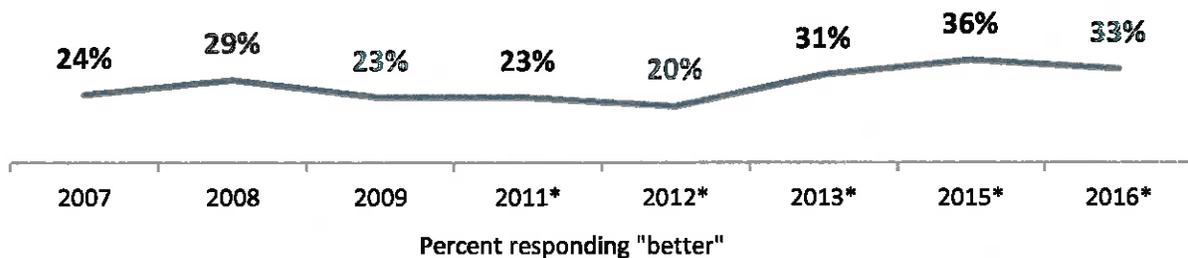


**Note: Starting in 2011, all respondents were asked to rate the public transportation system, while in previous years only those who had used it were asked to rate it.*

When asked whether the mass transit system had gotten better, gotten worse or stayed about the same over the past few years, the proportion of respondents in 2016 that thought it had deteriorated (9%) was slightly higher than in 2013 (4%); however a higher percent in 2015 thought it had improved (36%) compared to 2013 results (31%), which also represented an increase compared to previous years (see Figure 12).

Figure 12: Proportion of Respondents Feeling Transportation System in Cecil County Has Improved

Would you say the public transportation system has gotten better, worse or stayed about the same over the past few years?



**Note: Starting in 2011, all respondents were asked to rate the public transportation system, while in previous years only those who had used it were asked to rate it.*

FAMILIARITY WITH WILMAPCO AND PREFERRED METHODS OF FEEDBACK AND COMMUNICATION

About 2 in 10 survey participants in 2016 said they were familiar with the organization called WILMAPCO. When asked how they would rate opportunities to participate in transportation planning, about 8 in 10 respondents considered their opportunities to be just “fair” or “poor” (see Figure 13). There was no clear consensus on the preferred way to communicate with planners. About a quarter of respondents most preferred using a website and another a quarter preferred public meetings. Surveys as a form of feedback were also preferred by nearly a quarter of respondents (see Figure 14).

Although the ratings of opportunities to participate in transportation planning were low, about 3 in 10 of those completing the survey said they were interested in receiving free newsletters or public meeting announcements from WILMAPCO regarding future transportation plans in their area.

Figure 13: Ratings of Opportunities to Participate in Transportation Planning by Year

How would you rate your opportunities to participate in transportation planning?
Would you say they are...

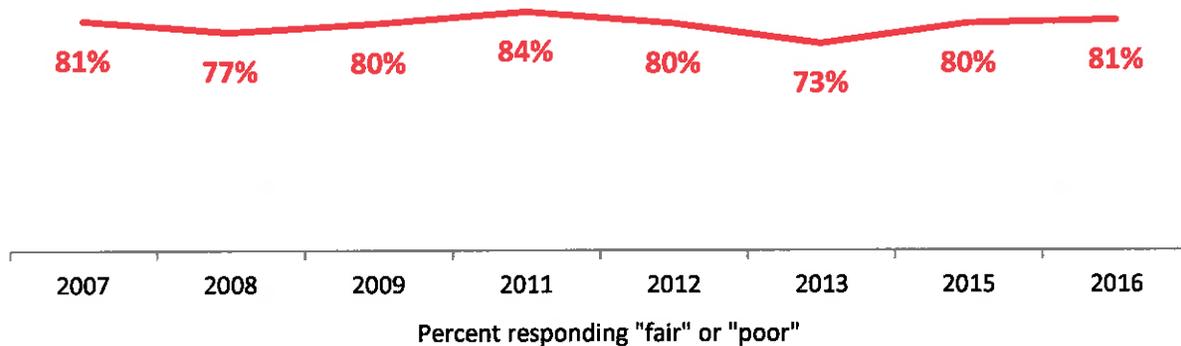


Figure 14: Respondents' Preferred Method for Providing Feedback to Planners by Year
 In your opinion, what is the best way for you to provide feedback to planners on transportation issues related to Cecil County?

