

**REGULAR COUNCIL MEETING
MAY 3, 2018**

The Council meeting was held at WILMAPCO, 850 Library Avenue, Suite 100, Newark, Delaware, on May 3, 2018.

1. CALL TO ORDER: Mr. John Sisson, Council Chair, opened the meeting at 6:30 p.m.

2. ROLL CALL:

Members present:

Drew Boyce, representing Jennifer L. Cohan, DeIDOT Secretary of Transportation
Rich Hall, representing New Castle County Executive, Matthew Meyer
Connie Holland, Delaware Governor's Appointee
Herb Inden, representing City of Wilmington Mayor, Michael S. Purzycki
Heather Murphy, Maryland Governor's Appointee
Eric Sennstrom, representing Cecil County Executive, Alan McCarthy
John Sisson, Delaware Transit Corporation Chief Executive Officer
Michael Spencer, representing New Castle County Municipalities

Members absent:

Mayor Robert Alt, representing Cecil County Municipalities

Guests, Observers:

None.

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, Principal Planner
Jacob Thompson, Transportation Planner
Tigist Zegeye, Executive Director

Minutes prepared by Janet Butler

3. MINUTES:

The March 8, 2018 meeting minutes were approved.

ACTION: On motion by Mr. Sennstrom seconded by Mr. Hall the Council approved the March 8, 2018 Council Meeting Minutes.

Motion passed.

(5-3-18-01)

4. PUBLIC COMMENT PERIOD:

None.

COUNCIL MEMBERS' AND DIRECTOR'S REPORT:

5. Chairperson's Report:

Mr. Sisson said Delaware Transit Corporation (DTC) received two grants from MTA. One grant is for the City of Wilmington bus lane and bus stop improvements, located at Orange Street and Fourth Street, as part of Wilmington Initiatives. The other grant is for the construction of the North Park-and-Ride along US Route 301. Mr. Sisson also mentioned the upcoming DART service changes would be effective on May 20, 2018. In addition, Ms. Zegeye and Mr. Sisson are representing WILMAPCO at the Governor's Council for Connected and Autonomous Vehicles and the Pedestrian Council Subcommittee for the Built Environment.

- Appointment of Nominating Committee for 2018-2019 Officers:

Mr. Boyce reported that the Nominating Committee met prior to this meeting, and nominated Mr. John Sisson, DTC, to remain as Chair, and Mr. Eric Sennstrom, Cecil County, to remain as Vice Chair. Council members then voted unanimously to approve Mr. John Sisson as Chair and Mr. Eric Sennstrom as Vice Chair from June 30, 2018 to July 1, 2019.

- Council Member's Reports:

Ms. Holland said the Delaware Office of State Planning met with the Population Consortium Committee, as well as DelDOT, DNREC, Department of Education, and the Delaware League of Local Governments, and incorporated all of their comments into the legislation for use of the current data. She added the definition of "local" would be changed, because it implies "everyone"; therefore, they have clarified that it refers to municipal, county, and state governments, and that the local jurisdictions can use the data. She also expects that the legislation will pass.

Mr. Boyce said the 7th Annual Walkable Bikeable Summit in Dover was well attended and very successful. Many new ideas came out of the discussions that support the non-motorized groups and mixed-use transportation modes.

Mr. Spencer said he was re-elected as the Mayor of Newport and he will continue to work on WILMAPCO's Committee.

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

- Staff is beginning to update the WILMAPCO 2050 Regional Transportation Plan (RTP) by looking at draft actions and performance measures based on the Progress Report and the Public Opinion Survey.
- Staff is working on the New Castle County Bike Plan public outreach to civic organizations and municipalities.
- Staff has been participating in the Advisory Committee for the Maryland Bicycle and Pedestrian Master Plan.
- Staff has worked on the Delaware Blueprint for Bicycle Friendly Delaware Advisory Committee that was completed and will be posted on the DelDOT website by mid-May 2018.
- WILMAPCO staff coordinated with New Castle County staff regarding the New Castle County Comprehensive Plan public outreach, and discussed how to incorporate recommendations from the North Claymont Area Master Plan and Route 9 Master Plan into the New Castle County Comprehensive Plan.

- Staff exhibited at Wilmington Earth Day as part of the Air Quality Partnership events during May, which is Bike Month, and activities are posted on the WILMAPCO website.
- Staff attended the Eastern Climate Preparedness Conference in Manchester, New Hampshire.
- Staff is participating in the Newark Regional Transportation Center Study (NRTC) FTA bi-weekly conference calls.
- Consultants were selected for three Wilmington Initiatives projects: 1) JMT for the 12th Street Connector Alignment; 2) RK&K for the Five Point Intersection Safety and Capacity Improvement; and 3) Century Engineering for East 7th Street Peninsula Improvements. All three consultant groups will be at the Wilmington Initiatives' kick-off meeting on May 16, 2018.
- Staff participated in the Claymont Regional Transportation Center Project TIS meeting for the First State Crossing with DTC, DeIDOT, and New Castle County.
- Consultants selected for the Route 202 Master Plan are Design Collective from Baltimore, Tool Design Group, and Kramer and Associates, who will conduct public outreach.
- The Southern New Castle County (SNCC) Master Plan RFP was posted on the WILMAPCO webpage, and will be issued officially tomorrow. Staff expects to receive the proposals by May 29, 2018.
- The consultant selected for the Newark Area Transit Improvement project is WSP (previously PB).
- Ms. Zegeye discussed two flyers announcing: 1) The Public Workshop for Safe Routes to School-Claymont Elementary School, at the Claymont Public Library May 23, 2018, from at 4:00 p.m. to 7:00 p.m., and 2) Save the Date: 2018 Mid-Atlantic Regional Planning Roundtable, June 19, 2018, from 9:00 a.m. to 3:00 p.m., at the University of Baltimore.
- The WILMAPCO Financial Report for March 2018 is under budget, and there are three months before the end of the fiscal year.
- The Memorandum of Agreement (MOA) was signed between WILMAPCO and DeIDOT that includes performance measures and the master agreement.
- Regarding the SR 7, SR 41 and SR 48, the Road Safety Audit invitation to participate was sent out on April 30, 2018 and WILMAPCO staff will participate.

