



# ***WILMAPCO***

## 2009 Transportation Equity Report

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# ***Environmental Justice***

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## A Study of the WILMAPCO Region

Prepared by the staff of the  
Wilmington Area Planning Council

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# **2009 Transportation Equity Report:**

## *An Environmental Justice Study of the WILMAPCO Region*

Prepared by the staff of the Wilmington Area Planning Council

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March 2009

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## RESOLUTION

### BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) TO ENDORSE THE 2009 TRANSPORTATION EQUITY REPORT: AN ENVIRONMENTAL JUSTICE STUDY OF THE WILMAPCO REGION

**WHEREAS**, the Wilmington Area Planning Council (WILMAPCO) has been designated the Metropolitan Planning Organization (MPO) for Cecil County, Maryland and New Castle County, Delaware by the Governors of Maryland and Delaware, respectively; and

**WHEREAS**, federal regulations require MPOs to address Environmental Justice in the planning process; and

**WHEREAS**, low-income and minority communities have been shown to carry undue burdens of the transportation system and face inequities in the planning process; and

**WHEREAS**, limited English-speaking and low-literacy individuals may face difficulties participating in the planning process; and


**WHEREAS**, the *2009 Transportation Equity Report: An Environmental Justice Study of the WILMAPCO Region* helps to implement the goals and objectives of the WILMAPCO Regional Transportation Plan (RTP); and

**WHEREAS**, the *2009 Transportation Equity Report: An Environmental Justice Study of the WILMAPCO Region* continues a process to analyze the present and future transportation needs of these constrained populations; and

**WHEREAS**, the *2009 Transportation Equity Report: An Environmental Justice Study of the WILMAPCO Region* provides recommendations to enhance the mobility, the equity and, generally, the quality of life of these constrained populations;

**NOW, THEREFORE, BE IT RESOLVED** that the Wilmington Area Planning Council does hereby endorse the *2009 Transportation Equity Report: An Environmental Justice Study of the WILMAPCO Region*.

3-12-09  
Date

  
Stephen Kingsberry, Chairperson  
Wilmington Area Planning Council



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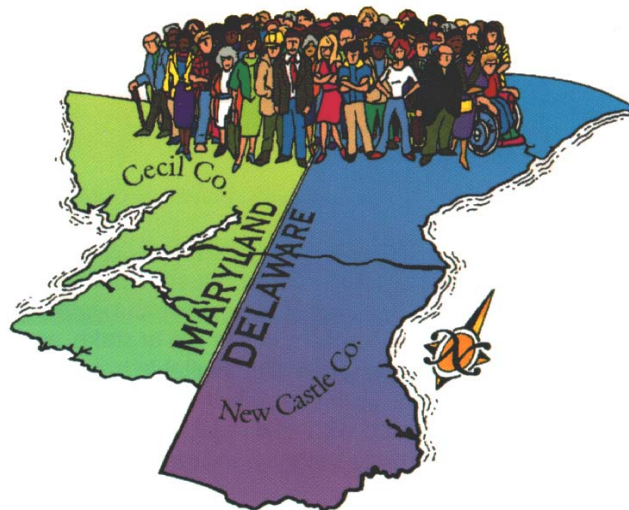
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## ***Introduction: Who is WILMAPCO?***

The Wilmington Area Planning Council (WILMAPCO) is a federally mandated Metropolitan Planning Organization (MPO) consisting of two counties; Cecil County, Maryland and New Castle County, Delaware. Our mission is to serve the residents and stakeholders of the Wilmington region by carrying out a comprehensive, continuing and cooperative regional transportation planning process consistent with federal transportation legislation. To that end, WILMAPCO informs and involves the public on transportation planning decisions, guides the investment of federal transportation funds, coordinates transportation investments with local land use decisions, and promotes the national transportation policy expressed in federal transportation law.



WILMAPCO is responsible for the development of the best transportation plan for the region. The implementation of that transportation plan is carried out by WILMAPCO's member agencies. We collect, analyze and evaluate demographic, land use and transportation-related data and seek public input to understand the transportation system requirements of the region. Understanding these requirements allows for the development of plans and programs and the implementation of a transportation system that provides for the efficient transport of people, goods and services.

## ***What is Environmental Justice?***

*Environmental Justice* (EJ) entails the *fair treatment and meaningful involvement* of people from all races, cultures, and incomes regarding the development of environmental laws, regulations, and policies. An outgrowth of Title VI of the Civil Rights Act of 1964, EJ is best defined as policy to ensure the non-discriminatory distribution of federal funds.

Several federal statutes exist to consider the needs of EJ communities across the United States. This legislation forces agencies that receive federal funds to be mindful of EJ principles. During the past two decades, a pair of Executive Orders (EO) clarified the responsibilities of federal agencies. In 1994, President Clinton signed EO 12898, which required every agency to identify and avoid disproportionately high and adverse effects on low-income and minority populations. Six years later, EO 13166 called for outreach and involvement of persons with Limited English Proficiency (LEP).

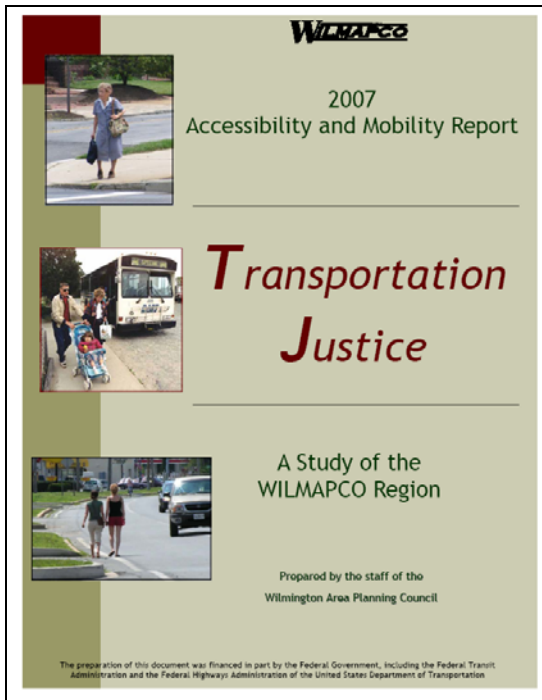
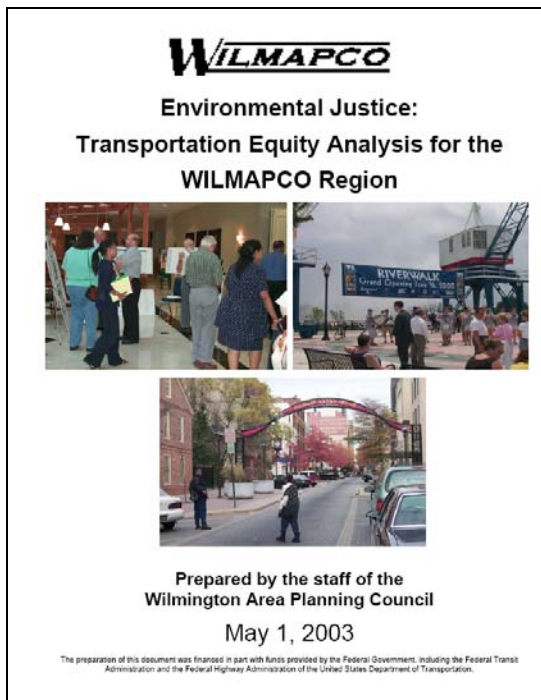
WILMAPCO incorporates EJ into all relevant aspects of our transportation planning process. Our policy is based around the three core principles of EJ set forth by the Federal Highway Administration and Federal Transit Administration:

- *Avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.*
- *Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.*
- *Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.*

WILMAPCO produced its first EJ report, “Environmental Justice: Transportation Equity Analysis for the WILMAPCO Region” in 2003. Delineating concentrations of minority and low-income populations in our region, the report evaluated our plans and programs against EJ principles. It then provided an overview of public participation activities and described the monitoring tools to be used to measure implementation.



A second EJ report, “2007 Accessibility and Mobility Report: A Transportation Justice Study of the WILMAPCO Region,” broadened the spectrum of communities considered “transportation constrained” from just those required by federal mandate. Separate from EJ populations, these *Transportation Justice* (TJ) communities were defined as: the elderly, the disabled, and households without an automobile. The report explored new analytical methodologies and argued that practical, cost-effective measures such as greater transit frequencies and improved pedestrian access to bus stops, retail outlets and parks will work best to improve mobility and combat the isolation of TJ populations.



The 2009 EJ report is the third in a series of WILMAPCO studies (the first two shown above) which address inequity.

WILMAPCO’s 2030 Regional Transportation Plan listed new actions to better serve the transportation needs of low-income and minority communities. This third EJ report, “2009 Transportation Equity Report: An Environmental Justice Study of the WILMAPCO Region” will address these actions. The study can be considered an update to the 2003 report, enhancing the technical analysis and setting out concrete strategies to better engage our EJ communities, including those with LEP and low-literacy through public outreach.

## ***Executive Summary***

Decades after the passage of the Civil Rights Act, the United States remains a nation sharply divided by race and class. In the transportation sector, low-income and minority communities have been shown to carry more than their fair share of the system's burdens and experience inequalities in the public participation process. The Wilmington Area Planning Council (WILMAPCO) has long been cognizant of these concerns—far exceeding federal mandates to weave Environmental Justice (EJ) into our planning process. Equity is a factor in all relevant studies and plans our public outreach process, and our regional project prioritization process. But we can and should do more.

The *2009 Transportation Equity Report: An Environmental Justice Study of the WILMAPCO Region* provides a fresh, comprehensive analysis of the burdens and inequities our region's low-income and minority communities face. It makes practical recommendations to break these infrastructural and policy barriers. The study also considers ways to improve the public participation of Limited English Proficiency (LEP) and Low Literacy (LL) groups.

Most fundamentally, the current distribution of transportation funding creates a system that hinders mobility for many low-income and minority (or EJ) communities. EJ groups are more likely to use alternative forms of transportation than the rest of the population, specifically public buses and walking. Weak transit and non-motorized funding (in step with decades of highway-favorable land use decisions) has resulted in a transportation system that all too often does not meet the needs of EJ residents. Poor access to employment, food and medical care are documented by-products, as well as increased transportation expense. The present report puts forth several long-term recommendations to tackle these problems:

- Abandon the current tax structure, which generates transportation revenue based on gasoline purchased. Identify a dedicated stream for transit capital and operation funding.
- Check suburban sprawl; promote infill and redevelopment.
- Increase transit funding in the Transportation Improvement Program (TIP) from 10% to 15-20%.
- Increase non-motorized transportation funding in the TIP from about 1% to 2-3%.

While WILMAPCO will continue to advocate for the realization of these recommendations, the main thrust of the report concerns short-term, cost-effective, infrastructure improvements and policy shifts that will improve the mobility and the public participation of our EJ communities.

We begin the report's analysis with an identification of "EJ neighborhoods" or areas of concentration of low-income and minority groups. These flagged neighborhoods are the foundation of the analysis. We divided our technical analysis of the EJ areas into three broad components: project funding equity, transit accessibility and connectivity and walkability.

WILMAPCO has tracked projects and their funding in EJ areas for several years. But our method has been limited to listing projects and their associated funding within EJ neighborhoods. The present study introduces an *equity benchmark*, a more meaningful assessment of equity in project distribution. Using the new benchmark, we found that while an equitable number of TIP projects have been sited in EJ communities since 2002, their associated funding is more often than not inequitably distributed. Moreover, both the location and the funding of recently completed transportation projects failed, more often than not, to meet our equity benchmark. This analysis underscores the need to direct greater and more consistent transportation investment within our low-income and minority communities.

Our transit accessibility and connectivity analysis is divided into several components: regional bus stop accessibility, connectivity of EJ areas to low-income employment centers and supermarkets, and a candid examination of the Delaware Paratransit system's impact on EJ. While overall our transit system provides good service to EJ areas, we identified several areas in need of improvement:

- Add new bus stops and/or route shifts in identified EJ neighborhoods where a high percentage of dwelling units are outside walking distance (one-quarter mile) to a bus stop.
- Add service (especially weekend) and improve route frequencies to identified low-income employment centers.
- Shift transit routes in identified EJ areas where a high percentage of dwelling units are outside reasonable walking distance to a bus route, which services a supermarket.
- Consider strongly the restructuring of Delaware's Paratransit system to eliminate trips which do not meet the requirements of the American's with Disabilities Act (ADA). Saved funding should be directed by the State towards improving the fixed-route bus system.

The final element of our technical analysis relates to walking and bicycling. We identified EJ neighborhoods with limited access to existing and proposed pathways and bike routes, tracked pedestrian and bicycle crash rates and, through an exhaustive field survey, visited over a dozen EJ areas to make "on the ground" non-motorized recommendations. Recommendations for improving non-motorized transportation within EJ neighborhoods are as follows:

- Consider routing new pathways and bike routes within or near EJ areas outside the network.
- EJ areas were home to a disproportionate percentage of pedestrian and bicycle crashes. Improve non-motorized safety within these neighborhoods and specifically at intersections with the highest crashes.
- Implement the over 500 individual non-motorized recommendations to improve walkability within EJ areas.

Following the technical analysis, the report turns to public participation and outreach. We survey our region's LEP and LL populations and make recommendations to improve the participation of these groups and the EJ communities in the transportation planning process. These recommendations include:

- Meet EJ goals set forth in WILMAPCO's Public Participation Plan, such as attending key ethnic festivals, reaching out to minority media, and tracking the distribution of our quarterly newsletter for equity.
- Form an EJ Work Group to help implement recommendations in the report.
- Reduce written communications in favor of alternatives (such as oral communications) when conducting outreach in LEP and LL areas.
- Conduct more in-depth studies of EJ communities, as we have done in the neighborhood of Southbridge in Wilmington.
- Continue to work towards addressing air quality concerns in EJ neighborhoods.
- Work with the Delaware Transit Corporation (DTC) to translate bus schedules and key information into Spanish.
- Expand outreach to non-traditional venues, such as Laundromats and grocery stores.

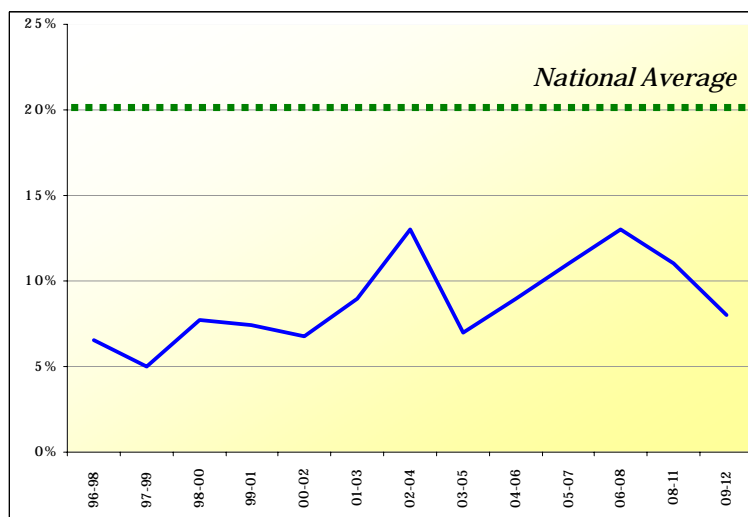
The report ends with a series of strategies to both monitor and fund its recommendations. Our Regional Progress Report is identified as the primary vehicle to monitor EJ-related data trends. And while WILMAPCO does not function as an implementation agency, in an era of continuing economic constraint, we recommend the full exploration of alternative funding streams to implement the study's recommendations.

## ***Section 1: Transportation Equity: Background***

Since the passage of the Civil Rights Act, great strides have been taken in eliminating discrimination on the basis of one's racial or ethnic background. However, four decades later, the United States remains a country sharply divided by not only racial and ethnic differences, but also by social class. Transportation is just one of many sectors where racial/class inequities persist. Low-income and minority communities do not receive the full *benefits* of transportation investments, and often carry more than their share of the system's *burdens* (Bullard et. al 2004).

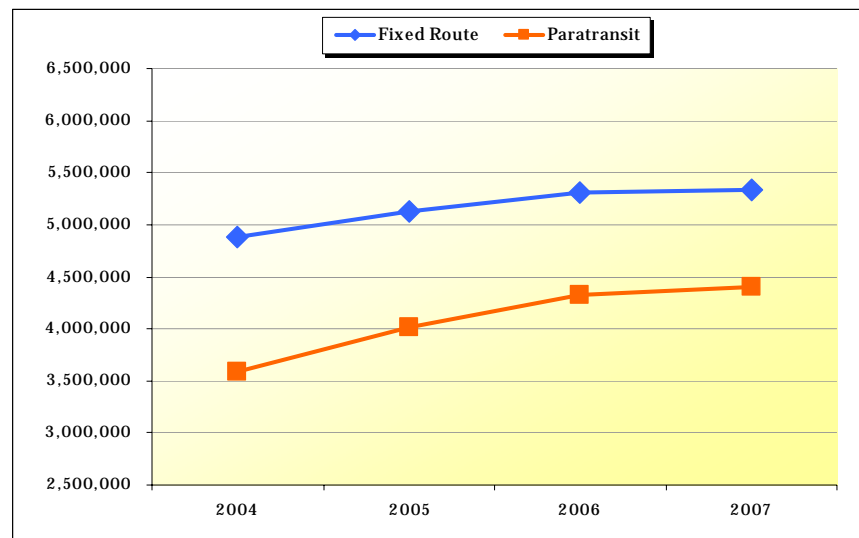
At the national and regional level, this inequity is most clearly illustrated by the under-funding of public transit. Since the late 1950s, highways have garnered the lion's share of federal surface transportation dollars (Bullard et. al 2004). Due to the current gas tax structure<sup>1</sup> in place, states spend, on average, 80% of their federal funding on highways. About 20% is usually identified for transit, leaving less than 1% to non-motorized projects. Over the past decade in the WILMAPCO region, transit has been under-funded. Funding for transit projects in the Transportation Improvement Program (TIP)—a listing of major regional projects to receive funding over the next four years—has hovered steadily around 10% (see graph 1). In the meantime, an increasing amount of State funding has been programmed to meet heightened demands for a costly Paratransit service (see graph 2), which serves only six percent of transit patrons.

**Graph 1: Trends in WILMAPCO TIP Funding Dedicated to Transit, 1996-2012**



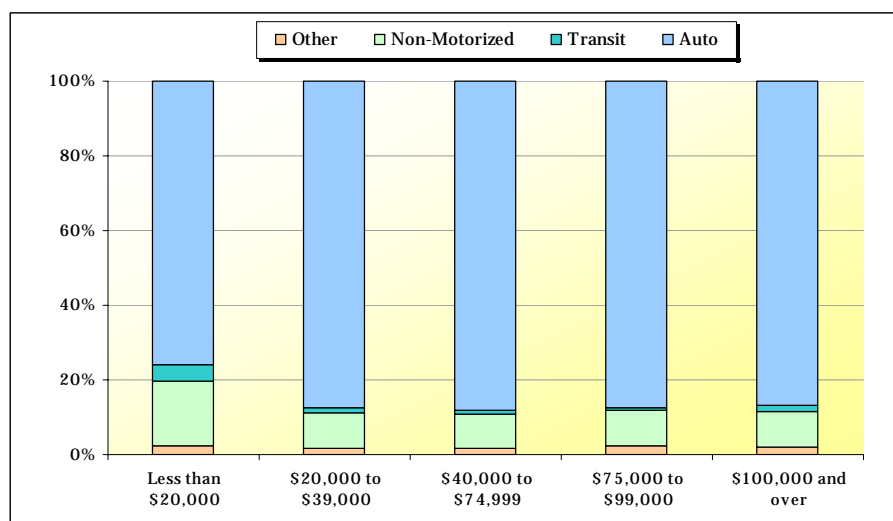
Source: WILMAPCO

<sup>1</sup> Transportation revenues are generated by a tax on the amount of gasoline purchased at the pump. So, in practice, highway users subsidize the other modes. This fact makes calls to increase funding for transit and non-motorized projects difficult, especially during poor economic times. Moving from the current gasoline tax to alternative approaches to achieve revenue may solve this issue.

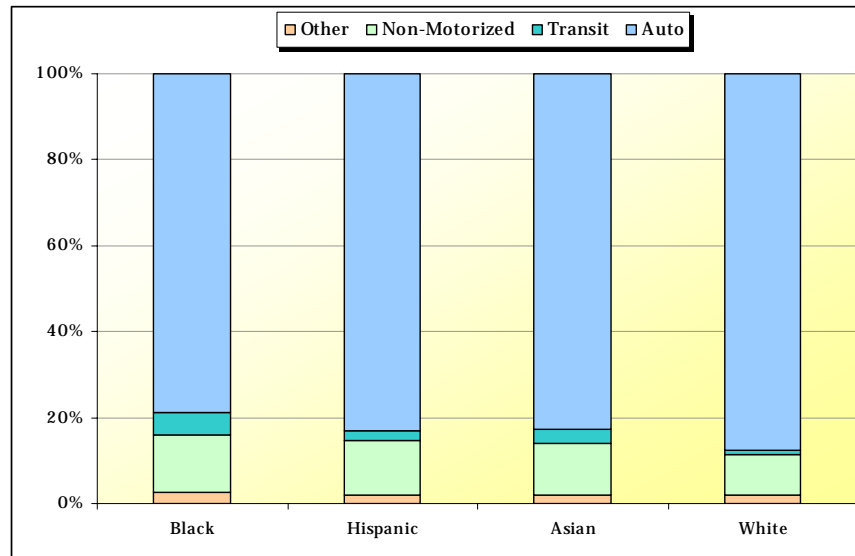
**Graph 2: Transit Route Mileage, New Castle County**

Source: Delaware Transit Corporation (DTC)

The widespread under-funding of (fixed-route) transit and non-motorized projects both nationally and regionally ties into Environmental Justice (EJ) because low-income and minority communities are more likely to utilize non-automotive modes (see graphs 3 and 4). Nationally, urban households which earned less than \$20,000 a year in 2001, for example, were more than four times as likely to use public transit as those with higher incomes. They were almost twice as likely to be non-motorized travelers. Increasing the funding and efficiency of fixed-route transit and non-motorized networks will lift the transport burdens EJ groups carry.

**Graph 3: Modal Split by Income Class, U.S.**

Source: Pucher and Renne, 2003

**Graph 4: Modal Split by Race/Ethnicity, U.S.**

Source: Pucher and Renne, 2003

Besides under-funded transit (and non-motorized systems), the under-representation of EJ communities in the planning process is a major concern. Today, interstates slash through low-income communities in major U.S. cities—disrupting businesses, isolating residents, creating noise and pollution, and causing unfriendly pedestrian travel. Historically, the weak representation of EJ communities on policy boards led to the placement of these highways in low-income areas, while more beneficial projects to communities were more often sited in higher-income areas (Holmes 1997). To prevent the persistence of these inequities, low-income and minority communities must be proactively engaged in the planning process. Efforts must be made to better engage residents with Limited English Proficiency (LEP), who may be left out of decisions. Moreover, representatives from EJ communities must be present on policy boards.

While WILMAPCO has successfully increased the diversity of its Public Advisory Committee (PAC) during the past year, the group remains over-represented by whites. Non-Hispanic whites account for over 86% of its membership, higher than their regional average of 74%. Encouraging the participation of more minority stakeholders will work to balance this continuing discrepancy.

### **The Legacy of Neglect**

Following the Second World War, new highways, residential development and suburban employment opportunities led to the decline of major cities. Most middle-class whites fled. The loss of this population (and their tax-dollars) resulted in urban blight, infrastructural decay and increasing residential

segregation. While many U.S. cities today are experiencing a renaissance of new development and the return of middle-class families, the legacy of urban neglect looms.

The neglect of public transportation investments has exacerbated social inequalities. It has led to low income individuals having fewer employment opportunities, spending a higher percentage of their income on transportation, having greater difficulties in reaching needed services and has put their health at risk (Bullard 2004).

Insufficient transit funding has resulted in a service that is often inadequate to meet the needs of those most dependent upon it. Studies have shown that low-income, transit-dependent families are more likely to have unmet food and housing needs, as well as difficulty accessing proper medical care (Waller 2005).

Accessing employment through transit is also a challenge. Following years of disinvestment in cities, many jobs are today located in low-density suburban areas, without adequate transit service. The subsequent “spatial mismatch” between where many low-income workers live (urban core) and where many job opportunities exist (suburbs) creates a transportation disadvantage. Reliant on infrequent or inadequate service, low-income workers experience difficulty accessing the decentralized labor market and entry-level jobs (Jakowitsch and Ernst 2004; Sanchez and Brenman 2007). This disadvantage is also true of the low-income suburbanites. Because of their own decentralization, pockets of low-income communities in the suburbs often face even greater challenges commuting within the transit system (Waller 2005). Infrequent and sometimes non-existent service makes commuting to work via transit difficult in the WILMAPCO region. Here, however, limited weekend bus service worsens conditions. Lower-income service sector employment (such as retail) often entails weekend work. Without proper transit service, those who are transit-dependent must find alternatives to the bus, or risk losing their jobs.



Interstates create barriers in low-income neighborhoods, besides introducing noise and pollution.



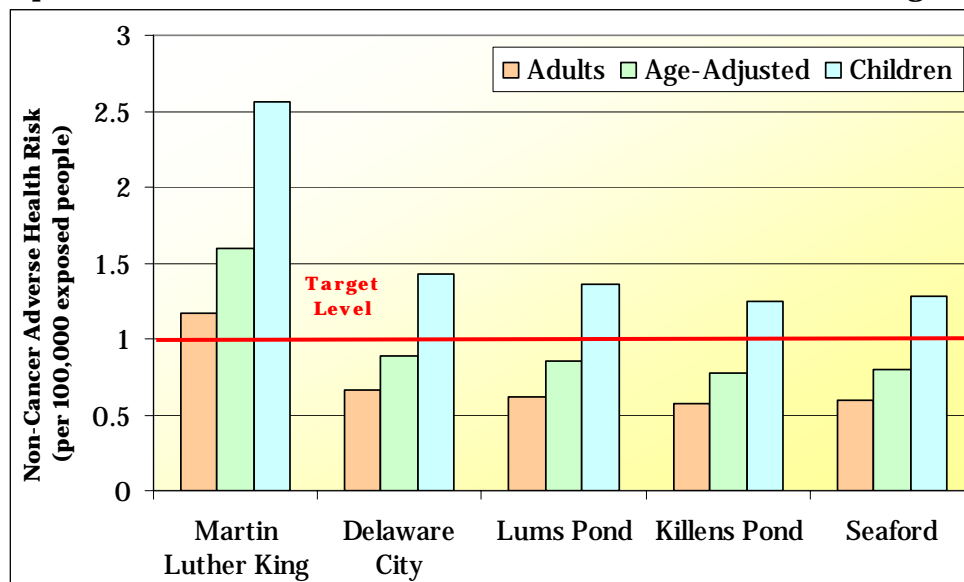
The alternative that the majority of low-income residents are forced into is private automobile ownership. Indeed, with its fast and reliable commute, automotive travel is (like the wider population) the most popular mode for low-income and minority commuters. However, low-income families pay proportionately more for cars. For many, transportation costs account for one-third of total expenditures (Bullard 2004). In the poorest of households, transportation expenditures surpass 40% of income (Jakowitsch and Ernst 2004). In the average American household that figure rests at about 18%. Cars used by low-income communities tend to be older, requiring frequent and expensive repairs, which drive up transportation expenses (Holmes 1997).

Widespread private automobile ownership negatively impacts air quality. Accounting for about 30% of the primary smog-forming pollutants and fine particulates, high rates of transportation-related emissions are the outcome of suburban sprawl and our consumer culture (Bullard et. al 2004). With higher rates of health problems related to transportation, such as asthma, low-income and minority communities bear the brunt of pollution's ill-effects (Forkenbrock and Schweitzer 1999).

This is the case in the WILMAPCO region. The Martin Luther King Monitoring Station, an air quality monitoring site located in a low-income portion of Wilmington<sup>2</sup>, has continuously been shown to have higher than average fine particulate pollution and high levels of air toxins. The presence of Interstate 95 and DART's main bus depot near the monitoring site (adjacent to low-income housing) certainly does not help conditions. Cancer and other adverse health issues (such as liver and kidney damage) results from prolonged exposure to these chemicals. A recent air toxins study of Delaware by the Division of Public Health concluded that those who lived around the Martin Luther King site were also at a greater risk of developing cancer and non-cancerous adverse health effects, than other areas in Delaware, due to the unusually high presence of (mobile and non-mobile source) toxins (DATAS 2005). Asthma rates in other low-income and minority sections of Wilmington, such as Southbridge, have also been found to be elevated.

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<sup>2</sup> The monitoring site is located near 4<sup>th</sup> Street and Adams Street.

**Graph 5: Non-Cancer Adverse Health Effects at Delaware Monitoring Sites<sup>3</sup>**

Source: DATAS, 2005

## Summary of Challenges

Our low-income and minority communities face a number of transportation disadvantages, as discussed above. Key challenges are summarized below:

- Widespread under-funding means that transit services across the country are often inadequate (i.e. infrequent or non-existent routes) to meet the needs of those most dependent upon them.
- Low-income transit dependent individuals often have unmet food, housing and medical needs.
- A *spatial mismatch* exists between where low-income employment is located and where many low-income and minority communities live. Inadequate transit services sometimes make these destinations difficult to reach.
- Low-income households spend proportionately more on transportation. This is the result of the ownership of automobiles, many of which are older and require expensive maintenance.

<sup>3</sup> Graph 5 considers the non-cancer adverse health risks associated with a blend of air toxins. These include: manganese, carbon tetrachloride, 1, 3-butadiene, and 1, 2, 4-trimethylbenzene. All but carbon tetrachloride are associated with mobile sources, including road dust. Exposure can lead to respiratory, liver and kidney problems, cardiovascular and blood disorders and problems with the nervous system.

- Low-income and minority neighborhoods more greatly suffer the ill-effects of mobile source air pollution.
- LEP individuals are often “left behind” during the public outreach process.
- Low-income and minority communities are under-represented on policy boards. Historically, this has led to unfavorable projects being sited near or within their neighborhoods, while more favorable projects were located elsewhere.

## Path Forward

Fully eradicating the continuing transportation disadvantages our EJ communities endure will require massive shifts in policy and thinking. We must substantially increase investment in transit and non-motorized transportation, check suburban sprawl and promote infill and mixed-income/mixed-use development. We must also target EJ neighborhoods, long suffering from disinvestment, for an increased investment.

Abandoning the current tax structure that generates transportation revenue based on gasoline purchased is a good first step. Most of DART’s budget is derived from gasoline tax revenues, and must compete with highway funding for its share. A dedicated funding stream, separate from the gasoline tax, to fund both transit operation and capital spending is optimal. Following national literature, transit spending should be increased from 10% to at least 15-20% in our TIP. Likewise, non-motorized transportation capital spending should be increased from less than 1% to 2-3%. These funding increases would provide the mechanism to implement the recommendations found below and much more. WILMAPCO will continue to advocate for these goals, pressing the need for change.

This report focuses on short-term transportation solutions and the development of long-term performance measurements. It primarily consists of a broad transportation equity analysis, which will identify the burdens of the transportation system that EJ communities carry. The analysis is separated into several components:

- **Identification of EJ neighborhoods:** Using census block group data, low-income and minority areas will be identified in the WILMAPCO region. The method employed improves upon the 2003 EJ Report’s scoring system. These identified block groups form the basis for the walkability and transit analysis.

- **Survey:** Data from a November-December 2007 transportation survey of EJ communities will be overviewed and compared against regional survey data. These data illustrate the concerns and transportation constraints specific to our region's low-income and minority populations.
- **Project Locations and Funding Trends:** The number, type and funding of proposed and completed projects may not be evenly distributed across our region. Projects from both lists will be overlaid with EJ neighborhoods to measure equity.
- **Transit Analysis:** Low-income and minority communities are also more likely to use public transit than other groups. For many, the transit system is the only connection to places outside their neighborhood. Accessibility to bus stops, as well as transit frequencies and connectivity to key destinations (such as supermarkets and employment centers) will be assessed. Additionally, this section will detail the problems resulting from the region's rapidly expanding Paratransit service.
- **Walkability Analysis:** Low-income and minority communities are more likely to use walking and bicycling as a mode of travel than other groups. Safe, efficient pedestrian infrastructure should be in place within the identified EJ neighborhoods. Pedestrian and bicycle crash trends within EJ areas and their accessibility to pathways and bike routes will be analyzed here. In addition, walkability field surveys are conducted within significant EJ neighborhoods. This section notes where gaps in the infrastructure exist, suggests remedies, and prioritizes each with a technical score.



Walking as a means of transport is popular in minority communities.

Beyond the analysis of burdens, strategies to more meaningfully involve our EJ and LEP and low-literacy groups in the transportation planning process are provided. We first assay our current efforts to better engage these underserved populations. These measures include the attendance at key annual festivals and the development of partnerships with various organizations. Next, we identify new methods, such as conducting more grassroots planning in low-income and minority communities and working to translate DART bus material into Spanish to better reach our EJ and LEP communities.



Targeting public outreach towards underserved groups is important.

The report ends with a summary of recommendations, a listing of potential funding sources for implementation of proposed infrastructural projects and future agency actions.

## ***Section 2: Identification of Environmental Justice Areas***

To begin addressing the needs of our region's low-income and minority communities, it is first necessary to identify where concentrations of these groups exist in our region. This is accomplished through an examination of 2000 U.S. Census data via our Geographic Information Systems (GIS) software. Identified concentrations (or EJ "areas" or "neighborhoods") were classified as "moderate" or "significant" (see map 5) to describe the degree to which low-income and minority populations were present. These EJ areas form the basis of our regional analysis.

### **Environmental Justice Groups and a Scoring Methodology**

As an initial step, a population profile of WILMAPCO's Environmental Justice (EJ) groups was completed. Tables 1-2 below display the population size of our low-income and minority communities in 2000 and 2006.

**Table 1: Low-Income\* and Minority\*\* Population, 2000**

	<b>Poverty</b>	<b>% Poverty</b>	<b>Black</b>	<b>% Black</b>	<b>Hispanic</b>	<b>% Hispanic</b>	<b>Asian</b>	<b>% Asian</b>
USA	12,404,237	11.8%	33,707,230	12.0%	35,238,481	12.5%	10,067,813	3.6%
New Castle Co., DE	15,031	8.0%	98,672	19.7%	26,307	5.3%	13,153	2.6%
Cecil Co., MD	2,169	6.9%	3,122	3.6%	1,302	1.5%	564	0.7%
<b>WILMAPCO</b>	<b>17,200</b>	<b>7.9%</b>	<b>101,794</b>	<b>17.4%</b>	<b>27,609</b>	<b>4.7%</b>	<b>13,717</b>	<b>2.3%</b>

Source: U.S. Census

\*Low-income = households below poverty

\*\* Black and Asians = Non-Hispanic Black and Asian Alone classification

**Table 2: Low-Income\* and Minority\*\* Population Estimates, 2006**

	<b>Poverty</b>	<b>% Poverty</b>	<b>Black</b>	<b>% Black</b>	<b>Hispanic</b>	<b>% Hispanic</b>	<b>Asian</b>	<b>% Asian</b>
USA	14,222,291	12.7%	36,434,530	12.2%	44,252,278	14.8%	12,945,401	4.3%
New Castle Co., DE	17,688	9.2%	119,024	22.6%	37,186	7.1%	19,010	3.6%
Cecil Co., MD	2,949	8.2%	4,881	4.9%	2,060	2.1%	1,203	1.2%
<b>WILMAPCO</b>	<b>20,637</b>	<b>9.1%</b>	<b>123,905</b>	<b>19.8%</b>	<b>39,246</b>	<b>6.3%</b>	<b>20,213</b>	<b>3.2%</b>

Source: U.S. Census, American Community Survey

\*Low-income = households below poverty

\*\* Black and Asians = Non-Hispanic Black and Asian Alone classification

While poverty levels are about the same in New Castle and Cecil Counties, New Castle County is far more racially and ethnically diverse. In 2000, a little over 3% of Cecil County's population was black. Less than 2% were Hispanic or Asian. In contrast, about 20% of New Castle County's population was black. Five percent regarded themselves as Hispanics while Asians neared 3%. Since 2000, the census estimates that our region has become poorer and more racially and

ethnically diverse. Poverty levels increased from 8% to 9% regionally, while concurrently the number of minority residents has grown. In general, the Wilmington region experiences less poverty than the national average of around 12%. While it is home to a high number of blacks, the number of Hispanics (mostly Mexican and Puerto Rican) and Asians (mostly Indian and Chinese) is below the national average.

Using the 2000<sup>4</sup> regional percentage of low-income (7.9%), black (17.4%), Hispanic (4.7%) and Asian (2.3%) as a base, maps 1-4 were created to illustrate the distribution of the four groups in the WILMAPCO region. Some observations are below:

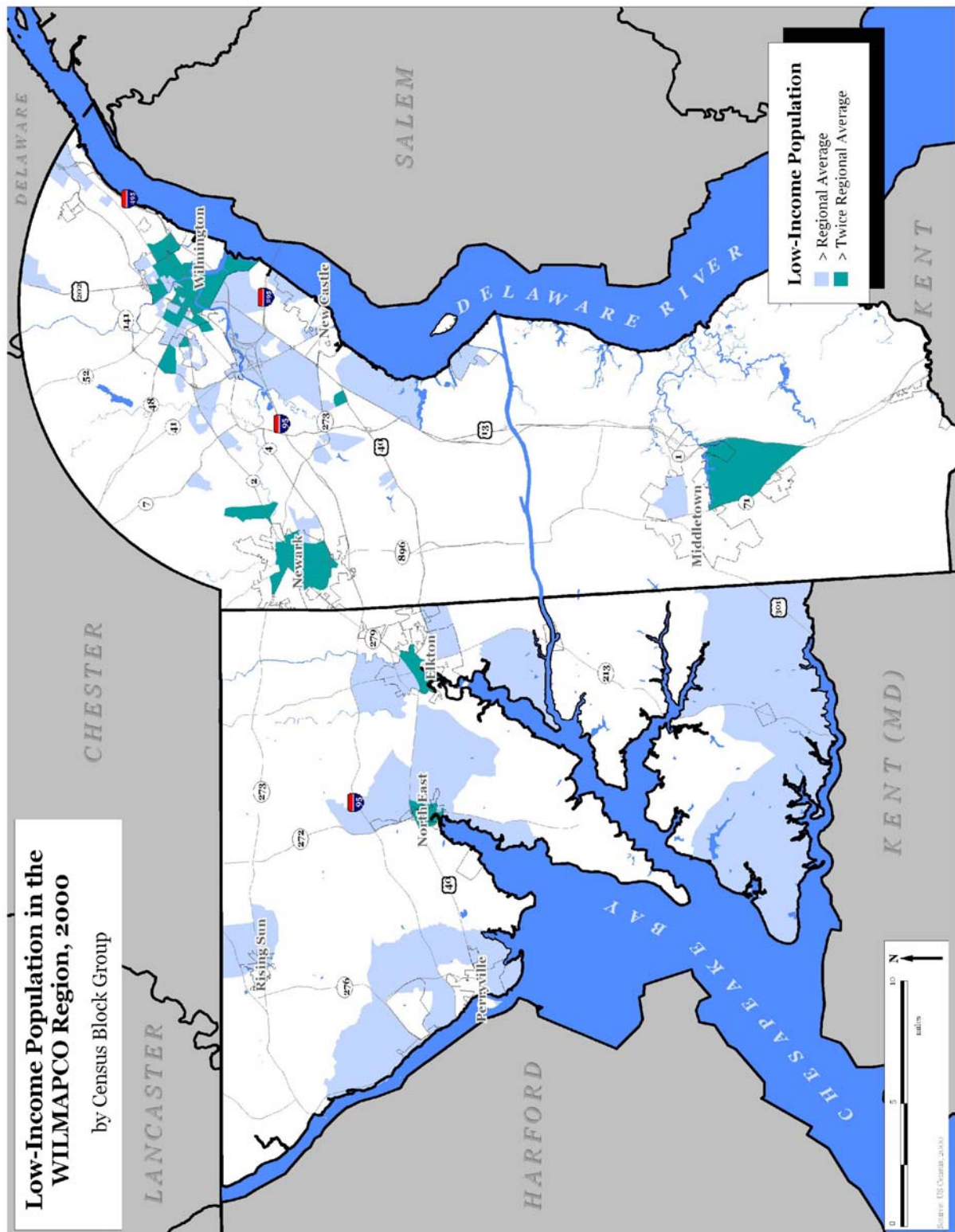
- **Low-income neighborhoods** can be found throughout the region. Significant poverty rates occur in parts of Wilmington, Newark, Middletown, Elkton, and North East. Generally, in New Castle County, moderate poverty rates are found along the U.S. 40 corridor from Wilmington to New Castle and beyond, as well as pockets along SR 2 between Wilmington and Newark. In Cecil County, moderate poverty levels can be found within and around all incorporated towns.
- **Blacks** are heavily concentrated within the City of Wilmington and along the U.S. 40 and U.S. 13 corridors, north of the Chesapeake and Delaware (C&D) Canal in New Castle County.
- **Hispanics** are mostly concentrated within the City of Wilmington and neighborhoods and towns to its immediate south and west along SR 48, SR 2, SR 4, and U.S. 13.
- **Asians** are primarily concentrated in the northwestern section of New Castle County, north of U.S. 40 to the Pennsylvania line. Pockets of concentrated Asians also can be found east of U.S. 202, north of Wilmington.

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<sup>4</sup> 2000 Census data was used throughout the analysis. American Community Survey estimates from 2006 were not available at the tract or block group level.