Mr. Boyce commented regarding WILMAPCO's public outreach for the Bicycle Plan to civic groups and municipalities that DeIDOT is trying to capture all the municipal bike plans. Ms. Dunigan responded she would share the spreadsheet for the New Castle County Municipalities' Comprehensive Plan with him, and she is scheduling public workshops and presentations with the towns and municipalities. Mayor Spencer said the Newport Town Hall can host a public workshop.

7. Public Advisory Committee (PAC) Report:

Ms. Novakoff said the PAC met on April 16, 2018. Action items included approval of the public outreach portion of the UPWP. There were some questions about public outreach to the Latino community, and one PAC member offered to share his entire Hispanic media list with staff. Mr. Sisson presented information on the DART First State Service Changes, which was requested by the PAC who had questions about Rodney Square and the timing of the new transit center. One PAC member suggested that transit be free during rush hours because it would save money and cut down on congestion. A presentation was given by Kathy Harris, DNREC, Division of Energy and Climate, about Electric Vehicles (EVs). Ms. Novakoff gave a presentation on the Air Quality Partnership

and its Air Quality Awareness Week activities that will be held from April 30 through May 4, 2018.

8. Technical Advisory Committee (TAC) Report:

Ms. Dunigan said the TAC met on March 15, 2018. Action items included recommending amendment of the FY 2018-2021 Transportation Improvement Program (TIP) to increase funding for Cecil County transit capital and operating assistance. Presentations included Electric Vehicles in Delaware by Kathy Harris, DNREC Division of Energy and Climate; 2040 Maryland Transportation Plan by Ian Beam, MDOT; FY 2019 Unified Planning Work Program (UPWP) by Tigist Zegeye; and Project Prioritization for the FY 2020-23 TIP by Heather Dunigan.

At the April 19, 2018 TAC meeting action items included recommending approval of the FY 2019 UPWP, and recommending approval of the technical Scoring for Project Prioritization for FY 2020-2023 TIP. Presentations included the Delaware Performance Measures Update by Mike DuRoss, DelDOT, and Maryland Performance Measures Update by Meredith Hill, MDSHA.

ACTION ITEMS:

9. To Adopt the State/Local Cash Commitment for Fiscal Year 2019 and to Adopt the State/Local Funding Formula for Fiscal Year 2019

Ms. Zegeye said the first UPWP resolution is for the State/Local Cash Commitment for Fiscal Year 2019, which includes a 10% match from the State of Maryland with minimum cash matches of \$2,200 from Cecil County, \$110,000 from the State of Delaware, \$31,500 from New Castle County, and \$11,796 from the City of Wilmington, with any remaining matching obligation made either in cash or by in-kind services. The Cecil County cash amount has been doubled for FY 2019 to \$4,400. At the time the UPWP was drafted Cecil County's cash commitment was \$2,200. Therefore, the additional \$2,200 will be added when the UPWP is amended in September 2018.

The second UPWP resolution is for the State/Local Matching Ratio for Fiscal Year 2019. Federal funds must be matched by 20% state/local funds. The State of Delaware will match 10% of the Delaware's federal planning funds apportioned to WILMAPCO. New Castle County and City of Wilmington match 10% of Delaware's federal planning funds apportioned to WILMAPCO. Based on population, New Castle County allocates 85.48% of the 10%, and the City of Wilmington allocates 14.52% of the 10%. The State of Maryland and Cecil County will each match 10% of the Maryland's federal planning funds apportioned to WILMAPCO. Actual dollar amount of the 20% state/local funds varies annually based on the actual federal funds that WILMAPCO needs.

PAC did not take any action, but, TAC has reviewed the UPWP. Staff and TAC recommend adopting the state/local cash commitment for fiscal year 2019 and adopting the state/local funding formula for fiscal year 2019.

ACTION: On motion by Mr. Spencer seconded by Mr. Hall the Council adopted the State/Local Cash Commitment for Fiscal Year 2019 and the State/Local Funding Formula for Fiscal Year 2019.

Motion passed.

(5-3-18-02)

10. To Adopt the FY2019 Unified Planning Work Program (UPWP)

Ms. Zegeye said on Page III-1 of the Council package regarding the Cash and Cost Share, the Cecil County cash amount will be \$4,400, which will reduce the In-kind to \$7,667. WILMAPCO did not receive the final letter from Maryland with the exact amount of funding; therefore, there will be additional \$2,500 from MDOT that will also be amended in the FY2019 UPWP in September 2018.

Page III-2 Cash Activity includes Toll Credits and In-kind. WILMAPCO will use Toll Credits for Delaware; however, Maryland will use In-kind. The FY2019 UPWP went out for a 30-day public comment period from April 2, through May 2, 2018. There were no public comments, but there were 41 web page hits. The public comment period for the FY2019 UPWP was publicized in the News Journal and the Cecil Whig, and the document was made available in the WILMAPCO office for review. PAC approved the public outreach and public education portion of the UPWP. TAC and staff recommended Council adoption. In addition, Mr. Inden requested changing staff names in the FY2019 UPWP projects.

ACTION: On motion by Mr. Sennstrom seconded by Mr. Spencer the Council Adopted the FY2019 UPWP with the change of staff names for the individual projects.

Motion passed.

(5-3-18-03)

11. To Amend the FY 2018-2021 Transportation Improvement Program (TIP)

Ms. Dunigan said the amendment to the FY 2018-2021 TIP is for an increase in funding of 84% for Cecil County transit capital and operating assistance.

Mr. Sisson asked if the increase in funding includes the Rail Gap Connector bus. Ms. Murphy responded that some of the funding is for the connector.

ACTION: On motion by Mr. Sennstrom seconded by Mr. Boyce the Council amended the FY 2018-2021 TIP, Cecil County Element with increased funding for Cecil County transit capital and operating assistance.

Motion passed.

(5-3-18-04)

12. To Approve the Proposed Prioritization of FY 2020-2023 TIP Submissions

Ms. Dunigan said most of the information is unchanged from the prior TIP prioritization. Staff met with DelDOT and TAC and incorporated feedback from New Castle County. The following adjustments were made:

- Line 10-SR9 Landers Lane – A Street – added to the TIP
- Line 20-Grasches Lane, Phase I--title was changed
- Line 22-Otts Chapel Road/Welsh Track Road Intersection—added to the TIP
- Line 25-I-295 Northbound: SR 141-US 13--air quality score was adjusted
- Line 31-Southern New Castle County: Shallcross Lake Road relocated—added to the TIP
- Line 50-SR896: US 40-I-95, third lane—added to the Aspirations List
- Line 55-US 40/SR7 Grade Separated Intersection—title was changed, air quality score was adjusted

- Line 60-North Claymont Area Master Plan-US 13:I-495-PA Line—added to the Aspirations List
- Line 66-Glasgow Study Improvements—added to the Aspirations List
- Line 72-Southbridge Street Network/Garasches Lane – Phase II—added to the Aspirations List

Ms. Dunigan said the scoring on the CMAQ chart in the packet is based on the cost-effectiveness in the FHWA technical scoring.