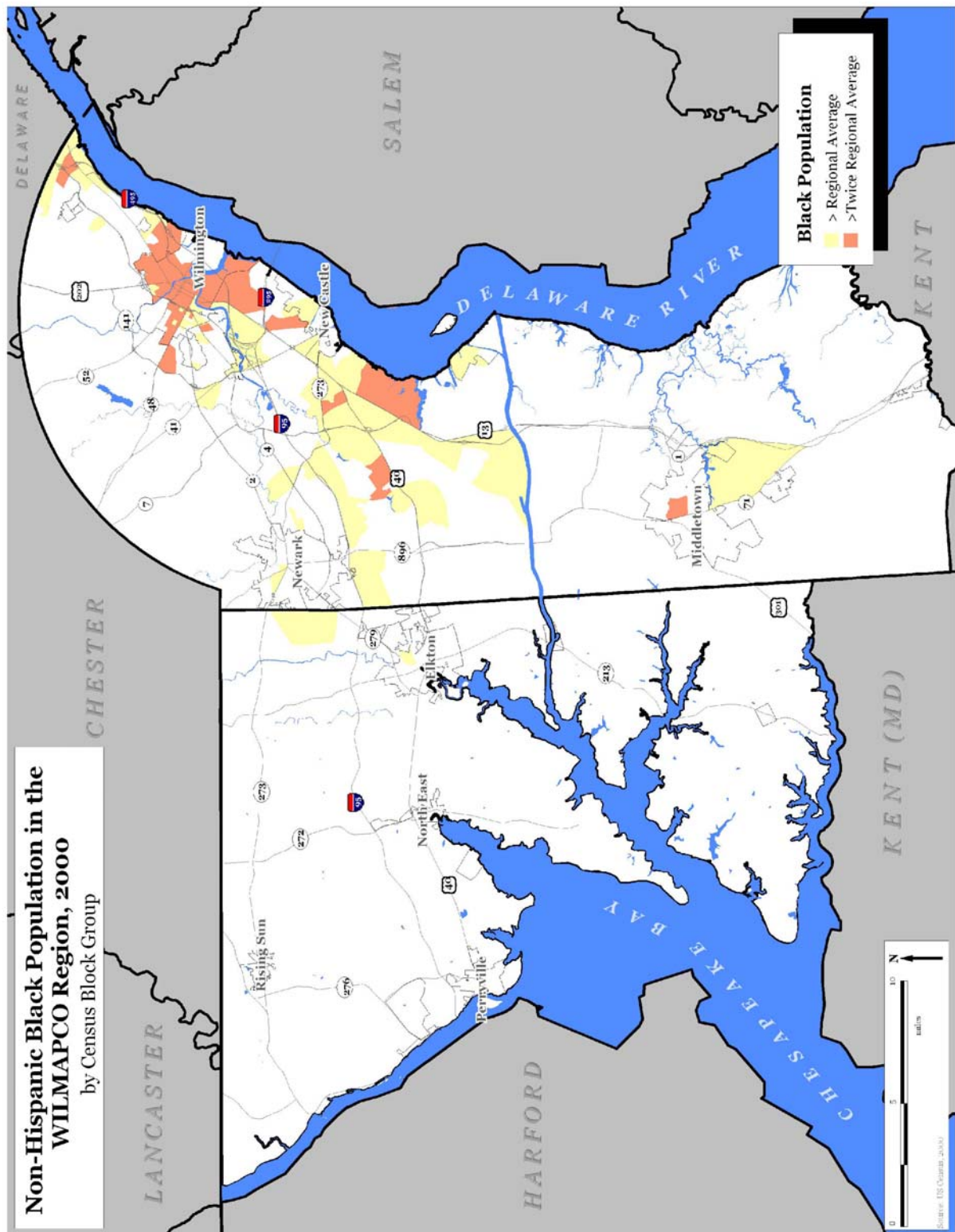


**Map 1**

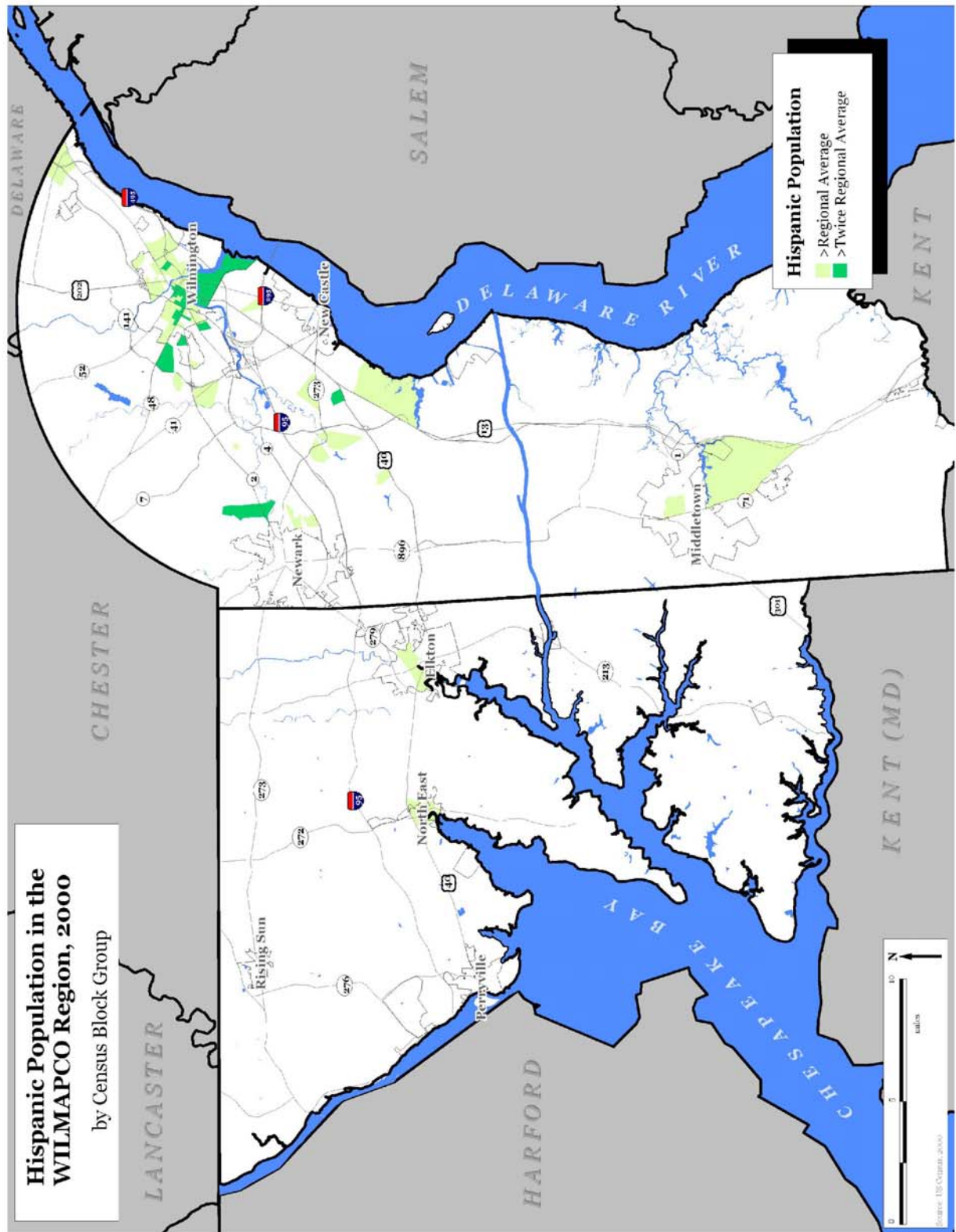




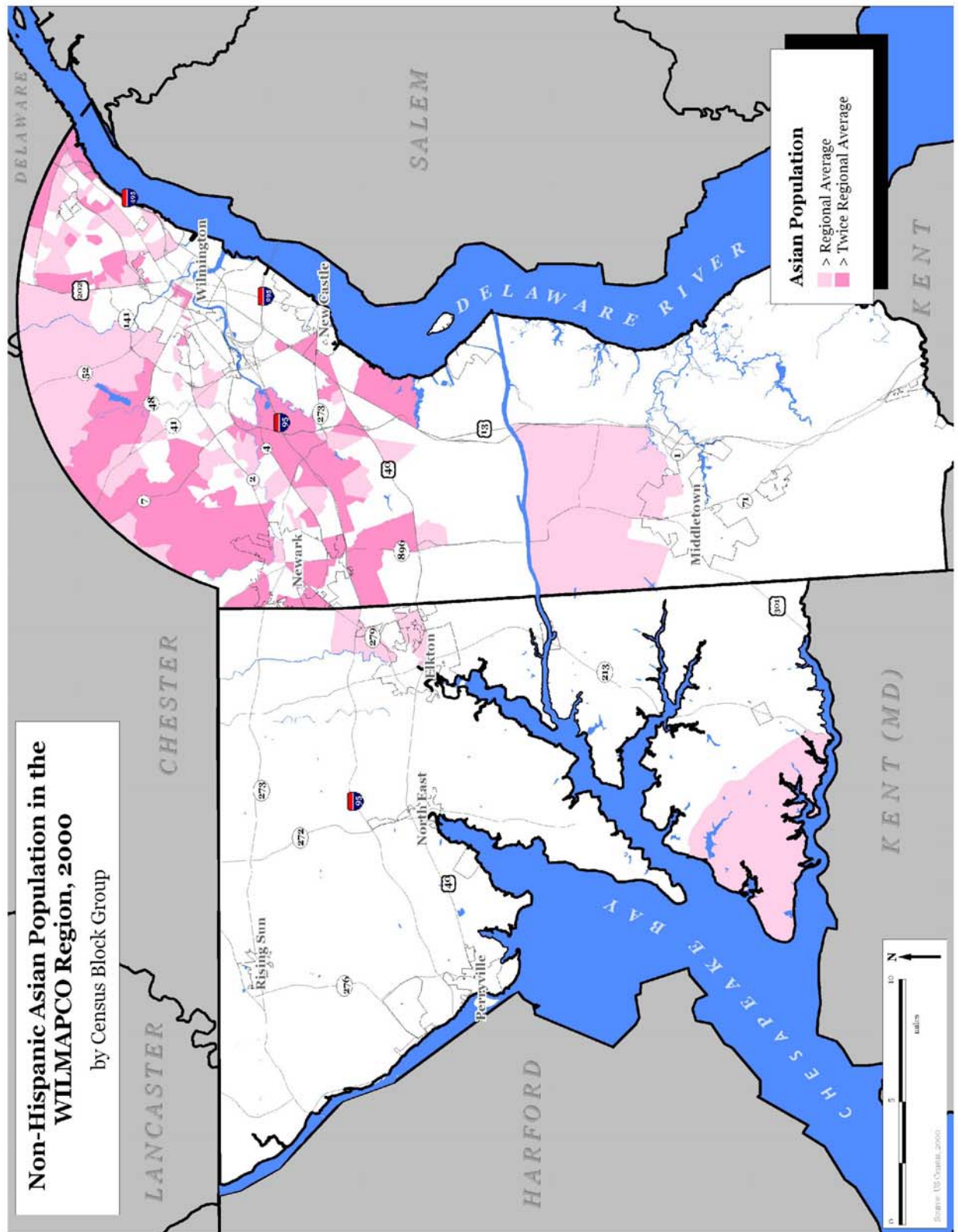
**Map 2**



### Map 3



**Map 4**





A scoring system was employed to define EJ concentrations from the above data. The scoring system is a refinement of the one used in the 2003 EJ Report. The older system was flawed in that Hispanic concentrations were inadvertently weighted more heavily, while Asian areas were simply washed out. A table below illustrates the new system.

**Table 3: EJ Scoring System for Census Block Groups**

	> Average	Double Average
NH Black	1	2
Hispanic	1	2
NH Asian	1	2
Low-income	3	6
Total		12
0 to 5	Low	
6 to 9	Moderate	
10 to 12	Significant	

Source: WILMAPCO

NH = Non-Hispanic

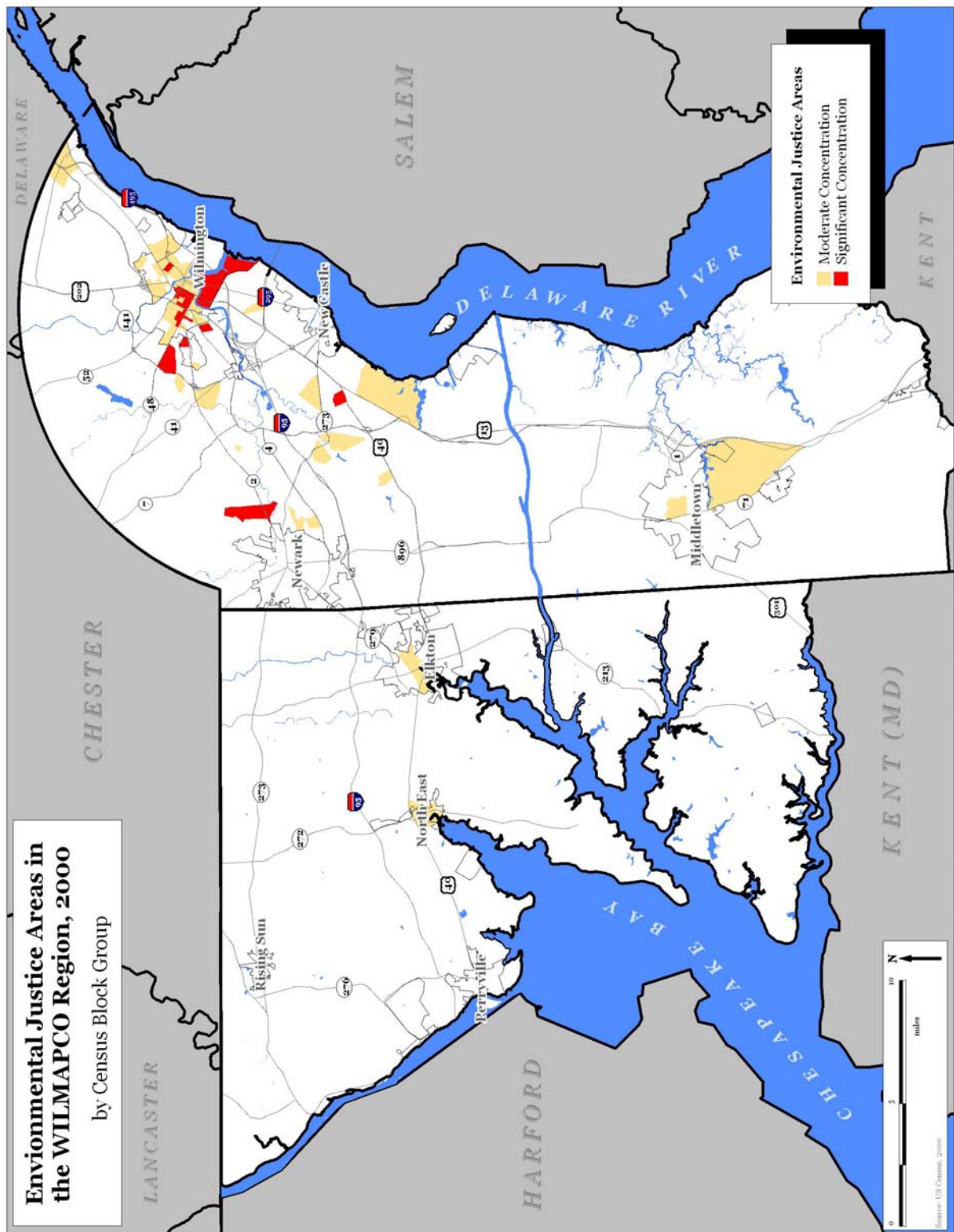
Low-income = households below poverty

The scoring system is quite simple. Block groups (the smallest geographic unit for these data) where the percentage of low-income or minority residents exceeds the regional average receive three and one points, respectively. Those where the percentage is more than double the regional average receive six and two, respectively. If a block group shows a percentage less than the regional average it receives no points. Low-income areas are weighted more heavily in this system to provide balance against the three minority groups.

Using this system, each of our region's 404 block groups were given points based on the percentage of low-income, black, Hispanic, and Asian groups found within them. Once completed, the scores were tallied. Block groups which scored 6-9 points were determined to be a "moderate" concentration. Those with 10 or more points displayed a "significant" concentration. Several block groups within the City of Newark were originally flagged as EJ areas. It was felt by the WILMAPCO Council that the presence of University students (mostly non-Hispanic whites) drove up poverty levels. Ultimately, these block groups were excluded from the analysis.

EJ areas were found primarily within the City of Wilmington. A scattering of suburban block groups were also identified throughout the region. A map of EJ neighborhoods follows.

**Map 5**



## Regional Demographic and Socio-Economic Survey

General demographic and socio-economic comparisons can be made between identified moderate and significant EJ areas, and unidentified areas outside. These can be found in tabular form below.

**Table 4: Statistical Profile: EJ Areas, 2000**

	Level of Concentration		
	Significant	Moderate	Non-EJ
Total Block Groups	19	59	326
Population	22,312	74,728	487,523
Households	7,934	28,298	183,999
Percent Non-Hispanic Black	48%	46%	11%
Percent Hispanic	27%	8%	3%
Percent Asian	3%	2%	2%
Percent Low Income	28%	18%	5%
<b>Economic Indicators</b>			
Median Household Income (in dollars)	26,746	35,044	54,661
Percent Zero Car Households	27%	23%	5%
Average Automobiles per Household	1.0	1.2	1.8
<b>Mode of Transport to Work</b>			
Percent Drive Alone	56%	68%	82%
Percent Carpool	20%	16%	10%
Percent Public Transit	13%	8%	2%
Percent Walk	8%	5%	2%
<b>Average Travel Time to Work (in minutes)</b>			
Public Transportation	39	37	50
Non-Public Transportation	20	21	24
All Modes	24	23	24

Source: U.S. Census

Just over 97,000 people live in identified EJ areas, or 16.6% of the region's population. The percentage of blacks, Hispanics and low-income residents increases significantly with the level of EJ concentration. In the average significant EJ area, about half (48%) of residents are black, 27% are Hispanic and 3% are Asian. Over one-quarter (28%) of households fall below the poverty-line and are thus considered low-income.

Economic indicators decline with the level of concentration. For example, median household income (in 1999 dollars) nears \$55,000 in non-EJ areas. That figure rests at about \$35,000 in the average moderate EJ area and \$27,000 in the average significant area.

Automobile ownership rates are far lower within EJ areas. While only 5% of non-EJ area households did not own a car, nearly one-third of households within a significant EJ area are without a private automobile. Without cars, the use of

alternative forms of transportation is more prevalent in EJ communities. Over a fifth (21%) of commuters in significant EJ neighborhoods either use public transportation or walk, compared to 4% of those outside EJ areas. Those workers who travel by public transit, whether within an EJ community or not, face a much longer commute than those who utilize other means. Average travel time to work by transit was about double the average of other modes.

### **Detailed Demographic and Socio-Economic Survey**

In total, 59 block groups were classified as moderate and 19 as significant EJ neighborhoods. Through isolating only the 19 significant neighborhoods, a more detailed demographic and socio-economic survey can be conducted.

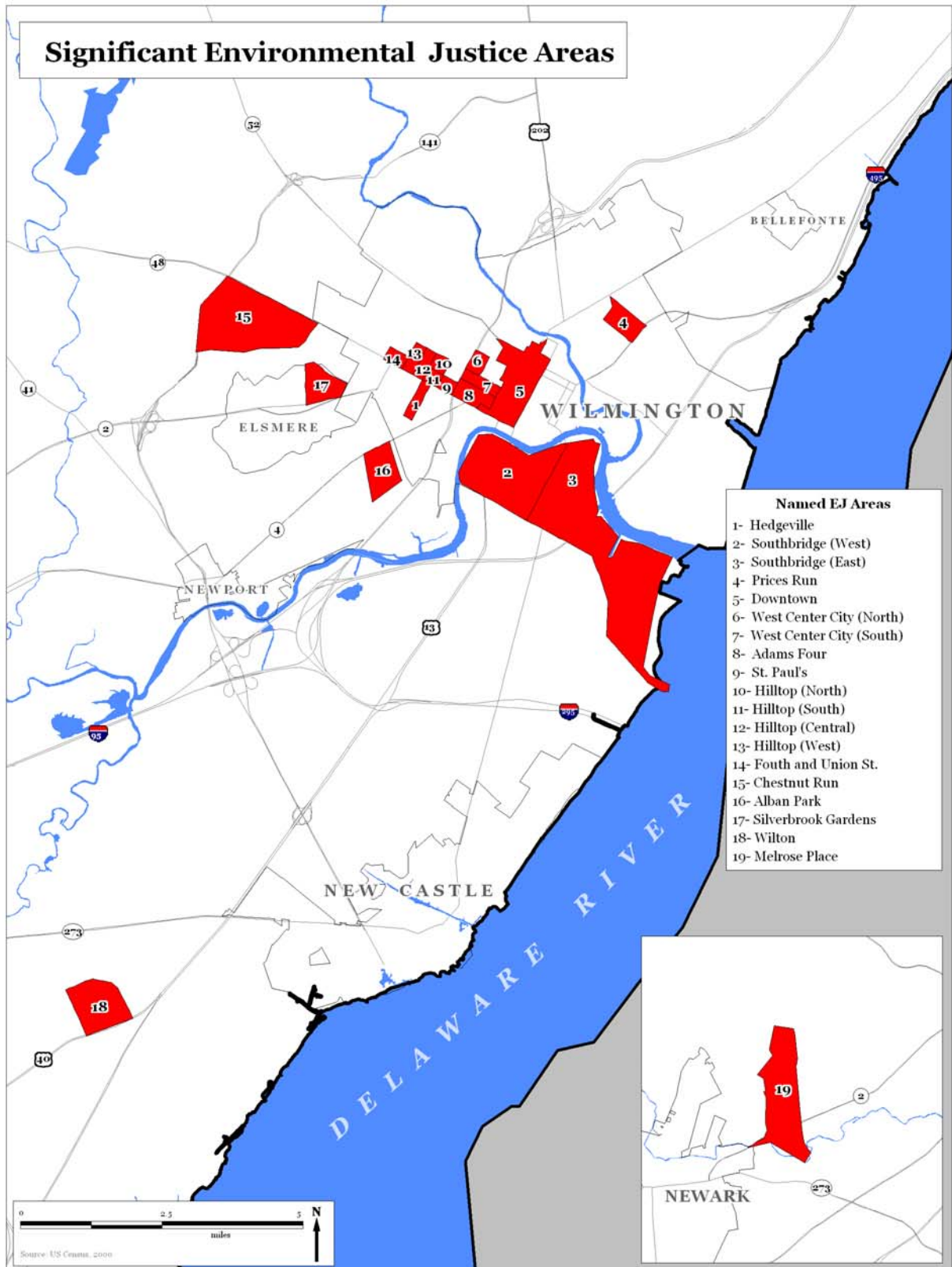
Map 6 identifies these significant census block groups. Fourteen were found in the City of Wilmington, three along its outer border, one to the southwest of the City of New Castle and one northeast of Newark.

These neighborhoods represent the highest concentrations of both minorities and poverty in the region. As illustrated in tables A1 and A2 in the appendix, however, each is unique in terms of both its ethnic and racial makeup and socio-economic and travel characteristics.

Together, blacks and Hispanics comprise the bulk of the population in EJ areas. Blacks make up anywhere from 15% (Hedgeville and Silverbrook Gardens) to 82% (Prices Run and Southbridge East) of residents. The less numerous Hispanics range from 3% (Downtown) to 50% (Hilltop West) across EJ areas. In most cases, both groups live side-by-side in EJ neighborhoods. For example, in the St. Paul neighborhood in western Wilmington, 55% of the 1,000 residents are black and 37% are Hispanic. In other neighborhoods, such as the Downtown, blacks dominate. Generally, few Asians were found in EJ areas. Exceptions include Hedgeville and Melrose Place, where the percentage of Asians greatly exceeds the regional average.

Heavy numbers of low-income residents (defined as households below the poverty level) were found in all EJ neighborhoods. Households in poverty ranged from 16% (Hedgeville) to 49% (Hilltop West). Socio-economic conditions, such as low median household income and high unemployment rate, strongly influence poverty. Median household income, which averaged about \$27,000 across significant EJ areas, is far below the New Castle County average of over \$47,000. Unemployment is also a major issue in several EJ neighborhoods. The unemployment rate topped 20% in Southbridge West and Hilltop West, and reached 40% in St. Paul's.

### Map 6





Car ownership rates within significant EJ neighborhoods were low (averaging one car per household), resulting in more commuters utilizing public transit and walking as primary modes. Travel times on public transit were sometimes quite high. In the Downtown neighborhood, where about a quarter of residents commuted via public transit, travel time averaged 50 minutes, about 20% higher than the average. In Southbridge (West), where 18% of workers utilized public transit, travel time to work topped one hour. Interestingly, only eight commuters utilized bicycle travel within significant EJ areas.



Transit use is heavier in low-income and minority communities.

Based on these data, two recommendations can be made:

- Examine areas where transit and walking use is **minimal** for potential **improvements**.
- Examine areas where transit and walking use is **high** for **enhancement**.

In this report, all EJ areas will be analyzed for transit and non-motorized connectivity and accessibility.

### ***Section 3: Transportation Survey***

To set the stage for our technical analysis (found in section 4), a *Transportation Survey*<sup>5</sup> was developed. The survey works to document transportation issues that individuals living in low-income and minority communities face daily and identify areas in need of improvement.

The brief three-page survey (available for review in the appendix) consisted of basic multiple choice questions and an optional written section. Questions focused on matters such as walkability to bus stops, accessibility to basic services, and transportation expenses. Transportation surveys were distributed to a dozen civic associations and via direct mail to individuals within EJ areas. A total of 1,479 surveys were dispersed and 181 (12%) were returned completed. When possible, results of the survey were compared with data from the census and WILMAPCO's public opinion survey<sup>6</sup>.

#### **Transportation Challenges**

Most generally, we found that survey participants drove less than the average resident and use transit and walked more. Fifty-five percent of respondents commuted to work alone in a vehicle, compared to 79% of New Castle County residents on the whole. With more limited access to automobiles, public bus service was the most frequent mode of commuting for 21% of respondents. This compares with only 4% of the general population. Nearly three times as many survey participants (8% versus 3%) used walking as their primary mode of transportation as the general population.

About half (44%) of EJ survey respondents said the transportation system did not meet their needs, such as a doctor's appointment or grocery store.

We asked survey respondents to identify the underlying cause of mobility limitations using public transit.

- 45% said the bus stops are too far from their homes or workplaces
- 34% stated they fear for their personal safety in reaching bus stops
- 26% reported that lack of sidewalks and crosswalks make it too difficult too reach bus stops

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<sup>5</sup> Special thanks go to Jennifer Lynch, a University of Delaware Sociology student, for her assistance in conducting this survey.

<sup>6</sup> Surveys were distributed in EJ areas in both New Castle and Cecil Counties. Because only 8% of the returned surveys were from Cecil County, however, comparisons of the results (where possible) were made only with the New Castle County portion of WILMAPCO's public opinion survey.

Delaware began a pilot program for limited Sunday bus service in the summer of 2008. Our survey indicated that many residents within EJ areas should welcome its arrival. Seventy-percent of residents say they would use the service if it was offered. About half would use the service to reach social activities/shopping or employment.

Regarding walking, 37% of EJ respondents agreed they walk “whenever [they] want to because sidewalks and crosswalks are adequate and [they] have places to walk safely.” By comparison over half (51%) of New Castle County residents agreed with this statement. This seems to show that conditions in EJ areas are less safe (physically or socially) for pedestrian travel than elsewhere in the region.

Most (71%) of our EJ survey respondents said they spent “far too much” or “too much” of their money on transportation each year. Since public transit is an economic alternative to the automobile, survey participants were asked if public transportation was more widely available, would they stop using a car. Forty-six percent said yes. Of the 35% of respondents who would not stop using a car, 53% said they would begin to limit car use.

Concern for the quality of the environment in EJ areas is a pressing issue. Less survey respondents were optimistic about the quality of our air than New Castle County residents in general. About 19% percent of EJ survey respondents rated air quality as either “good” or “very good.” This is compared to 29% in the general survey.

8. What types of transportation would you like access to that you do not have now? (circle all that apply)

Yes No

Bus Train Car Bicycle Walk Other None, I have good access

9. If there were Sunday bus service, would you use it? Yes No

10. If you answered yes, would the addition of Sunday bus services be significantly helpful to you to reach these destinations?

Shopping (i.e. grocery) Work Social Other

Which statement about walking do you most agree with?

I walk in my area whenever I want to because sidewalks are adequate and I have places to walk safely.

I would walk more frequently in my area if there were more crosswalks.

I do not walk in my area because of safety concerns.

Low-income and minority residents completed nearly 200 surveys to provide a glimpse into their transportation concerns.

## Written Comments

Within the written comments section, respondents described their daily issues concerning public transit, pedestrian accessibility, and transportation affordability. Many spelled out the need for extended bus service to more destinations such as libraries, shopping centers, job placement offices, and recreational opportunities.

Many also focused on the deficiencies of the transportation infrastructure. Problems cited were the lack of striped and signalized crosswalks, as well as missing or broken sidewalks. Survey respondents expressed that they feel at risk when attempting to cross busy intersections and that all too often vehicular traffic is made a priority. Aside from infrastructure obstacles, numerous respondents reported that safety in their area (fear of crime) limits their mobility.

A common thread throughout several of the comments was the price of gasoline. Many who frequently drive stated they have begun to make fewer trips. Others stated they would prefer to take public transportation, because the price of gasoline is too costly.

## Summary

Our survey highlighted the unfair burden transportation places on many residents within EJ neighborhoods in our region. In the following section, an analysis will more fully uncover some of the issues that the survey raised. The analysis includes:

- Identifying EJ neighborhoods and low-income employment centers outside acceptable walking distance to bus stops.
- Measuring the frequency of bus travel from EJ neighborhoods to low-income employment centers and supermarkets and identifying underperforming routes.
- Documenting specific locations within significant EJ areas that hinder pedestrian travel.

We will also continue to advocate for the addition of lighting and other measures to make regional bus stops safer, as well as work to lower transportation emissions.

It is interesting to note that 81% of respondents to the EJ survey were not familiar with WILMAPCO, while the same was true for only 67% of respondents in our survey of New Castle County residents. This disparity points to a lack of awareness of the transportation planning process within low-income and minority communities. Section five outlines strategies WILMAPCO has developed to improve outreach to EJ communities.

## ***Section 4: Analyzing the System***

As shown in the last section, our region's low-income and minority communities face transportation challenges. Through detailed technical analyses and intensive fieldwork, this section more fully explores these challenges, highlighting undue burdens. We explore trends in proposed and completed projects within EJ neighborhoods, measure the accessibility and connectivity of transit to those neighborhoods and identify gaps and decay in their pedestrian infrastructure. While both moderate and significant EJ areas are considered here, only significant EJ neighborhoods receive the highest level of analysis.

### **TIP Project Locations and Funding**

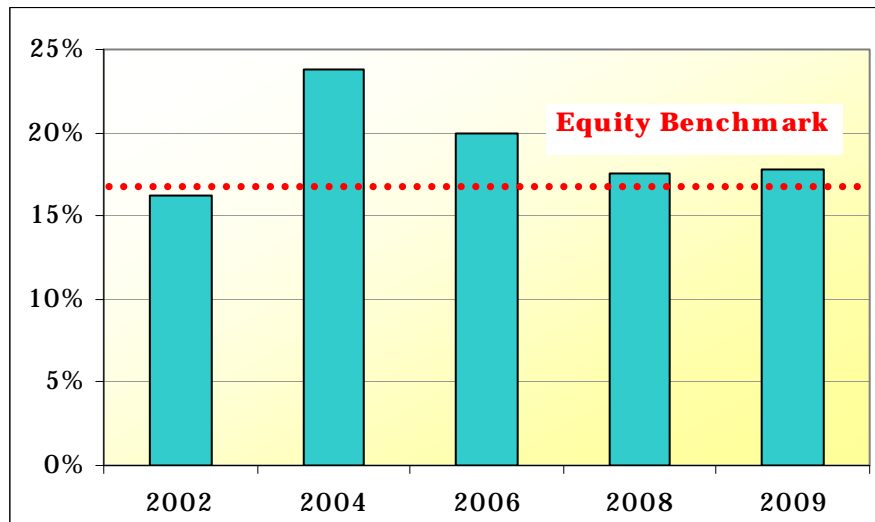
The Transportation Improvement Program (TIP) is a document listing proposed transportation projects and their funding during a four year period. In order for a transportation project to receive federal funding in our region, it must be listed in the TIP. WILMAPCO typically updates this document each year.

Environmental Justice is addressed specifically within each TIP. Projects within EJ neighborhoods are listed at the beginning of the document. Also included is the page number for a detailed description and the projects' associated funding. We began looking at trends in TIP projects within EJ areas in 2003 and have continued this through our Regional Progress Reports. However, lacking a "standard" or "measuring stick" in which to compare the data, this previous analysis is not meaningful.

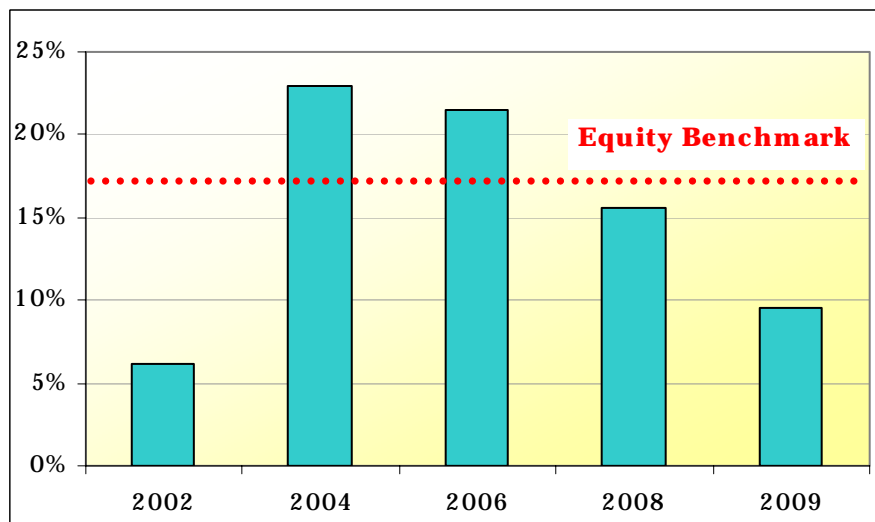
In this study, an ***equity benchmark*** performance measure is introduced to better gauge the equity of our region's TIP project distribution.

- The equity benchmark is set at 16.6%. This figure simply represents the percentage of our region's population within an identified EJ neighborhood.

The equity benchmark is used to compare trends in the percentage of TIP projects and the percentage of TIP funding found within EJ areas in graphs 6 and 7 below.

**Graph 6: Percentage of TIP Projects <sup>7</sup> within EJ Neighborhoods**

Source: WILMAPCO

**Graph 7: Percentage of TIP Project Funding within EJ Neighborhoods**

Source: WILMAPCO

Though TIP project locations are more or less equitably distributed across the region, TIP project funding is not. As seen in graph 6, the percentage of TIP projects located in EJ neighborhoods ranged from 16.3% to 23.8%, often easily surpassing the equity benchmark. But as shown in graph 7, proposed funding for those TIP projects is sometimes less than expected. Funding in the FY 2004 and

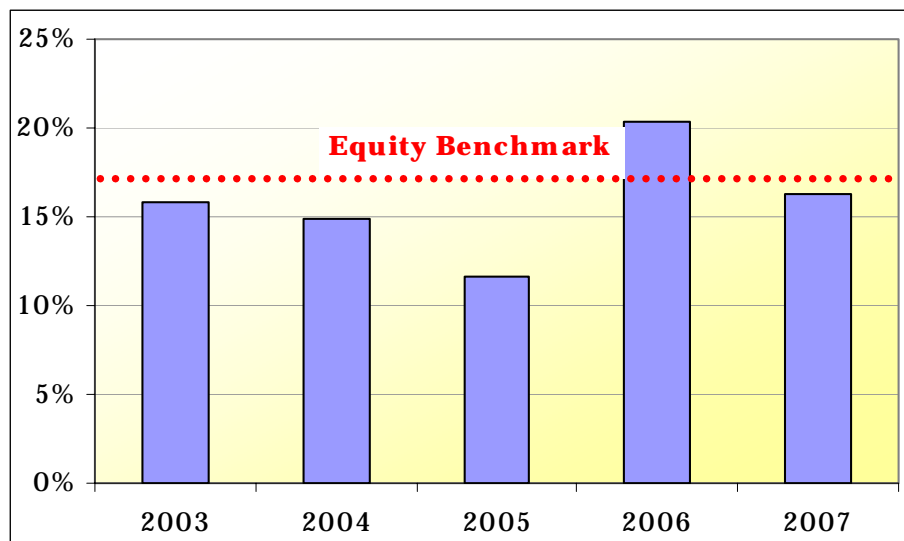
<sup>7</sup> Only TIP projects with specific spatial geometry were included in this analysis. Additionally, TIP projects found to be within EJ neighborhoods were not counted if they fell on an expressway, such as I-95. It was felt that a repaving project on a raised section of I-95, for example, represented little direct benefit to the surrounding neighborhood. Thus, such projects were not counted as part of an EJ neighborhood.

FY 2006 TIPs pushed well above our benchmark of 16.6%. However, EJ areas garnered less project funding than expected in FY 2002, FY 2008 and FY 2009. While it is reasonable to assume that proposed TIP funding levels vary across the region, year to year, we must be watchful that funding within our EJ neighborhoods does not consistently slip below our benchmark.

### Completed Project Locations and Funding

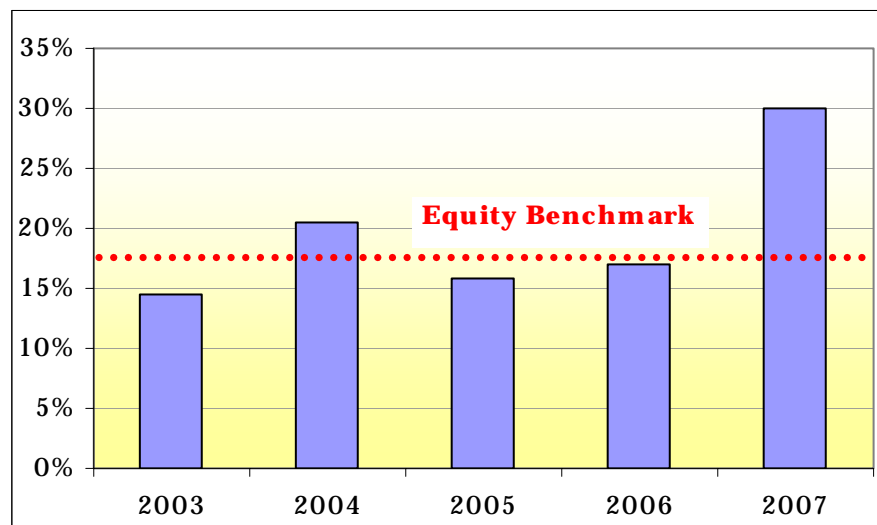
In addition to looking at proposed projects from the TIP, we can also measure the location and funding of completed projects in a given year vis-à-vis EJ areas. As displayed on Graphs 8 and 9, a similar analysis was applied to transportation projects finished in a given year in the region.

**Graph 8: Percentage of Completed Projects<sup>8</sup> within EJ Neighborhoods**



Source: DelDOT, MDOT

<sup>8</sup> Completed projects that fell on a section of expressway through an EJ neighborhood were not counted as existing within an EJ neighborhood for this analysis.

**Graph 9: Percentage of Completed Project Funding within EJ Neighborhoods**

Source: DelDOT, MDOT

Meeting our equity benchmark proved difficult in this analysis of completed transportation projects. Over the five year period from 2003-2007, the number of completed projects within EJ areas reached the benchmark in only one year. That is to say, low-income and minority communities were home to fewer completed projects than the average neighborhood. The funding associated with these completed projects more often than not also failed to meet the benchmark. While in 2004 and 2007, over 20% of funding for all completed projects was spent within an EJ area, the three other years saw spending around 15%. As with TIP project locations and funding, we must continue to monitor trends for completed projects while advocating the need for greater consideration of new projects within our EJ areas.

### **Bus Stop Accessibility**

As shown earlier, a high percentage of low-income and minority residents use transit as their primary mode of transportation. Providing the best fixed-route bus system to EJ neighborhoods is thus important. In our analysis of bus stop accessibility, we found some encouraging overall results. A closer look reveals room for improvement.

To complete this analysis, our region's over 2,000 bus stops were first overlaid against households within identified EJ areas. A quarter-mile buffer was then applied to each bus stop, simulating acceptable walking distance. Finally, the percentage of dwelling units within each EJ neighborhood that fell within a buffer was calculated.

When compared to the region, EJ areas fared very well in a broad analysis. About 40% of dwelling units in New Castle County were found to be outside



walking distance to a bus stop. Contrast this figure with 12% of dwelling units in moderate EJ areas and 9% of units within significant EJ areas. The discrepancy stems from geography. EJ areas are found in the I-95 corridor, the heart of the county's public transit system. Moreover, the vast majority are located in the City of Wilmington, where transit accessibility nears 100% for all dwelling units.

Despite strong overall results, some EJ neighborhoods displayed poor transit stop accessibility. A pressing issue was found in the significant EJ neighborhood of Alban Park, just southwest of the City of Wilmington. There, 69% of dwelling units fall outside walking distance to a bus stop. Shown in Map 7, over 500 townhouses and apartments (dark blue) south of the Canby Park Shopping Center are over one-quarter of a mile from bus stops along SR 4. DART should explore adding stops along Alban Drive or Robinson Lane to provide service to this low-income community.



Many residents of Alban Park have to walk further than reasonable to reach a bus stop.

**Map 7**



Other EJ areas (shown in Table 5) were also found to have a number of dwelling units outside walking distance to bus stops. We should press for the exploration of adding additional bus stops to these underserved EJ neighborhoods.

**Table 5: EJ Areas with a High Percentage of Dwelling Units Outside Walking Distance to a Bus Stop**

Area	Tract	BG	Outside 1/4 mile of a stop
Mill Creek Mobile Home Park	13609	4	100%
Kimberton, Greater Newark	014100	3	55%
Central-East Elkton	030400	2	49%
Elsmere Gardens	12400	4	45%
Silverbrook Gardens	12300	1	43%
South of the City of New Castle	016303	1	40%

BG= Block Group

Sources: US Census 2000, DTC, New Castle County Land Use, Cecil County Department of Planning

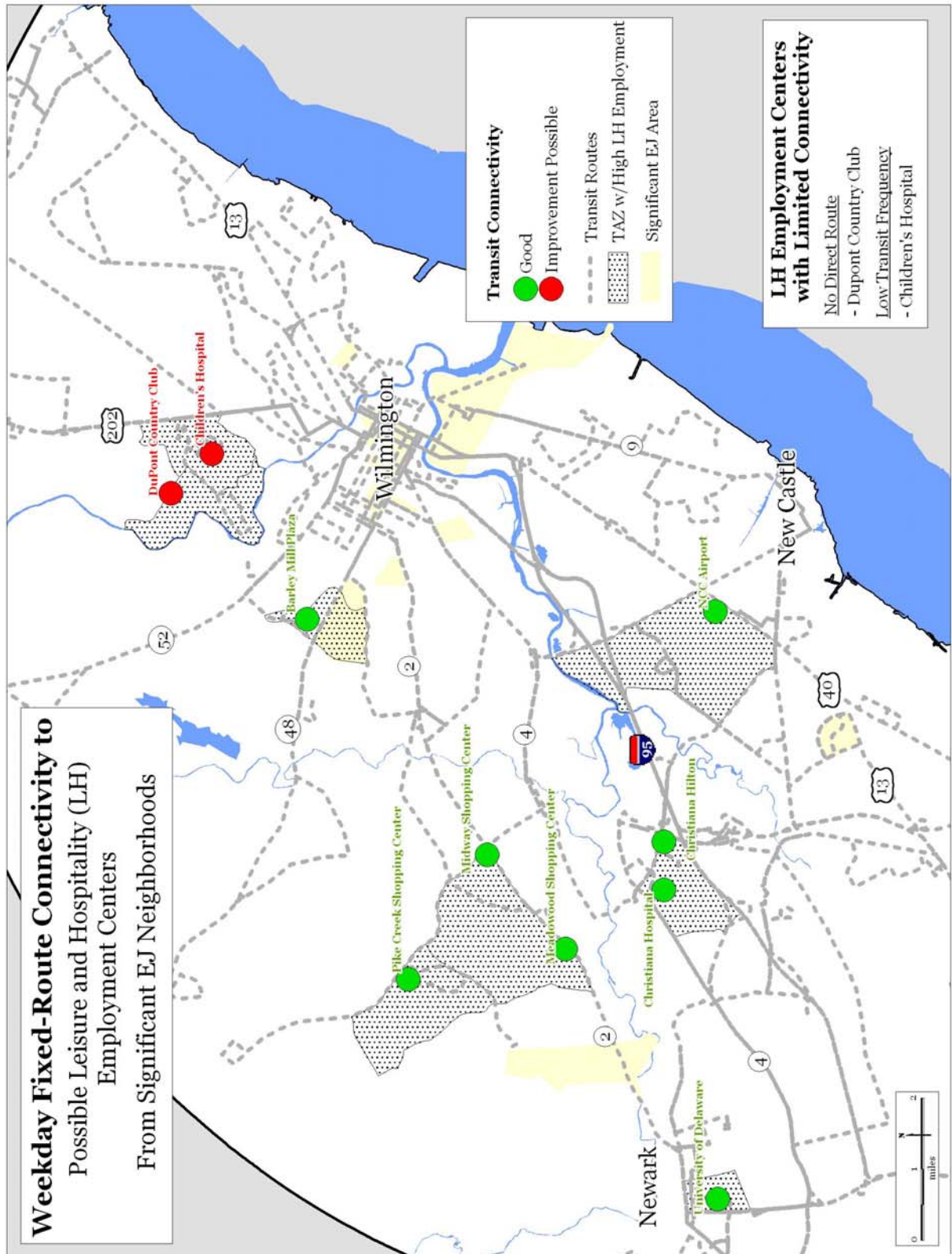
## **Employment Connectivity and Accessibility on Fixed-Route Transit**

EJ neighborhoods should have excellent transit connections to low-income employment centers. In this analysis, we measure the connectivity of fixed-route transit between low-income employment hubs and significant low-income and minority neighborhoods. As with bus stop accessibility, areas in need of improvement were uncovered.

We began the analysis by identifying Traffic Analysis Zones (TAZs) with high levels of employment in the Leisure and Hospitality (LH) sector, or the Trade, Transportation and Utility (TTU) sector. According to data from the Bureau of Labor Statistics, workers in those two sectors earned the lowest average hourly wage in the Wilmington metropolitan region. Parcel data were then overlaid against the TAZs to qualitatively identify generators (hotels, hospitals, retail, etc.) of that employment. These became our employment centers. Finally, the connectivity to these centers and significant EJ neighborhoods via the fixed-route transit network was measured.

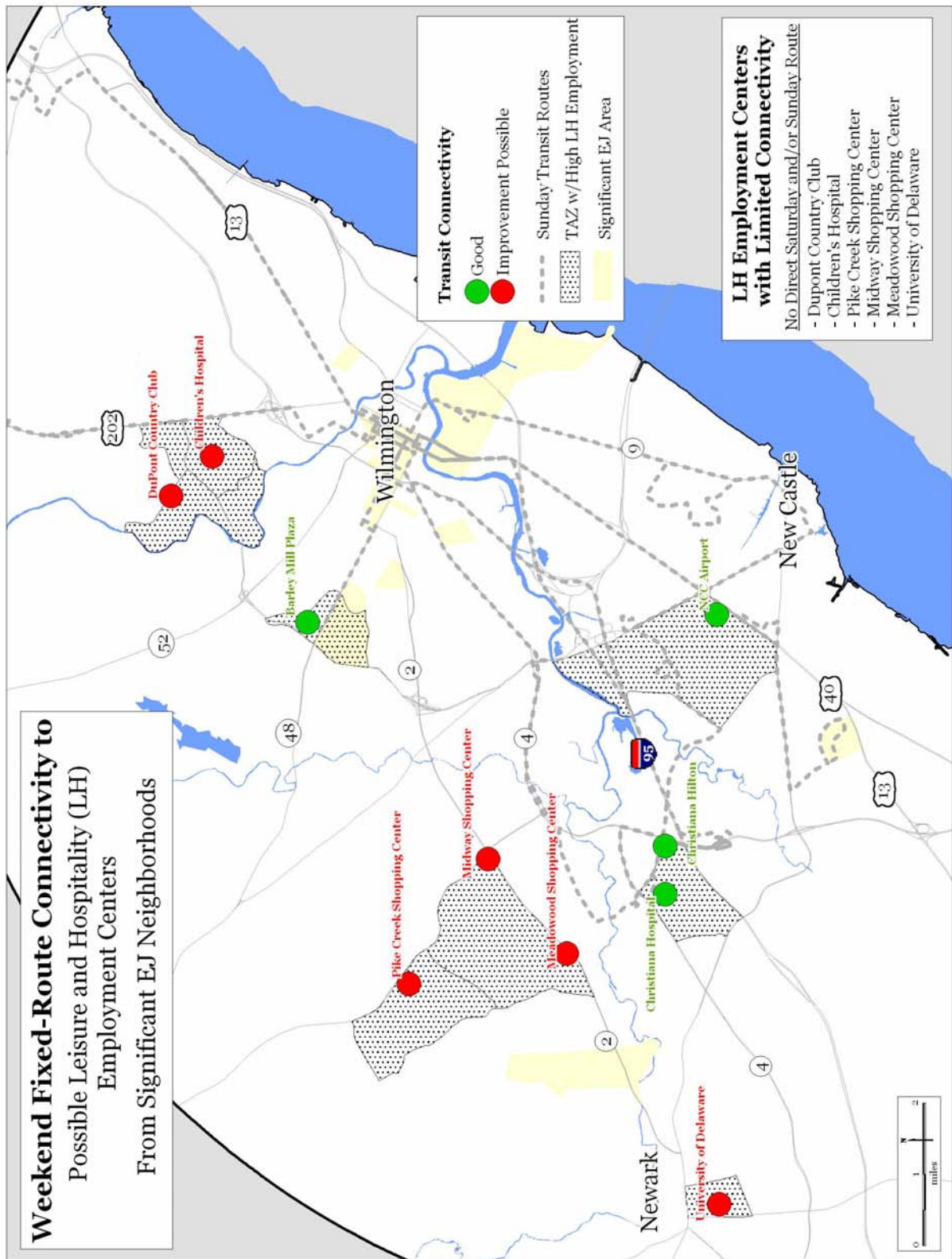
Maps 8 through 11 illustrate fixed-route transit's connectivity to low-income employment generators. Weekday and weekend service were considered separately. In general, most of these major employment centers showed good transit connectivity (represented as green circles on the maps). Others, however, could use some improvement (shown as red circles). In the case of the DuPont Country Club, a leisure and hospitality employment generator northwest of Wilmington, no direct service is available. Workers at the club wishing to take a bus to work could take the Route 28 from downtown Wilmington, but the nearest stop is nearly a one mile walk from the front entrance of the club.

**Map 8**

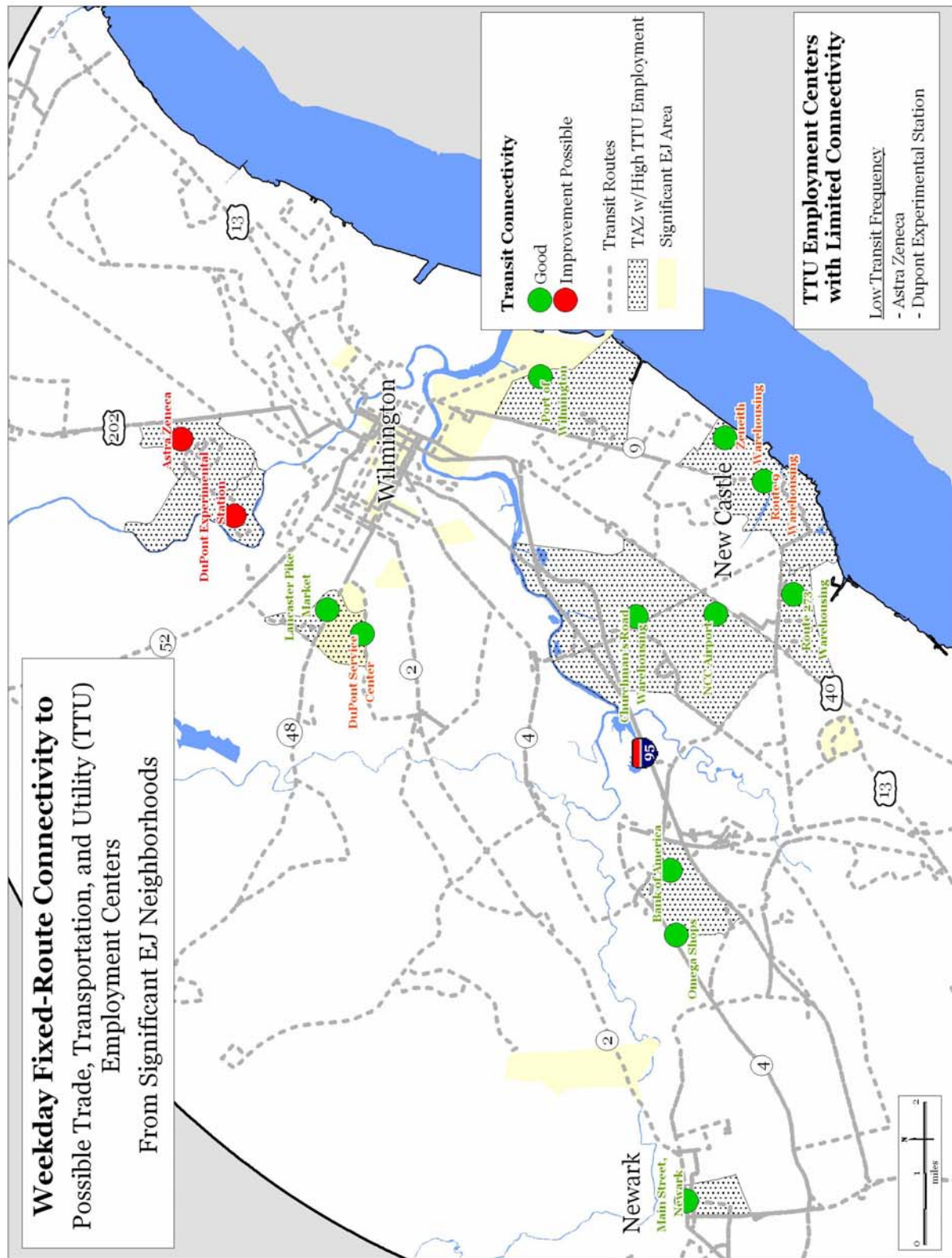


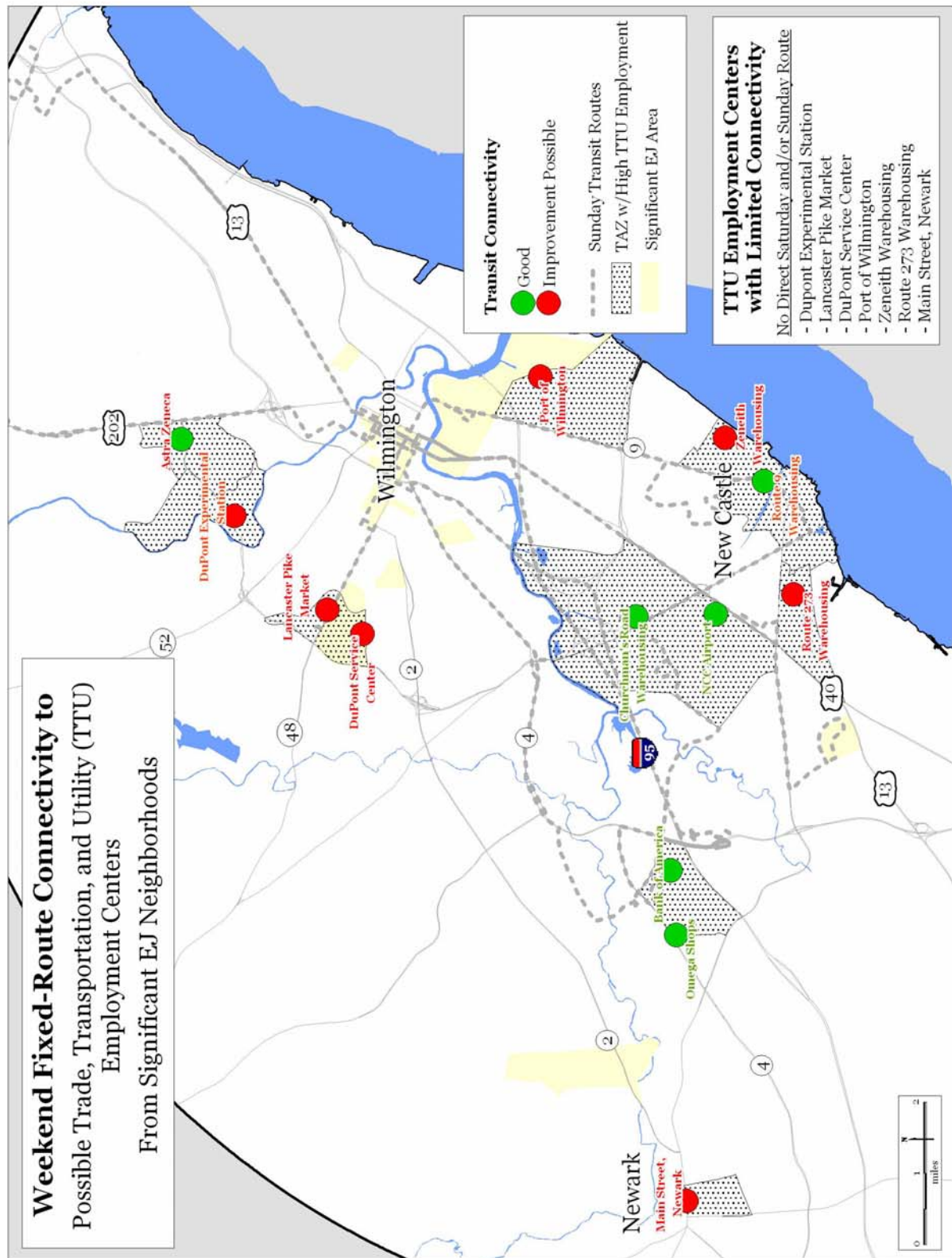


**Map 9**



## Map 10



**Map 11**

Other employment centers suffered from low transit frequencies and lack of service on Saturdays or Sundays. Children's Hospital, northwest of Wilmington, was found to have low transit frequencies. The number of trips busses made along this route in a given hour was below the county average. Other employment centers were found to lack Saturday and/or Sunday service, restricting transit-dependent workers to the standard workweek. The Pike Creek Shopping Center and Zenith Warehousing, among others, fell into this category.

Employment centers identified on the maps for improvements should be examined in closer detail to determine if adjustments to the bus system are warranted to improve accessibility.

### **Supermarket Connectivity and Accessibility on Fixed-Route Transit**

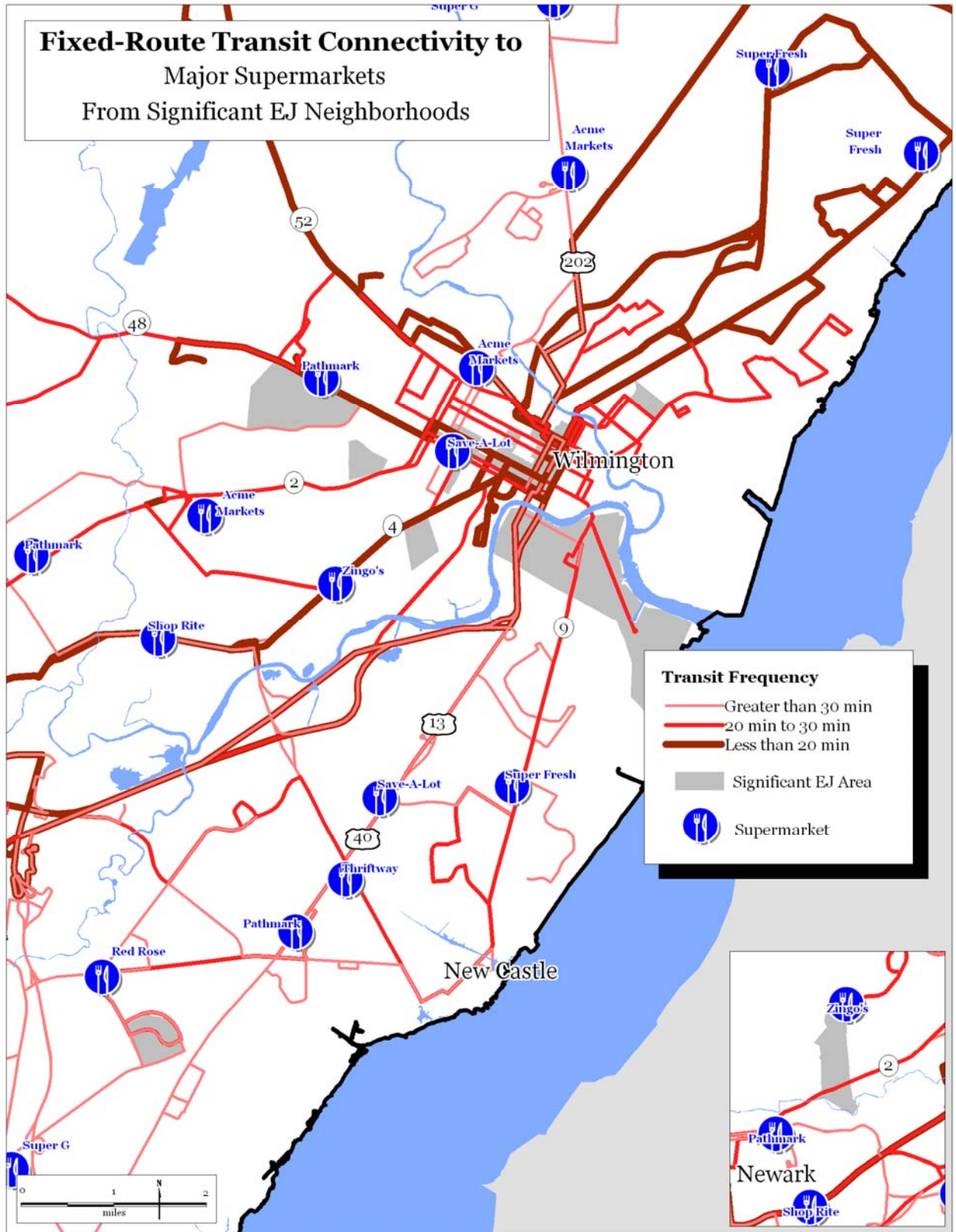
As shown in map 12, suburbanization has resulted in the geographic dispersion of major supermarkets, often far from EJ neighborhoods. Left behind are small corner grocery stores, with a more limited selection and often higher prices. It is thus important that residents of EJ neighborhoods have solid fixed-route transit connectivity to these major food centers.

For this analysis, we first looked at each significant EJ neighborhood individually, overlaying the transit routes which passed through it. Routes which serviced one or more of our region's supermarkets were flagged. Accessibility to those route's stops within the EJ area were determined, as well as the frequency of the bus service, the existence of Saturday service, and finally the number of daily runs and the average travel time from the identified EJ neighborhood to the supermarket. Accessibility from the bus stop nearest to the supermarket to its front entrance was also considered.

On the whole, we found good transit connectivity between significant EJ neighborhoods and supermarkets. Most routes servicing the stores operated at above average frequencies (one bus every 30 minutes) and no EJ neighborhood was more than 20 minutes from a supermarket by bus. For a full tabular breakdown of these data, please see the appendix.



**Map 12**



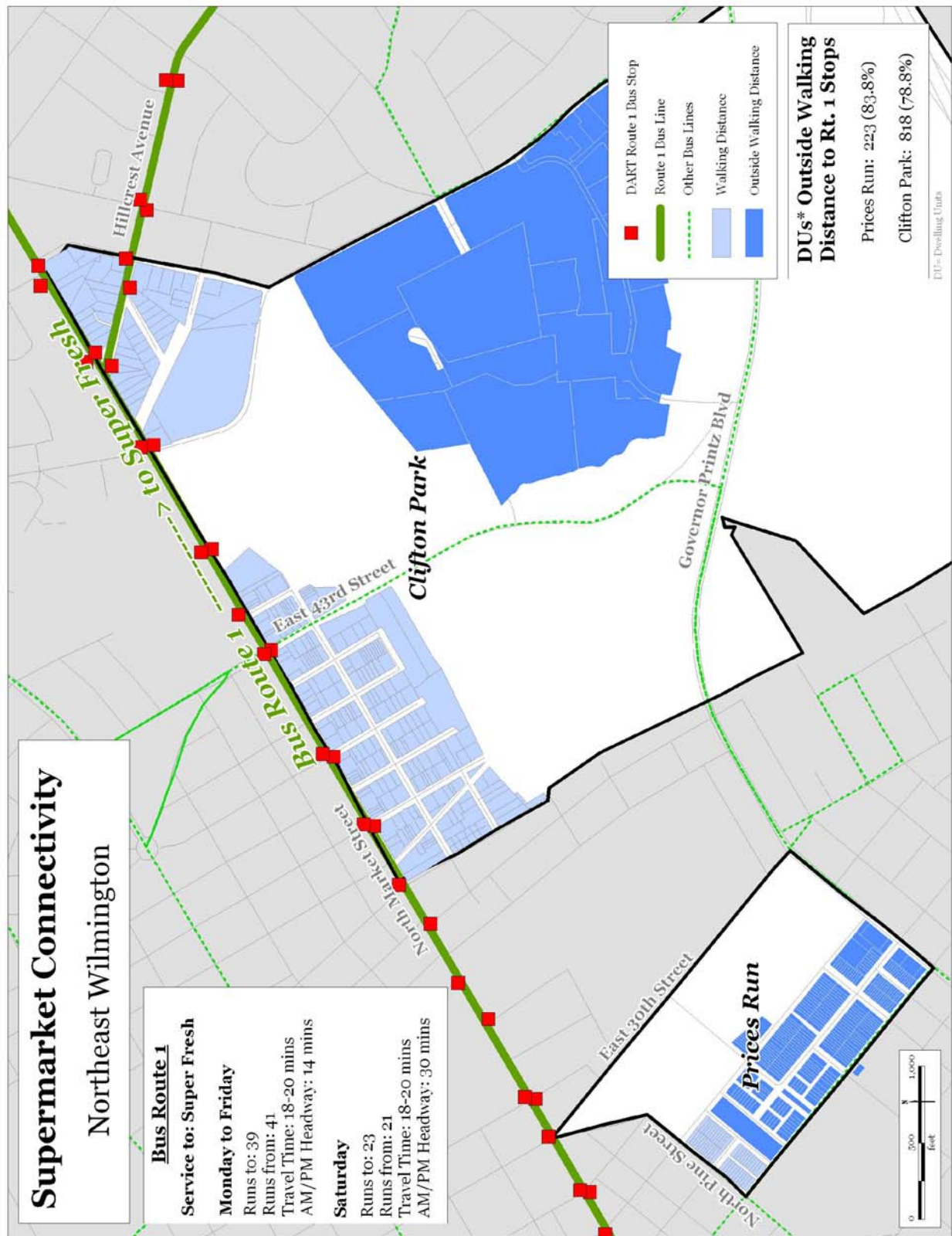


The Save-A-Lot in Wilmington, along with other major regional supermarkets, had good transit connectivity.

A few problem areas were uncovered, however, when walking distance to a route's bus stops was considered. As shown on Maps 13 and 14, over 1,500 dwelling units in three significant EJ neighborhoods were outside walking distances to bus routes accessing major grocery stores. Bus Route 1 provides service to the Super Fresh supermarket northeast of Wilmington. However, only a handful of the dwelling units in the EJ areas of Prices Run (significant) and Clifton Park (moderate) are within walking distance to this route's stops along North Market Street. This forces the residents of the over 1,000 dwelling units (dark blue) to walk further than reasonable to reach a Route 1 stop, or to take more than one bus to reach a major grocery store. Most residents of Alban Park, as shown earlier, are also outside of acceptable walking distance to bus stops. Over 500 dwelling units are out of reach of stops along the Routes 5 and 9, which serve three major supermarkets in the region. Walking issues can also be found at the destination point itself. For example, the nearest stop to the Super G supermarket, on US 40, is nearly a half mile from the store's entrance.

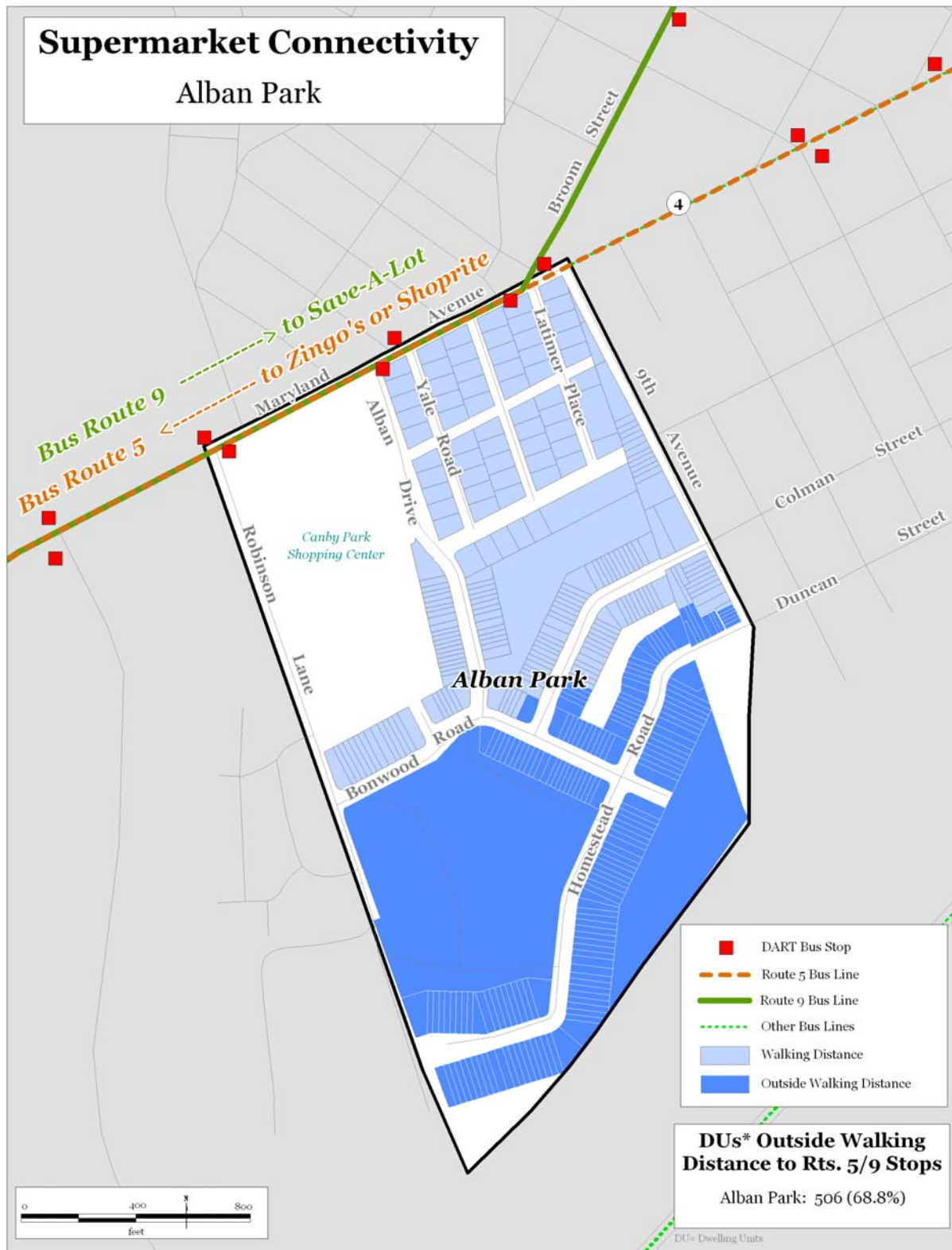
These problem areas should be explored in greater detail to see if additional bus stops or adjustments to the bus route network are warranted.

Map 13





Map 14



## Paratransit's Impact on Environmental Justice

The economic sustainability of Delaware's Paratransit system was questioned in the *2007 Transportation Justice (TJ) Report*. An ongoing demographic shift, coupled with liberal acceptance standards have resulted in booming Paratransit ridership throughout the State. While Paratransit is a positive benefit for the riders and their friends and families who utilize the service, its unchecked expansion limits necessary improvements to other forms of transit. This places fixed-route riders—many of whom are members of Environmental Justice communities—at a disadvantage.

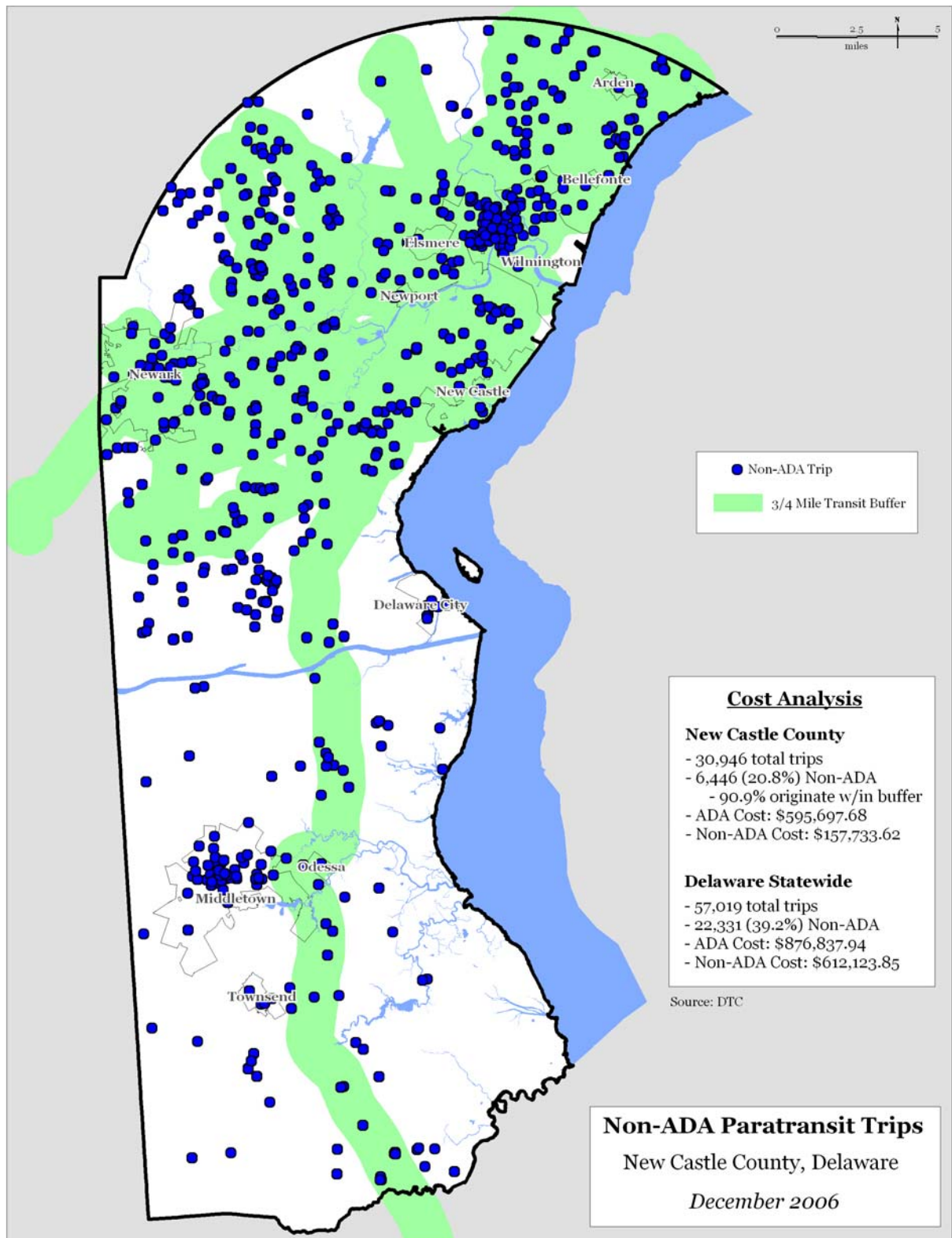
Projections indicate that the over-65 and disabled contingent of our region's population is expected to surge. By 2030, seniors may account for nearly 21% of our community, up from 11% in 2000. In raw numbers, that is almost 86,000 new elderly residents—about today's size of the cities of Wilmington and New Castle and towns of Bellefonte, Elsmere, and Newport combined. As disability rates increase drastically with age (National Organization on Disability 2004), we can also expect to see more disabled persons. One outcome of this demographic shift is greater demand for Paratransit services.

Increased demand becomes problematic if the economic burden of the Paratransit system is considered. The average Paratransit trip requires over six times the subsidy of a fixed-route trip. In 2007, the average New Castle County Paratransit trip cost was \$26.57<sup>9</sup>, while a fixed-route trip was \$4.05. Riders on both services, however, are charged a similar fee. In 2007, the fixed-route rider paid just over \$1 while the Paratransit rider was charged \$2. Given our historically low transit funding (see graph 1), the end result is that more and more of DART's limited budget is siphoned to meet Paratransit demands. It is estimated that between 30-40% of the transit agency's operations costs are associated with Paratransit, though its riders account only for a fraction of total ridership.

WILMAPCO's *2030 RTP* and *2007 TJ Report* listed several possibilities for restructuring Paratransit. Limiting the service to the Americans with Disabilities Act (ADA) service area (within  $\frac{3}{4}$  of a mile of existing fixed-transit route), would be optimal. In our region, this would restrict trips primarily to the I-95 corridor in northern New Castle County, the core of DART's service area. Another option would be a new fare schedule, with premium fees for trips located outside the ADA area. Medical trips and commuter trips could be prioritized during peak service hours. A system of scheduled trips for those of lower priority outside the ADA service area might also be created. This may increase efficiency and on-time performance for Paratransit riders, and facilitate service expansion for fixed-route patrons. For this report, we more closely analyzed the financial savings of restricting non-ADA service trips. Map 15 shows the location of all non-ADA

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<sup>9</sup> According to DART, this figure has risen to \$28.97 by August 2008. Owing to longer driving distances in Kent and Sussex Counties, the average statewide Paratransit trip today costs \$30.74.

**Map 15**

trips in New Castle County during December 2006, against a  $\frac{3}{4}$  mile buffer of the fixed-route system. In order to qualify as only ADA-compliant, a trip must originate and terminate within the buffer. Dots outside the buffer immediately were designated as a non-ADA trip, as they originated outside, while non-ADA dots inside terminated outside the buffer. During the test month, we found that over 20.8% of trips exceeded the ADA requirement in New Castle County, a cost of over \$157,000. Statewide, non-ADA trips accounted for nearly 40% of all Paratransit trips in December 2006—a total cost of over \$612,000. Extrapolating these data<sup>10</sup>, restricting non-ADA Paratransit trips now would save the State of Delaware hundreds of millions of dollars during the next few decades.

Saved Paratransit funding should be directed (back from the State) into providing a better fixed-route service, one with dedicated Sunday trips, better overall frequencies and more destinations. Dollar for dollar, thousands more residents (many with limited incomes) would benefit from an enhanced fixed-route service, as connectivity to jobs, shopping and medical care improves. The current one-year pilot Sunday bus service came at a cost of \$1.8 million for one year. If our test month figure is extrapolated to one year, the cost of non-ADA trips rests well above \$7 million.

By restricting non-ADA Paratransit trips and injecting the savings into the fixed-routes, our system could be improved in a number of ways. Below are 2007 cost estimates from the Federal Transit Administration (FTA)<sup>11</sup> on new buses, by type:

- *Ultra Low Sulfur Diesel (ULSD)*: \$319,709
- *20% Biodiesel and 80% Fossil Diesel (B20)*: \$319,709
- *Compressed Natural Gas (CNG)*: \$342,366
- *Diesel Hybrid*: \$531,605

At least one new fully-functioning bus route could also be funded by the saved funding. While DART data were unavailable, the Southeastern Pennsylvania Transportation Authority (SEPTA) estimates that the average<sup>12</sup> annual cost of a Center City Philadelphia bus route is \$5.325 million. Additionally, funding could be directed to hire new transit operators. The average SEPTA bus driver earns \$51,900 a year.

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<sup>10</sup> According to DART, due to the holiday season, December's Paratransit ridership is traditionally far below the annual average. Thus extrapolating our savings figure of \$612,000 by year or decade is decidedly conservative, especially considering forecasted growth in the service.

<sup>11</sup> FTA figures come from the report *Transit Bus Life Cycle Cost and Year 2007 Emissions Estimation*. Bus purchase price cannot be extended significantly into future because changing production numbers and changing technology will alter future costs.

<sup>12</sup> This "average bus route" has 12 vehicles on it, goes for 45,200 vehicle hours and travels 441,700 miles. It carries 6,470 passengers per day who travel an average of 3.3 miles and has a cost recovery ratio of 38%.



## Pathway and Bike Route Accessibility

Like transit, a high percentage of our region's low-income and minority residents utilized walking as their primary mode of transportation. Surprisingly few residents (zero in significant EJ neighborhoods), however, biked into work. In this analysis, we measure the number of dwelling units outside ¼ mile (acceptable walking distance) of pathway and bike routes<sup>13</sup>. This infrastructure represents non-motorized routes with cross-regional connections.

Overall, more dwelling units within EJ neighborhoods are within walking distance to an existing or proposed pathway compared to the regional average. About 59% of dwelling-units across the region are outside ¼ mile of an existing or proposed pathway. Comparatively, EJ areas were better served. About 44% of dwelling-units in moderate EJ areas and 57% in significant EJ neighborhoods were outside walking distance.

The same was true regionally for bike routes. Just about 44% of dwelling units across the region were a distance of ¼ mile or more from an existing bike route. The same was true for only 30% of moderate EJ neighborhoods and 11% of significant EJ neighborhoods.

As with our analysis of bus stop accessibility, however, differences emerge when each EJ neighborhood is explored individually. Tables 6 through 8 list EJ areas with a higher than average percentage of dwelling units outside walking distance to a pathway or bike route. All locations listed below should be examined for connections to our pathway and bikeway networks.

**Table 6: Significant EJ Areas with a High Percentage of Dwelling Units Outside Walking Distance to a Pathway**

Area	Tract	BG	Outside 1/4 mile of a pathway
Hilltop (South)	002200	3	100%
Hilltop (North)	002200	4	100%
Hilltop (Central)	002300	1	100%
Hilltop (West)	002300	2	100%
West Center City (North)	001600	3	100%
Chestnut Run	012200	2	100%
Melrose Place	013700	2	99%
St. Paul	002200	2	97%
West Center City (South)	002100	1	84%
Hedgeville	002600	4	73%
Silverbrook Gardens	012300	1	62%

BG= Block Group

Sources: US Census 2000, WILMAPCO

<sup>13</sup> Pathways are as identified by WILMAPCO in the New Castle County Greenway Plan and, in Cecil County, as defined by the East Coast Greenway Plan and the county's municipal comprehensive plans. Bike routes in New Castle County are as identified by DelDOT. In Cecil County, they are roadways with the best biking conditions as determined by Maryland's State Bicycle Map.

**Table 7: Moderate EJ Areas with a High Percentage of Dwelling Units Outside Walking Distance to a Pathway**

Area	Tract	BG	Outside 1/4 mile of a pathway
Cool Spring (North), Wilmington	001500	1	100%
Cool Spring (South), Wilmington	002200	1	100%
Millcreek Mobile Home Park	013609	4	100%
Minquadale (North)	015600	1	100%
Minquadale (South)	015600	2	100%
Presidential Towers, North Wilmington	010101	1	99%
Pleasantville, Greater New Castle	015000	1	97%
South Middletown	016802	1	92%
Knollwood, North Wilmington	010101	2	92%
Cool Spring (West), Wilmington	001400	1	85%
Galloway Court, Greater New Castle	016303	1	83%
Sparrow Run, Bear	014902	1	68%
Lakecroft, Bear	014903	4	67%

BG= Block Group

Sources: US Census 2000, WILMAPCO

**Table 8: EJ Areas with a High Percentage of Dwelling Units Outside Walking Distance to a Bike Route**

Area	Tract	BG	Outside 1/4 mile of a bike route
Elsmere Gardens	012400	4	100%
Central-East Elkton	30400	2	100%
Silverbrook Gardens	012300	1	98%
Kimberton, Greater Newark	014100	3	95%
South-East Elkton	000300	4	87%
Lakecroft, Bear	014903	4	81%
Old Swedes, Wilmington	001700	1	73%
Prices Run (South), Wilmington	000601	1	67%
South Middletown	016802	1	56%
Galloway Court, Greater New Castle	016303	1	55%
Sparrow Run, Bear	014902	1	45%

BG= Block Group

Sources: US Census 2000, DelDOT, MDOT

## Pedestrian and Bicyclist Safety

A safe walking and biking environment is one of the building blocks for creating transportation options in any neighborhood. Accordingly, trends in pedestrian and bicyclist crashes are explored below to gauge safety conditions in EJ areas.