Mr. Inden asked to change the name Garasches Lane because the project covers a very big area. Ms. Zegeye said there are a Phase I and a Phase II. Phase I is covering the bare minimum, and until we come up with the project description, we would leave the name the same. Ms. Dunigan added we can call Phase II whatever we want; however, for Phase I, the current name in the CTP needs to stay the same.

Mr. Inden also asked to change the designation of “Traffic Calming” to “Wilmington Initiatives (WI)” for projects 6, 7, and 8. Ms. Dunigan said that can be corrected. Ms. Zegeye said those projects were carried over from previous years, but, staff would correct the designation.

Ms. Dunigan said we first recommend adequately funding preservation and safety projects; beyond that we recommend using projects in the TIP based on priority order. If projects need to be delayed, we recommend using the technical scoring; then if the additional constrained project list needs to be looked at then prioritization would be based on technical scoring; and beyond that we would look at the prioritized list of projects using the technical scoring.

ACTION: On motion by Mr. Inden seconded by Mr. Spencer the Council approved the Proposed Prioritization of FY 2020-2023 TIP Submissions with the designation being changed from “Traffic Calming” to “Wilmington Initiatives.”

Motion passed.

(5-3-18-05)

PRESENTATION/DISCUSSION ITEMS:

13. SR 9 Corridor Master Plan Updates

Mr. Swiatek said Council adopted the SR 9 Corridor Master Plan in May 2017. The SR 9 Corridor study area stretches from the City of New Castle to the City of Wilmington and west to east on Route 13 to the Delaware River. The project team includes WILMAPCO, New Castle County, State of Delaware, and local community groups.

Some of the major recommendations include rezoning to separate industrial from residential; new development in four centers; rezoning to allow mixed-use residential/commercial such as apartments, and single-family attached and detached homes.

Transportation recommendations include road diets for Route 9 and Memorial Drive, and key intersection/interchange rebuilds. Key features are separated bike lanes, wider sidewalks at existing obstacles, street and pedestrian lighting, bio-retention opportunities to reduce storm water impacts, and street tree planting. Recommendations also include new truck routes and area-wide truck management, and pedestrian and bicycle connections.

A Monitoring Committee was formed in September, largely made up of community groups. It developed a mission statement that seeks to implement the recommendations of the Plan. This will be accomplished through a collaborative dialogue between its membership, which includes implementing agencies, local and civic community leaders, other key stakeholders, and the communities they represent. Several areas have seen implementation progress and are listed below.

The New Castle County Comprehensive Plan is examining adoption of the SR 9 Corridor Master Plan recommendations. They also must decide on the best way forward, and which recommendations to complete. There is local interest in exploring a Hometown Overlay Zone, which includes local development/redevelopment guidelines and more community control over development. W

A Hamilton Park/Eden Park Community Survey will determine the appetite for community relocation. It is community-driven and covers 100% of the 120 households. The University of Delaware is conducting the New Castle County funded survey, with support from residents and the monitoring committee. It includes questions about residential experience and feelings about relocation. This survey will inform zoning recommendations and future efforts.

A pair of Safe Routes to School (SRTS) programs began at Eisenberg Elementary School and McCullough Middle School. Funding was committed for \$260,000, and potential projects have been identified.

The Transportation Alternatives Program (TAP) has recently awarded New Castle County with a \$1 million-dollar grant for walking and biking improvements and the implementation of the 2015 Walkable Community Workshop.

In addition, Capital Transportation Plan includes \$1.2 million in FY 2023 for preliminary engineering of major projects, which will cost more than \$17 million dollars. Prioritization is underway for the 20 projects in the Master Plan. The monitoring committee is trying to decide the most important projects through a transparent, objective, process to inform decision-making with DelDOT. Projects are scored individually using 12 scoring factors with an 11-point scoring scale of -5 to +5. Scores are summed and sorted for rank.

In addition, the Monitoring Committee is examining ways to include a provision for local labor hiring/training on transportation projects. The goal is to include local labor preferences on future contracts. The team will also review best practices and discuss state flexibility.

Some challenges regarding implementation have been a low-level of understanding of the plan's details because of lower-literacy and thick, historic layers of mistrust between the community and government and local leaders. Next steps are to obtain more civic ownership of the plan, request more outreach on hot-button topics, and prepare for the June 2018 public outreach event.

Mr. Hall said one of the issues of the plan is relocation. There is an expectation of a number of people on the Route 9 Corridor that there is a pot of money somewhere that will buy people out and put in great homes for them somewhere else. However, there is not going to be any money for relocation. Mr. Hall also asked if non-conformity issues have come up regarding rezoning.

Mr. Swiatek said the non-conformity issues have not come up. However, he believes there is a “disconnect” between what the community feels are their health risks living on the corridor and what DNREC and Public Health believe the risks are based on their data. There is great confusion locally. Regarding relocation, he added perhaps the best path forward would be for business to come in and buy people out. The re-zoning still makes sense if people want it regardless of proven health risk. He also said the focus groups and the public workshop in June 2018 will help to give an overview of the plan, answer questions, and clarify misconceptions for all the civic groups.

Mr. Hall said New Castle County is working to amend the Route 9 Plan and adopt it into the New Castle County Comprehensive Plan. He added it is a matter of what we can bring into the plan and what we can't. Mr. Swiatek responded it is a 20-year plan; and he believes that there will be enough time to work through the issues.

14. Public Opinion Survey

Ms. Novakoff distributed a copy of the Public Opinion Survey Summary of Results (**Attachment A**). Ms. Novakoff said the Public Opinion Survey (POS) is a telephone survey conducted every four years using landlines and cell phones. Six hundred calls were made that were divided between New Castle County (400) and Cecil County (200). The survey lasted 20 minutes, with a level of confidence of plus or minus 5%. The survey script was recently revised, and translated into Spanish.