Overall, despite a regional decrease in pedestrian and bicycle crashes, our identified areas still suffer a disproportionate amount of crashes, as shown in Table 9. Between 2000 and 2006, 40% of all county-wide pedestrian and bicycle crashes occurred in moderate and significant EJ areas—26% and 14%, respectively. These statistics indicate that pedestrians and bicyclists in EJ neighborhoods face a much greater risk of collision than elsewhere in the county. This follows national trends in pedestrian fatalities, attributed to more walkers in EJ communities interacting with often heavy automobile traffic (Sanchez and Brenman 2007). Projects which improve non-motorized safety in EJ areas should receive priority.

**Table 9: 2000-2006 Pedestrian and Bicycle Crashes**

Year	NCC	All EJ Areas	% in EJ
2000	363	159	43.8%
2001	313	132	42.2%
2002	260	101	38.8%
2003	237	106	44.7%
2004	275	99	36.0%
2005	214	77	36.0%
2006	293	118	40.3%

NCC = New Castle County, Delaware  
Sources: DelDOT, US Census 2000

Most non-motorized crashes occur at intersections. Table 10 lists the ten most dangerous intersections within EJ areas. All are located either within or next to the City of Wilmington. These intersections warrant the exploration of safety improvement projects and additional measures that will level the unbalanced risks for injury, eliminate conflicts at critical intersections, and create safe and pleasant places for non-motorized means of travel.

**Table 10: Top Ten Intersection Crashes in Significant EJ Areas from 2000 to 2006**

Rank	Intersection	Significant EJ Area	Pedestrian	Bicycle	Total
1	4th St. and Harrison St.	Hilltop (North)	10	3	13
2	Monroe St. and 4th St.	West Center City (South)	7	1	8
3	4th and King St.	Downtown	6	1	7
4	4th St. and Dupont St.	Hilltop (West)	6	1	7
5	4th St. and Clayton St.	Hilltop (West)	6	1	7
6	4th St. and Franklin St.	Hilltop (North)	6	1	7
7	11th and Washington St.	Downtown	5	1	6
8	Madison and 4th St.	West Center City (South)	5	1	6
9	4th St. and Connell St.	Hilltop (North)	4	2	6
10	Lancaster Ave and Court Dr.	Chestnut Run	6	0	6

Source: DelDOT, US Census 2000

## Walkability

Low-income and minority neighborhoods, like all neighborhoods, should support solid non-motorized access to institutions (such as shops and schools,) local parks and transit stops. Unfortunately, many in our region do not. Providing fluid, relatively inexpensive connectivity encourages the use and safety of alternative forms of transportation, and supports healthier communities. For our EJ populations, improved pedestrian and bicycle connections are even more vital. As shown earlier, low-income and minority groups rely much more heavily on walking as a primary source of transportation.

For this analysis, staff visited<sup>14</sup> our significant<sup>15</sup> EJ neighborhoods to get a sense of their “walkability.” Places where the non-motorized infrastructure was broken (most commonly sidewalks) or missing (such as crosswalks) was noted and mapped. In total, over 500 recommended improvements will be made in this section. These recommendations are listed separately and prioritized (based on our regional pedestrian prioritization network) in the appendix.



Staff visited all significant EJ areas to survey their walkability.

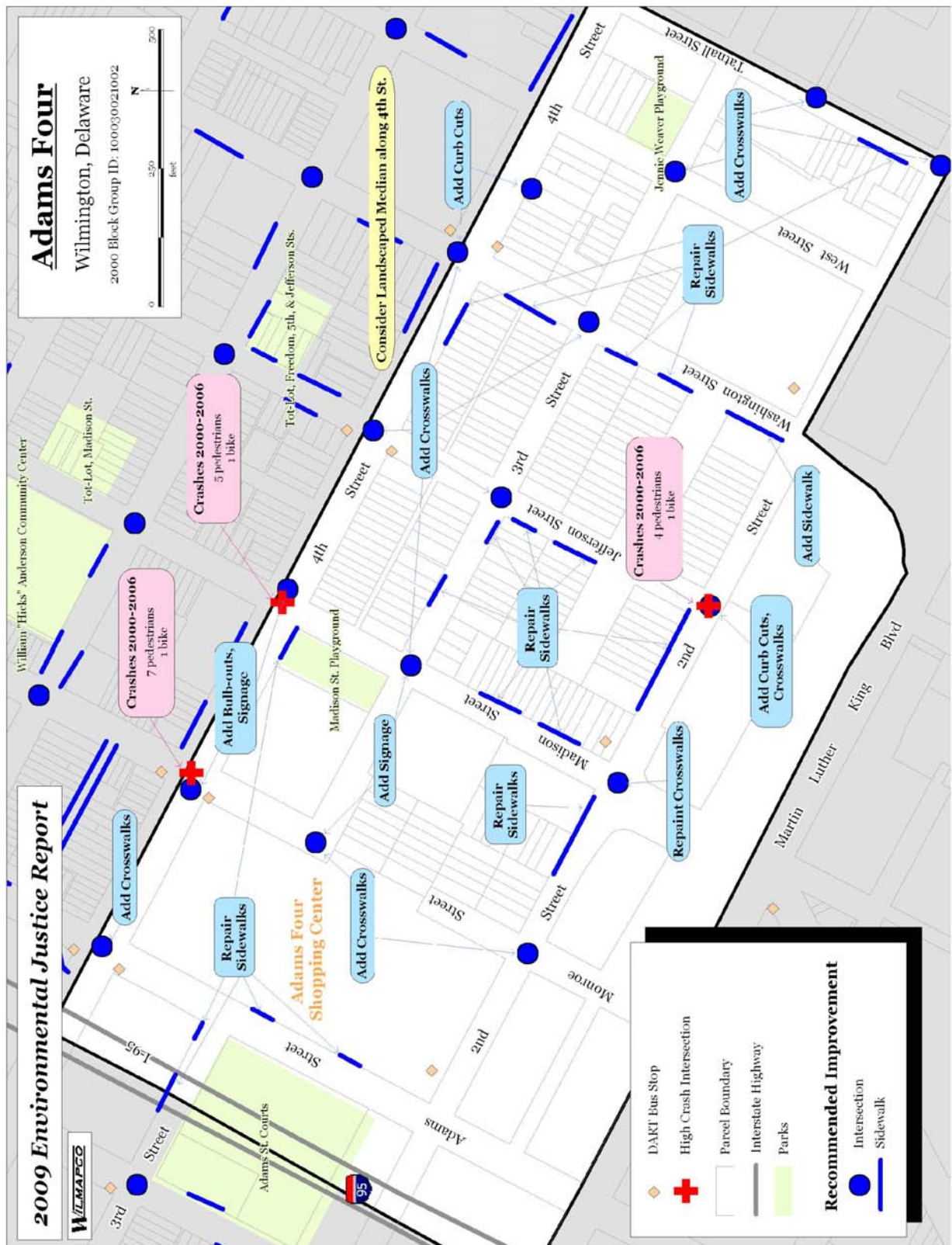
Maps 16 through 35 depict these recommendations, while accompanying pictures illustrate both conditions in the neighborhood and the places of greatest concern.

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<sup>14</sup> Field visits to significant EJ neighborhoods took place during 2008 and 2009. The one exception was the Wilmington neighborhood of Southbridge (East and West). Ongoing WILMAPCO involvement in Southbridge (Walkable Community Report and Circulation Study) had already generated a list of non-motorized recommendations. These will be summarized below in lieu of additional recommendations from this report.

<sup>15</sup> The moderate EJ neighborhood of Clifton Park was originally classified as significant. We have included its walkability analysis in this section.

Map 16





## Adams Four



The hilly Fourth Street, running along the northern edge of Adams Four, is the most dangerous stretch of road for pedestrians in our region. Eight of the top ten intersections with the highest non-motorized crashes in EJ areas fell along Fourth Street. Adding a landscaped median, along with bulb-outs at key intersections (such as at Monroe and Madison Streets), will make conditions far safer.



Non-motorized access to the Adams Four shopping center is generally good. Improvements, such as a bulb-out here along Monroe Street and sidewalk repairs along Adams Street, will make access to this local commercial hub better.

### Adams Four (continued)



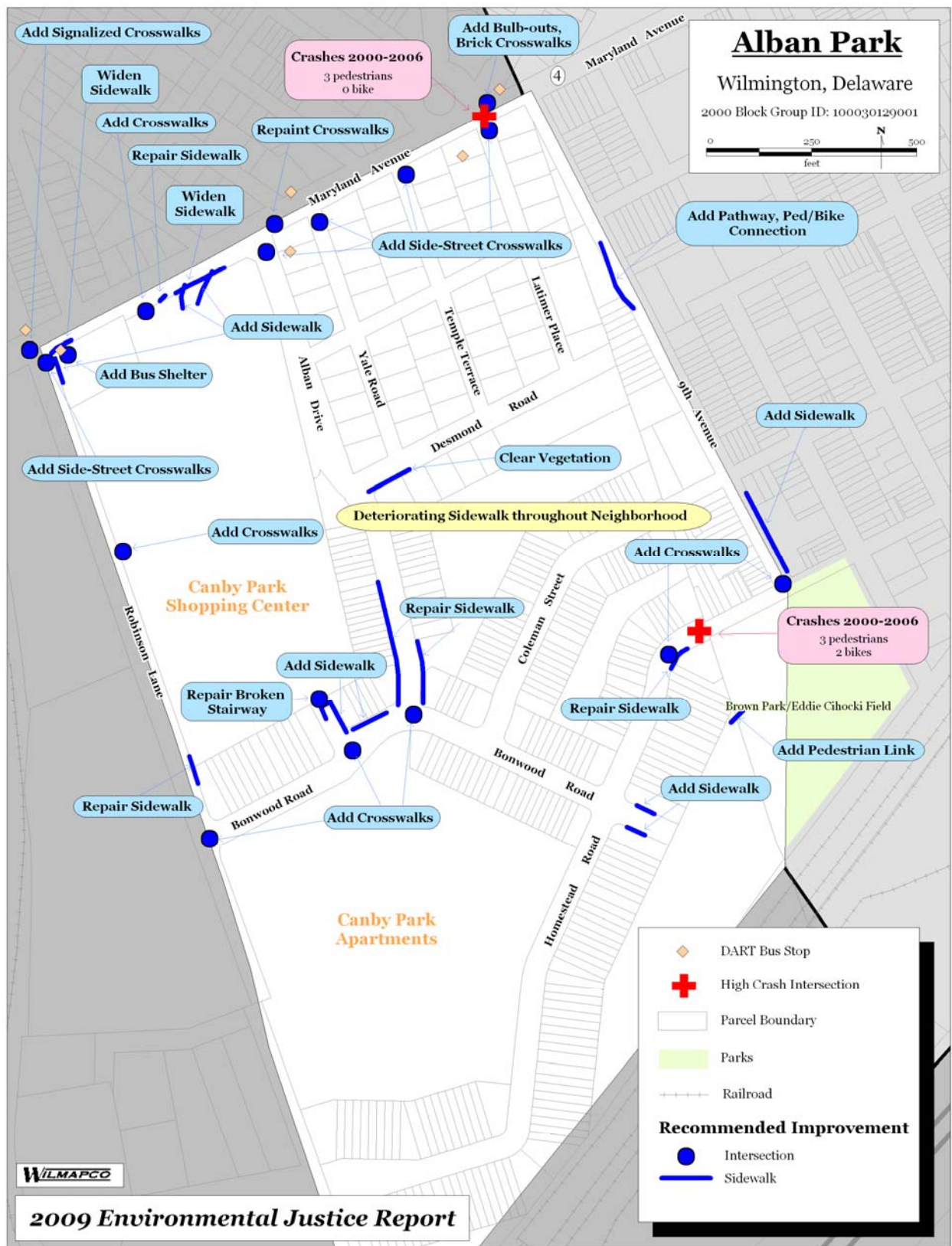
The intersection of Second Street and Jefferson Street has witnessed five pedestrian and bicycle crashes over the past several years. The addition of crosswalks and curb cuts would improve safety conditions.



Many residents around Adams Four are disabled. Adding curb cuts at key intersections, such as Fourth Street at Washington Street, will ease non-motorized travel for these underserved residents.



### Map 17

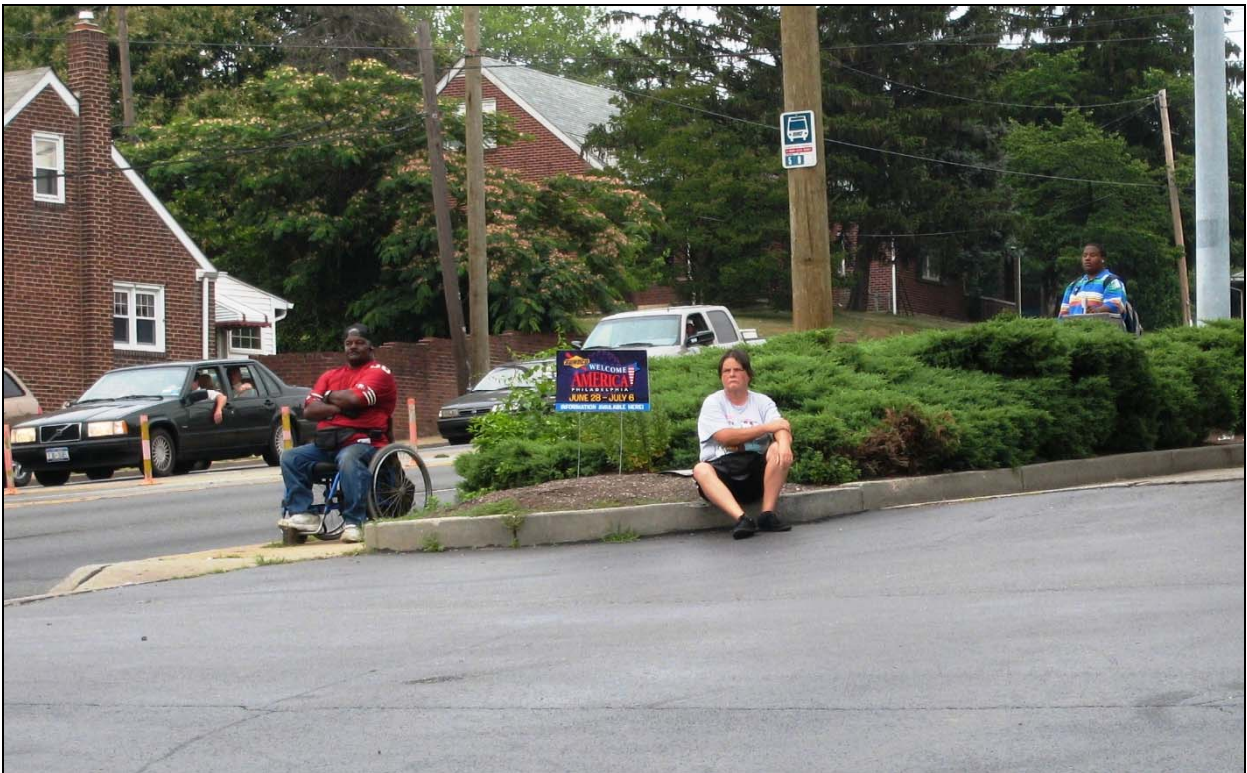




## Alban Park

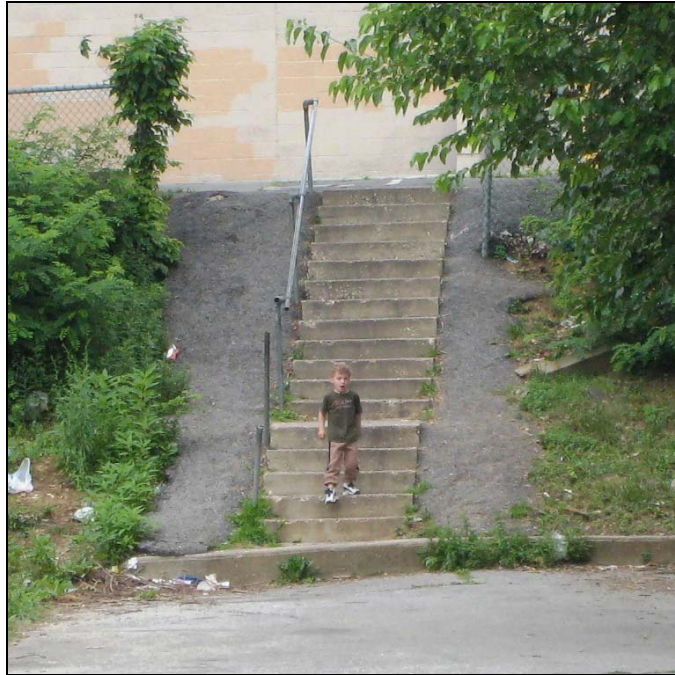


Patches of deteriorated and narrow sidewalk are common in Alban Park. Repaving and widening this stretch of sidewalk along Alban Drive near Bonwood Road would improve safety conditions for walkers.



As shown earlier, accessing the public transit system can be a challenge for residents of Alban Park. Here, along SR 4, patrons have to traverse a gas station's parking lot to reach a bus stop. Once there, inadequate space is provided. Behind the shrubbery is a milk crate used in lieu of a bench or shelter.



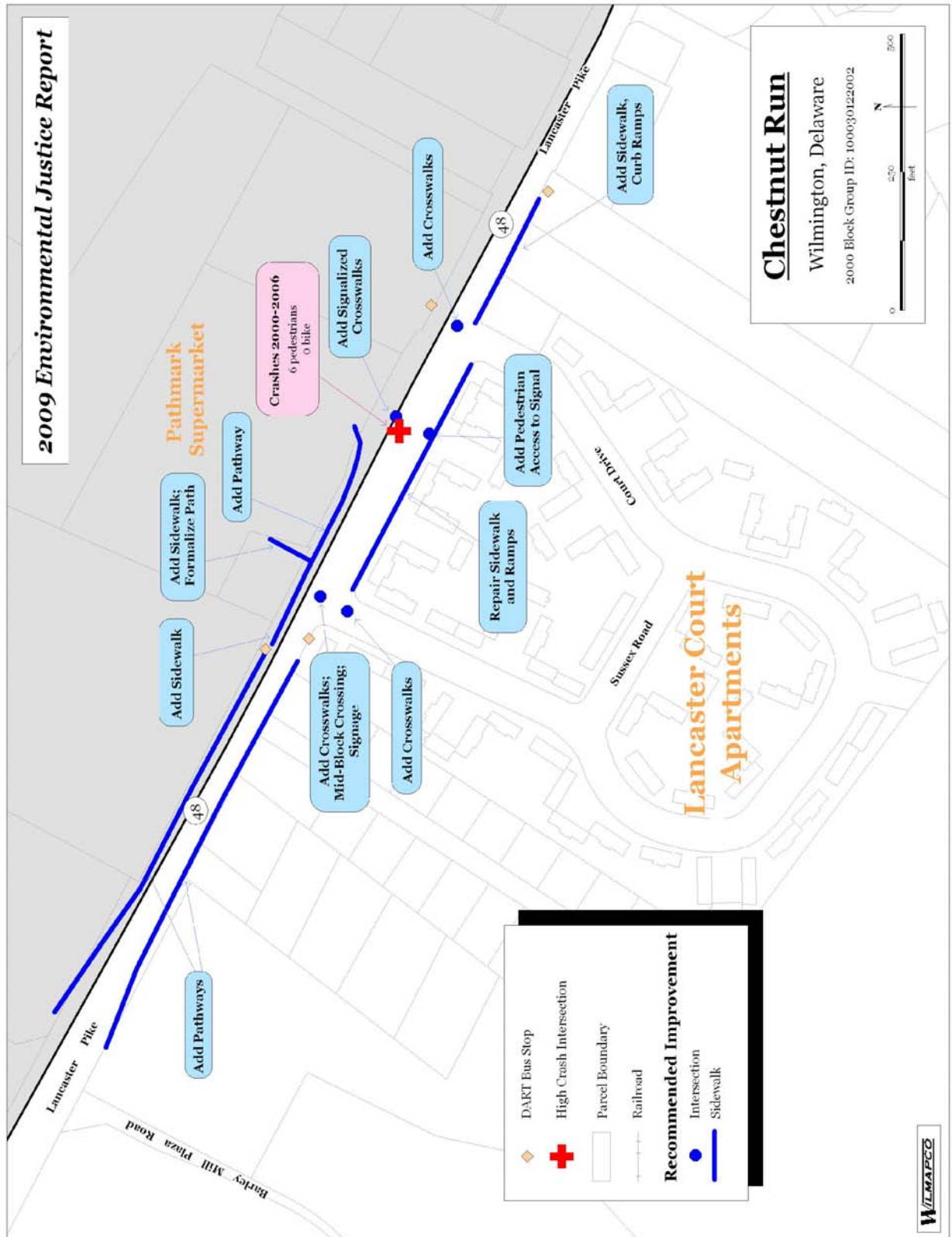
**Alban Park (continued)**

A stairway used by residents to access the Canby Park Shopping Center is in serious disrepair. Adding sidewalk to reach the stairway and making repairs to it will improve safety while encouraging walking.



Repairing sidewalk and adding crosswalks along Ninth Avenue will improve access to Browntown Park.

# Map 18





## Chestnut Run



Crossing SR 48 to reach a local supermarket or westbound bus stops is risky for residents of the Lancaster Court Apartments (to the right) in Chestnut Run. Here, at the western entrance to the apartment complex, no mid-block crossing or signage exists to make a safe crossing.



Lacking a safe crossing, residents still routinely risk crossing the busy highway. Once reaching the other side, they utilize an informal path connecting a gas station to the supermarket. As shown in the picture on the left, these two women placed the child between them before dashing across.

### Chestnut Run (continued)



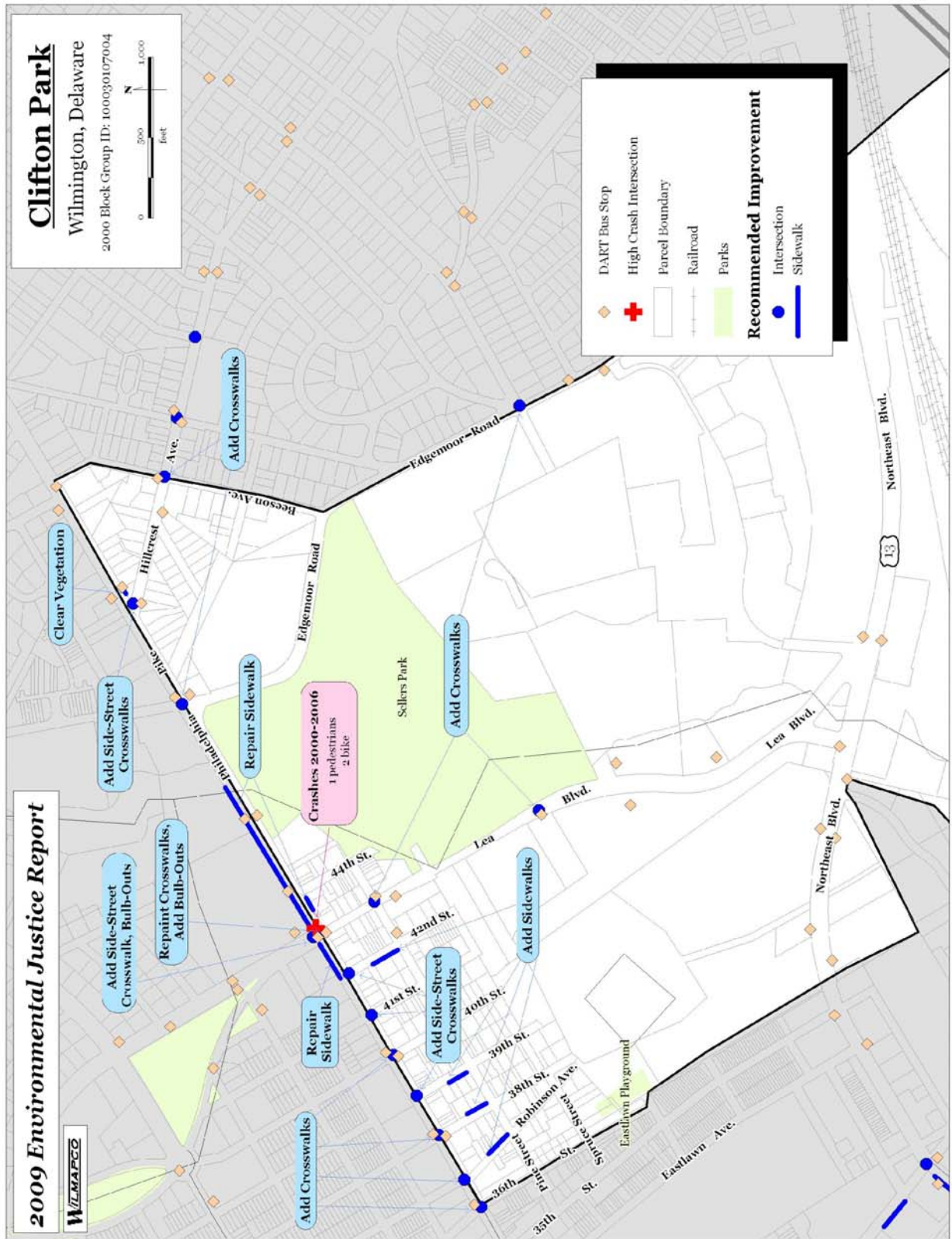
Crossing to the supermarket at the nearest signal is not reasonable, as shown below. Providing pedestrian access to this signal, along with the introduction of signalized crosswalks, will give residents a safer alternative to crossing SR 48.



A deteriorating raised sidewalk, separating the apartment complex from the highway, discourages pedestrian movement. As shown in the picture on the right, the sidewalk and its guardrail actually block access to the signalized intersection.



# Map 19



## Clifton Park



The busy and vibrant Philadelphia Pike, forming the northern border of Clifton Park, suffers from deteriorating sidewalk, broken pedestrian connections and a lack of crosswalks.



Missing sidewalk and parked cars on 39<sup>th</sup> Street (picture on the left) block safe pedestrian access to the shops and businesses on Philadelphia Pike. The picture on the right shows overgrown vegetation blocking sidewalk and signage along Philadelphia Pike, east of Hillcrest Avenue.



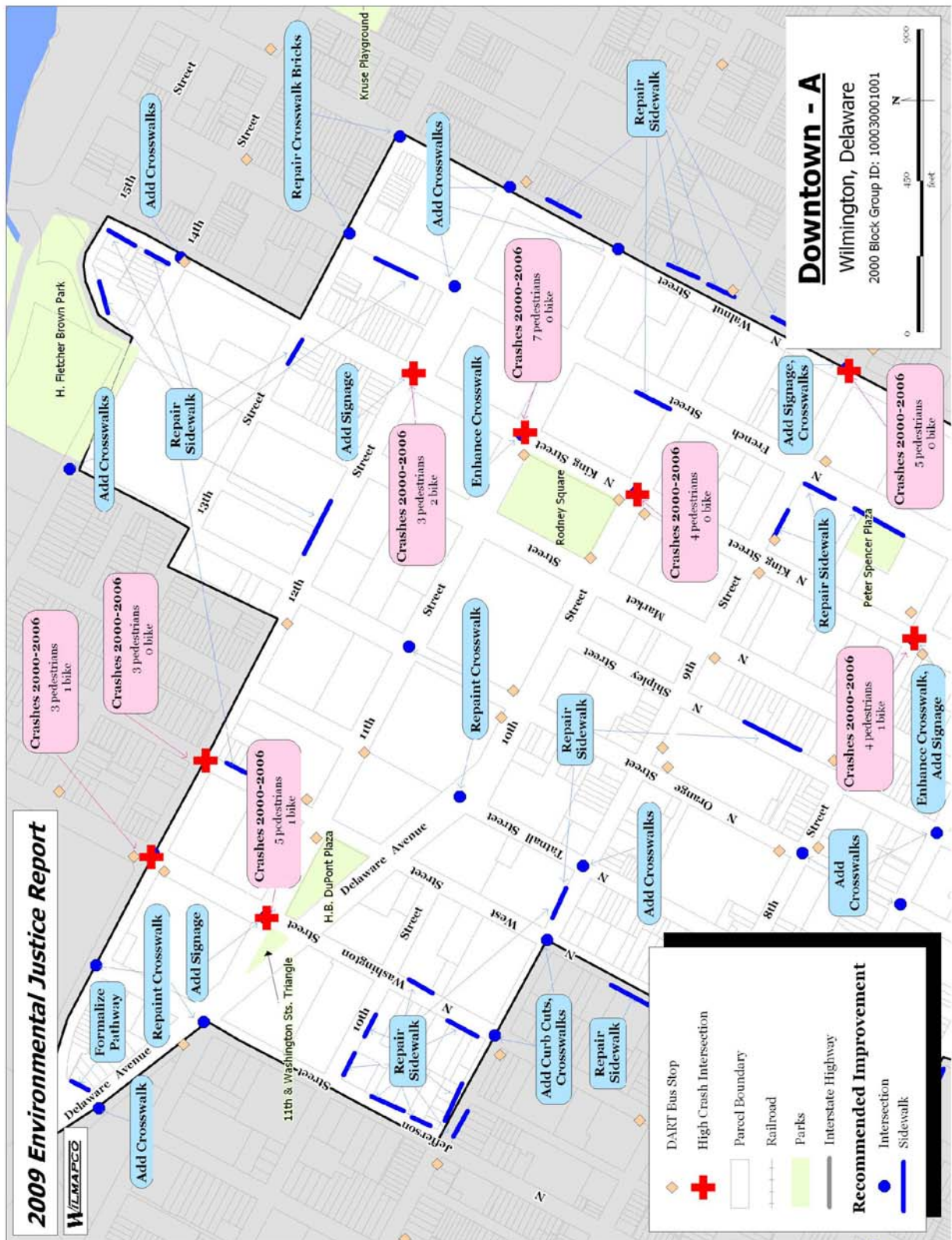
**Clifton Park (continued)**

A pedestrian walks back to her apartment along Lea Boulevard. Running along Seller's Park, this brick pathway boasts a guardrail and pedestrian-scaled lighting.



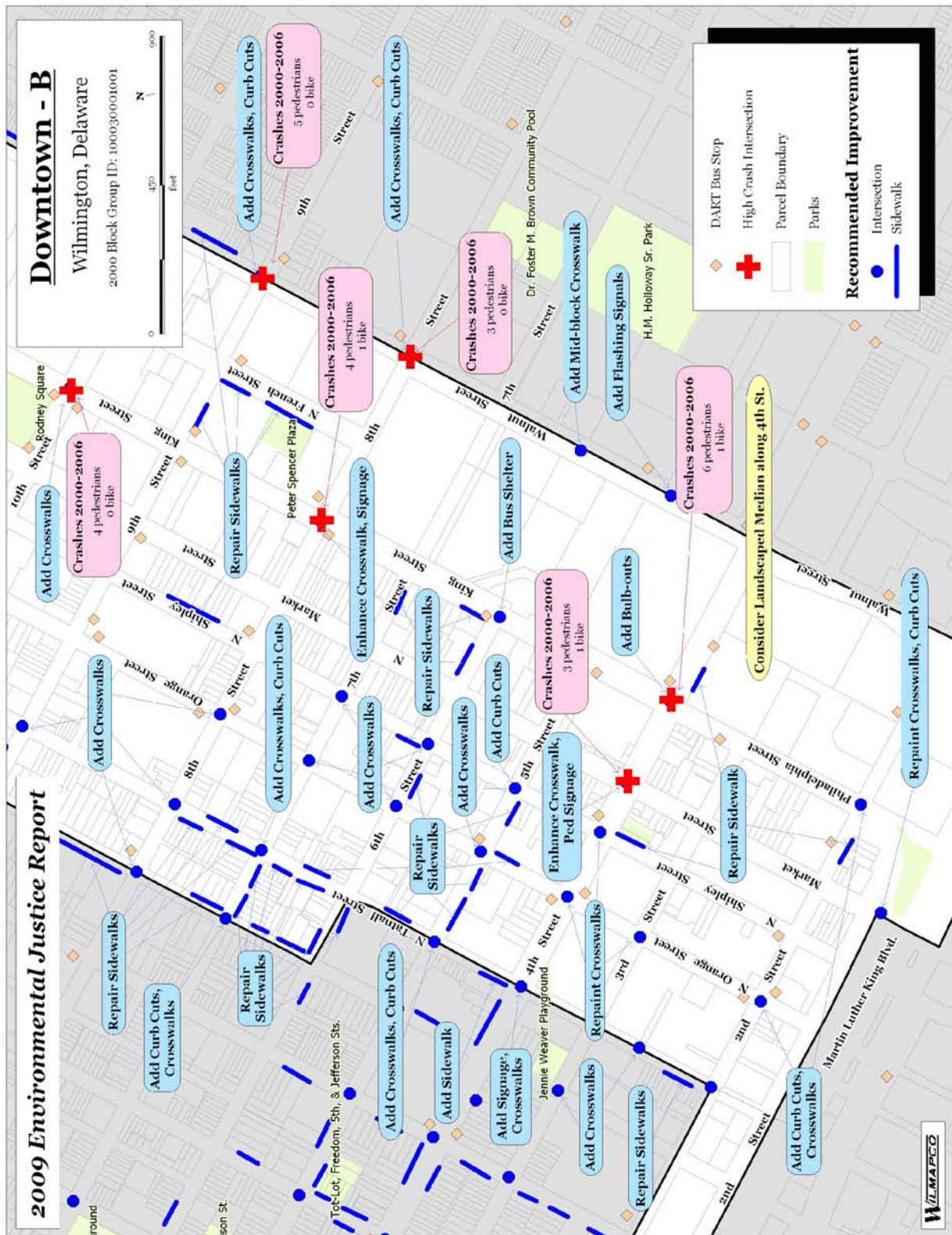
The intersection of Pine Street and Lea Boulevard could use some crosswalks.

# Map 20





## Map 21





## Downtown

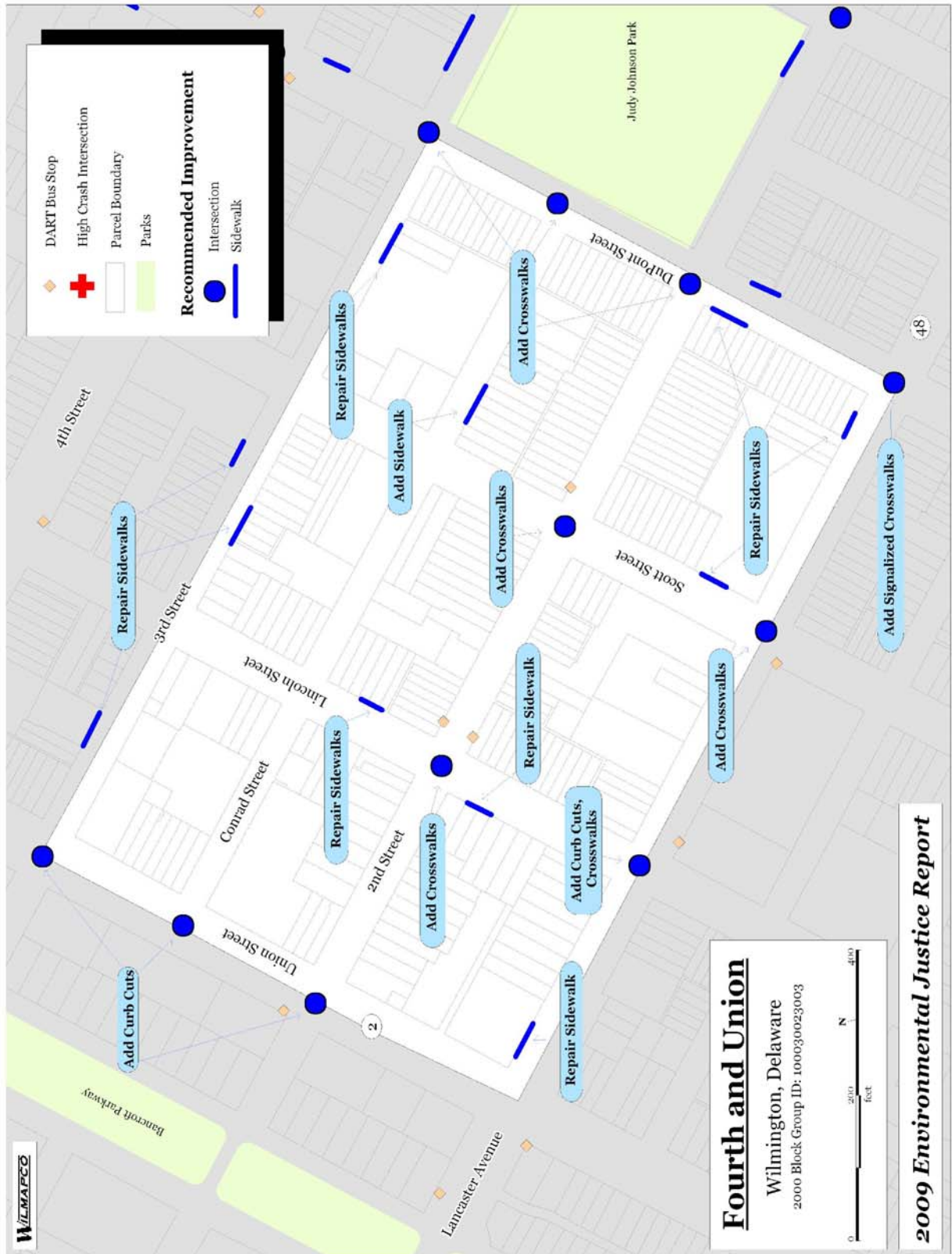


Bulb-outs, like this one at 13<sup>th</sup> Street and Walnut Street, are present at many intersections in the Downtown neighborhood. Bulb-outs work to both slow traffic and improve walkability.



Broken patches of sidewalk are common in the neighborhood, especially near housing.

**Map 22**





## Fourth and Union



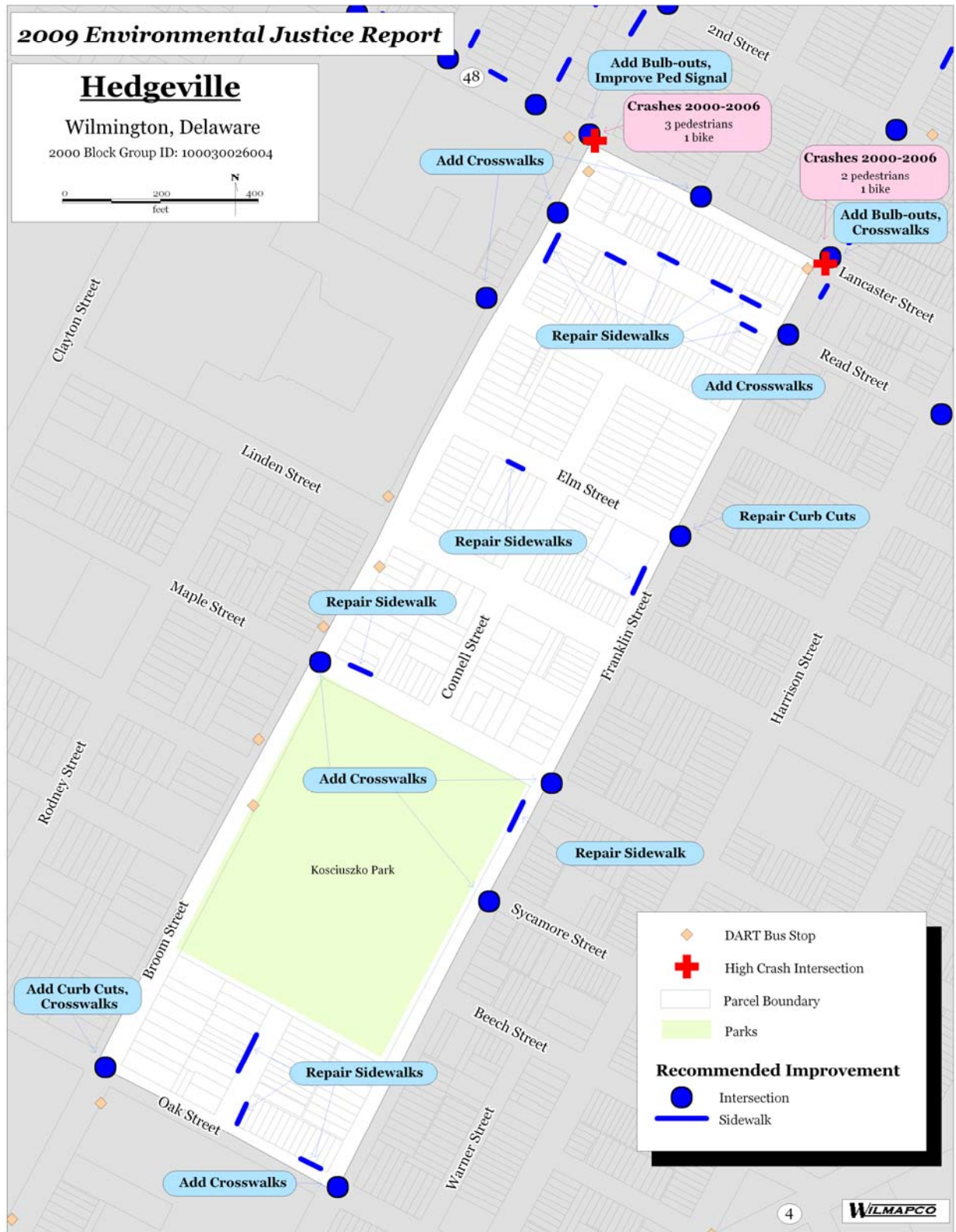
Gaps in sidewalk, such as here along Conrad Street, create unpleasant and unsafe pedestrian conditions.



Auto-repair shops are not always mindful of surrounding pedestrian infrastructure. The photo above shows vehicles blocking off a patch of sidewalk.



# Map 23



## Hedgeville



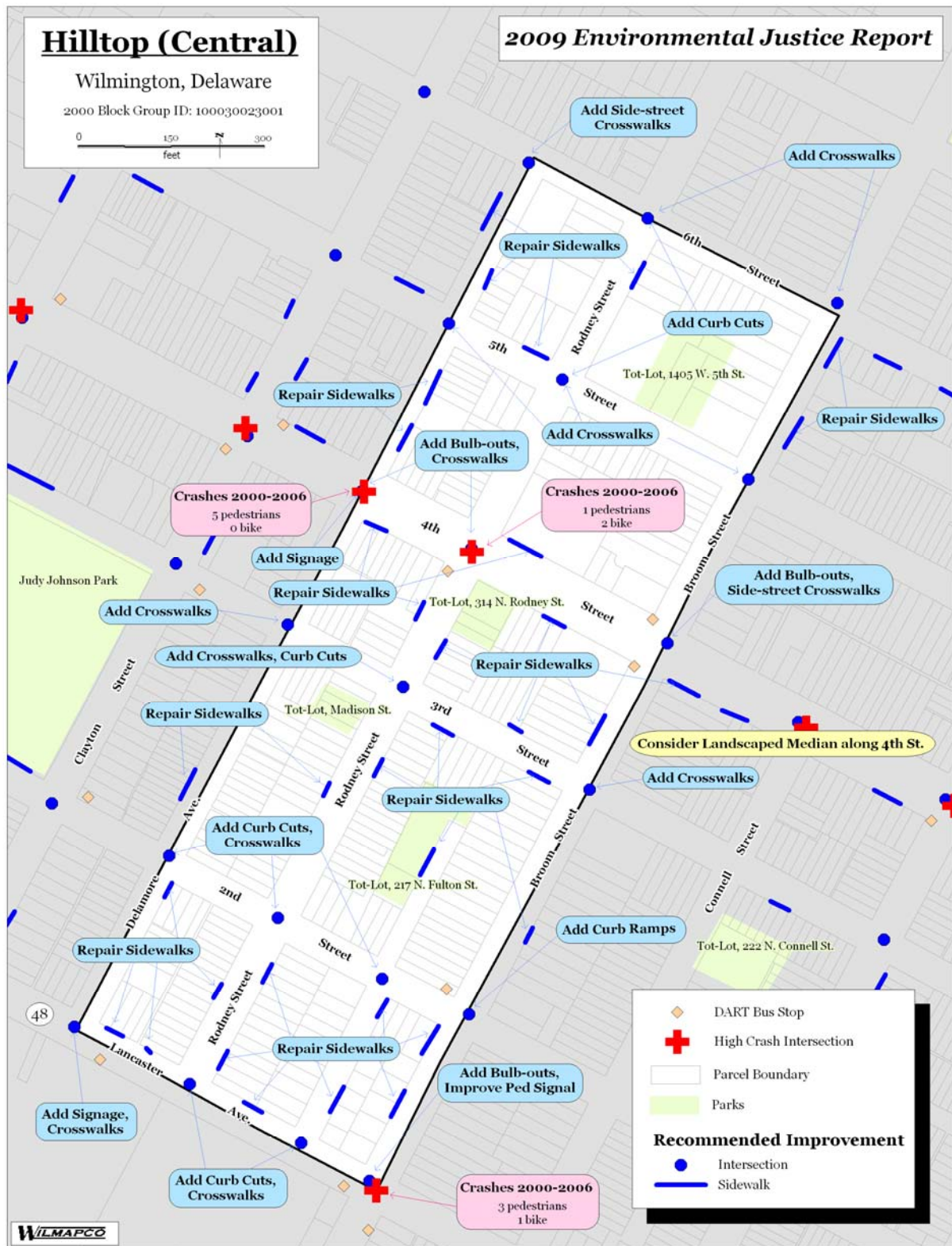
Sidewalks are in solid condition in the Hedgeville neighborhood, especially south of Chestnut Street.



Adding crosswalks at key intersections, such as on Broom Street at Read Street, would encourage safer crossings and deter vehicles from blocking curb ramps.



## Map 24



## Hilltop (Central)



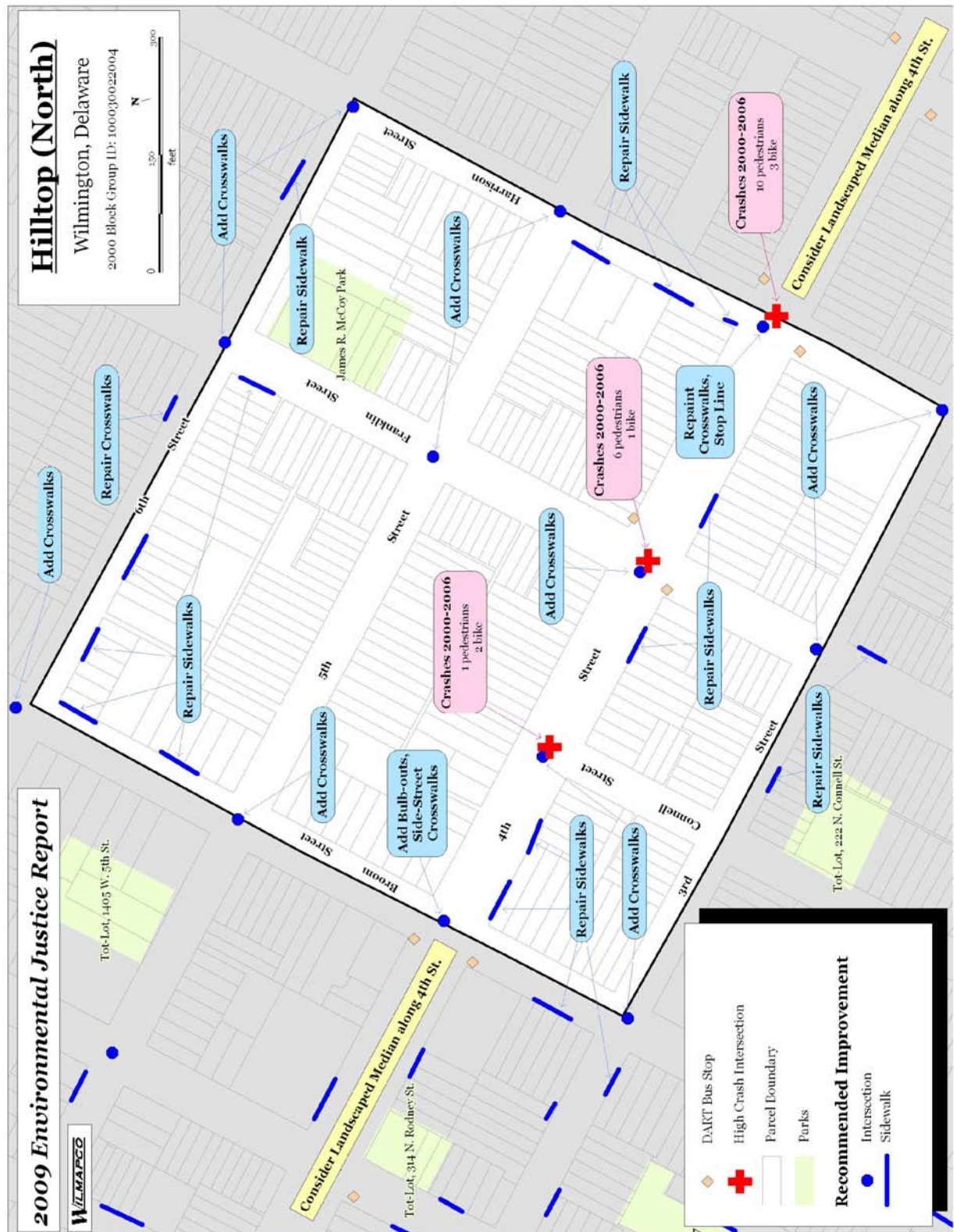
Many pedestrians do not bother crossing 4<sup>th</sup> Street at a signalized intersection, such as here at Delamore Avenue. Bulb-outs at this intersection, along with a landscaped median, may encourage safer crossings.



We met many children while completing fieldwork in Hilltop and other EJ neighborhoods. More than other age cohorts, children rely on an effective non-motorized system to reach local destinations.



# Map 25



## Hilltop (North)



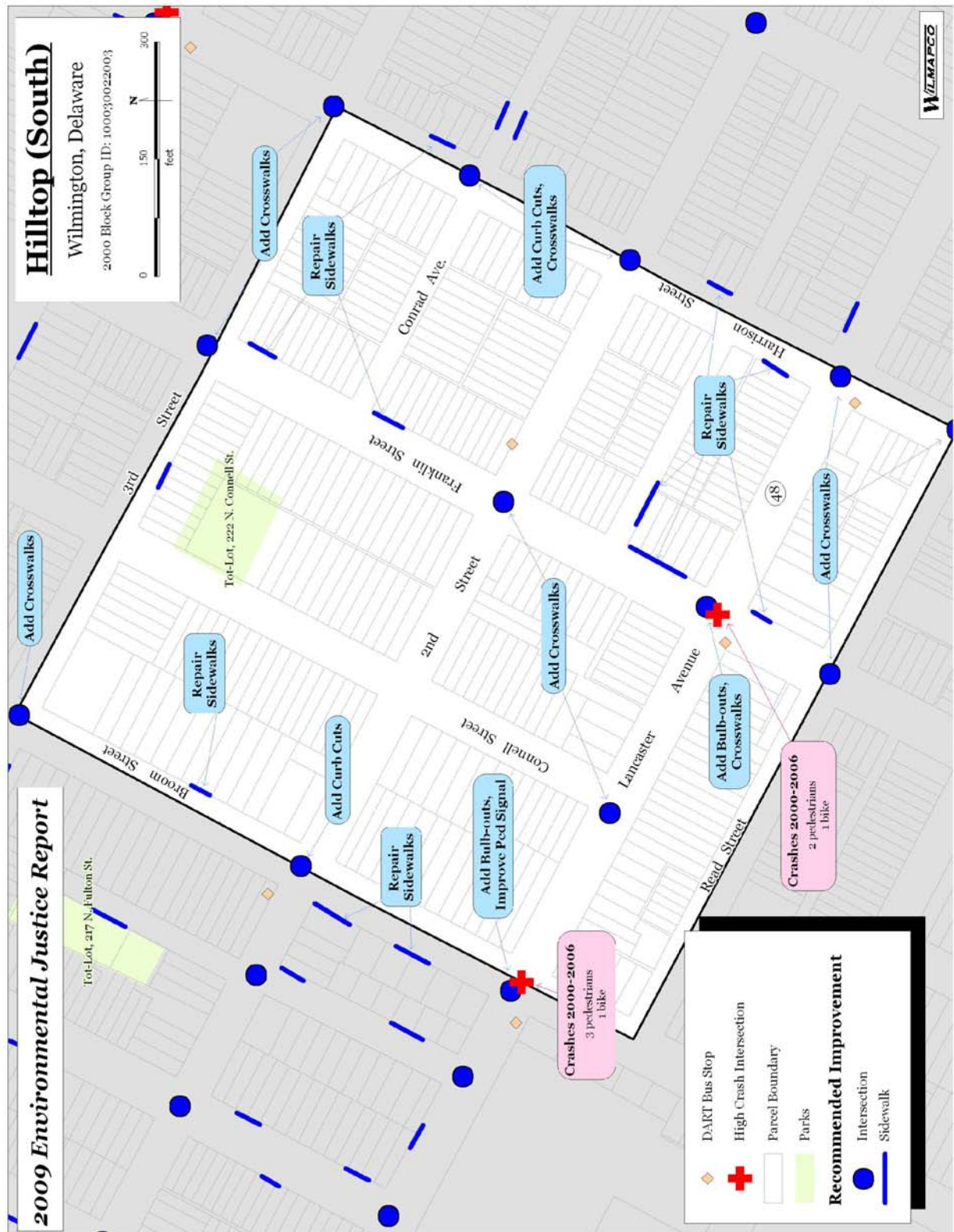
Despite a number of treatments, the busy intersection of 4<sup>th</sup> Street at Harrison Street remains dangerous for pedestrians. Adding a median along 4<sup>th</sup> Street, called for earlier, would help to slow traffic and would provide a welcome refuge for crossing pedestrians. Enhanced painting (which has worn on some legs of the intersection), signage and the replacement of broken bricks on the bulb-outs would also improve conditions.



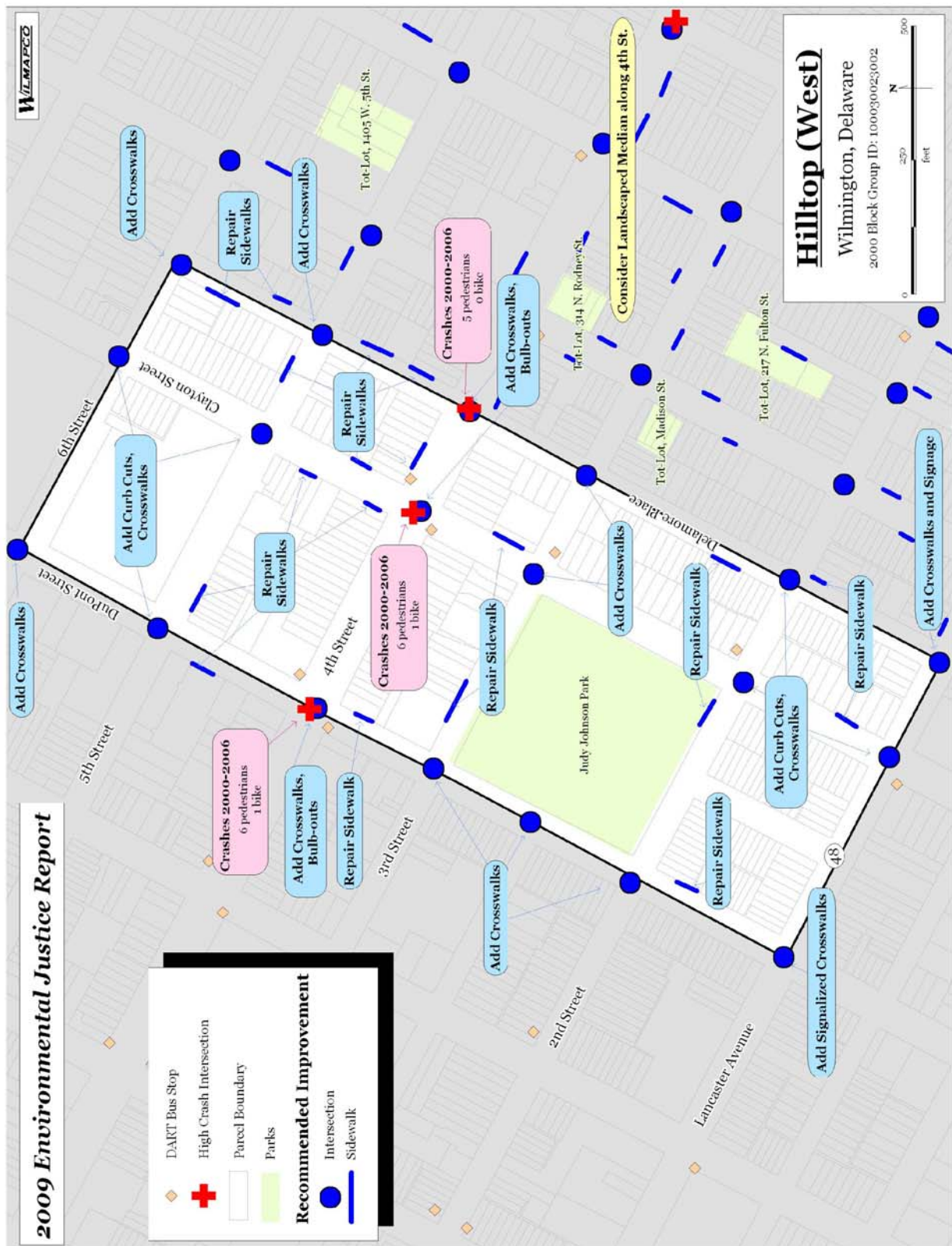
While some patches of deteriorated sidewalk were uncovered in Hilltop (North), much of the system is solid. The intersection of 5<sup>th</sup> Street at Harrison Street boasts a fresh, ADA-accessible curb cut.



# Map 26



### Map 27





## Hilltop (South and West)

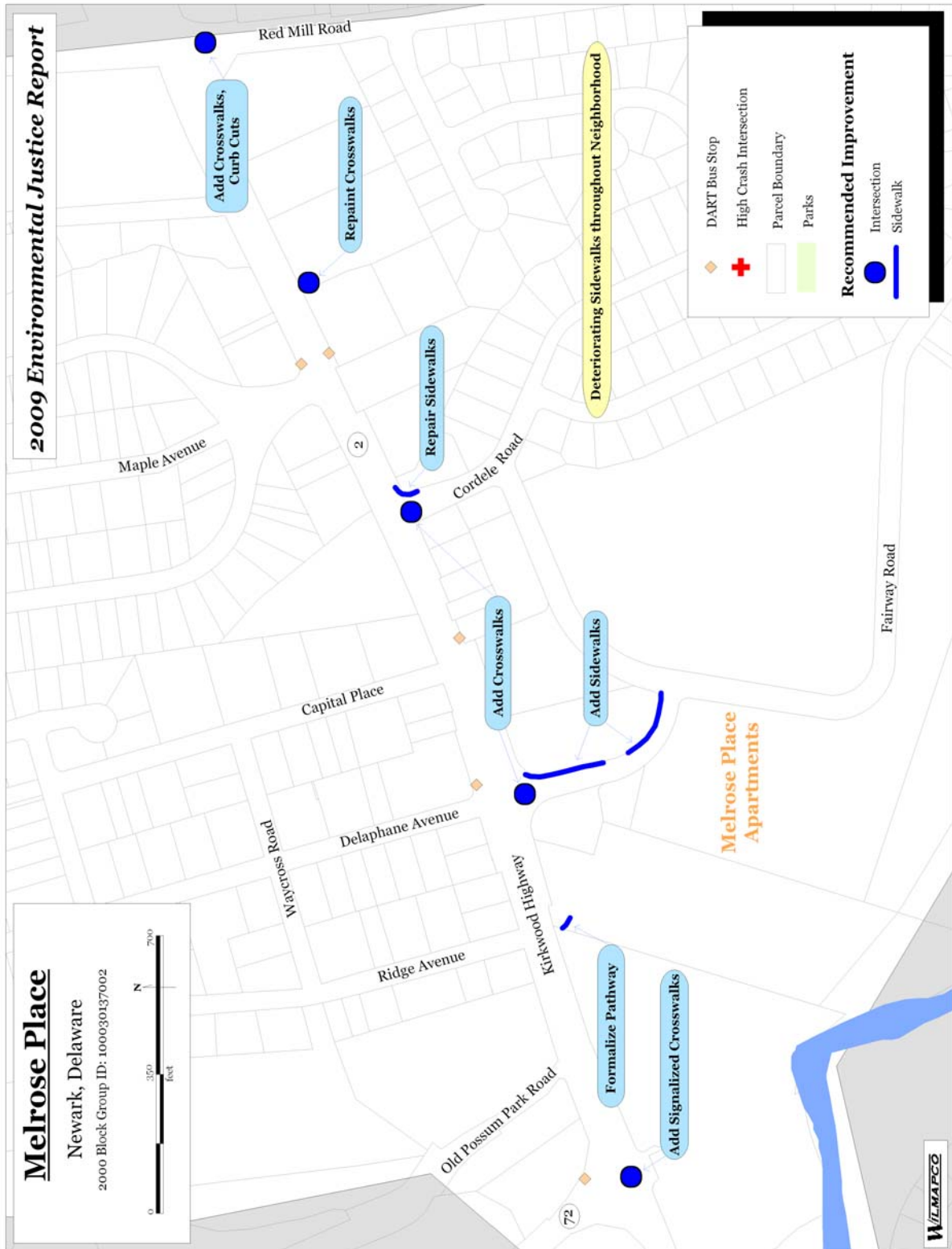


A pedestrian dashing across Lancaster Avenue is an all too common sight. Adding bulb-outs and enhanced pedestrian signals at key intersections, such as shown here at Broom Street, should encourage walkers to cross at crosswalks.



This man is returning to his Hilltop home after a shopping trip. Residents of this neighborhood rely on a solid sidewalk system to meet their day-to-day needs.

# Map 28





## Melrose Place

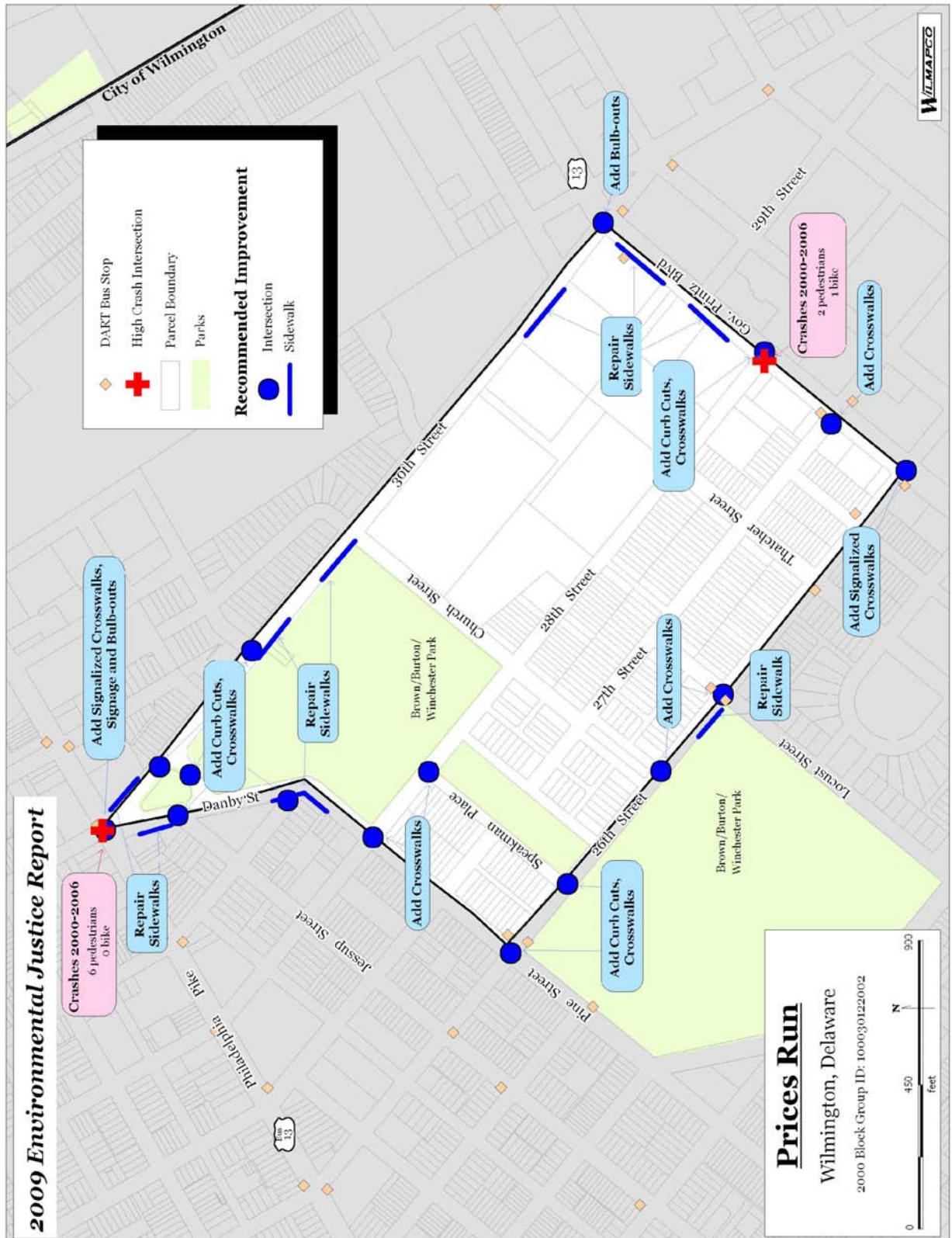


Simple improvements to the Melrose Place neighborhood, such as formalizing this goat-path along SR 2, would improve pedestrian conditions.



This key crossing at the entrance to the Melrose Place apartments should be striped.

# Map 29





## Prices Run

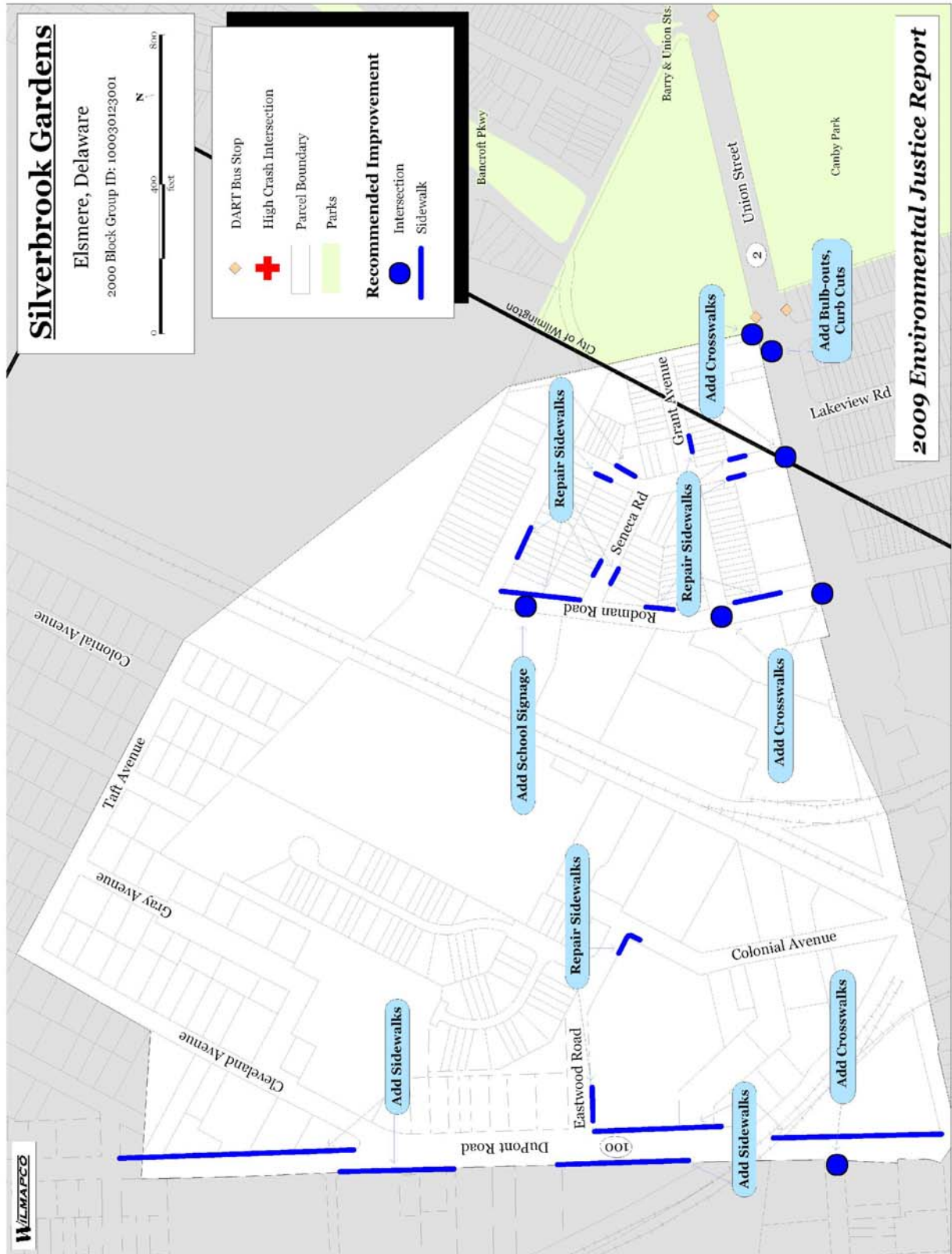


Governor Printz Boulevard runs along the southern end of the Prices Run neighborhood. Adding crosswalks at key locations and repairing broken stretches of sidewalk will make this commercial corridor more pedestrian friendly.



The intersection of Philadelphia Pike and 30<sup>th</sup> Street is dangerous. Adding signalized pedestrian crosswalks, bulb-outs and signage will improve safety.

# Map 30





## Silverbrook Gardens

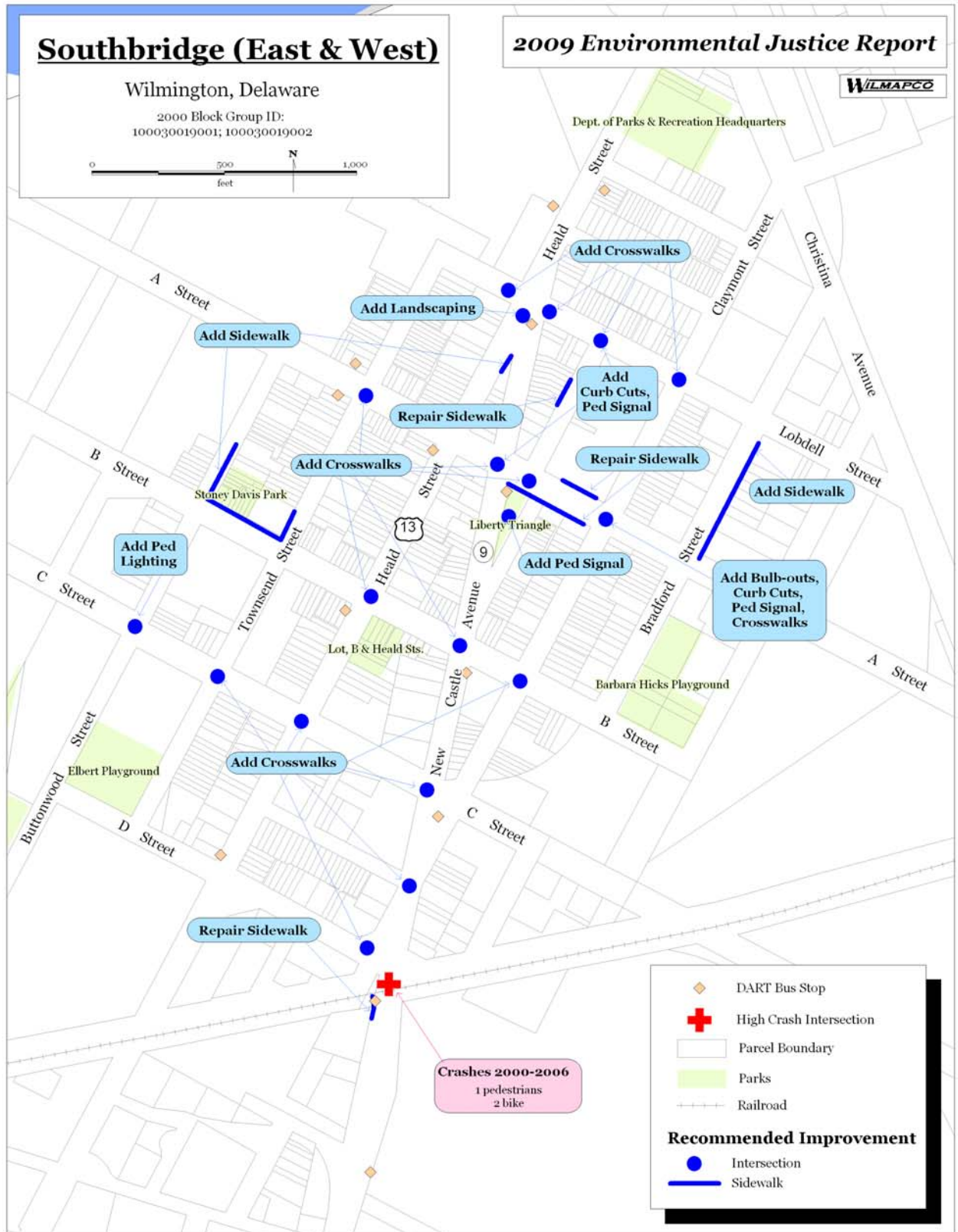


A bulb-out and curb-cuts would improve pedestrian safety at the busy intersection of Elsmere Boulevard at SR 2, Union Street.



This pedestrian trudges along an informal path on a bridge along SR 100, north of SR 2. Adding sidewalk to formalize goat-paths on each side of the bridge would improve connectivity—especially during poor weather.

# Map 31





### Southbridge (East and West)

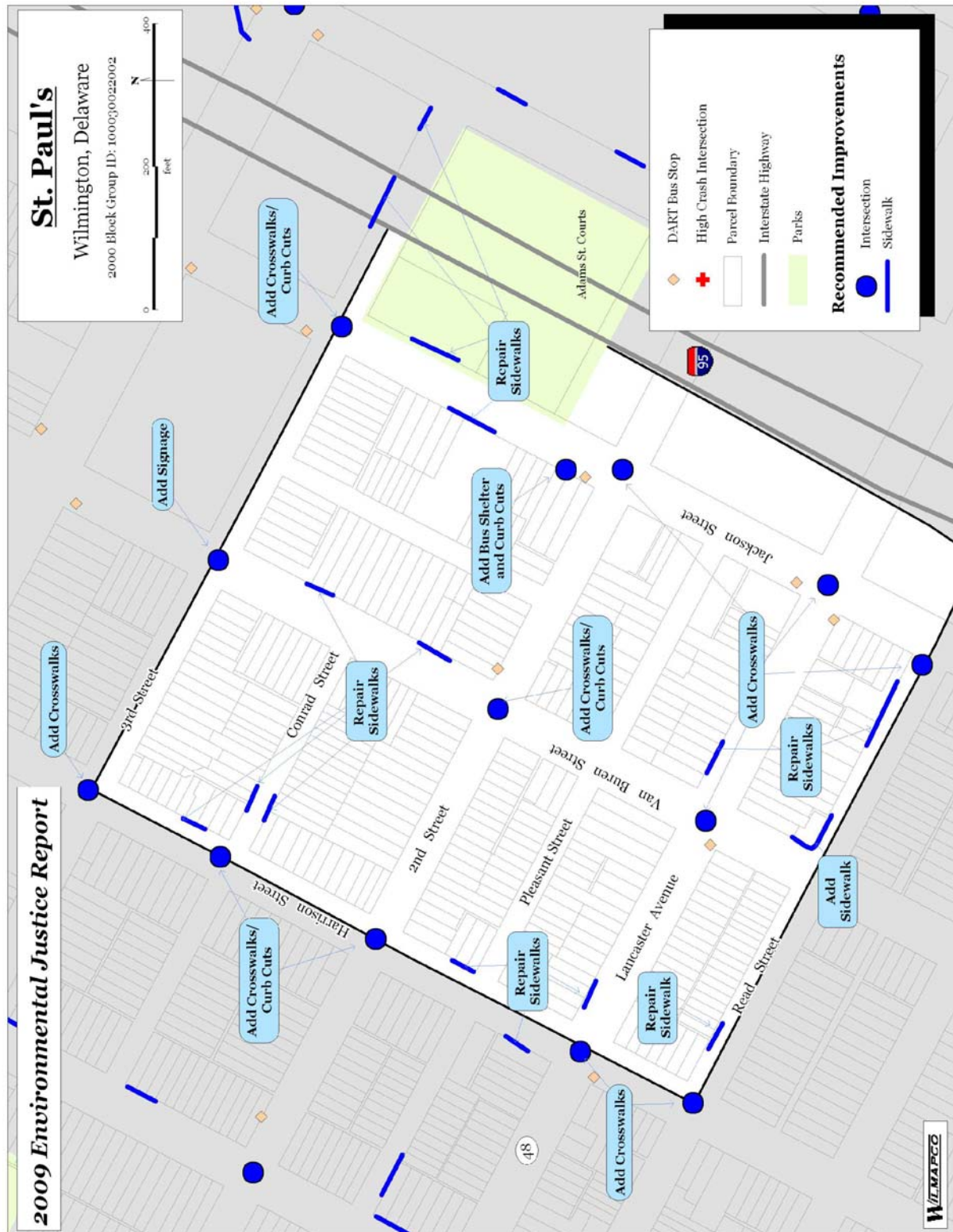


Crosswalks are in short supply in the Southbridge neighborhood. Adding them at key intersections, such as here on Lobdell Street at New Castle Avenue will improve pedestrian safety.



The intersection of A Street and Claymont Street is dangerous—especially for schoolchildren heading to or from the nearby elementary school. Adding bulb-outs along with other enhancements will slow traffic and make crossing easier.

# Map 32





## St. Paul's

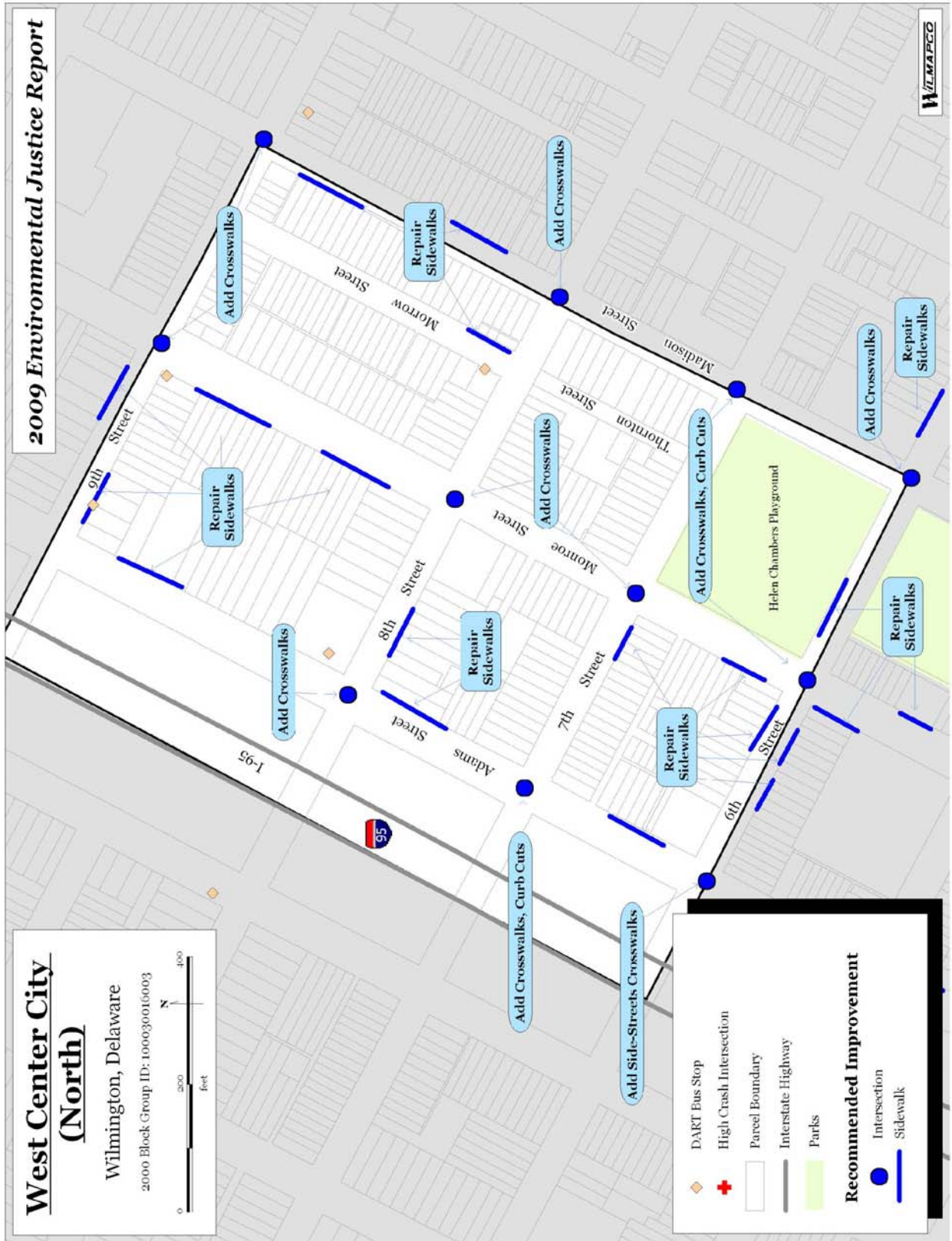


Stretches of broken sidewalk are common in the St. Paul's neighborhood, shown here along Van Buren Street (between 2<sup>nd</sup> Street and Conrad Street). Old street trees are often a culprit, pushing up layers of sidewalk--making conditions dangerous for pedestrians.



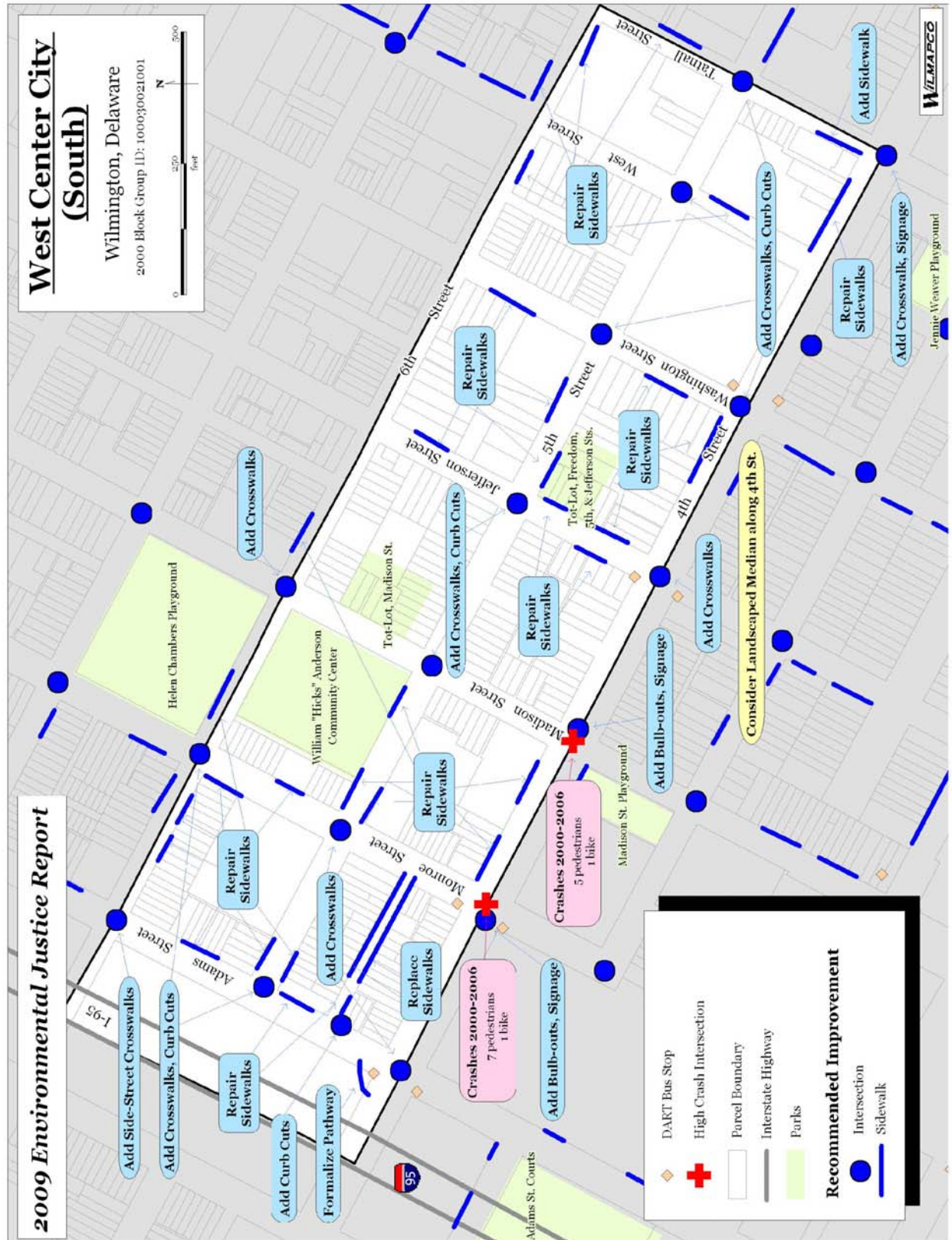
Many busy intersections in the neighborhood lack crosswalks, like this one at Van Buren Street and Lancaster Avenue. Adding crosswalks, signalized when warranted, will make for better walkability.