Residents reported that 88% of transportation needs are met “very or somewhat well.” Forty percent of respondents felt that transportation planning was done well in the region, which is an increase from previous years; 15% were aware of how projects were selected; 10% were aware of the Regional Transportation Plan (RTP); and 43% were aware of the Transportation Improvement Program (TIP).

When asked about access to important destinations like grocery stores or the doctor's office, 20% of respondents in New Castle County always had problems, which is a high percentage because it represents about 11,000 people.

Regarding priorities for funding, using more technology to improve the transportation system ranked highest (52%), followed by provide more transit, walking, or biking options (39%). There was more interest in Cecil County (48%) than in New Castle County (37%) for providing more transit, walking, or biking options.

Seventy percent of respondents in both counties supported various funding methods to create new fees paid by the public or developers who benefit from transportation improvements, while only 26% of residents favored raising vehicle fuel taxes.

Regarding growth and development, two thirds agree that development and transportation should be concentrated in areas with higher population/employment. However, no respondents believed it was “never appropriate” to mix office and retail with residential; while 80% responded “sometimes appropriate,” and 15% responded “appropriate.”

Seventeen percent of respondents were aware of the Air Quality Partnership (AQP) of Delaware. Seventeen per cent of respondents had also heard of Air Quality Action Days; and one half or more of respondents in 2006, 2010, and 2014 had heard of Ozone

Action Days (previous project name), which indicates that perceptions do change when the project name is changed.

Respondents agreed that all public outreach strategies were effective. However, 70% were unfamiliar with WILMAPCO; 45% preferred e-mail surveys; 33% preferred the monthly E-newsletter; and 26% preferred the printed newsletter.

15. INFORMATION ITEMS: DeIDOT's Administrative Modification Request Letters.

ADJOURNMENT: Mr. Spencer made a motion to adjourn, Mr. Sennstrom seconded the motion. The meeting adjourned at 7:45 p.m.

ATTACHMENTS: (1)



Wilmington Area Planning Council WILMAPCO Public Opinion Survey

Summary of Results

April 2018

Prepared by:



NRC

National Research Center Inc

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Summary of Results

Background

National Research Center, Inc. (NRC) conducted a phone survey of a random sample of 600 residents of New Castle County, Delaware and Cecil County, Maryland on behalf of WILMAPCO, the area's Metropolitan Planning Organization. A survey of the region's residents has been implemented 3 times previously, in 2006, 2010 and 2014. Several WILMAPCO staff members as well as staff from other agencies convened to determine what new topics should be added and what questions could be eliminated. For the 2018 implementation, it was decided to revisit the script. Several WILMAPCO staff members as well as staff from other agencies convened to determine what new topics should be added and what questions could be eliminated. Through an iterative process a script was developed to be pilot tested. Pilot testing occurred the first few nights of telephone calling, and additional changes were made. Once the script was finalized, it was translated into Spanish.

Interview responses were imported into a dataset for analysis by NRC. Given the extensive revising of the 2018 script, there are only a few questions that can be compared to previous WILMAPCO public opinion surveys. A brief summary of the results is presented below.

Resident Perceptions about Transportation

Nearly 9 in 10 respondents felt the transportation system met their travel needs at least "somewhat well," with about 3 in 10 reporting that the transportation system was meeting their travel needs "very well". These ratings have increased somewhat from 2006 to 2010 and 2014, but made a larger increase from 2014 to 2017.

In 2017, those interviewed were asked how well they thought the transportation system served specific users: pedestrians, bicyclists and those who use public transit. Ratings were lower for these specific users than for the system as a whole (see Figure 2 on the next page), but still generally positive, with between 7 and 8 in 10 respondents reporting the system serves these users very or somewhat well. Positive ratings were given by about 20% fewer respondents, however, among Cecil County residents compared to New Castle residents for the pedestrian system and public transit system, and 8% fewer for the bicycle system.

Figure 1: Perceived Effectiveness of the Transportation System, 2006-2017

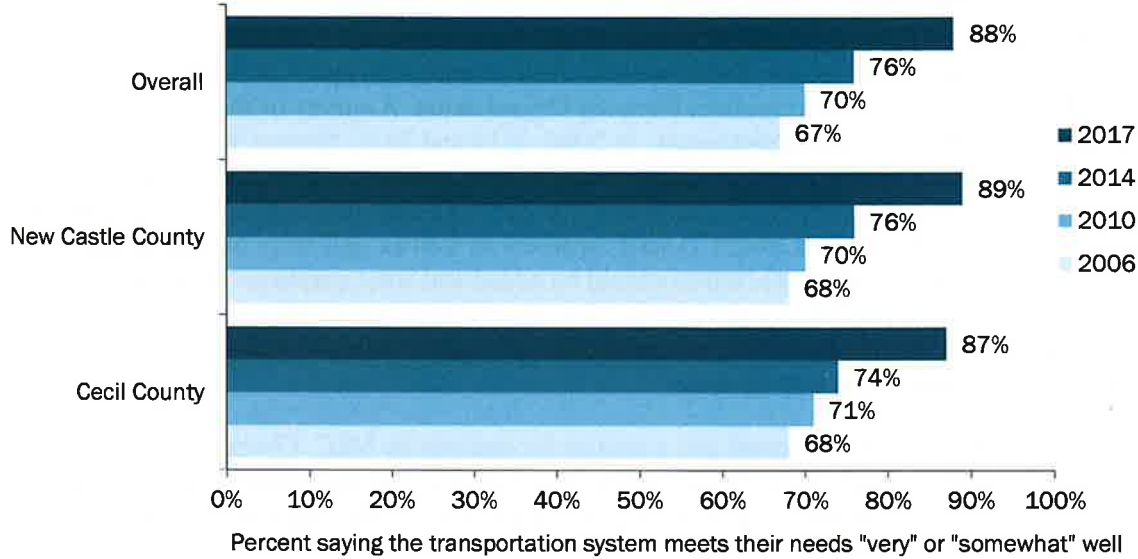
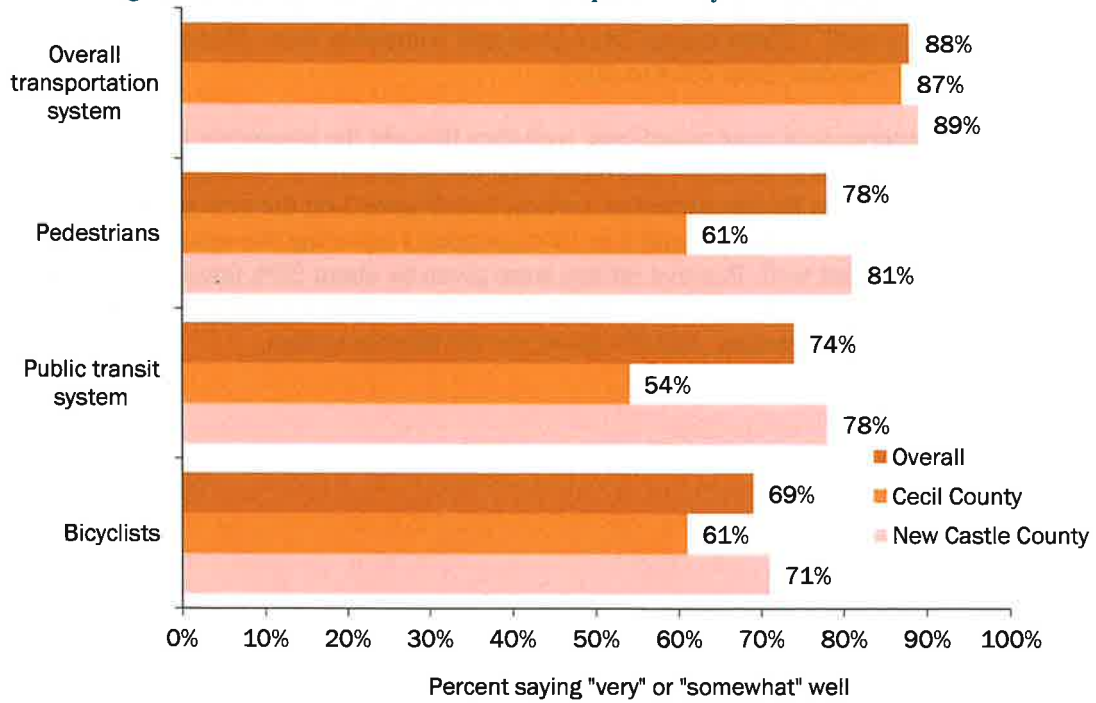


Figure 2: Perceived Effectiveness of the Transportation System for Various Users



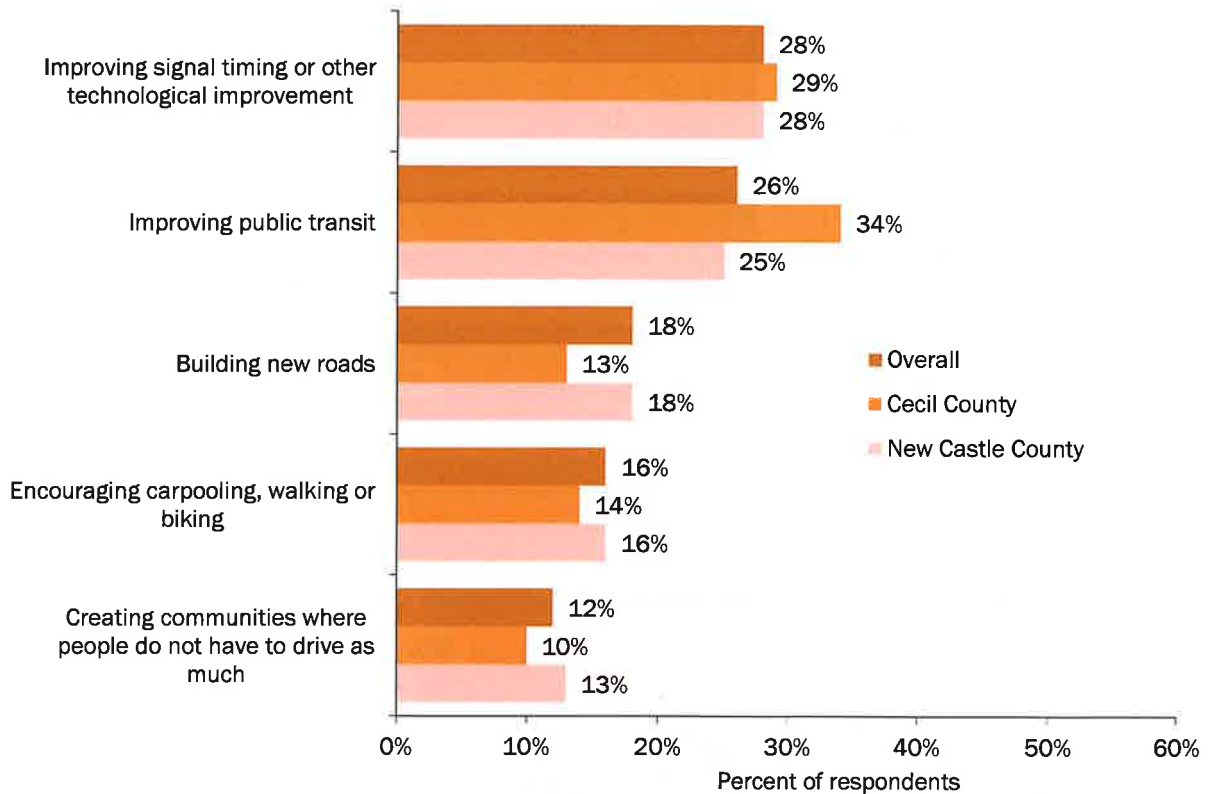
Transportation Planning and Funding

Just under half of respondents (47%) felt that transportation planning is done well in the region. Very few (15%) were aware of how transportation projects are selected, and only 10% were aware of the long-range regional transportation plan. Among those familiar with the long-range regional transportation plan, only 44% were aware of the Transportation Improvement Program.

When asked what they felt was the most effective long-term solution for reducing traffic congestion, improving signal timing or other technological improvements and improving public transit were the top choices. For Cecil County residents, improving public transit was the number one choice, with a third of respondents selecting it (see Figure 3 below).