# Map 33





Map 34



## West Center City (North and South)



An informal pathway exists underneath I-95 along Adams Street. Formalizing this pathway with pavement will improve safety conditions and connectivity.



This picture shows a curb cut in disrepair at the corner of Washington Street and 5<sup>th</sup> Street.



# Map 35



## Wilton



Pedestrian conditions are quite good throughout Wilton.



Making minor improvements will further improve walking and biking conditions in the neighborhood. A mid-block crossing to this bus stop on Wilton Boulevard at Coachlight Court is one possibility.



## ***Section 5: Public Participation and Outreach***

WILMAPCO has an extensive public outreach plan. Through our workshops, meetings, reports, plans, website, and newsletters we strive to help members of the public better understand the transportation planning process. We also encourage and solicit feedback on our plans and programs.

This section will appraise current efforts to ensure the participation of low-income and minority communities in our transportation planning process and explore new opportunities. In compliance with federal law (EO 13166), attention will also be provided for outreach efforts to individuals with Limited English Proficiency (LEP)—many of whom are members of EJ communities.

### **Limited English Proficiency (LEP) and Low-Literacy (LL)**

Section one outlined some of the effects of underrepresentation of low-income and minority groups in the planning process. With a weak political voice, unfavorable projects (such as busy interstate highways) are more often sited within EJ neighborhoods. LEP and LL individuals and communities risk the same fate.

Persons with LEP are immigrants or members of immigrant communities whose dominate language is not English and who (by Census terminology) speak English “not well” or “not at all.” With streams of immigration from Latin America and Asia swelling in recent decades, more and more residents of the United States fall into this category. As indicated in table 11, the percentage of residents with LEP more than doubled in the Wilmington region during the 1990s, from 4,100 to over 10,000. This was a faster rate of growth than the nation as a whole, though the percentage of LEP persons was and remains higher nationally. The growth of this population has continued into this decade. While data is unavailable for Cecil County because of its small sample size, the Census Bureau estimates that the LEP community in New Castle County grew by about 4,700 between 2000 and 2006. With these trends, it is safe to say that our region is home to over 15,000 people who find it difficult to communicate in English.

**Table 11: Persons with Limited English Proficiency (LEP\*), 1990 – 2006\*\***

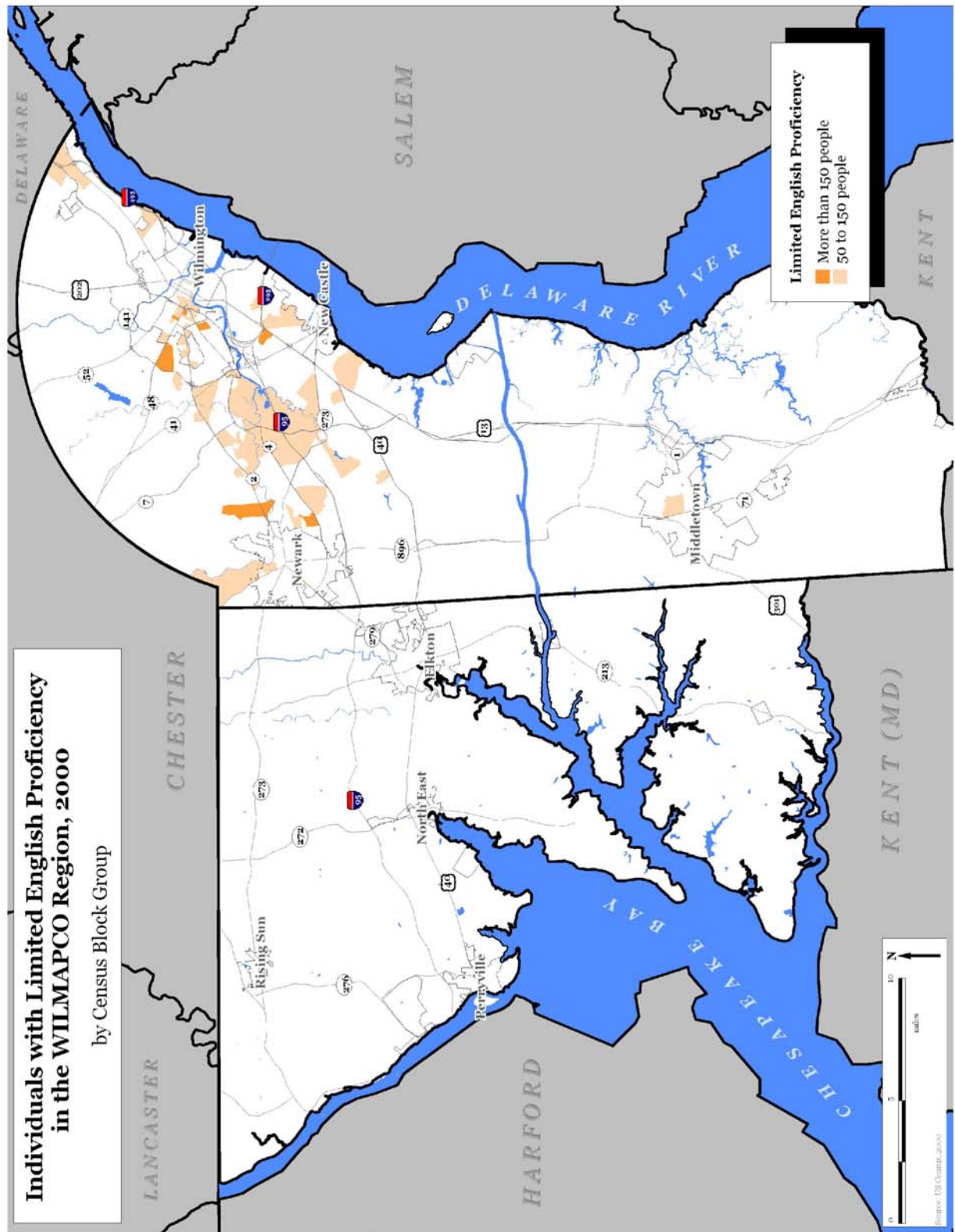
	1990 LEP	1990 % LEP	2000 LEP	% 2000 LEP	2006 LEP	% 2006 LEP
USA	6,672,201	2.9%	10,986,851	4.2%	13,441,384	4.8%
New Castle Co., DE	3,865	0.9%	9,598	2.1%	14,341	2.9%
Cecil Co., MD	326	0.5%	440	0.5%	n/a	n/a
<b>WILMAPCO</b>	<b>4,191</b>	<b>0.9%</b>	<b>10,038</b>	<b>1.8%</b>	<b>n/a</b>	<b>n/a</b>

Source: U.S. Census, American Community Survey

\*LEP = Speak English either “not well” or “not at all”

\*\*Data is not available for Cecil County and the WILMAPCO Region in 2006 due to the small sampling size of Cecil Co.

# Map 36



As shown in Map 36, most LEP individuals can be found along the SR 2 and SR 4 corridors, between the cities of Wilmington and Newark. Many block groups identified as EJ neighborhoods are also home to many individuals who have difficulty with English.

Those with poor literacy (which may include LEP individuals) also risk being left behind in the transportation planning process. Low literacy is generally defined as individuals with below a fifth grade level reading and comprehension skills (FHWA 2006). Because of the absence of good literacy data at the regional level from the Department of Education, we again turn to the U.S. Census. For this analysis, we consider individuals over the age of 25 who have not completed the fifth grade as our low literacy population. Rates of low literacy have recently increased in our region—despite a reversing national trend. As shown on Table 12, the census estimates that about 4,200 persons in the WILMAPCO region have very low levels of educational attainment. This is an increase of over 1,000 persons since 2000.

**Table 12: Persons with Low Literacy (LL\*), 2000 – 2006**

	<b>2000 LL</b>	<b>% 2000 LL</b>	<b>2006 LL</b>	<b>% 2006 LL</b>
USA	4,007,472	2.2%	3,577,144	1.8%
New Castle Co., DE	2,861	0.9%	3,710	1.1%
Cecil Co., MD	348	0.6%	561	0.9%
<b>WILMAPCO</b>	<b>3,209</b>	<b>0.8%</b>	<b>4,271</b>	<b>1.0%</b>

Source: U.S. Census, American Community Survey

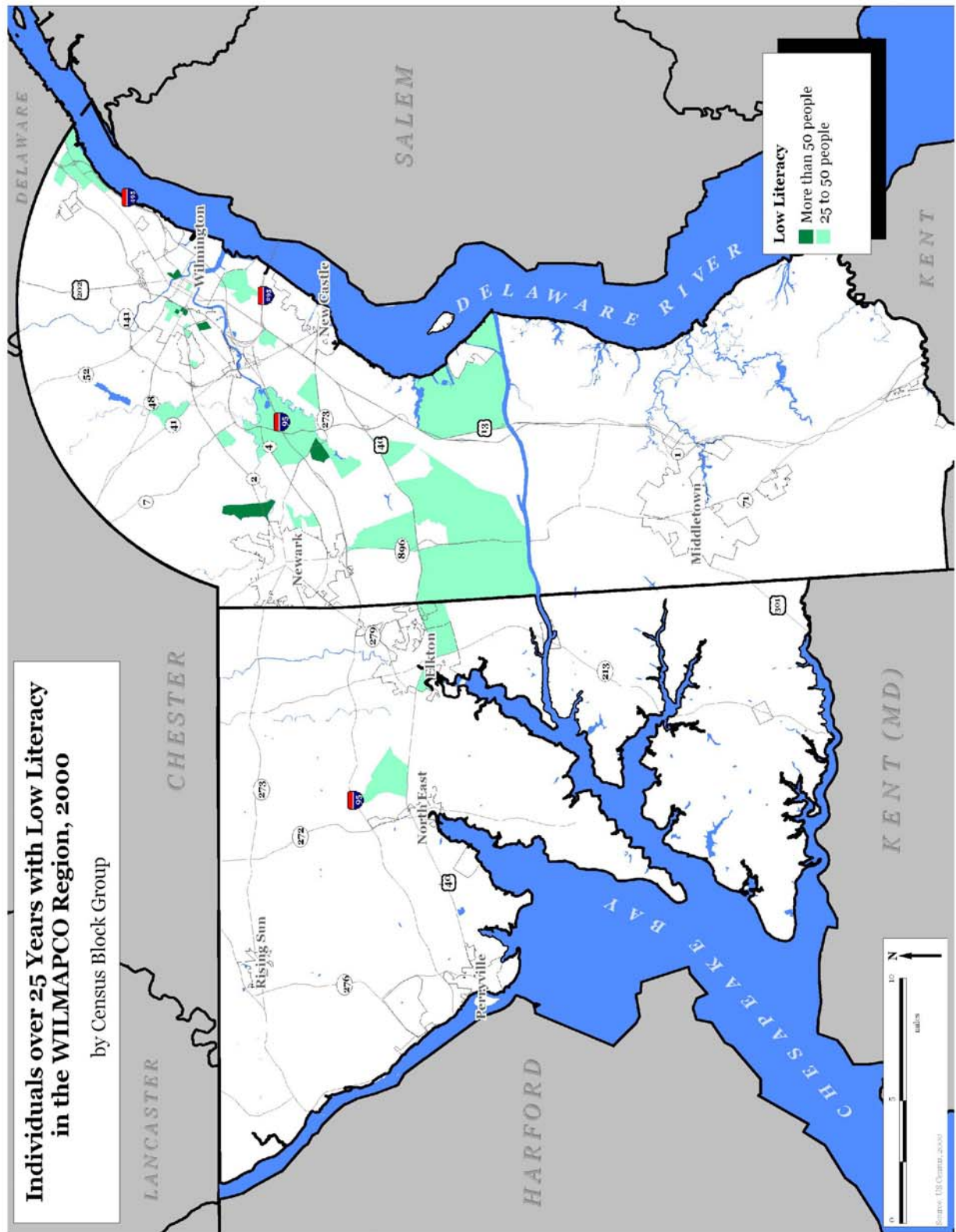
\*LL = Population over the age of 25 who have not completed the fifth grade

As illustrated in Map 37, pockets of heavy LL somewhat mirror our identified LEP areas. Many LL individuals can be found between the highways between Wilmington and Newark, as well as within the City of Wilmington. Significantly departing from our LEP map, however, LL block groups were identified along the U.S. 40 corridor across the region.

Both the LEP and LL communities require special approaches with public outreach. Most significantly, planners must work to supplement the written word with other forms of outreach, especially when working in identified LEP or LL areas. Alternative outreach can include the greater use of graphics, maps, oral explanations, translated materials and other ideas highlighted further below.



# Map 37



## Making Strides

WILMAPCO has come a long way in better involving members of our EJ and LEP/LL communities since the adoption of our first EJ report in 2003. Our Public Advisory Committee (PAC), though still not fully representative, is more diverse. A few years ago, only one PAC member (of about 20) was from a minority community. Today there are three. Staff has attended ethnic festivals, such as “IndiaFest” to engage members of our new immigrant communities. Staff helped craft the transportation section of the *South Wilmington Neighborhood Plan* for the black working-class neighborhood of Southbridge and have overseen its implementation through a Walkable Community Workshop and the *Southbridge Circulation Study*. Staff is also beginning a fresh circulation study of Wilmington’s downtown, which has EJ implications. We have also worked hard to build a key relationship with the Latin American Community Center (LACC) to better reach our region’s burgeoning Hispanic population. Staff met with LACC summer campers, as well as campers from the Urban Environmental Center, in the summer of 2008 to teach a new generation the links between land use and transportation. In late 2008, we made our website accessible to Spanish-speakers with an “on the fly” translation service. And, to begin addressing high asthma rates in EJ neighborhoods, WILMAPCO has been a key partner in the development of Delaware’s *Asthma Action Plan*.



Senior Planner Bill Swiatek works with LACC summer campers to identify local pedestrian trouble-spots.

Our commitment to EJ is best exemplified through its important role in our *project prioritization process*. Projects within EJ neighborhoods (and also TJ neighborhoods) receive points in a technical scoring system that considers a hodgepodge of factors such as transit usage, freight, and crash data. Beneficial projects (such as traffic calming, safety improvements, etc.) which fall into a significant EJ area receive three points in the system. Beneficial projects within moderate EJ areas receive one point. Those projects which are expected to have little impact on the quality of life within an EJ neighborhood (such as routine repairs) receive zero points. And while rare, projects which are unsupportive of

EJ goals (such as busy interchanges) have one or three (depending on the EJ classification) taken from them in the process. All projects found in the TIP and RTP undergo this prioritization process and receive a technical score. The higher a project's technical score, generally, the higher the priority that WILMAPCO places on its completion. Beneficial projects within EJ areas score quite well in the system.

Our progress with EJ outreach is demonstrated by the aggressive 2008 Public Participation Plan. Specific to EJ, LEP and LL, the plan challenges WILMAPCO to:

- Participate in a festival from one of the following major minority groups each year: African-American, Hispanic and Asian
- Track distribution of the Quarterly WILMAPCO Newsletter (the *Transporter*) by zip-code, to measure equity via the Regional Progress Report
- Seek out and utilize news media organizations related to EJ groups
- Continue to build relationships with organizations, such as the Latin American Community Center, that represent underserved populations
- Make liberal use of maps and graphics in presentations and documents to assist the LEP and LL communities.
- Translate surveys and documents into Spanish (the region's dominant second language) when appropriate or when requested



Major ethnic festivals, such as the annual IndiaFest, are wonderful opportunities for targeted outreach.

## Doing More

While WILMAPCO has made significant strides to better involve our region's underserved communities in the transportation decision-making process, we have much more work ahead. As noted in section three, low-income and minority groups are less familiar with WILMAPCO than the average resident. In addition to those objectives listed above, we should:

- Form an EJ workgroup comprised of members of our PAC and representatives of member agencies that meets to guide the production of this report. This group should be formalized in order to oversee the implementation of the recommendations in the present study and to guide WILMAPCO in future EJ endeavors.
- Attend as many ethnic festivals/events as possible.
- Work with more EJ communities, as we have done extensively in Southbridge in Wilmington, on neighborhood-level planning issues, such as walkability.
- Work to address air quality and associated health-related concerns in our low-income and minority communities.
- Work with DART to translate bus schedules and information about using our region's transit system into Spanish.
- Conduct outreach in LEP/LL areas; planners should not rely on the written word; special effort should be made to speak with residents (through a translator if necessary.)
- Do not limit outreach to the traditional venues, but open up to places like Laundromats and grocery stores where possible.
- Map the distribution of the quarterly newsletter, the *Transporter*, and meeting attendees at events such as Our Town. Target underrepresented areas for increased outreach.



## ***Section 6: Monitoring, Recommendations and Funding***

WILMAPCO strives to achieve equity in transportation planning for all constrained communities. The present section will review monitoring efforts, key recommendations and funding options to meet our equity goals for our Environmental Justice communities.

### **Monitoring Efforts**

Tracking performance and making adjustments where necessary is vital for an effective planning process. The primary tool for performance measurement at WILMAPCO is our Regional Progress Report. Performance can also be tracked in other documents, such as the Public Participation Plan and the Transportation Improvement Program.

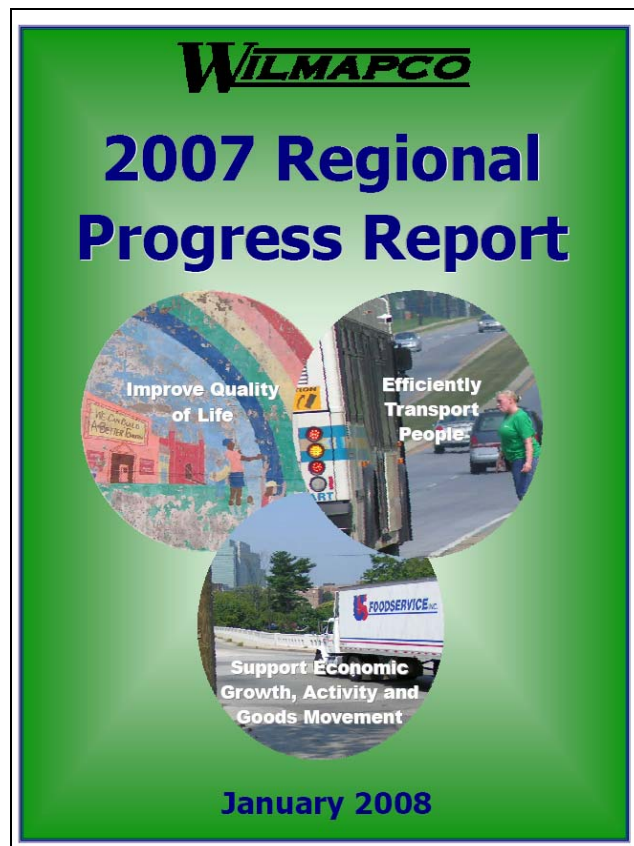
Updated every two years, the Progress Report tracks how well our region is progressing in meeting its transportation goals. In terms of EJ, the 2007 Progress Report measured:

- Funding of TIP projects in EJ neighborhoods
- Funding of completed projects in EJ neighborhoods
- EJ areas with low transit accessibility
- Pedestrian and bicycle crashes in EJ neighborhoods
- Annual expenditures on transportation and gasoline (Philadelphia MSA)

Equity in the planning process should remain one of the key technical measures of the Progress Report. It should incorporate, where possible, the analysis found within the present study as well as continue to experiment with new ways to track trends in equity.

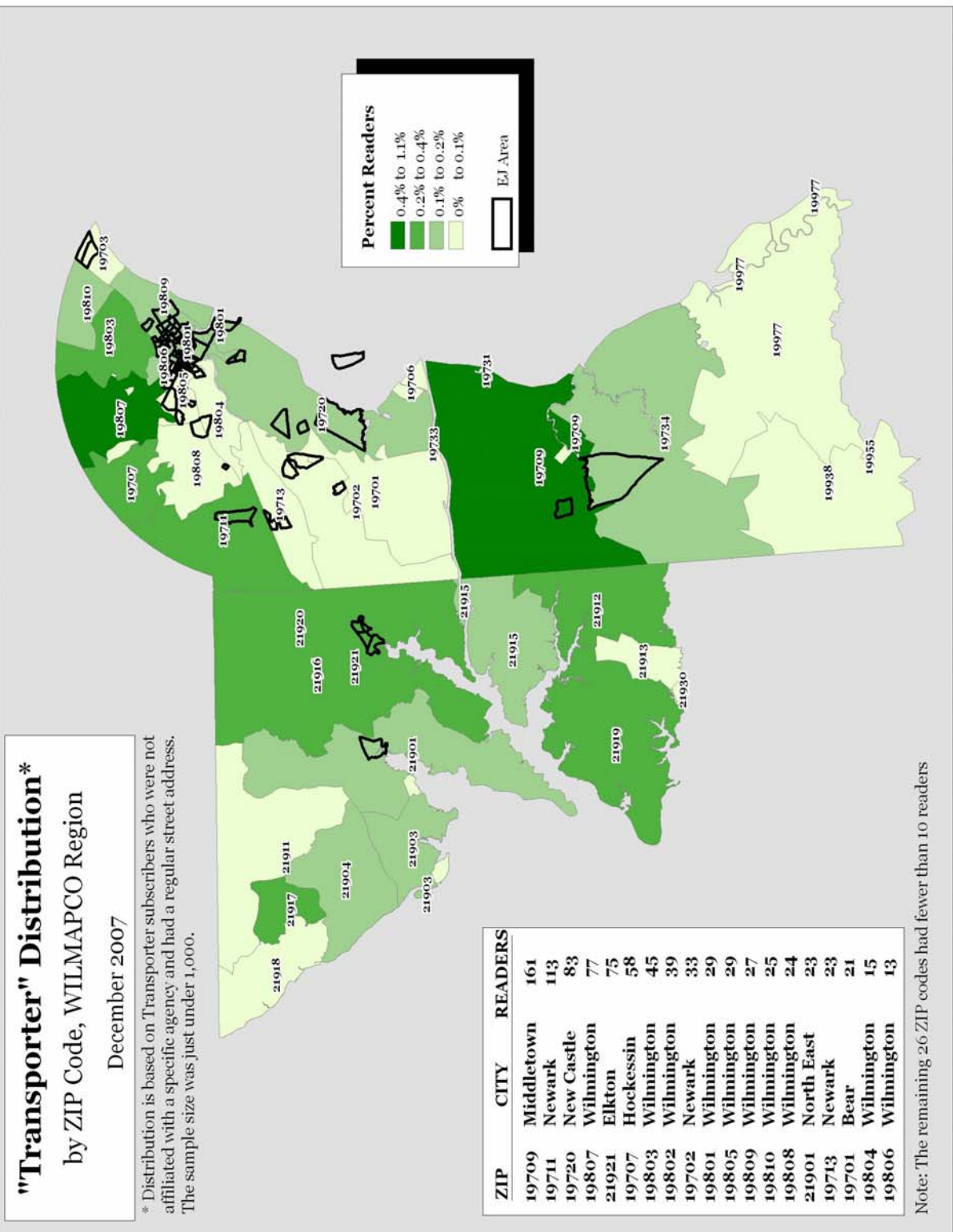
While the goals of EJ-related outreach will be tracked primarily within the Public Participation Plan, the Progress Report can also be utilized.

Four times a year, copies of the *Transporter*, WILMAPCO's newsletter, appear in mailboxes across the region. Map 38 below shows how equitably distributed our newsletter was in December 2007. EJ neighborhoods were overwhelmingly found in zip codes with the lowest readership. Ninety-four percent of EJ neighborhoods fall in zip codes with readership below 0.4%, represented by the two lightest shades on the thematic map<sup>16</sup>.



The *Regional Progress Report* should be utilized as a tool to monitor our progress with EJ.

<sup>16</sup> Targeting EJ areas specifically for new subscribers is necessary to improve equity. The good news is that this present study has already begun this process. Included at the end of our survey was an option for participants to become subscribers to the *Transporter*. Sixty-five subscribed, and others became subscribers to our monthly electronic newsletter.

**Map 38**

The Progress Report could compare the distribution of these newsletters, by zip-code, to our identified EJ areas over time. This will flag areas where outreach should be increased.

In addition to the Progress Report and the Public Participation Plan, the Transportation Improvement Program should continue to address transportation equity. Currently, the TIP simply lists which projects fall within EJ areas. It should also measure the funding associated with these projects, via the equity method found earlier in the report.

## **Summary and Recommendations**

This report highlighted the transportation burdens our region's low-income and minority communities carry and identified the inequities they face in our transportation planning process. While we discovered great examples of how our system successfully serves these EJ communities, the report also uncovered many weaknesses.

- Through our regional EJ survey, we found that about half (44%) of respondents said the transportation system does not “meet their needs.” These underserved EJ residents pointed specifically to deficiencies in public transit and non-motorized transportation.
- Examining patterns in transportation spending, we found that both projects and the funding associated with them are often inequitably distributed across the Wilmington region. In other words, EJ areas do not receive their “fair share” of projects.
- We discovered gaps in the accessibility and connectivity of the fixed-route transit system. These gaps place supermarkets and low-income employment centers out of reach of too many EJ residents.
- We explored how the Paratransit system should be restructured to make funding available for the fixed-route system—directly benefiting thousands of low-income community members.
- Further, we identified EJ neighborhoods with no connectivity to our region's proposed and existing pathway and bike route networks.
- We showed how a disproportionate number of New Castle County's pedestrian and bicycle crashes have consistently occurred within one of our identified EJ areas and highlighted the top ten locations for such incidents.



- Staff visited the seventeen significant EJ neighborhoods and made over 500 individual recommendations to improve non-motorized conditions.
- Finally, we took a candid, critical look at our public outreach and participation processes. We mapped concentrations of Limited English Speaking (LEP) and Low Literacy (LL) groups and made key recommendations to increase equity in public participation.

These and many more recommendations were made throughout this report. They are listed below:

- Continue to include EJ as a factor in our project prioritization processes and in all relevant documents.
- Encourage the participation of minority stakeholders on the Public Advisory Committee.
- Abandon the current gas tax structure for transportation revenue, in favor of an alternative approach, which provides a dedicated funding stream for transit spending.
- Increase investment in fixed-route transit; transit funding should be increased from 10% to 15-20% in our TIP.
- Increase investment in non-motorized transportation; non-motorized funding should be increased from less than 1% to 2-3% in our TIP.
- Check suburban sprawl.
- Promote infill and redevelopment.
- Advocate for mixed-use and mixed-income neighborhoods.
- Examine EJ areas where the census indicates walking use is minimal for potential improvements.
- Examine EJ areas where the census indicates walking use is high for potential enhancements.
- Advocate for the addition of lighting to make conditions safer for pedestrians in EJ areas.
- Utilize the equity benchmark test in all future TIPs to measure project distribution and funding equity.

- Continue to monitor trends in completed project funding vis-à-vis EJ areas.
- Advocate for increased transportation investments in EJ areas, especially safety projects.
- Press for the exploration of additional bus stops/re-routing of routes to identified EJ areas, such as along Alban Drive or Robinson Lane in Alban Park.
- Examine in closer detail transit connectivity to identified low-income employment centers for improvements.
- Explore possible transit improvements to identified EJ areas with poor access to supermarkets; add a bus stop closer to the Super G supermarket on US 40.
- Implement a new fare schedule, with premium fees for non-ADA Paratransit trips; and/or restrict non-ADA trips. The State should inject savings into the fixed-route system.
- Examine identified EJ areas underserved by bike routes and pathways for inclusion into the networks.
- List intersections with high numbers of non-motorized crashes that should receive safety enhancements.
- Implement the over 500 walkability recommendations in our significant EJ neighborhoods.
- Supplement written communications in LEP and LL areas with oral communications and increased use of graphics.
- Form an EJ work group to oversee implementation of this document.
- Attend as many ethnic festivals as possible.
- Work with EJ communities, as we have done in Southbridge, on neighborhood-level planning.
- Continue to work to address air quality and associated health-related concerns in our low-income and minority communities
- Work with DART to translate bus schedules and information about using our region's transit system into Spanish.

- Do not limit outreach to the traditional venues, but open it to places like Laundromats and grocery stores where possible.
- Map the distribution of the quarterly newsletter, the *Transporter*, and meeting attendees at events such as Our Town. Target underrepresented areas for increased outreach.
- The Regional Progress Report should continue to measure trends in equity and explore new technical methods.

## **Funding Options**

While WILMAPCO does not serve as an implementation or funding agency, federally-funded transportation projects must receive our approval and be consistent with our plans. We strive to educate member agencies and the public of possible funding sources for transportation projects. As such, projected transportation funding shortfalls in Delaware and Maryland require the exploration of alternative methods to fund many of the recommended improvements found above. These alternative funding sources are separated into two categories—transit and non-motorized enhancements. As recommended earlier, we would like to see funding for these two modes increased substantially.

The identification of dedicated funding pools for transit operations and capital budgets is necessary to buoy and expand existing service. Detailed in WILMAPCO's 2030 Regional Transportation Plan, several possibilities exist.

- Channel Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Program (STP) funds to fleet and pedestrian facilities expansion and operations support.
- Investigate new statewide funding opportunities, such as funding streams from vehicle license taxes, rental vehicle taxes, and lottery revenues.
- Increase advertising revenue. This can be accomplished via the expansion of third party marketing on and within buses, within bus shelters and through the introduction of ads on DART Cards.
- Build funding partnerships with charitable foundations.
- Expand the "in house" driver training program.
- Coordinate with the Department of Education to promote existing fixed-route use among older students.

- Create a partnership with institutes of higher education in which students pay a transportation fee in exchange for free service, with a student ID.
- Build partnerships with institutions, whereby retailers, hospitals, and colleges provide annual funding subsidies based on the number of riders “delivered.”
- Explore the possible utilization of development impact fees.



Identifying funding for seemingly simple projects, such as replacing the decaying sidewalk shown above, is challenging.

Other possibilities exist outside of the 2030 RTP. Transit agencies across the country have partnerships with private entities to fully fund bus shelters. Thus far, DART has been against allowing advertising on their shelters. While not optimal, privately-funded shelters would not only free funding to improve the fixed-route service, it would also result in new shelters at important locations. Beyond private and local government contributions, two key federal programs exist to fund pedestrian and bicycle improvement projects. These are the Transportation Enhancements (TE) Program and the Safe Routes to School (SRTS) Program.

The TE Program provides funding to support the development and implementation of alternative projects that support the cultural, aesthetic, and environmental aspects of the transportation network. All federal TE projects must relate to surface transportation and be dedicated to public use. In addition, the project must fit into one of the twelve activities listed below:



Activity		Examples
1	Provision of facilities for pedestrians and bicycles.	New or reconstructed sidewalks, walkways, or curb ramps; wide paved shoulders for nonmotorized use, bike lane striping, bike parking, and bus racks; construction or major rehabilitation of off-road shared use paths (nonmotorized transportation trails); trailside and trailhead facilities for shared use paths; bridges and underpasses for pedestrians and bicyclists and for trails.
2	Provision of safety and educational activities for pedestrians and bicyclists.	Educational activities to encourage safe walking and bicycling.
3	Acquisition of scenic easements and scenic or historic sites (including historic battlefields).	Acquisition of scenic land easements, vistas, and landscapes; acquisition of buildings in historic districts or historic properties, including historic battlefields.
4	Scenic or historic highway programs (including the provision of tourist and welcome center facilities).	For projects related to scenic or historic highway programs: Construction of turnouts, overlooks, and viewing areas; construction of visitor and welcome centers; designation signs and markers.
5	Landscaping and other scenic beautification.	Landscaping, street furniture, lighting, public art, and gateways along highways, streets, historic highways, trails, and waterfronts. Landscaping recommendation: see FHWA's Roadside Vegetation Management website.
6	Historic preservation.	Preservation of buildings in historic districts; restoration and reuse of historic buildings for transportation-related purposes.
7	Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).	Restoration of historic railroad depots, bus stations, ferry terminals and piers, and lighthouses; rehabilitation of rail trestles, tunnels, and bridges; restoration of historic canals, canal towpaths, and historic canal bridges.
8	Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails).	Acquiring railroad rights-of-way; planning, designing, and constructing multiuse trails; developing rail-with-trail projects.
9	Inventory, control, and removal of outdoor advertising.	Billboard inventories and removal of illegal and nonconforming billboards. Inventory control may include, but not be limited to, data collection, acquisition and maintenance of digital aerial photography, video logging, scanning and imaging of data, developing and maintaining an inventory and control database, and hiring of outside legal counsel.
10	Archaeological planning and research.	Research, preservation planning, and interpretation of archaeological artifacts; curation for artifacts related to surface transportation and artifacts recovered from locations within or along surface transportation corridors.
11	Environmental mitigation-- (i) to address water pollution due to highway runoff; or  (ii) reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.	For existing highway runoff: soil erosion controls, detention and sediment basins, and river clean-ups. Wildlife underpasses or other measures to reduce vehicle caused wildlife mortality and/or to maintain wildlife habitat connectivity.
12	Establishment of transportation museums.	Construction of new transportation museums; additions to existing museums for a transportation section; conversion of railroad stations or historic properties to museums with transportation themes.

Source: FHWA

TE project candidates are reviewed for consistency by Delaware and Maryland DOTs. If approved, project development may be administered by the state or the project sponsor.

Another federal initiative, the SRTS Program, makes funds available to projects that encourage and/or enable children to walk or bike to school. At its heart, the program seeks to address the fact that over half of children arrive at school each day in private automobiles. This has lead to greater roadway congestion, diminished air quality, less safe pedestrian conditions around schools, and adverse health effects on children.

Through the SRTS Program, a wide variety of projects are eligible for funding. These include the addition of better-marked crosswalks at intersections and the replacement of crumbling sidewalks within two miles of an elementary school. While not comprehensive, the table below from the Federal Highway Administration lists potential infrastructure projects that support the goals and objectives of the SRTS Program.

Activity	Examples
Sidewalk improvements	New sidewalks, sidewalk widening, sidewalk gap closures, sidewalk repairs, curbs, gutters, and curb ramps
Traffic calming and speed reduction improvements	Roundabouts, bulb-outs, speed humps, raised crossings, raised intersections, median refuges, narrowed traffic lanes, lane reductions, full- or half-street closures, automated speed enforcement, and variable speed limits
Pedestrian and bicycle crossing improvements	Crossings, median refuges, raised crossings, raised intersections, traffic control devices (including new or upgraded traffic signals, pavement markings, traffic stripes, in-roadway crossing lights, flashing beacons, bicycle-sensitive signal actuation devices, pedestrian countdown signals, vehicle speed feedback signs, and pedestrian activated signal upgrades), and sight distance improvements
On-street bicycle facilities	New or upgraded bicycle lanes, widened outside lanes or roadway shoulders, geometric improvements, turning lanes, channelization and roadway realignment, traffic signs, and pavement markings
Off-street bicycle and pedestrian facilities	Exclusive multi-use bicycle and pedestrian trails and pathways that are separated from a roadway
Secure bicycle parking facilities	Bicycle parking racks, bicycle lockers, designated areas with safety lighting, and covered bicycle shelters
Traffic diversion improvements	Separation of pedestrians and bicycles from vehicular traffic adjacent to school facilities, and traffic diversion away from school zones or designated routes to a school

Source: FHWA

Planning, design, and engineering expenses associated with projects are also eligible to receive infrastructure funds. Like the TE Program, the SRTS programs are channeled through the Delaware and Maryland DOTs in the WILMAPCO region.

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## Appendix

**Tables A1 and A2: Detailed Demographic and Socio-economic Indicators within Significant EJ Neighborhoods**

Place Name	Population	Households	Blacks	% Black	B Score	Hispanics	% Hispanic	H Score	Asians	% Asian	A Score	Low-income	% Low-income	LI Score	Total EJ Score
Adams Four	952	507	635	66.7	2	113	11.9	2	64	6.7	2	186	36.7	6	12
Alban Park	1957	675	732	37.4	2	726	37.1	2	0	0.0	0	203	30.1	6	10
Chestnut Run	1219	479	537	44.1	2	508	41.7	2	15	1.2	0	212	44.3	6	10
Downtown	706	257	432	61.2	2	21	3.0	0	46	6.5	2	57	22.2	6	10
Fourth and Union Street	611	180	480	78.6	2	84	13.7	2	0	0.0	0	55	30.6	6	10
Hedgeville	778	298	122	15.7	0	207	26.6	2	104	13.4	2	48	16.1	6	10
Hilltop (Central)	939	328	615	65.5	2	232	24.7	2	0	0.0	0	105	32.0	6	10
Hilltop (North)	1124	249	691	61.5	2	407	36.2	2	0	0.0	0	55	22.1	6	10
Hilltop (South)	754	235	371	49.2	2	336	44.6	2	0	0.0	0	60	25.5	6	10
Hilltop (West)	1086	338	522	48.1	2	539	49.6	2	0	0.0	0	167	49.4	6	10
Melrose Place	3575	1201	368	10.3	0	1367	38.2	2	179	5.0	2	208	17.3	6	10
Prices Run	908	288	745	82.0	2	114	12.6	2	0	0.0	0	55	19.1	6	10
Silverbrook Gardens	545	258	83	15.2	0	118	21.7	2	50	9.2	2	56	21.7	6	10
Southbridge (East)	982	358	806	82.1	2	99	10.1	2	6	0.6	0	140	39.1	6	10
Southbridge (West)	676	261	545	80.6	2	95	14.1	2	0	0.0	0	100	38.3	6	10
St. Paul's	1032	227	565	54.7	2	386	37.4	2	25	2.4	1	53	23.3	6	11
West Center City (North)	756	280	537	71.0	2	101	13.4	2	0	0.0	0	64	22.9	6	10
West Center City (South)	1058	419	820	77.5	2	168	15.9	2	26	2.5	1	133	31.7	6	11
Wilton	2326	1096	1021	43.9	2	229	9.8	2	58	2.5	1	241	22.0	6	11

B Score= Black Score; H Score= Hispanic Score; A Score= Asian Score; LI Score= Low-Income Score  
Source: U.S. Census, 2000

Place Name	Median Inc.	% Unemployed	% Zero Car	Avg. Autos	% Drove Alone or Carpooled	% Public Transit	% Walked	Avg. TT PT	Avg. TT All
Adams Four	21763	9%	37.87	0.93	71%	6%	18%	25	17
Alban Park	26310	9%	28.30	1.14	76%	18%	5%	40	27
Chestnut Run	23818	18%	24.22	1.06	84%	13%	2%	24	20
Downtown	32969	12%	40.08	0.69	27%	26%	39%	50	24
Fourth and Union Street	21591	18%	39.44	0.89	53%	34%	6%	36	20
Hedgeville	38289	1%	17.45	1.10	75%	7%	2%	66	25
Hilltop (Central)	19400	15%	38.11	0.64	69%	14%	17%	33	21
Hilltop (North)	35101	13%	25.70	1.22	89%	6%	5%	33	20
Hilltop (South)	33359	5%	28.09	0.93	55%	25%	12%	32	31
Hilltop (West)	17315	25%	34.62	0.88	75%	13%	10%	26	23
Melrose Place	36220	5%	4.66	1.82	92%	4%	1%	29	23
Prices Run	29853	15%	21.53	1.12	75%	16%	6%	51	24
Silverbrook Gardens	30398	8%	14.34	1.02	73%	17%	6%	35	21
Southbridge (East)	24167	12%	35.75	0.97	71%	24%	6%	30	21
Southbridge (West)	22656	20%	65.52	0.33	42%	26%	32%	69	34
St. Paul's	31319	40%	46.26	0.80	63%	26%	11%	27	24
West Center City (North)	27717	12%	32.50	0.97	70%	14%	9%	29	25
West Center City (South)	20982	17%	43.91	0.65	61%	28%	11%	26	20
Wilton	26746	3%	18.52	1.22	92%	2%	2%	89	26

B Score= Black Score; H Score= Hispanic Score; A Score= Asian Score; LI Score= Low-Income Score  
TT PT= Travel Time, Public Transit; TT All= Travel Time, All Modes  
Source: U.S. Census, 2000



## **Environmental Justice Transportation Survey**

### 2007 Transportation Survey

Wilmington Area Planning Council  
(WILMAPCO)

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Please return your completed survey to your community organization, or mail it to:

Wilmington Area Planning Council  
850 Library Avenue, Suite 100  
Newark, Delaware 19711

Visit us online at: [www.wilmapco.org](http://www.wilmapco.org)

## Who is WILMAPCO?

The Wilmington Area Planning Council (WILMAPCO) is the regional transportation planning agency for Cecil County, Maryland and New Castle County, Delaware. Our role is to educate and involve the public in the transportation decision-making and funding process.

Because the transportation system is designed to serve you, we encourage you to get involved in the planning process. We work on creating transportation plans that will help you get around. By looking for ways to improve roads, bus service, sidewalks and bike paths, we can help you get to work, to school, to the store, anywhere you want to go.



## Please Help Us With Our Survey

WILMAPCO is conducting a survey to better understand the transportation needs of residents in our region. The survey is only 17 questions long and we hope you will complete and return it before December 10, 2007.

Your input is extremely valuable to us and WILMAPCO appreciates your cooperation.

Please call us if you have any questions.