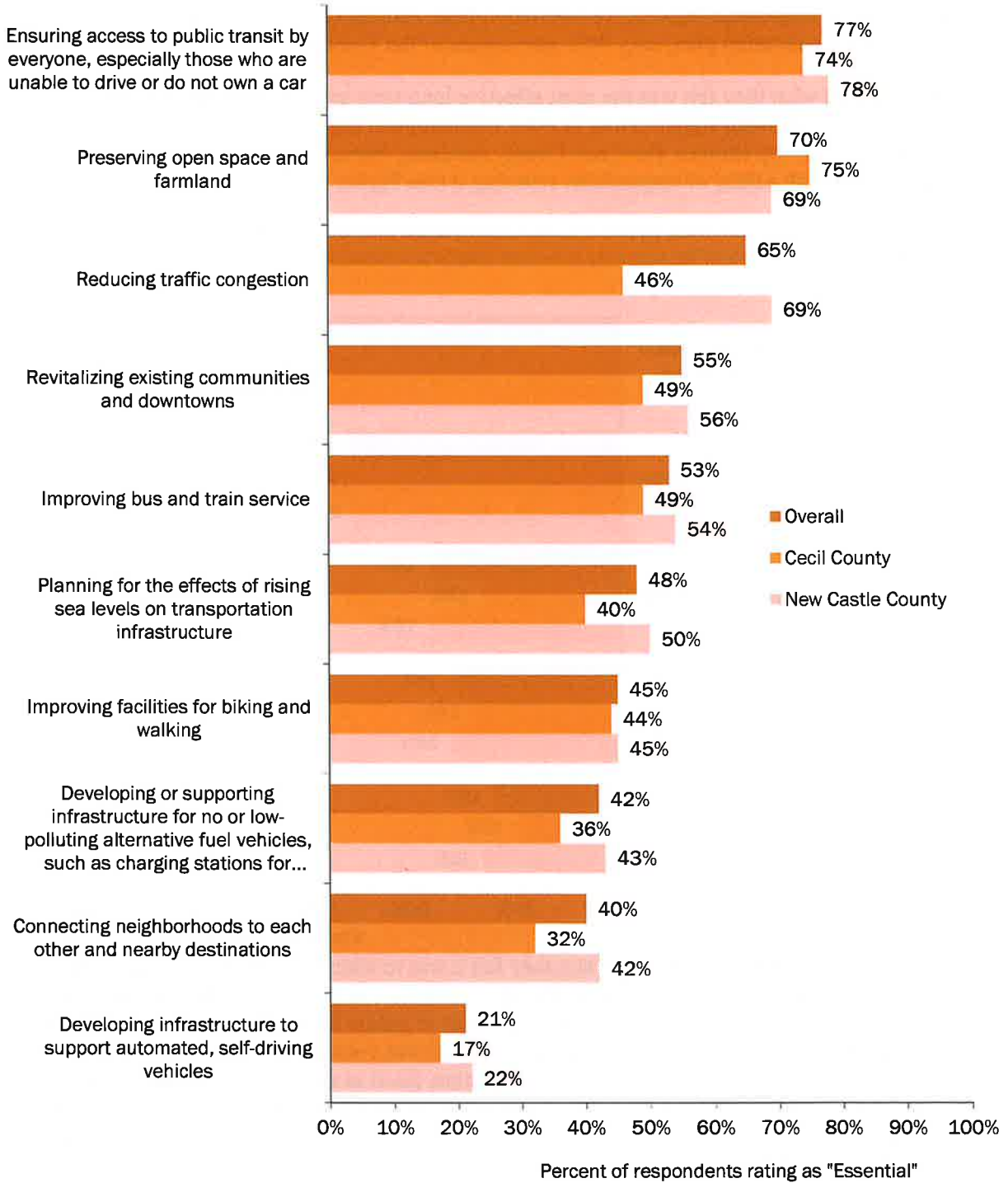
Figure 3: Most Effective Long-Term Solution to Reduce Traffic Congestion

In your opinion, which one of the following is the best long-term solution to reduce traffic congestion? Would you say...



Respondents were asked how important they felt it was to address a variety of issues. The percent rating each as Very Important (Essential) is shown in Figure 4 on the next page. Over three-quarters of respondents rating ensuring access to public transit by everyone as an essential issue to address. Preserving open space and farmland was considered essential by 70% of respondents, followed by reducing traffic congestion, rated as essential by two-thirds of respondents overall; however, this was important for many fewer Cecil County residents (46%). Revitalizing existing communities and downtowns and improving bus and train service were also considered essential by over half of respondents.

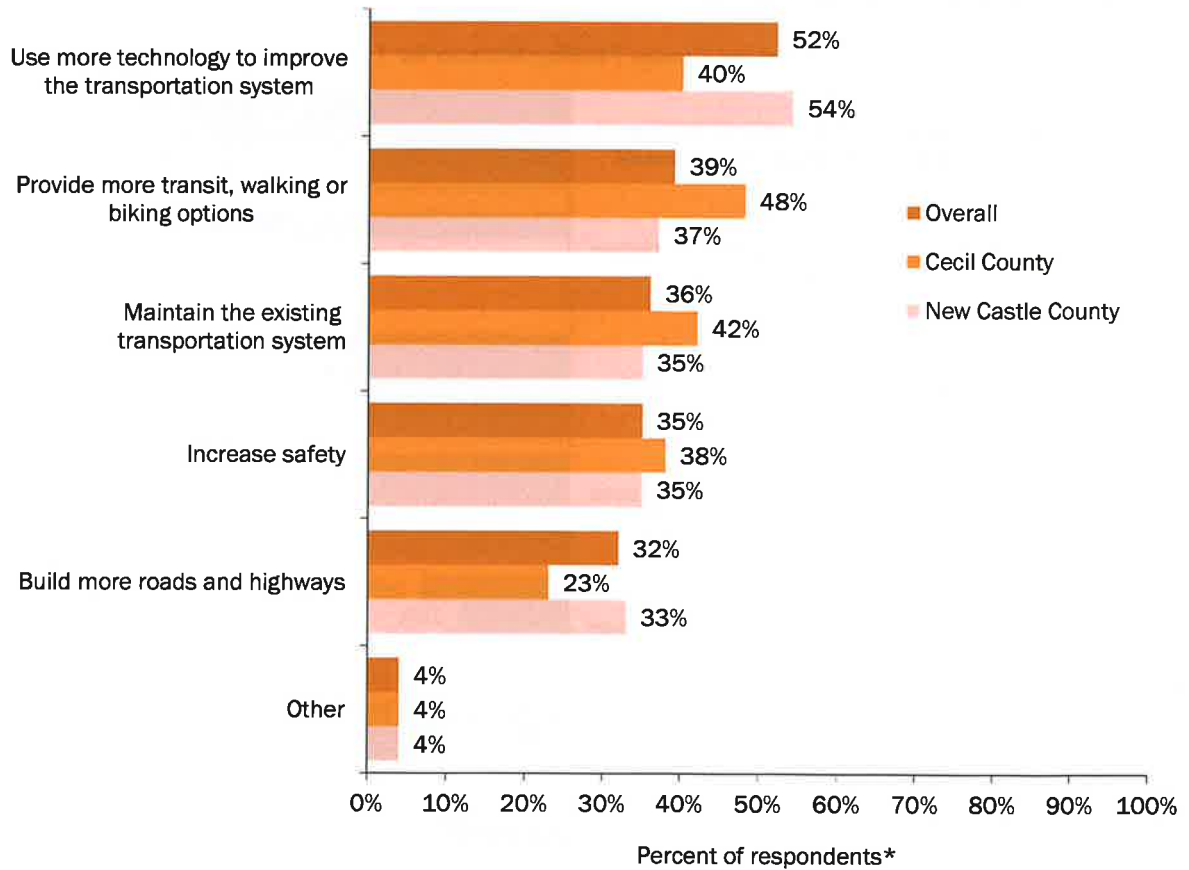
Figure 4: Ratings



Respondents could choose two types of transportation projects from a list of five which they thought should have the highest funding priority. Using technology to improve the transportation system was the top choice among New Castle County respondents, selected by just over half of those interviewed. However, among Cecil County respondents, the top choice was providing more transit, walking or biking options (see Figure 5 below).

Figure 5: Highest Priority for Transportation Funding

I am going to read you a list of five types of transportation improvements. I'd like you to tell me which TWO you think should receive the highest priority for funding?*

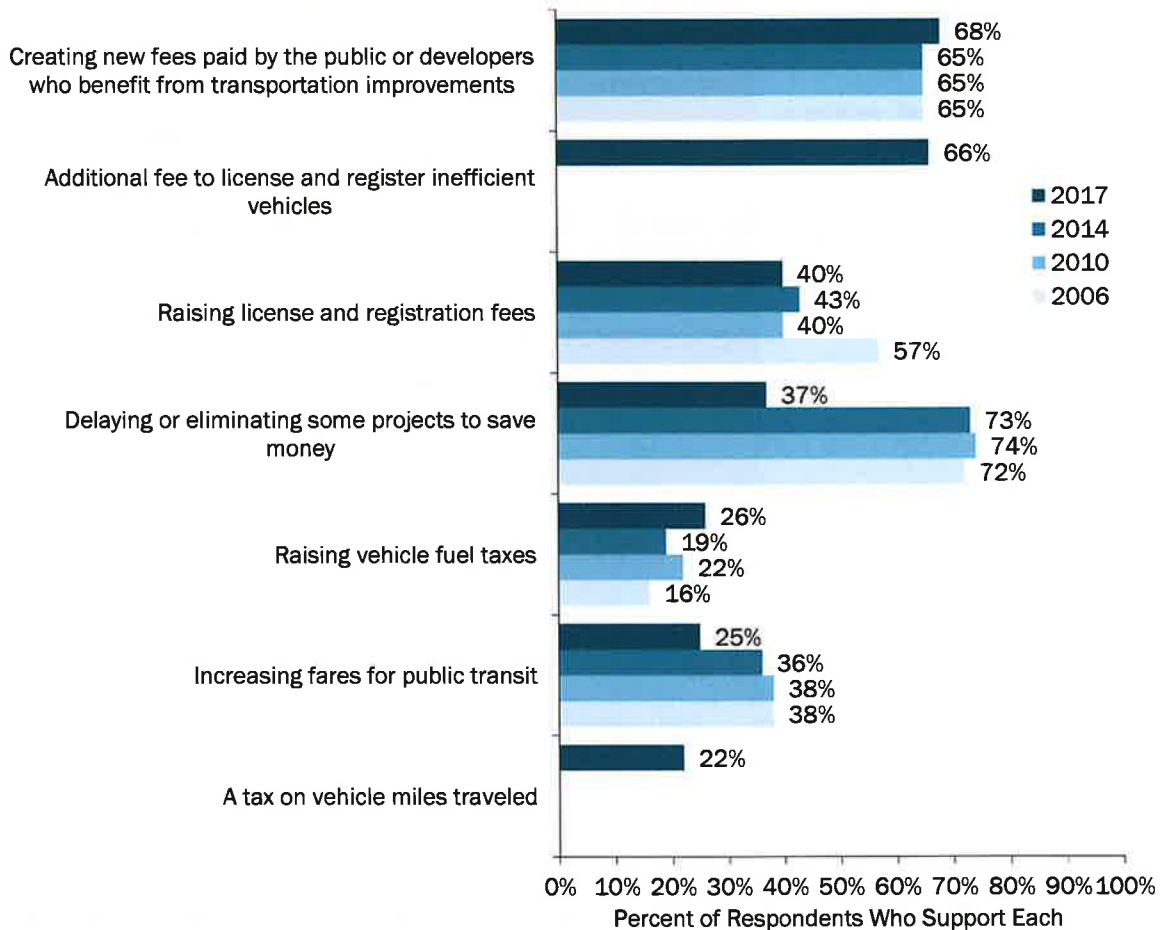


*Percents may add to more than 100% as respondents could give more than up to two answers

Respondents were also asked whether they thought more funding should be devoted to bicycling walking and public transit use. About three-quarters of respondents agreed, and this was similar among Cecil County and New Castle County residents.

As in previous surveys, those interviewed were asked if they would support or oppose various funding methods for transportation projects. In past years, the option with the greatest support was delaying or eliminating some projects to save money, with support from nearly three-quarters of respondents. However, in 2017, only a third of respondents supported this option (see Figure 6 below). The top choices in 2017 were creating new fees to be paid by the public or developers who benefit from transportation improvements and an additional fee to license and register inefficient vehicles, with support from two-thirds of respondents. The item about increased fees for inefficient vehicles was new in 2017, while the development fees received similar support on previous surveys.