Phone: (302) 737-6025  
Toll free from Cecil County: 888-808-7088

Fax: (302) 737-9584

Zip Code \_\_\_\_\_ Neighborhood \_\_\_\_\_

**Please circle your response, unless otherwise noted.**

1. What type of transportation do you use most?

Drive Alone	Passenger in an Automobile	Bus or Train
Walk	Bicycle	Other

2. How well does the transportation system meet your needs?

Very	Somewhat well	Not too well	Not at all
------	---------------	--------------	------------

3. Is it convenient getting to a bus stop?      Yes      No

4. If you answered no, why is it difficult? (circle all that apply)

Too far away	Lack of sidewalks/crosswalks	Congestion
Fear for personal safety	Weather	Other

5. Is public transportation reliable for you?      Yes      No

6. If you answered no, why is it unreliable? (circle all that apply)

Too infrequent (does not run often enough, at enough times)

Doesn't go to where/when I need it to go

Too slow

Doesn't stick to its schedule

7. Does lack of transportation sometimes limit you from:

Getting to doctor's appointments?	Yes	No
Shopping (i.e. grocery)?	Yes	No
Work?	Yes	No
Day Care?	Yes	No

Other Activities?	Yes	No
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8. What types of transportation would you like access to that you do not have now? (circle all that apply)

Bus	Bicycle	None, I have good access	
Train	Walk		
Car	Other		

9. If there were Sunday bus service, would you use it?      Yes      No

10. If you answered yes, would the addition of Sunday bus services be significantly helpful to you to reach these destinations?

Shopping (i.e. grocery)	Work	Social	Other
-------------------------	------	--------	-------

11. Which statement about walking do you most agree with?

- I walk in my area whenever I want to because sidewalks and crosswalks are adequate and I have places to walk safely.
- I would walk more frequently in my area if I felt safer with more sidewalks and crosswalks.
- I do not walk in my area because the sidewalk/crosswalk conditions are unsafe.
- I do not walk in my area for reasons other than safety. (list) \_\_\_\_\_

12. Which statement about bicycling do you most agree with?

- I bicycle in my area whenever I want. Bike routes or lanes are adequate and I have places to ride my bike safely.
- I would bicycle more frequently in my area if I felt safer with more bike routes and lanes.
- I do not bicycle in my area because biking conditions are unsafe. There are no bike lanes where I can safely ride my bike.
- I do not bicycle in my area for reasons other than safety. (list) \_\_\_\_\_



13. How much money do you spend on transportation each year?

Far too much

Too much

About right

Would spend more

14. If public transportation was more widely available, would you stop using a car?

Yes

No

I don't use a car

15. If you said no, would you limit your car use?      Yes              No

16. How would you rate air quality in our region?

Very good

Good

Fair

Poor

Very Poor

17. Are you familiar with WILMAPCO, the Wilmington Area Planning Council?

Yes

No

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18. **Optional.** If you are interested in signing up for WILMAPCO's quarterly newsletters or monthly E-News, please fill in your contact information below.

Name: \_\_\_\_\_

Street Address: \_\_\_\_\_

City: \_\_\_\_\_

ZIP: \_\_\_\_\_

E-Mail Address: \_\_\_\_\_

*Please turn to the back to complete an optional write-in section.*

**OPTIONAL WRITE-IN RESPONSES**

*Please use the space below (and on an extra page if necessary) to describe the transportation issues you face.*

Provide specific detail to where problems may exist during your travels. For example, is a transit stop too far from your house? Is a roadway too congested? Is a particular segment of sidewalk in need of replacement?

---

How can WILMAPCO better reach out to your community?

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**Thank You!**

## Tables A3- A10: Detailed Breakdown of Transit Connectivity to Significant EJ Neighborhoods<sup>17</sup>

### *Adams Four, West Center City (North), and West Center City (South)*

<b>Grocery Store:</b>	<b>Save-A-Lot</b>			
Primary Route:	9			
	Monday - Friday		Saturday	
	Runs to:	22	Runs to:	8
	Runs from:	22	Runs from:	8
	Travel Time:	5 mins	Travel Time:	5 mins
	AM Headway	32 mins	Headway:	90 mins
	PM Headway	36 mins		
	Walking Issues:	n/a		
	Notes:	n/a		
Secondary Route:	19			
	Monday - Friday		Saturday	
	Runs to:	0	Runs to:	0
	Runs from:	14	Runs from:	0
	Travel Time:	3 mins	Travel Time:	n/a
	AM Headway	30 mins	Headway:	n/a
	PM Headway	17 mins		
	Walking Issues:	East of Jefferson St. (WCC South) and north of 5th St (WCC South and North) are outside walking distance.		
	Notes:	Route 19 only makes a return trip from the store, along MLK Blvd; no Saturday service.		

<b>Grocery Store:</b>	<b>Zingo's</b>			
Primary Route:	5			
	Monday - Friday		Saturday	
	Runs to:	42	Runs to:	26
	Runs from:	44	Runs from:	26
	Travel Time:	11 mins	Travel Time:	11 mins
	AM Headway	18 mins	Headway:	30 mins
	PM Headway	21 mins		
	Walking Issues:	Residences north of 8th St (WCC North) are outside walking distance.		
	Notes:	n/a		

<b>Grocery Store:</b>	<b>Pathmark</b>			
Primary Route:	4			
	Monday - Friday		Saturday	
	Runs to:	55	Runs to:	26
	Runs from:	55	Runs from:	23
	Travel Time:	14 mins	Travel Time:	13 mins
	AM Headway	14 mins	Headway:	30 mins
	PM Headway	17 mins		
	Walking Issues:	Residences north of 8th St (WCC North) are outside walking distance.		
	Notes:	n/a		

<sup>17</sup> The significant EJ neighborhoods of Chestnut Run and Hilltop (North, Central, West and South) are within walking distance to a supermarket. A transit connectivity analysis was not completed for these areas.

## ***Alban Park***

Grocery Store:		Save-A-Lot	
Primary Route:		9	
Monday - Friday		Saturday	
Runs to:	22	Runs to:	8
Runs from:	22	Runs from:	8
Travel Time:	5 mins	Travel Time:	5 mins
AM Headway	32 mins	Headway:	90 mins
PM Headway	36 mins		
Walking Issues:	Yes, 68.8% of households outside 1/4 mile walking distance to stop		
Notes:	n/a		

Grocery Store:		Zingo's	
Primary Route:		5	
Monday - Friday		Saturday	
Runs to:	42	Runs to:	26
Runs from:	44	Runs from:	26
Travel Time:	7 mins	Travel Time:	7 mins
AM Headway	18 mins	Headway:	30 mins
PM Headway	21 mins		
Walking Issues:	Yes, 68.8% of households outside 1/4 mile walking distance to stop		
Notes:	n/a		

Secondary Route:		9	
Monday - Friday		Saturday	
Runs to:	22	Runs to:	8
Runs from:	22	Runs from:	8
Travel Time:	7 mins	Travel Time:	6 mins
AM Headway	32 mins	Headway:	90 mins
PM Headway	26 mins		
Walking Issues:	Yes, 68.8% of households outside 1/4 mile walking distance to stop		
Notes:	n/a		

Grocery Store:		Shop Ride	
Primary Route:		5	
		Monday - Friday	Saturday
Runs to:	42	Runs to:	26
Runs from:	44	Runs from:	26
Travel Time:	12 mins	Travel Time:	12 mins
AM Headway	18 mins	Headway:	30 mins
PM Headway	21 mins		
Walking Issues:	Yes, 68.8% of households outside 1/4 mile walking distance to stop		
Notes:	n/a		



***Downtown***

Grocery Store:		Save-A-Lot	
Primary Route:		9	
Monday - Friday		Saturday	
Runs to:	22	Runs to:	8
Runs from:	22	Runs from:	8
Travel Time:	5 mins	Travel Time:	5 mins
AM Headway	32 mins	Headway:	90 mins
PM Headway	36 mins		
Walking Issues:	n/a		
Notes:	n/a		

Grocery Store:	Acme			
Primary Route:	10			
	Monday - Friday		Saturday	
Runs to:	28	Runs to:	7	
Runs from:	28	Runs from:	7	
Travel Time:	14 mins	Travel Time:	15 mins	
AM Headway	18 mins	Headway:	2 hrs	
PM Headway	17 mins			
Walking Issues:	n/a			
Notes:	n/a			

<b>Grocery Store:</b>	<b>Zingo's</b>			
Primary Route:	5			
	Monday - Friday		Saturday	
Runs to:	42	Runs to:	26	
Runs from:	44	Runs from:	26	
Travel Time:	13 mins	Travel Time:	19 mins	
AM Headway	18 mins	Headway:	30 mins	
PM Headway	21 mins			
Walking Issues:	n/a			
Notes:	n/a			

Secondary Route:	9			
	Monday - Friday		Saturday	
Runs to:	22	Runs to:	8	
Runs from:	22	Runs from:	8	
Travel Time:	14 mins	Travel Time:	16 mins	
AM Headway	32 mins	Headway:	90 mins	
PM Headway	36 mins			
Walking Issues:	n/a			
Notes:	n/a			

***Fourth and Union Streets***

<b>Grocery Store:</b>	<b>Save-a-lot</b>			
Primary Route:	19			
	Monday - Friday		Saturday	
Runs to:	14	Runs to:	0	
Runs from:	14	Runs from:	0	
Travel Time:	2.5 mins	Travel Time:	n/a	
AM Headway	30 mins	Headway:	n/a	
PM Headway	17 mins			
Walking Issues:	n/a			
Notes:	No Saturday service. Grocery store is in close walking distance to the neighborhood.			

**Melrose Place**

<b>Grocery Store:</b>	<b>Pathmark</b>												
Primary Route:	6												
	<table> <tr> <th>Monday - Friday</th><th>Saturday</th></tr> <tr> <td>Runs to: 41</td><td>Runs to: 26</td></tr> <tr> <td>Runs from: 32</td><td>Runs from: 24</td></tr> <tr> <td>Travel Time: 5 mins</td><td>Travel Time: 5 mins</td></tr> <tr> <td>AM Headway: 30 mins</td><td>Headway: 30 mins</td></tr> <tr> <td>PM Headway: 20 mins</td><td></td></tr> </table>	Monday - Friday	Saturday	Runs to: 41	Runs to: 26	Runs from: 32	Runs from: 24	Travel Time: 5 mins	Travel Time: 5 mins	AM Headway: 30 mins	Headway: 30 mins	PM Headway: 20 mins	
Monday - Friday	Saturday												
Runs to: 41	Runs to: 26												
Runs from: 32	Runs from: 24												
Travel Time: 5 mins	Travel Time: 5 mins												
AM Headway: 30 mins	Headway: 30 mins												
PM Headway: 20 mins													
Walking Issues:	14% of dwelling units outside walking distance												
Notes:	Units along Elizabeth Court and north of Chestnut Avenue are outside walking distance												

**Prices Run**

<b>Grocery Store:</b>	<b>Super Fresh</b>												
Primary Route:	1												
	<table> <tr> <th>Monday - Friday</th><th>Saturday</th></tr> <tr> <td>Runs to: 39</td><td>Runs to: 23</td></tr> <tr> <td>Runs from: 41</td><td>Runs from: 21</td></tr> <tr> <td>Travel Time: 20 mins</td><td>Travel Time: 20 mins</td></tr> <tr> <td>AM Headway: 14 mins</td><td>Headway: 30</td></tr> <tr> <td>PM Headway: 14 mins</td><td></td></tr> </table>	Monday - Friday	Saturday	Runs to: 39	Runs to: 23	Runs from: 41	Runs from: 21	Travel Time: 20 mins	Travel Time: 20 mins	AM Headway: 14 mins	Headway: 30	PM Headway: 14 mins	
Monday - Friday	Saturday												
Runs to: 39	Runs to: 23												
Runs from: 41	Runs from: 21												
Travel Time: 20 mins	Travel Time: 20 mins												
AM Headway: 14 mins	Headway: 30												
PM Headway: 14 mins													
Walking Issues:	n/a												
Notes:	East of Speakman Place in Prices Run is outside of walking distance to Route 1 stops.												

**Silverbrook Gardens**

<b>Grocery Store:</b>	<b>Acme</b>												
Primary Route:	6												
	<table> <tr> <th>Monday - Friday</th><th>Saturday</th></tr> <tr> <td>Runs to: 41</td><td>Runs to: 26</td></tr> <tr> <td>Runs from: 38</td><td>Runs from: 24</td></tr> <tr> <td>Travel Time: 10 mins</td><td>Travel Time: 10 mins</td></tr> <tr> <td>AM Headway: 20 mins</td><td>Headway: 30 mins</td></tr> <tr> <td>PM Headway: 20 mins</td><td></td></tr> </table>	Monday - Friday	Saturday	Runs to: 41	Runs to: 26	Runs from: 38	Runs from: 24	Travel Time: 10 mins	Travel Time: 10 mins	AM Headway: 20 mins	Headway: 30 mins	PM Headway: 20 mins	
Monday - Friday	Saturday												
Runs to: 41	Runs to: 26												
Runs from: 38	Runs from: 24												
Travel Time: 10 mins	Travel Time: 10 mins												
AM Headway: 20 mins	Headway: 30 mins												
PM Headway: 20 mins													
Walking Issues:	43% of dwelling units are outside walking distance to a stop. Many are on Cleveland Road and Brier Avenue												
Notes:													
Secondary Route:	19												
	<table> <tr> <th>Monday - Friday</th><th>Saturday</th></tr> <tr> <td>Runs to: 12</td><td>Runs to: 0</td></tr> <tr> <td>Runs from: 10</td><td>Runs from: 0</td></tr> <tr> <td>Travel Time: 10 mins</td><td>Travel Time: n/a</td></tr> <tr> <td>AM Headway: 30 mins</td><td>Headway: n/a</td></tr> <tr> <td>PM Headway: 17 mins</td><td></td></tr> </table>	Monday - Friday	Saturday	Runs to: 12	Runs to: 0	Runs from: 10	Runs from: 0	Travel Time: 10 mins	Travel Time: n/a	AM Headway: 30 mins	Headway: n/a	PM Headway: 17 mins	
Monday - Friday	Saturday												
Runs to: 12	Runs to: 0												
Runs from: 10	Runs from: 0												
Travel Time: 10 mins	Travel Time: n/a												
AM Headway: 30 mins	Headway: n/a												
PM Headway: 17 mins													
Walking Issues:	43% of dwelling units are outside walking distance to a stop. Many are on Cleveland Road and Brier Avenue												
Notes:	No Sat. Service												

<b>Grocery Store:</b>	<b>Save-A-Lot</b>												
Primary Route:	19												
	<table> <tr> <th>Monday - Friday</th><th>Saturday</th></tr> <tr> <td>Runs to: 15</td><td>Runs to: 0</td></tr> <tr> <td>Runs from: 18</td><td>Runs from: 0</td></tr> <tr> <td>Travel Time: 6 mins</td><td>Travel Time: n/a</td></tr> <tr> <td>AM Headway: 30 mins</td><td>Headway: n/a</td></tr> <tr> <td>PM Headway: 17 mins</td><td></td></tr> </table>	Monday - Friday	Saturday	Runs to: 15	Runs to: 0	Runs from: 18	Runs from: 0	Travel Time: 6 mins	Travel Time: n/a	AM Headway: 30 mins	Headway: n/a	PM Headway: 17 mins	
Monday - Friday	Saturday												
Runs to: 15	Runs to: 0												
Runs from: 18	Runs from: 0												
Travel Time: 6 mins	Travel Time: n/a												
AM Headway: 30 mins	Headway: n/a												
PM Headway: 17 mins													
Walking Issues:	43% of dwelling units are outside walking distance to a stop. Many are on Cleveland Road and Brier Avenue												
Notes:	No Sat. Service												

***Southbridge (East and West)***

<b>Grocery Store:</b>	<b>Super Fresh</b>	
Primary Route:	15	
	Monday - Friday	Saturday
Runs to:	31	Runs to: 14
Runs from:	30	Runs from: 13
Travel Time:	11 mins	Travel Time: 11 mins
AM Headway	28 mins	Headway: 60 mins
PM Headway	25 mins	
Walking Issues:	n/a	
Notes:	n/a	
Secondary Route:	17	
	Monday - Friday	Saturday
Runs to:	24	Runs to: 8
Runs from:	24	Runs from: 7
Travel Time:	15 mins	Travel Time: 15 mins
AM Headway	33 mins	Headway: 90 mins
PM Headway	29 mins	
Walking Issues:	n/a	
Notes:	n/a	

<b>Grocery Store:</b>	<b>Thriftway</b>	
Primary Route:	15	
	Monday - Friday	Saturday
Runs to:	29	Runs to: 14
Runs from:	29	Runs from: 13
Travel Time:	45 mins	Travel Time: 45 mins
AM Headway	28 mins	Headway: 60 mins
PM Headway	25 mins	
Walking Issues:	n/a	
Notes:	n/a	

***St. Paul's***

<b>Grocery Store:</b>	<b>Save-A-Lot</b>																
Primary Route:	9																
	<table> <tr> <th>Monday - Friday</th><th>Saturday</th></tr> <tr> <td>Runs to: 22</td><td>Runs to: 8</td></tr> <tr> <td>Runs from: 22</td><td>Runs from: 8</td></tr> <tr> <td>Travel Time: 5 mins</td><td>Travel Time: 5 mins</td></tr> <tr> <td>AM Headway: 32 mins</td><td>Headway: 90 mins</td></tr> <tr> <td>PM Headway: 36 mins</td><td></td></tr> <tr> <td>Walking Issues: n/a</td><td></td></tr> <tr> <td>Notes: n/a</td><td></td></tr> </table>	Monday - Friday	Saturday	Runs to: 22	Runs to: 8	Runs from: 22	Runs from: 8	Travel Time: 5 mins	Travel Time: 5 mins	AM Headway: 32 mins	Headway: 90 mins	PM Headway: 36 mins		Walking Issues: n/a		Notes: n/a	
Monday - Friday	Saturday																
Runs to: 22	Runs to: 8																
Runs from: 22	Runs from: 8																
Travel Time: 5 mins	Travel Time: 5 mins																
AM Headway: 32 mins	Headway: 90 mins																
PM Headway: 36 mins																	
Walking Issues: n/a																	
Notes: n/a																	
Secondary Route:	19																
	<table> <tr> <th>Monday - Friday</th><th>Saturday</th></tr> <tr> <td>Runs to: 0</td><td>Runs to: 0</td></tr> <tr> <td>Runs from: 14</td><td>Runs from: 0</td></tr> <tr> <td>Travel Time: 2 mins</td><td>Travel Time: n/a</td></tr> <tr> <td>AM Headway: 30 mins</td><td>Headway: n/a</td></tr> <tr> <td>PM Headway: 17 mins</td><td></td></tr> <tr> <td>Walking Issues:</td><td></td></tr> <tr> <td>Notes:</td><td>Route 19 only makes a return trip from the store, along MLK Blvd; no Saturday service.</td></tr> </table>	Monday - Friday	Saturday	Runs to: 0	Runs to: 0	Runs from: 14	Runs from: 0	Travel Time: 2 mins	Travel Time: n/a	AM Headway: 30 mins	Headway: n/a	PM Headway: 17 mins		Walking Issues:		Notes:	Route 19 only makes a return trip from the store, along MLK Blvd; no Saturday service.
Monday - Friday	Saturday																
Runs to: 0	Runs to: 0																
Runs from: 14	Runs from: 0																
Travel Time: 2 mins	Travel Time: n/a																
AM Headway: 30 mins	Headway: n/a																
PM Headway: 17 mins																	
Walking Issues:																	
Notes:	Route 19 only makes a return trip from the store, along MLK Blvd; no Saturday service.																
Secondary Route:	36																
	<table> <tr> <th>Monday - Friday</th><th>Saturday</th></tr> <tr> <td>Runs to: 0</td><td>Runs to: 0</td></tr> <tr> <td>Runs from: 15</td><td>Runs from: 0</td></tr> <tr> <td>Travel Time: 2 mins</td><td>Travel Time: n/a</td></tr> <tr> <td>AM Headway: 33 mins</td><td>Headway: n/a</td></tr> <tr> <td>PM Headway: 46 mins</td><td></td></tr> <tr> <td>Walking Issues:</td><td></td></tr> <tr> <td>Notes:</td><td>Route 19 only makes a return trip from the store, along MLK Blvd; no Saturday service.</td></tr> </table>	Monday - Friday	Saturday	Runs to: 0	Runs to: 0	Runs from: 15	Runs from: 0	Travel Time: 2 mins	Travel Time: n/a	AM Headway: 33 mins	Headway: n/a	PM Headway: 46 mins		Walking Issues:		Notes:	Route 19 only makes a return trip from the store, along MLK Blvd; no Saturday service.
Monday - Friday	Saturday																
Runs to: 0	Runs to: 0																
Runs from: 15	Runs from: 0																
Travel Time: 2 mins	Travel Time: n/a																
AM Headway: 33 mins	Headway: n/a																
PM Headway: 46 mins																	
Walking Issues:																	
Notes:	Route 19 only makes a return trip from the store, along MLK Blvd; no Saturday service.																
<b>Grocery Store:</b>	<b>Zingo's</b>																
Primary Route:	5																
	<table> <tr> <th>Monday - Friday</th><th>Saturday</th></tr> <tr> <td>Runs to: 42</td><td>Runs to: 26</td></tr> <tr> <td>Runs from: 44</td><td>Runs from: 26</td></tr> <tr> <td>Travel Time: 10 mins</td><td>Travel Time: 10 mins</td></tr> <tr> <td>AM Headway: 18 mins</td><td>Headway: 30 mins</td></tr> <tr> <td>PM Headway: 21 mins</td><td></td></tr> <tr> <td>Walking Issues: n/a</td><td></td></tr> <tr> <td>Notes: n/a</td><td></td></tr> </table>	Monday - Friday	Saturday	Runs to: 42	Runs to: 26	Runs from: 44	Runs from: 26	Travel Time: 10 mins	Travel Time: 10 mins	AM Headway: 18 mins	Headway: 30 mins	PM Headway: 21 mins		Walking Issues: n/a		Notes: n/a	
Monday - Friday	Saturday																
Runs to: 42	Runs to: 26																
Runs from: 44	Runs from: 26																
Travel Time: 10 mins	Travel Time: 10 mins																
AM Headway: 18 mins	Headway: 30 mins																
PM Headway: 21 mins																	
Walking Issues: n/a																	
Notes: n/a																	



**Wilton**

<b>Grocery Store:</b>	<b>Red Rose</b>																
Primary Route:	22																
	<table> <tr> <th>Monday - Friday</th><th>Saturday</th></tr> <tr> <td>Runs to: 22</td><td>Runs to: 9</td></tr> <tr> <td>Runs from: 23</td><td>Runs from: 9</td></tr> <tr> <td>Travel Time: 7 mins</td><td>Travel Time: 5 mins</td></tr> <tr> <td>AM Headway: 30 mins</td><td>Headway: 90 mins</td></tr> <tr> <td>PM Headway: 25 mins</td><td></td></tr> <tr> <td>Walking Issues: n/a</td><td></td></tr> <tr> <td>Notes: n/a</td><td></td></tr> </table>	Monday - Friday	Saturday	Runs to: 22	Runs to: 9	Runs from: 23	Runs from: 9	Travel Time: 7 mins	Travel Time: 5 mins	AM Headway: 30 mins	Headway: 90 mins	PM Headway: 25 mins		Walking Issues: n/a		Notes: n/a	
Monday - Friday	Saturday																
Runs to: 22	Runs to: 9																
Runs from: 23	Runs from: 9																
Travel Time: 7 mins	Travel Time: 5 mins																
AM Headway: 30 mins	Headway: 90 mins																
PM Headway: 25 mins																	
Walking Issues: n/a																	
Notes: n/a																	
Secondary Route:	23																
	<table> <tr> <th>Monday - Friday</th><th>Saturday</th></tr> <tr> <td>Runs to: 0</td><td>Runs to: 6</td></tr> <tr> <td>Runs from: 0</td><td>Runs from: 5</td></tr> <tr> <td>Travel Time: n/a</td><td>Travel Time: 5 mins</td></tr> <tr> <td>AM Headway: n/a</td><td>Headway: 90 mins</td></tr> <tr> <td>PM Headway: n/a</td><td></td></tr> <tr> <td>Walking Issues: n/a</td><td></td></tr> <tr> <td>Notes: Supplements the 22's Saturday service</td><td></td></tr> </table>	Monday - Friday	Saturday	Runs to: 0	Runs to: 6	Runs from: 0	Runs from: 5	Travel Time: n/a	Travel Time: 5 mins	AM Headway: n/a	Headway: 90 mins	PM Headway: n/a		Walking Issues: n/a		Notes: Supplements the 22's Saturday service	
Monday - Friday	Saturday																
Runs to: 0	Runs to: 6																
Runs from: 0	Runs from: 5																
Travel Time: n/a	Travel Time: 5 mins																
AM Headway: n/a	Headway: 90 mins																
PM Headway: n/a																	
Walking Issues: n/a																	
Notes: Supplements the 22's Saturday service																	

<b>Grocery Store:</b>	<b>Super G</b>																
Primary Route:	54																
	<table> <tr> <th>Monday - Friday</th><th>Saturday</th></tr> <tr> <td>Runs to: 18</td><td>Runs to: 18</td></tr> <tr> <td>Runs from: 19</td><td>Runs from: 19</td></tr> <tr> <td>Travel Time: 9 mins</td><td>Travel Time: 9 mins</td></tr> <tr> <td>AM Headway: 35 mins</td><td>Headway: 35-70 mins</td></tr> <tr> <td>PM Headway: 39 mins</td><td></td></tr> <tr> <td>Walking Issues: Nearest bus stop on U.S. 40 is outside walking distance (.35 miles) to the grocery store.</td><td></td></tr> <tr> <td>Notes: n/a</td><td></td></tr> </table>	Monday - Friday	Saturday	Runs to: 18	Runs to: 18	Runs from: 19	Runs from: 19	Travel Time: 9 mins	Travel Time: 9 mins	AM Headway: 35 mins	Headway: 35-70 mins	PM Headway: 39 mins		Walking Issues: Nearest bus stop on U.S. 40 is outside walking distance (.35 miles) to the grocery store.		Notes: n/a	
Monday - Friday	Saturday																
Runs to: 18	Runs to: 18																
Runs from: 19	Runs from: 19																
Travel Time: 9 mins	Travel Time: 9 mins																
AM Headway: 35 mins	Headway: 35-70 mins																
PM Headway: 39 mins																	
Walking Issues: Nearest bus stop on U.S. 40 is outside walking distance (.35 miles) to the grocery store.																	
Notes: n/a																	

**Table A11: List of Walkability Recommendations for Significant EJ Neighborhoods, by Neighborhood**

Sort ID	EJ Area	Recommendation	Location	Notes	Score
1	Adams Four	Repair Sidewalk	3rd Street, below I-95	Access to park	11
2	Adams Four	Repair Sidewalk	Adams Street, b/t 2nd Street and 3rd Street	Access to shopping center	11
3	Adams Four	Repair Sidewalk	Adams Street, b/t 2nd Street and 3rd Street	Access to shopping center	11
4	Adams Four	Add Crosswalks	Adams Street at 4th Street		14
5	Adams Four	Add Bulb-outs, Signage	4th Street at Monroe Street	High crash intersection; Fully paint crosswalk; access to shopping ctr	14
6	Adams Four	Add Bulb-outs, Signage	4th Street at Madison Street	High crash intersection	13
7	Adams Four	Add Crosswalks	4th Street at Jefferson Street		13
8	Adams Four	Add Crosswalks, Signage	3rd Street at Madison Street		10
9	Adams Four	Add Crosswalks	3rd Street at Jefferson Street		10
10	Adams Four	Add Crosswalks	3rd Street at Washington Street		10
11	Adams Four	Add Crosswalks	3rd Street at West Street	Access to playground	11
12	Adams Four	Add Crosswalks	2nd Street at Monroe	Access to shopping center	10
13	Adams Four	Repaint Crosswalks	2nd Street at Madison		10
14	Adams Four	Add Crosswalks, Curb Cuts	2nd Street at Jefferson	High crash intersection; Add curb cuts mid-block	10
15	Adams Four	Add Crosswalks, Signage	3rd Street at Monroe	Access to shopping center	11
16	Adams Four	Repair Sidewalk	Washington Street b/t 2nd and 3rd Streets		10
17	Adams Four	Repair Sidewalk	Washington Street b/t 2nd and 3rd Streets		10
18	Adams Four	Repair Sidewalk	Madison Street b/t 2nd and 3rd Streets		10
19	Adams Four	Repair Sidewalk	Madison Street b/t 2nd and 3rd Streets		10
20	Adams Four	Add Sidewalk	Washington Street b/t 2nd and 3rd Streets		10
21	Adams Four	Repair Sidewalk	Jefferson Street b/t 2nd and 3rd Streets		10
22	Adams Four	Repair Sidewalk	Jefferson Street b/t 2nd and 3rd Streets		10
23	Adams Four	Repair Sidewalk	3rd Street b/t Madison and Jefferson Streets		10
24	Adams Four	Repair Sidewalk	3rd Street b/t Madison and Jefferson Streets		10
25	Adams Four	Repair Sidewalk	Washington Street b/t 2nd and 3rd Streets		10
26	Adams Four	Repair Sidewalk	Washington Street b/t 2nd and 3rd Streets		10
27	Adams Four	Repair Sidewalk	Washington Street b/t 3rd and 4th Streets		10
28	Adams Four	Repair Sidewalk	4th Street b/t Washington and Jefferson Streets		13
29	Adams Four	Repair Sidewalk	4th Street at Madison Street	Access to playground	13
30	Alban Park	Add Bulb-outs, Brick Crosswalks; Repaint	SR 4 at Broom Street	High crash intersection; repaint crosswalks	8
31	Alban Park	Add Side-street Crosswalks	SR 4 at Latimer Street		8
32	Alban Park	Add Side-street Crosswalks	SR 4 at Temple Terrace		7
33	Alban Park	Add Side-street Crosswalks	SR 4 at Yale Road		7
34	Alban Park	Repaint Crosswalk	SR 4 at Alban Drive	Needed to reach westbound bus stop	7
35	Alban Park	Add Side-street Crosswalks	SR 4 at Alban Drive		7
36	Alban Park	Add Sidewalk	Happy Harry's at SR 4	Formalize informal path to reach Canby Park Shopping Center	7
37	Alban Park	Add Sidewalk	Happy Harry's at SR 4	Formalize informal path to reach Canby Park Shopping Center	7
38	Alban Park	Widen Sidewalk	SR 4 (b/t Alban Drive and Shopping Center)	Utility poles blocking pedestrian access	7
39	Alban Park	Add Crosswalks	SR 4 at Canby Park Shopping Center	Improve walkability along this corridor	7
40	Alban Park	Add Bus Shelter	SR 4 at Robinson Lane	Active stop with little room	7
41	Alban Park	Widen Sidewalk	SR 4 at Robinson Lane	Active bus stop with little room	7
42	Alban Park	Add Side-street Crosswalks	SR 4 at Robinson Lane		7
43	Alban Park	Add Signalized Crosswalks	SR 4 at Robinson Lane	Important connection between two busy bus stops	7
44	Alban Park	Add Sidewalk	SR 4 at Robinson Lane	Provide safer access to bus stops	7
45	Alban Park	Repair Sidewalk	SR 4 at Shopping Center		7
46	Alban Park	Clear Vegetation	Desmond Road and Alban Drive	Pedestrian pathway is difficult to access	7
47	Alban Park	Add Pathway; Ped/Bike Connect. to Park	9th Avenue, north of Brown Street	Missing roadway; add ped/bike connection to park	9
48	Alban Park	Add Sidewalk	9th Avenue, north of Homestead Road	Improve connection to park	9
49	Alban Park	Add Crosswalks	9th Avenue at Homestead Road	Improve connection to park	9
50	Alban Park	Add Crosswalks	Homestead Road at Brown Park	High crash intersection; Improve connection to park	6
51	Alban Park	Repair Sidewalk	South side of Homestead Road, near Brown Park		7
52	Alban Park	Add Pedestrian Link	Alban Park/Brown Park	Formalize ped/bike link between Alban and Brown Parks	7
53	Alban Park	Add Sidewalks	Bonwood Road, east of Homestead Road	Improve access to park	6
54	Alban Park	Add Sidewalks	Bonwood Road, east of Homestead Road	Improve access to park	6
55	Alban Park	Add Crosswalks	Alban Drive at Bonwood Road		7
56	Alban Park	Repair Sidewalk	Alban Drive, north of Bonwood Road		7
57	Alban Park	Repair Sidewalk	Alban Drive, north of Bonwood Road		7
58	Alban Park	Repair/extend Sidewalk	Bonwood Road, west of Alban Drive	Cars parked on existing sidewalk, forcing pedestrians into road.	7
59	Alban Park	Add Sidewalk	Drive off of Bonwood Road	Add safe connection to stairway, connecting into shopping center	7
60	Alban Park	Repair Broken Stairway	Bonwood Road at Shopping Center	Pedestrian stairway to shopping center is in disrepair	7
61	Alban Park	Add Crosswalks	Bonwood Road (b/t Alban Drive and Robinson Lane)		7
62	Alban Park	Add Crosswalks	Bonwood Road at Robinson Lane	Provide access to neighboring residential development	7
63	Alban Park	Repair Sidewalk	Robinson Lane, north of Bonwood Road	Improve connections to the shopping center	7
64	Alban Park	Add Crosswalks	Shopping center entry on Robinson Lane		11
65	Chestnut Run	Add Signalized Crosswalks	SR 48 at Pathmark Entrance	High crash intersection	11
66	Chestnut Run	Add Pedestrian Access to Signal	SR 48 at Pathmark Entrance	Guardrail and raised sidewalk are blocking access	11
67	Chestnut Run	Add Crosswalks	SR 48 at Court Drive	Mid-block crossing to reach bus stop	15
68	Chestnut Run	Add Sidewalk/Curb Ramps	SR 48 at Court Drive	Safe access needed to eastbound bus stop	9
69	Chestnut Run	Add Crosswalks; Mid-Block Crossing; Signage	SR 48 at Court Drive	High crash intersection; Mid-block Crossing with signage to reach Path	11
70	Chestnut Run	Repair Sidewalk and Ramps	SR 48 along Court Drive	Raised sidewalk very deteriorated	11
71	Chestnut Run	Add Sidewalk	South side of Pathmark on SR 48	Formalize informal pedestrian connection to supermarket	9
72	Chestnut Run	Add Sidewalk; Formalize Path	SR 48 at Court Drive	Improve connection to bus stop	6
73	Chestnut Run	Add Crosswalks	SR 48 at Court Drive	Provide access to new development	11
74	Chestnut Run	Add Pathway	SR 48 (b/t Court Drive and Barley Mill Plaza Road)	Provide access to new development	11
75	Chestnut Run	Add Pathway	SR 48 (b/t Court Drive and Barley Mill Plaza Road)	Provide access to new development	11
76	Clifton Park	Add Crosswalks	Edgemoor Road and Philadelphia Pike	Improve access to businesses and bus stops	7
77	Clifton Park	Clear Vegetation	Philadelphia Pike, east of Hillcrest Drive	Vegetation blocking signage for bus stop	5
78	Clifton Park	Add Crosswalks	Hillcrest Drive at Beeson Avenue	Access to bus stop	7
79	Clifton Park	Add Crosswalks	Hillcrest Drive at Marsh Road	Access to bus stops	6
80	Clifton Park	Add Crosswalks	Hillcrest Drive at Springhill Avenue	Access to bus stops	6
81	Clifton Park	Add Crosswalks	Edgemoor Road at Brandywine Blvd.		7
82	Clifton Park	Add Crosswalks	Lea Blvd., north of Colony Blvd.	Access to bus stop	7
83	Clifton Park	Repair Sidewalk	Philadelphia Pike, east of Lea Blvd.		6
84	Clifton Park	Repair Sidewalk	Philadelphia Pike, west of Lea Blvd.		6
85	Clifton Park	Add Side-street Crosswalk, Bulb-outs	Lea Blvd. at Philadelphia Pike	High crash intersection	7
86	Clifton Park	Repaint Crosswalks, Add Bulb-outs	Lea Blvd. at Philadelphia Pike	High crash intersection	7
87	Clifton Park	Repair Sidewalk	Philadelphia Pike, east of Lea Blvd.		6
88	Clifton Park	Add Crosswalks	Lea Blvd. at Pine Street		7
89	Clifton Park	Add Side-Street Crosswalks	42nd Street at Philadelphia Pike		8
90	Clifton Park	Add Side-Street Crosswalks	41st Street at Philadelphia Pike		8
91	Clifton Park	Add Sidewalk	42nd Street, north of Pine Street		8
92	Clifton Park	Add Crosswalks	40th Street at Philadelphia Pike	Access to bus stops	8
93	Clifton Park	Add Side-street Crosswalks	39th Street at Philadelphia Pike		9
94	Clifton Park	Add Sidewalk	39th Street, south of Philadelphia Pike		9
95	Clifton Park	Add Crosswalks	38th Street at Philadelphia Pike		9
96	Clifton Park	Add Sidewalk	38th Street, south of Philadelphia Pike		9
97	Clifton Park	Add Crosswalks	37th Street at Philadelphia Pike	Access to PAL Center	13
98	Clifton Park	Add Sidewalk	36th Street, south of Philadelphia Pike		9
99	Clifton Park	Add Crosswalks	36th Street at Philadelphia Pike		14
100	Clifton Pike	Add Side-street Crosswalks	Hillcrest Drive at Philadelphia Pike		7

Sort ID	EJ Area	Recommendation	Location	Notes	Score
101	Downtown-A	Formalize Path	Point at intersection of Delaware Ave and Penna. Ave	Informal path across median strip near city sign	9
102	Downtown-A	Add Crosswalk	Delaware Ave. and Madison Street		9
103	Downtown-A	Repaint Crosswalk	Pennsylvania Avenue and Jefferson Street		9
104	Downtown-A	Repaint Crosswalk	Delaware Avenue and Jefferson Street		9
105	Downtown-A	Add Signage, Bulb-outs	Washington Street and Pennsylvania Avenue	Repaint crosswalks	10
106	Downtown-A	Add Signage	West Street and Pennsylvania Avenue	High crash intersection	10
107	Downtown-A	Add Signage	Washington Street and 11th Street		13
108	Downtown-A	Add Crosswalks, Curb Cuts	Washington Street and 9th Street		9
109	Downtown-A	Add Crosswalks, Curb Cuts	West Street and 9th Street		10
110	Downtown-A	Add Crosswalks	Tatnall Street and 9th Street		10
111	Downtown-A	Repaint Crosswalks	11th Street and Orange Street		10
112	Downtown-A	Add Crosswalks	King Street and 12th Street		9
113	Downtown-A	Repair Crosswalk Bricks	13th Street and French Street		9
114	Downtown-A	Repair Crosswalk Bricks	13th Street and Walnut Street		10
115	Downtown-A	Add Crosswalks	Pennsylvania Ave. and Walnut Street		10
116	Downtown-A	Add Crosswalks	Pennsylvania Ave. and French Street		10
117	Downtown-A	Add Signage	Pennsylvania Ave. and King Street	High crash intersection	10
118	Downtown-A	Enhance Crosswalk	11th Street and King Street	High crash intersection	14
119	Downtown-A	Add Crosswalks	11th Street and Walnut Street		10
120	Downtown-A	Add Crosswalks	10th Street and King Street	High crash intersection	14
121	Downtown-A	Add Crosswalks, Signage	9th Street and Walnut Street	High crash intersection	10
122	Downtown-A	Repaint Crosswalks	Delaware Ave. and Tatnall Streets		10
123	Downtown-A	Repair Sidewalk	West Street between Penna. Ave. and 11th Street		10
124	Downtown-A	Repair Sidewalk	Pennsylvania Avenue across Bassett Street		10
125	Downtown-A	Repair Sidewalk	Market Street and 15th Street		8
126	Downtown-A	Repair Sidewalk	King Street between 15th and 14th Streets		9
127	Downtown-A	Repair Sidewalk	King Street between 15th and 14th Streets		9
128	Downtown-A	Repair Sidewalk	13th Street between Market and King Streets		10
129	Downtown-A	Repair Sidewalk	French Street between 13th Street and Penna. Ave		10
130	Downtown-A	Repair Sidewalk	Walnut Street between 11th Street and Penna. Ave		10
131	Downtown-A	Repair Sidewalk	Walnut Street between 10th and 11th Streets		10
132	Downtown-A	Repair Sidewalk	Walnut Street between 10th and 11th Streets		10
133	Downtown-A	Repair Sidewalk	Walnut Street between 10th and 9th Streets		10
134	Downtown-A	Repair Sidewalk	French Street between 10th and 11th Streets		10
135	Downtown-A	Repair Sidewalk	French Street between 9th and 8th Streets		10
136	Downtown-A	Repair Sidewalk	French Street between 9th and 8th Streets		10
137	Downtown-A	Repair Sidewalk	9th Street between King and French Streets		10
138	Downtown-A	Repair Sidewalk	Shipley Street between 9th and 8th Streets		10
139	Downtown-A	Repair Sidewalk	West Street between 9th and 8th Streets		10
140	Downtown-A	Repair Sidewalk	9th Street between West and Tatnall Streets		10
141	Downtown-A	Repair Sidewalk	9th Street between Jefferson and Washington Streets		9
142	Downtown-A	Repair Sidewalk	9th Street between Jefferson and Washington Streets		9
143	Downtown-A	Repair Sidewalk	Jefferson Street between 9th and 10th Streets		9
144	Downtown-A	Repair Sidewalk	Jefferson Street between 9th and 10th Streets		9
145	Downtown-A	Repair Sidewalk	10th Street between Jefferson and Washington Streets		9
146	Downtown-A	Repair Sidewalk	10th Street between Jefferson and Washington Streets		9
147	Downtown-A	Repair Sidewalk	Washington Street between 10th and 9th Streets		9
148	Downtown-A	Add Crosswalks	Orange Street and 14th Street		8
149	Downtown-A	Repair Sidewalk	Washington Street between 10th and 9th Streets		9
150	Downtown-B	Add Crosswalks	West and 8th Streets		10
151	Downtown-B	Add Crosswalks	Tatnall and 8th Streets		10
152	Downtown-B	Add Crosswalks	Orange and 8th Streets		10
153	Downtown-B	Enhance Crosswalks, Signage	King and 8th Streets	High crash intersection	14
154	Downtown-B	Add Crosswalks, Bulb-outs, Signage	Walnut and 8th Streets	High crash intersection	14
155	Downtown-B	Add Crosswalks, Curb Cuts	7th and West Streets		10
156	Downtown-B	Add Crosswalks, Curb Cuts	Tatnall and 7th Streets		10
157	Downtown-B	Add Crosswalks	Orange and 7th Streets		14
158	Downtown-B	Add Crosswalks	Shipley and 7th Streets		10
159	Downtown-B	Add Crosswalks	Orange and 6th Streets		10
160	Downtown-B	Add Crosswalks	Shipley and 6th Streets		10
161	Downtown-B	Add Bus Shelter	King and 6th Streets		10
162	Downtown-B	Add Mid-Block Crosswalk	Walnut Street between 5th and 7th Streets	Across from where 6th Street would be if it continued across	10
163	Downtown-B	Add Crosswalks, Curb Cuts	Tatnall and 5th Streets		10
164	Downtown-B	Add Crosswalks	Orange and 5th Streets		10
165	Downtown-B	Add Crosswalks, Curb Cuts	Shipley and 5th Streets		10
166	Downtown-B	Add Flashing Signals	Walnut and 5th Streets		11
167	Downtown-B	Add Crosswalks, Signage	Tatnall and 4th Streets		14
168	Downtown-B	Repaint Crosswalks	Orange and 4th Streets		14
169	Downtown-B	Repaint Crosswalks	Shipley and 4th Streets		14
170	Downtown-B	Enhance Crosswalk, Ped Signage	Market and 4th Streets	High crash intersection	18
171	Downtown-B	Add Bulb-outs	King and 4th Streets	High crash intersection	14
172	Downtown-B	Repaint Crosswalks	Orange and 3rd Streets		10
173	Downtown-B	Add Crosswalk	Tatnall Street between 3rd and 4th Streets		10
174	Downtown-B	Add Crosswalks, Curb Cuts	Tatnall and 2nd Streets		10
175	Downtown-B	Add Crosswalks, Curb Cuts	Orange and 2nd Streets		10
176	Downtown-B	Add Crosswalks, Curb Cuts	King and 2nd Streets		10
177	Downtown-B	Repaint Crosswalk; Curb Cuts	Market Street and Martin Luther King Blvd.		10
178	Downtown-B	Repair Sidewalk	2nd Street between Market and King Streets		10
179	Downtown-B	Repair Sidewalk	Tatnall Street between 2nd and 3rd Streets		10
180	Downtown-B	Repair Sidewalk	Shipley Street between 3rd and 4th Streets	Access to Del Tech	10
181	Downtown-B	Repair Sidewalk	4th Street between King and Walnut Streets		10
182	Downtown-B	Repair Sidewalk	Orange Street between 4th and 5th Streets		10
183	Downtown-B	Add Sidewalk	Tatnall Street between 4th and 5th Streets		10
184	Downtown-B	Repair Sidewalk	Fifth Street between Tatnall and Orange Streets		10
185	Downtown-B	Repair Sidewalk	Fifth Street between Tatnall and Orange Streets		10
186	Downtown-B	Repair Sidewalk	Fifth Street between Orange and Shipley Streets		10
187	Downtown-B	Repair Sidewalk	Tatnall Street between 5th and 6th Streets		10
188	Downtown-B	Repair Sidewalk	6th Street between West and Tatnall Streets		10
189	Downtown-B	Repair Sidewalk	6th Street between Orange and Shipley Streets		10
190	Downtown-B	Repair Sidewalk	Shipley Street between 6th and 7th Streets		10
191	Downtown-B	Repair Sidewalk	6th Street between Market and King Streets		10
192	Downtown-B	Repair Sidewalk	King Street between 6th and 7th Streets		10
193	Downtown-B	Repair Sidewalk	7th Street between Market and King Streets		10
194	Downtown-B	Repair Sidewalk	Tatnall Street between 6th and 7th Streets		10
195	Downtown-B	Repair Sidewalk	Tatnall Street between 6th and 7th Streets		10
196	Downtown-B	Repair Sidewalk	Tatnall Street between 6th and 7th Streets		10
197	Downtown-B	Repair Sidewalk	West Street between 6th and 7th Streets		10
198	Downtown-B	Repair Sidewalk	West Street between 6th and 7th Streets		10
199	Downtown-B	Repair Sidewalk	7th Street between West and Tatnall Streets		10
200	Downtown-B	Repair Sidewalk	7th Street between West and Tatnall Streets		10