Figure 6: Support for Various Funding Methods for Transportation Projects

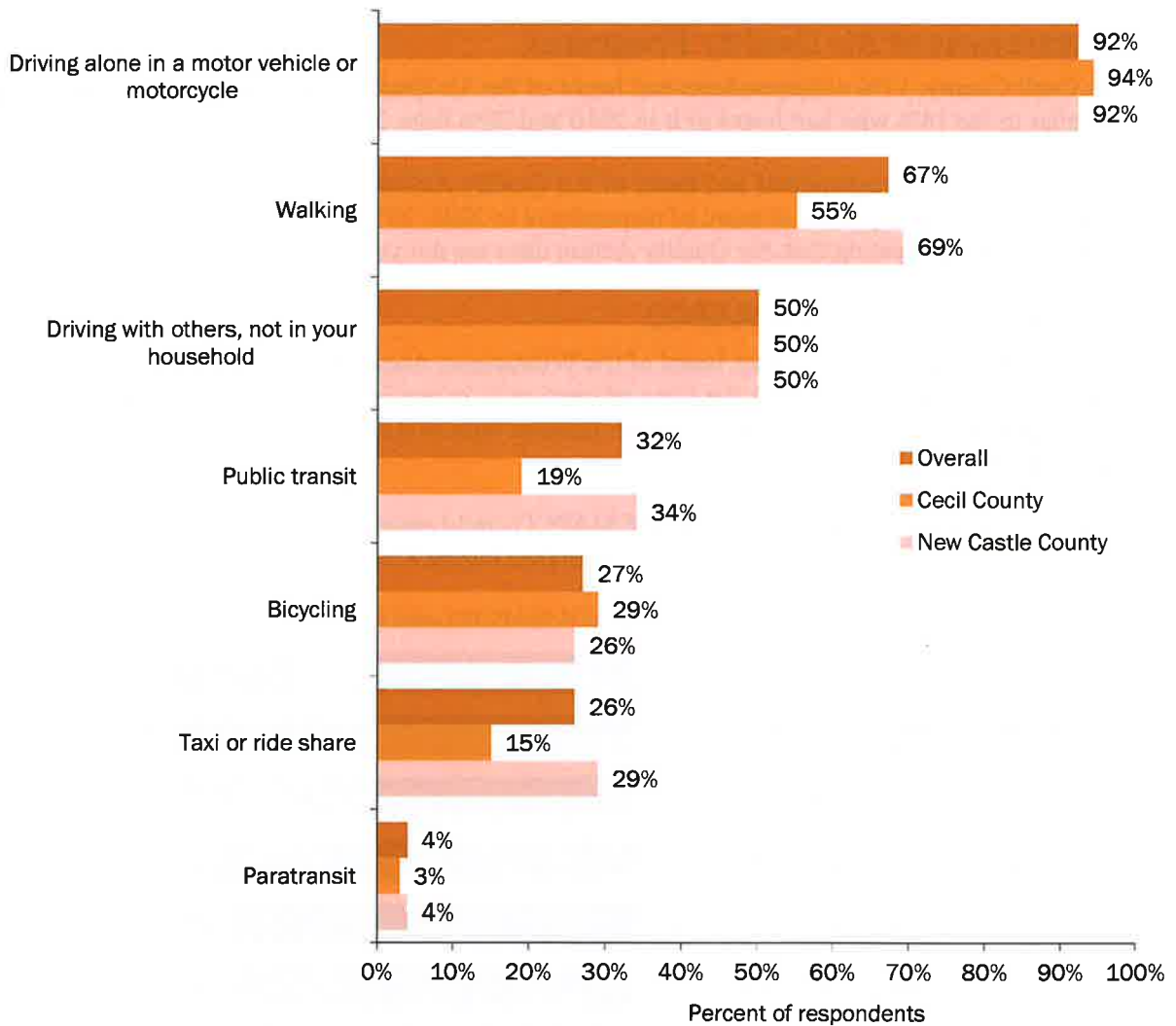


For some of the items, support was similar among New Castle and Cecil County residents, but there were a few differences. Cecil County residents were much less likely to support raising tolls (22% compared to 49% among New Castle County residents) and a little less likely to support raising vehicle fuel taxes, a vehicle miles traveled tax, raising vehicle licences and registration fees or an additional fee to license and register inefficient vehicles. However, Cecil County residents were more likely to support increasing fares on public transit (33% compared to 22% among New Castle County residents).

Transportation Mode Choices

Nearly all respondents reported having driving alone in a motor vehicle or motorcycle, but nearly 1 in 10 respondents had not done so (see Figure 7 below). About two-thirds of respondents in New Castle County had walked, but about 15% fewer in Cecil County had done so. Public transit use was also lower among Cecil County residents, with 19% having ever done so compared to 32% of New Castle County residents. Cecil County residents were also less likely to have used a taxi or ride share, 15% compared to 26% of New Castle County residents.

Figure 7: Percent of Respondents “Ever” Using Each Mode of Transportation



Respondents were asked how often a lack of transportation prevented them from participating in activities such as visiting friends and family, or attending social activities, grocery shopping, getting medical care or other essential errands. About 3% said a they problems with accessing transportation “always” and another 14% “sometimes” had a problem.

Growth and Development

When asked whether they agreed or disagreed that development and transportation projects should be concentrated to areas with higher population and employment, and projects in rural areas should be limited to those that maintain existing systems and improve safety, about two-thirds of respondents overall and in each of the counties agreed, while about one-third disagreed.

Virtually no respondents believed it was “never” appropriate to mix office and retail with residential development, while over 80% felt it was “sometimes appropriate. Overall, 15% felt it was always appropriate, but this was a bit lower in Cecil County (9%) than in New Castle County (16%).

Awareness of Air Quality Programs

In Cecil County, 17% of respondents had heard of the Air Quality Partnership of Delaware, roughly similar to the 14% who had heard of it in 2010 and 20% from 2010.

Just under 20% of respondents had heard of Air Quality Action days; 17% in New Castle County and 19% in Cecil County. Half or more of respondents in 2006, 2010 and 2014 had heard of Ozone Action Days, indicating that Air Quality Action days are not yet as well known.

Familiarity with WILMAPCO

Most respondents (69%) had not heard of the Wilmington Area Planning Council (WILMAPCO) before taking the survey, about the same proportion as in previous years. Those in New Castle County were a bit more likely to have been familiar with WILMAPCO (32%) than those in Cecil County (25%).

Most of the suggested ways in which WILMAPCO could engage with residents were considered effective by between 6 and 7 in 10 respondents (see Figure 8 below).

Figure 8: Effectiveness of Ways WILMAPCO Could Engage with Residents