Sort ID	EJ Area	Recommendation	Location	Notes	Score
201	Downtown-B	Repair Sidewalk	West Street between 7th and 8th Streets		10
202	Downtown-B	Repair Sidewalk	Tatnall Street between 7th and 8th Streets		10
203	Downtown-B	Repair Sidewalk	Tatnall Street between 7th and 8th Streets		10
204	Downtown-B	Repair Sidewalk	Tatnall Street between 7th and 8th Streets		10
205	Fourth and Union	Add Curb Cuts	Lincoln Street at 2nd Street		8
206	Fourth and Union	Repair Sidewalk	SR 48 (b/t Union and Lincoln)		10
207	Fourth and Union	Add Crosswalks/Curb Cuts	SR 48 at Lincoln Street		10
208	Fourth and Union	Repair Sidewalk	Lincoln Street (b/t SR 48 and 2nd)		8
209	Fourth and Union	Repair Sidewalk	Lincoln Street (b/t Conrad and 2nd)		8
210	Fourth and Union	Repair Sidewalk	3rd Street (b/t Union and Lincoln)		8
211	Fourth and Union	Add Curb Cut	3rd Street at Union Street		8
212	Fourth and Union	Add Curb Cut	Union Street at 2nd Street		8
213	Fourth and Union	Add Curb Cut	Union Street at Conrad		8
214	Fourth and Union	Repair Sidewalk	3rd Street (b/t Lincoln and Scott)		8
215	Fourth and Union	Repair Sidewalk	3rd Street (b/t Lincoln and Scott)		8
216	Fourth and Union	Repair Sidewalk	3rd Street (b/t Scott and Dupont)		8
217	Fourth and Union	Add Sidewalk	Conrad Street (b/t Scott and Dupont)		8
218	Fourth and Union	Add Crosswalks	2nd at Scott Street		10
219	Fourth and Union	Add Crosswalks	SR 48 at Scott Street		10
220	Fourth and Union	Repair Sidewalk	Scott Street (b/t SR 48 and 2nd Street)		9
221	Fourth and Union	Repair Sidewalk	SR 48 (b/t Scott and Dupont)		10
222	Fourth and Union	Repair Sidewalk	Dupont Street (b/t 2nd and SR 48)		8
223	Hedgeville	Add Crosswalks and Curb Cut	Oak Street at Broom Street		9
224	Hedgeville	Repair Sidewalk	Connell Street N of Oak		9
225	Hedgeville	Repair Sidewalk	Connell Street N of Oak		9
226	Hedgeville	Repair Sidewalk	Oak Street (b/t Connell and Franklin)		9
227	Hedgeville	Add Crosswalks	Franklin at Oak Street		9
228	Hedgeville	Add Crosswalks	Franklin at Sycamore Street		8
229	Hedgeville	Add Crosswalks	Franklin at Maple Street		8
230	Hedgeville	Repair Sidewalk	Franklin (b/t Sycamore and Maple)		8
231	Hedgeville	Add Crosswalks	Broom at Maple Street		10
232	Hedgeville	Repair Sidewalk	Maple (b/t Broom and Connell)		9
233	Hedgeville	Repair Sidewalk	Franklin (b/t Elm and Linden)		9
234	Hedgeville	Repair Sidewalk	Elm (b/t Connell and Broom)		9
235	Hedgeville	Repair Curb Cut	Elm at Franklin Street		9
236	Hedgeville	Add Crosswalk	Chestnut at Broom Street		10
237	Hedgeville	Repair Sidewalk	Broom (b/t Read and Chestnut)		9
238	Hedgeville	Add Crosswalks	Read at Broom Street		9
239	Hedgeville	Repair Sidewalk	Read (b/t Broom and Franklin)		8
240	Hedgeville	Repair Sidewalk	Read (b/t Broom and Franklin)		8
241	Hedgeville	Repair Sidewalk	Read (b/t Broom and Franklin)		8
242	Hedgeville	Repair Sidewalk	Read (b/t Broom and Franklin)		8
243	Hedgeville	Repair Sidewalk	Read (b/t Broom and Franklin)		8
244	Hilltop (Central)	Add Crosswalks, Curb Cut	6th Street at Rodney Street		8
245	Hilltop (Central)	Repair Sidewalk	Rodney Street, b/t 6th Street and 5th Street		8
246	Hilltop (Central)	Add Crosswalks, Curb Cuts	Rodney Street at 5th Street		8
247	Hilltop (Central)	Repair Sidewalk	5th Street, b/t Delamore Place and Rodney Street		8
248	Hilltop (Central)	Repair Sidewalk	Delamore Place, b/t 5th Street and 6th Street		8
249	Hilltop (Central)	Repair Sidewalk	Delamore Place, b/t 4th Street and 5th Street		8
250	Hilltop (Central)	Repair Sidewalk	Delamore Place, b/t 4th Street and 5th Street		8
251	Hilltop (Central)	Repair Sidewalk	4th Street, b/t Delamore Place and Rodney Street		12
252	Hilltop (Central)	Add Crosswalks, Bulb-outs	Rodney Street at 4th Street		12
253	Hilltop (Central)	Repair Sidewalk	4th Street, b/t and Rodney Street and Broom Street		12
254	Hilltop (Central)	Repair Sidewalk	4th Street, b/t Rodney Street and Broom Street		12
255	Hilltop (Central)	Repair Sidewalk	3rd Street, b/t Broom Street and Rodney Street		8
256	Hilltop (Central)	Repair Sidewalk	3rd Street, b/t Broom Street and Rodney Street		8
257	Hilltop (Central)	Repair Sidewalk	3rd Street, b/t Broom Street and Rodney Street		8
258	Hilltop (Central)	Add Crosswalks, Curb Cuts	3rd Street at Rodney Street		8
259	Hilltop (Central)	Repair Sidewalk	Rodney Street, b/t 4th Street and 5th Street		8
260	Hilltop (Central)	Repair Sidewalk	Rodney Street, b/t 4th Street and 5th Street		8
261	Hilltop (Central)	Repair Sidewalk	Rodney Street, b/t 2nd Street and 3rd Street		8
262	Hilltop (Central)	Repair Sidewalk	Rodney Street, b/t 2nd Street and 3rd Street		8
263	Hilltop (Central)	Repair Sidewalk	Fulton Street, north of 2nd Street		11
264	Hilltop (Central)	Add Crosswalks, Curb Cuts	Fulton Street at 2nd Street		8
265	Hilltop (Central)	Add Crosswalks, Curb Cuts	2nd Street at Rodney Street		8
266	Hilltop (Central)	Repair Sidewalk	Delamore Place, b/t SR 48 and 2nd Street		8
267	Hilltop (Central)	Repair Sidewalk	Rodney Street, b/t SR 48 and 2nd Street		8
268	Hilltop (Central)	Repair Sidewalk	Rodney Street, b/t SR 48 and 2nd Street		8
269	Hilltop (Central)	Repair Sidewalk	Rodney Street, b/t SR 48 and 2nd Street		8
270	Hilltop (Central)	Repair Sidewalks	SR 48, b/t Delamore Place and Rodney Street		10
271	Hilltop (Central)	Repair Sidewalks	SR 48, b/t Delamore Place and Rodney Street		10
272	Hilltop (Central)	Add Crosswalks, Curb Cuts	SR 48 at Rodney Street	Access to supermarket	10
273	Hilltop (Central)	Add Crosswalks, Curb Cuts	SR 48 at Fulton Street	Access to supermarket	10
274	Hilltop (Central)	Repair Sidewalk	SR 48, b/t Rodney Street and Fulton Street		10
275	Hilltop (Central)	Repair Sidewalk	Fulton Street, b/t SR 48 and 2nd Street		8
276	Hilltop (Central)	Repair Sidewalk	Fulton Street, b/t SR 48 and 2nd Street		8
277	Hilltop (North)	Repair Sidewalk	Broom Street, b/t 3rd Street and 4th Street		12
278	Hilltop (North)	Repair Sidewalk	4th Street, b/t Broom Street and Connell Street		13
279	Hilltop (North)	Add Side-street Crosswalks, Bulb-outs	Broom Street at 4th Street		13
280	Hilltop (North)	Repair Sidewalk	4th Street, b/t Broom Street and Connell Street		13
281	Hilltop (North)	Add Crosswalks	4th Street at Connell Street	High crash intersection; mid-block crossing	13
282	Hilltop (North)	Repair Sidewalk	4th Street, b/t Connell Street and Franklin Street		13
283	Hilltop (North)	Add Crosswalks	4th Street at Franklin Street	High crash intersection	18
284	Hilltop (North)	Repair Sidewalk	4th Street, b/t Franklin Street and Harrison Street		14
285	Hilltop (North)	Repaint Crosswalks, Stop Line	4th Street at Harrison Street	High crash intersection; access to bus stop	18
286	Hilltop (North)	Repair Sidewalk	4th Street at Harrison Street	Brick sidewalk in disrepair	10
287	Hilltop (North)	Repair Sidewalk	Harrison Street, b/t 4th Street and 3rd Street		10
288	Hilltop (North)	Repair Sidewalk	Harrison Street, b/t 4th Street and 3rd Street		10
289	Hilltop (North)	Add Crosswalks	5th Street at Harrison Street		10
290	Hilltop (North)	Add Crosswalks	6th Street at Harrison Street		10
291	Hilltop (North)	Repair Sidewalk	6th Street, b/t Franklin Street and Harrison Street		10
292	Hilltop (North)	Add Crosswalks	6th Street at Franklin Street		10
293	Hilltop (North)	Add Crosswalks	5th Street at Franklin Street		9
294	Hilltop (North)	Repair Sidewalk	Franklin Street, b/t 5th Street and 6th Street		9
295	Hilltop (North)	Repair Crosswalks	6th Street, b/t Franklin Street and Broom Street		10
296	Hilltop (North)	Repair Sidewalk	6th Street, b/t Broom Street and Franklin Street	Former street tree locations	10
297	Hilltop (North)	Repair Sidewalk	6th Street, b/t Broom Street and Franklin Street		10
298	Hilltop (North)	Add Crosswalks	Broom Street at 6th Street		12
299	Hilltop (North)	Repair Sidewalk	Broom Street, b/t 5th Street and 6th Street		12
300	Hilltop (North)	Repair Sidewalk	Broom Street, b/t 5th Street and 6th Street		12



Sort ID	EJ Area	Recommendation	Location	Notes	Score
301	Hilltop (North)	Add Crosswalks	5th Street at Broom Street		13
302	Hilltop (South)	Add Crosswalks	Franklin Street at Read Street		9
303	Hilltop (South)	Add Crosswalks, Bulb-outs	Franklin Street at SR 48	High crash intersection	10
304	Hilltop (South)	Repair Sidewalk	Franklin Street, b/t Read Street and SR 48		9
305	Hilltop (South)	Repair Sidewalk	Franklin Street, b/t SR 48 and Pleasant Street		10
306	Hilltop (South)	Repair Sidewalk	Pleasant Street, b/t Franklin Street and Harrison Street		10
307	Hilltop (South)	Add Crosswalks	2nd Street at Franklin Street		10
308	Hilltop (South)	Repair Sidewalk	Franklin Street, b/t 2nd Street and Conrad Avenue		10
309	Hilltop (South)	Repair Sidewalk	Franklin Street, b/t Conrad Avenue and 3rd Street		10
310	Hilltop (South)	Add Crosswalks	3rd Street at Franklin Street		10
311	Hilltop (South)	Repair Sidewalk	3rd Street, b/t Connell Street and Franklin Street		9
312	Hilltop (South)	Add Crosswalks	SR 48 at Connell Street	Mid-block crossing	11
313	Hilltop (South)	Add Bulb-outs, Improve Ped Signal	SR 48 at Broom Street	Add human-controlled signals	11
314	Hilltop (South)	Repair Sidewalk	Broom Street, b/t SR 48 and 2nd Street		8
315	Hilltop (South)	Repair Sidewalk	Broom Street, b/t SR 48 and 2nd Street		8
316	Hilltop (South)	Add Curb Ramps	2nd Street at Broom Street		11
317	Hilltop (South)	Repair Sidewalk	Broom Street, b/t 2nd Street and 3rd Street		11
318	Hilltop (South)	Add Crosswalks	3rd Street at Broom Street		12
319	Hilltop (West)	Add Side-street Crosswalks	6th Street at Delamore Place		9
320	Hilltop (West)	Repair Sidewalk	Delamore Place, b/t 5th Street and 6th Street		8
321	Hilltop (West)	Add Crosswalks	5th Street at Delamore Place		8
322	Hilltop (West)	Repair Sidewalk	5th Street, b/t Clayton Street and Delamore Place		8
323	Hilltop (West)	Add Crosswalks, Bulb-outs, Signage	4th Street at Delamore Place	High Crash Intersection; Mid-block crossing	16
324	Hilltop (West)	Repair Sidewalk	4th Street, b/t Clayton Street and Delamore Place		12
325	Hilltop (West)	Add Crosswalks	3rd Street at Delamore Place		8
326	Hilltop (West)	Add Crosswalks, Curb Cuts	2nd Street at Delamore Place		8
327	Hilltop (West)	Repair Sidewalk	Delamore Place, b/t 2nd Street and 3rd Street		8
328	Hilltop (West)	Add Crosswalks, Signage	SR 48 at Delamore Place	Mid-block; Access to supermarket	10
329	Hilltop (West)	Add Signalized Crosswalks, Curb Cuts	SR 48 at Clayton Street	Access to supermarket	10
330	Hilltop (West)	Repair Sidewalk	Clayton Street, b/t SR 48 and 2nd Street		8
331	Hilltop (West)	Add Side-Street Crosswalks, Curb Cuts	2nd Street at Clayton Street	Access to park	8
332	Hilltop (West)	Repair Sidewalk	2nd Street, b/t Dupont Street and Clayton Street	Access to park	8
333	Hilltop (West)	Add Crosswalks	3rd Street at Clayton Street	Access to park	8
334	Hilltop (West)	Repair Sidewalk	Clayton Street, b/t 3rd Street and 4th Street		8
335	Hilltop (West)	Add Crosswalks and Bulb-outs	4th Street at Clayton Street	High Crash Intersection	16
336	Hilltop (West)	Repair Sidewalk	Clayton Street, b/t 4th Street and 5th Street		8
337	Hilltop (West)	Repair Sidewalk	Clayton Street, b/t 4th Street and 5th Street		8
338	Hilltop (West)	Repair Sidewalks	Clayton Street, b/t 4th Street and 5th Street		8
339	Hilltop (West)	Add Crosswalks and Curb Cut(s)	5th Street at Clayton Street		9
340	Hilltop (West)	Add Crosswalks and Curb Cut(s)	6th Street at Clayton Street		9
341	Hilltop (West)	Add Crosswalks	6th Street at Dupont Street		9
342	Hilltop (West)	Add Crosswalks and Curb Cut(s)	5th Street at Dupont Street		9
343	Hilltop (West)	Repair Sidewalk	5th Street, b/t Dupont Street and Clayton Street		9
344	Hilltop (West)	Repair Sidewalk	Dupont Street, b/t 4th Street and 5th Street		9
345	Hilltop (West)	Add Crosswalks and Bulb-outs	4th Street at Dupont Street	High Crash Intersection	13
346	Hilltop (West)	Repair Sidewalk	Dupont Street, b/t 3rd Street and 4th Street	Access to park	8
347	Hilltop (West)	Add Crosswalks	3rd Street at Dupont Street	Access to park	8
348	Hilltop (West)	Repair Sidewalk	3rd Street, b/t Dupont Street and Clayton Street	Access to park	8
349	Hilltop (West)	Add Crosswalks	Conrad Street at Dupont Street	Access to park; mid-block crossing	8
350	Hilltop (West)	Add Crosswalks	2nd Street at Dupont Street	Access to park	8
351	Hilltop (West)	Repair Sidewalks	Dupont Street, b/t SR 48 and 2nd Street	Access to park	8
352	Hilltop (West)	Add Signalized Crosswalks	SR 48 at Dupont Street		10
353	Melrose Place	Add Signalized Crosswalks, Signage	Possum Park Rd at SR 2		6
354	Melrose Place	Formalize Pathway	SR 2, east of Possum Park Rd		8
355	Melrose Place	Add Crosswalks	SR 2 at Country Squire	Side-street	8
356	Melrose Place	Add Sidewalk	Country Squire south of SR2		6
357	Melrose Place	Add Sidewalk	Country Squire south of SR2		6
358	Melrose Place	Repair Sidewalk	Fairway at SR 2		6
359	Melrose Place	Add Crosswalks	Fairway at SR 2	Side-street	6
360	Melrose Place	Repaint Crosswalks	SR 2 (b/t Fairway and Red Mill)	Side-street	6
361	Melrose Place	Add Crosswalks, Curb Cuts	SR 2 at Red Mill (S leg)		6
362	Prices Run	Add Ped Signals, Signage, Bulb-outs	Philadelphia Pike and 30th Street	High crash intersection	14
363	Prices Run	Add Crosswalks, Curb Cuts	30th Street and small connector to Danby Street		9
364	Prices Run	Add Crosswalks, Curb Cuts	Small connector between 30th St. and Danby Street	Access to park	10
365	Prices Run	Add Crosswalks, Curb Cuts	Danby Street and small connector to 30th Street		10
366	Prices Run	Add Crosswalks, Curb Cuts mid-block	30th Street and Spruce Street	Access to park	9
367	Prices Run	Add Crosswalks, Curb Cuts	29th Street and Danby Street		10
368	Prices Run	Add Crosswalk	28th Street and Danby Street	Access to park	10
369	Prices Run	Add Crosswalk	Speakman Place and 28th Street	Access to park	10
370	Prices Run	Add Crosswalks, Curb Cuts	26th Street and Pine Street	Access to park	10
371	Prices Run	Add Crosswalks, Curb Cuts	Speakman Place and 26th Street	Access to park	10
372	Prices Run	Add Crosswalks	26th Street and Church Street	Access to park	9
373	Prices Run	Add Crosswalks	Locust Street and 26th Street	Access to park	9
374	Prices Run	Add Pedestrian Signals	Gov. Printz Blvd. and 26th Street		10
375	Prices Run	Add Side-street Crosswalk	27th Street and Gov. Printz Blvd.		10
376	Prices Run	Add Crosswalks, Curb Cuts mid-block	28th Street and Gov. Printz Blvd.	High crash intersection	12
377	Prices Run	Add Bulb-outs	30th Street and Gov. Printz Blvd.		12
378	Prices Run	Repair Sidewalk	Gov. Printz between 28th and 29th Streets		9
379	Prices Run	Repair Sidewalk	Gov. Printz between 29th and 30th Streets		9
380	Prices Run	Repair Sidewalk	30th Street and Heald Street		8
381	Prices Run	Repair Sidewalk	30th Street between Church Street and Phila. Pike	Access to park	8
382	Prices Run	Repair Sidewalk	30th Street between Church Street and Phila. Pike	Access to park	8
383	Prices Run	Repair Sidewalk	30th Street between Church Street and Phila. Pike		9
384	Prices Run	Repair Sidewalk	Danby Street between Phila. Pike and Pine Street		9
385	Prices Run	Repair Sidewalk	Intersection of Danby and Pine Streets	Access to park	10
386	Prices Run	Repair Sidewalk	26th Street between Locust and Church Streets	Access to park	9
387	Silverbrook Gardens	Add Sidewalk	SR 100, north of Cleveland Ave		7
388	Silverbrook Gardens	Add Sidewalk	SR 100, S of Baldini		7
389	Silverbrook Gardens	Add Sidewalk	SR 100, S of Baldini	Informal Path	8
390	Silverbrook Gardens	Add Sidewalk	SR 100, S of Eastwood	Informal Path	8
391	Silverbrook Gardens	Add Sidewalk	Informal Path		8
392	Silverbrook Gardens	Add Crosswalks	SR 100 at New Road	Side-street	8
393	Silverbrook Gardens	Repair Sidewalks	Eastwood, E of SR 100		7
394	Silverbrook Gardens	Repair Sidewalks	Eastwood Road		7
395	Silverbrook Gardens	Add Crosswalks	Rodman at New Road		9
396	Silverbrook Gardens	Repair Sidewalk	Rodman Road (b/t Grant and New)		9
397	Silverbrook Gardens	Add Crosswalks	Rodman at Grant		9
398	Silverbrook Gardens	Repair Sidewalk	Rodman at AC Alley		9
399	Silverbrook Gardens	Repair Sidewalk	Seneca Road		9
400	Silverbrook Gardens	Repair Sidewalk	Seneca Road		9

Sort ID	EJ Area	Recommendation	Location	Notes	Score
401	Silverbrook Gardens	Repair Sidewalk	Rodman at AE Alley		9
402	Silverbrook Gardens	Add School Signage	Rodman (b/t Seneca and Elsmere Blvd.)		9
403	Silverbrook Gardens	Repair Sidewalk	Elsmere Blvd. E of Rodman		9
404	Silverbrook Gardens	Repair Sidewalk	Seneca at AE Alley		9
405	Silverbrook Gardens	Repair Sidewalk	Seneca at AD Alley		9
406	Silverbrook Gardens	Repair Sidewalks	Grant (b/t Seneca and Elsmere Blvd.)		9
407	Silverbrook Gardens	Repair Sidewalk	Seneca Ave (b/t Grant and New Road)		9
408	Silverbrook Gardens	Repair Sidewalk	Seneca Ave (b/t Grant and New Road)		9
409	Silverbrook Gardens	Add Crosswalks	Seneca at New Road	Side-street	9
410	Silverbrook Gardens	Crosswalks	Elsmere Blvd at Union Street	Side-street	8
411	Silverbrook Gardens	Add Bulb Outs and Curb Cuts	Union Street at Prospect		8
412	Southbridge (East)	Add Ped Signal, Crosswalks, Curb Cuts, Bulb-outs	Claymont St and A St	Southbridge Circulation Study	8
413	Southbridge (East)	Add Ped Signal, Crosswalks, Curb Cuts	Chapel St and Lobdell St	Southbridge Circulation Study	8
414	Southbridge (East)	Add Crosswalks, Curb Cuts	NC Ave and B St	Southbridge Circulation Study	8
415	Southbridge (East)	Add Crosswalks	A St and Chapel St	Southbridge Circulation Study	8
416	Southbridge (East)	Add Ped Signal, Crosswalks, Curb Cuts	A St and NC Ave	Southbridge Circulation Study	8
417	Southbridge (East)	Add Crosswalks	C St and NC Ave	Southbridge Circulation Study	8
418	Southbridge (East)	Add Crosswalks	NC Ave and Lobdell St	Southbridge Circulation Study	8
419	Southbridge (East)	Add Crosswalks	NC Ave and Pearl St	Southbridge Circulation Study	8
420	Southbridge (East)	Add Landscaping	Heald St and NC Ave	Southbridge Circulation Study	8
421	Southbridge (East)	Add Street Lighting	Parik at NC Ave and A St	Southbridge Circulation Study	8
422	Southbridge (East)	Add Crosswalks	Lobdell St and Claymont St	Southbridge Circulation Study	8
423	Southbridge (East)	Add Crosswalks, Curb Cut	B St and Claymont St	Southbridge Circulation Study	8
424	Southbridge (East)	Add Crosswalks	NC Ave and D St	Southbridge Circulation Study	8
425	Southbridge (East)	Repair Sidewalk	Chapel St b/t Lobdell and A	Southbridge Circulation Study	8
426	Southbridge (East)	Add Sidewalk	Island at Heald St and NC Ave	Southbridge Circulation Study	8
427	Southbridge (East)	Repair Sidewalk	A St b/t Chapel and Claymont	Southbridge Circulation Study	8
428	Southbridge (East)	Repair Sidewalk	NC Ave at NS Rail	Southbridge Circulation Study	8
429	Southbridge (East)	Repair Sidewalk	A Street, b/t New Castle Avenue and Claymont Street	Southbridge Circulation Study	8
430	Southbridge (East)	Add Sidewalk	Bradford Street, b/t A Street and Lobdell Street	Southbridge Circulation Study	8
431	Southbridge (West)	Add Crosswalks	B St and Heald St	Southbridge Circulation Study	8
432	Southbridge (West)	Add Crosswalks	C St and Heald St	Southbridge Circulation Study	8
433	Southbridge (West)	Add Crosswalks	S Heald St and Lobdell St	Southbridge Circulation Study	8
434	Southbridge (West)	Add Crosswalks	A St and Townsend St	Southbridge Circulation Study	8
435	Southbridge (West)	Add Crosswalks	C St and Townsend St	Southbridge Circulation Study	8
436	Southbridge (West)	Add Pedestrian Lighting	C Street at Buttonwood Street	Southbridge Circulation Study	8
437	Southbridge (West)	Add Sidewalk	Around Stony Davis Park	Southbridge Circulation Study	8
438	St. Paul's	Add Crosswalks	3rd Street at Harrison Street		10
439	St. Paul's	Add Pedestrian Signage	3rd Street at Van Buren		10
440	St. Paul's	Add Crosswalks/Curb Ramps	3rd Street at Jackson Street	Access to park and bus stop	10
441	St. Paul's	Repair Sidewalk	3rd Street, b/t Jackson Street and Adams Street	Sidewalk under I-95 is broken	10
442	St. Paul's	Repair Sidewalk	Jackson Street, b/t 3rd Street and 2nd Street		10
443	St. Paul's	Repair Sidewalk	Jackson Street, b/t 3rd Street and 2nd Street		10
444	St. Paul's	Add Crosswalks	2nd Street at Jackson Street	Location near soup kitchen	10
445	St. Paul's	Add Bus Shelter and Curb Cut	Jackson Street at 2nd Street	Location near soup kitchen	10
446	St. Paul's	Add Crosswalks	Jackson Street at SR 48		12
447	St. Paul's	Add Side-street Crosswalks	Read Street at Jackson Street		9
448	St. Paul's	Repair Sidewalk	Read Street, b/t Van Buren Street and Jackson Street		9
449	St. Paul's	Add Sidewalk	Read Street at Van Buren Street		10
450	St. Paul's	Add Crosswalks	Van Buren Street at SR 48		12
451	St. Paul's	Repair Sidewalk	SR 48, west of Van Buren Street		12
452	St. Paul's	Add Crosswalks and Curb Ramp	2nd Street at Van Buren Street		10
453	St. Paul's	Repair Sidewalk	Van Buren Street, b/t 2nd Street and 3rd Street		10
454	St. Paul's	Repair Sidewalk	Van Buren Street, b/t 2nd Street and 3rd Street		10
455	St. Paul's	Add Crosswalks/Curb Ramps	Harrison Street at Conrad Street	Mid-block crossing; access to market	10
456	St. Paul's	Repair Sidewalk	Harrison Street, b/t Conrad Street and 3rd Street		10
457	St. Paul's	Repair Sidewalks	Conrad Street, b/t Harrison Street and Van Buren Street		10
458	St. Paul's	Repair Sidewalks	Conrad Street, b/t Harrison Street and Van Buren Street		10
459	St. Paul's	Add Crosswalks/Curb Ramps	2nd Street at Harrison Street		10
460	St. Paul's	Repair Sidewalk	Harrison Street at Pleasant Street		10
461	St. Paul's	Repair Sidewalks	Harrison Street, b/t Pleasant Street and SR 48		10
462	St. Paul's	Add Crosswalks	Harrison Street at SR 48		12
463	St. Paul's	Repair Sidewalk	SR 48, b/t Harrison Street and Van Buren Street		12
464	St. Paul's	Add Crosswalks	Harrison Street at Read Street		9
465	St. Paul's	Repair Sidewalk	Read Street, b/t Harrison Street and Van Buren Street		9
466	West Center (North)	Add Crosswalks	6th Street at Madison Street	Access to playground	9
467	West Center (North)	Add Crosswalks, Curb Cuts	7th Street at Madison Street	Access to playground	9
468	West Center (North)	Add Crosswalks	8th Street at Madison Street		9
469	West Center (North)	Add Crosswalks	9th Street at Madison Street		9
470	West Center (North)	Add Crosswalks	9th Street at Monroe Street		9
471	West Center (North)	Add Crosswalks	8th Street at Monroe Street		9
472	West Center (North)	Add Crosswalks	7th Street at Monroe Street	Access to playground	10
473	West Center (North)	Add Crosswalks, Curb Cuts	6th Street at Monroe Street	Access to playground	10
474	West Center (North)	Add Side-street Crosswalks	6th Street at Adams Street		10
475	West Center (North)	Add Crosswalks, Curb Cuts	7th Street at Adams Street		10
476	West Center (North)	Add Crosswalks	8th Street at Adams Street		9
477	West Center (North)	Repair Sidewalk	6th Street between Monroe and Madison Street	Access to playground	10
478	West Center (North)	Repair Sidewalk	Morrow Street at 8th Street		9
479	West Center (North)	Repair Sidewalk	Madison Street between 8th and 9th Streets		9
480	West Center (North)	Repair Sidewalk	Madison Street between 8th and 9th Streets		9
481	West Center (North)	Repair Sidewalk	9th Street at Monroe Street		9
482	West Center (North)	Repair Sidewalk	Monroe Street between 8th and 9th Streets		9
483	West Center (North)	Repair Sidewalk	Monroe Street between 8th and 9th Streets		9
484	West Center (North)	Repair Sidewalk	Monroe Street between 6th and 7th Streets		10
485	West Center (North)	Repair Sidewalk	6th Street between Monroe and Adams Streets		10
486	West Center (North)	Repair Sidewalk	Adams Street between 6th and 7th Streets		10
487	West Center (North)	Repair Sidewalk	7th Street between Monroe and Adams Streets		9
488	West Center (North)	Repair Sidewalk	Adams Street between 7th and 8th Streets		9
489	West Center (North)	Repair Sidewalk	8th Street between Adams and Monroe Streets		9
490	West Center (North)	Repair Sidewalk	Adams Street between 8th and 9th Streets		9
491	West Center (North)	Repair Sidewalk	9th Street at Adams Street	Access to bus stop	9
492	West Center (South)	Add Curb Cuts	Adams Street at Carpenter Street		10
493	West Center (South)	Add Crosswalks, Curb Cuts	5th Street at Adams Street	Needed on side streets	10
494	West Center (South)	Add Crosswalks	Monroe and 5th Streets		10
495	West Center (South)	Add Crosswalks, Curb Cuts	Madison and 5th Streets		9
496	West Center (South)	Add Crosswalks, Curb Cuts	Jefferson and 5th Streets	Access to tot lot	9
497	West Center (South)	Add Crosswalks, Curb Cuts	Washington and 5th Streets		10
498	West Center (South)	Add Crosswalks, Curb Cuts	West and 5th Streets		10
499	West Center (South)	Add Curb Cuts	Willing Street at 6th Street		14
500	West Center (South)	Add Crosswalks, Curb Cuts	6th and Washington Streets		14

Sort ID	EJ Area	Recommendation	Location	Notes	Score
501	West Center (South)	Formalize Pathway	Adams and 4th Streets	Informal path	14
502	West Center (South)	Repair Sidewalk	Adams Street at 5th Street		10
503	West Center (South)	Repair Sidewalk	Carpenter Street near Adams Street		10
504	West Center (South)	Replace Sidewalk	Carpenter Street between Monroe and Adams		10
505	West Center (South)	Replace Sidewalk	Carpenter Street between Monroe and Adams		10
506	West Center (South)	Repair Sidewalk	5th Street at Adams Street		10
507	West Center (South)	Repair Sidewalk	5th Street at Adams Street		10
508	West Center (South)	Repair Sidewalk	Adams Street between 5th and 6th		10
509	West Center (South)	Repair Sidewalk	6th Street between Adams and Monroe Streets		10
510	West Center (South)	Repair Sidewalk	6th Street between Adams and Monroe Streets		10
511	West Center (South)	Repair Sidewalk	Monroe Street at 6th Street		10
512	West Center (South)	Repair Sidewalk	Monroe Street between 5th and 6th Streets		10
513	West Center (South)	Repair Sidewalk	5th Street at Monroe Street		10
514	West Center (South)	Repair Sidewalk	5th Street at Monroe Street		10
515	West Center (South)	Repair Sidewalk	5th Street between Madison and Monroe Streets		9
516	West Center (South)	Repair Sidewalk	4th Street at Monroe Street		13
517	West Center (South)	Repair Sidewalk	4th Street between Monroe and Madison Streets		13
518	West Center (South)	Repair Sidewalk	Jefferson Street between 4th and 5th Streets		9
519	West Center (South)	Repair Sidewalk	Jefferson Street between 4th and 5th Streets		9
520	West Center (South)	Repair Sidewalk	4th Street between Jefferson and Washington Streets		13
521	West Center (South)	Repair Sidewalk	Jefferson Street between 4th and 5th Streets	Access to tot lot	9
522	West Center (South)	Repair Sidewalk	5th Street b/t Jefferson and Washington Streets	Access to tot lot	9
523	West Center (South)	Repair Sidewalk	5th Street between Jefferson and Washington Streets		9
524	West Center (South)	Repair Sidewalk	Washington Street between 5th and 4th Streets		9
525	West Center (South)	Repair Sidewalk	West Street between 5th and 4th Streets		10
526	West Center (South)	Repair Sidewalk	4th Street between West and Tatnall Streets		14
527	West Center (South)	Repair Sidewalk	6th Street at West Street		10
528	West Center (South)	Repair Sidewalk	6th Street at Willing Street		10
529	West Center (South)	Repair Sidewalk	Washington Street between 5th and 6th Streets		9
530	West Center (South)	Repair Sidewalk	Jefferson Street between 5th and 6th Streets		9
531	West Center (South)	Repair Sidewalk	6th Street between Madison and Jefferson Streets		9
532	Wilton	Add Crosswalks	Wilton Blvd. at Coachlight Court	Connection to bus stop	7
533	Wilton	Repair Sidewalk	West side of Wilton Blvd, b/t Stone Bridge and Candlewick		6
534	Wilton	Repaint Bike Lane	Wilton Blvd, north of Old Forge Road		6
535	Wilton	Clear Vegetation	Ashley Drive at Old Forge Road	Tree blocking ped crossing sign	6
536	Wilton	Add Crosswalks	Old Forge Road at Jennings Court	Access to bus stop	7
537	Wilton	Add Sidewalk	Appleby Road (b/t Old Forge Road and US 40)		7
538	Wilton	Add Sidewalk/Pathway	US 40 (b/t Appleby Road and Wilton Blvd.)	Missing segment along corridor	5

**Table A12: List of Walkability Recommendations for Significant EJ Neighborhoods, by Score<sup>18</sup>**

Sort ID	EJ Area	Recommendation	Location	Notes	Score
1	Downtown-B	Enhance Crosswalk, Ped Signage	Market and 4th Streets	High crash intersection	18
2	Hilltop (North)	Add Crosswalks	4th Street at Franklin Street	High crash intersection	18
3	Hilltop (North)	Repaint Crosswalks, Stop Line	4th Street at Harrison Street	High crash intersection; access to bus stop	18
4	Hilltop (West)	Add Crosswalks, Bulb-outs, Signage	4th Street at Delamore Place	High Crash Intersection; Mid-block crossing	16
5	Hilltop (West)	Add Crosswalks and Bulb-outs	4th Street at Clayton Street	High Crash Intersection	16
6	Chestnut Run	Add Crosswalks	SR 48 at Court Drive	Mid-block crossing to reach bus stop	15
7	Adams Four	Add Crosswalks	Adams Street at 4th Street		14
8	Adams Four	Add Bulb-outs, Signage	4th Street at Monroe Street	High crash intersection; Fully paint crosswalk; access to shopping ctr	14
9	Clifton Park	Add Crosswalks	36th Street at Philadelphia Pike		14
10	Downtown-A	Enhance Crosswalk	11th Street and King Street	High crash intersection	14
11	Downtown-A	Add Crosswalks	10th Street and King Street	High crash intersection	14
12	Downtown-B	Enhance Crosswalks, Signage	King and 8th Streets	High crash intersection	14
13	Downtown-B	Add Crosswalks, Bulb-outs, Signage	Walnut and 8th Streets	High crash intersection	14
14	Downtown-B	Add Crosswalks	Orange and 7th Streets		14
15	Downtown-B	Add Crosswalks, Signage	Tatnall and 4th Streets		14
16	Downtown-B	Repaint Crosswalks	Orange and 4th Streets		14
17	Downtown-B	Repaint Crosswalks	Shipley and 4th Streets		14
18	Downtown-B	Add Bulb-outs	King and 4th Streets	High crash intersection	14
19	Hilltop (North)	Repair Sidewalk	4th Street, b/t Franklin Street and Harrison Street		14
20	Prices Run	Add Ped Signals, Signage, Bulb-outs	Philadelphia Pike and 30th Street	High crash intersection	14
21	West Center (South)	Add Curb Cuts	Willington Street at 6th Street		14
22	West Center (South)	Add Crosswalks, Curb Cuts	6th and Washington Streets		14
23	West Center (South)	Repair Sidewalk	Adams and 4th Streets	Informal path	14
24	West Center (South)	Repair Sidewalk	4th Street between West and Tatnall Streets		14
25	Adams Four	Add Bulb-outs, Signage	4th Street at Madison Street	High crash intersection	13
26	Adams Four	Add Crosswalks	4th Street at Jefferson Street		13
27	Adams Four	Repair Sidewalk	4th Street b/t Washington and Jefferson Streets		13
28	Adams Four	Repair Sidewalk	4th Street at Madison Street	Access to playground	13
29	Clifton Park	Add Crosswalks	37th Street at Philadelphia Pike	Access to PAL Center	13
30	Downtown-A	Add Signage	Washington Street and 11th Street		13
31	Hilltop (North)	Repair Sidewalk	4th Street, b/t Broom Street and Connell Street		13
32	Hilltop (North)	Add Side-street Crosswalks, Bulb-outs	Broom Street at 4th Street		13
33	Hilltop (North)	Repair Sidewalk	4th Street, b/t Broom Street and Connell Street		13
34	Hilltop (North)	Add Crosswalks	4th Street at Connell Street	High crash intersection; mid-block crossing	13
35	Hilltop (North)	Repair Sidewalk	4th Street, b/t Connell Street and Franklin Street		13
36	Hilltop (North)	Add Crosswalks	5th Street at Broom Street		13
37	Hilltop (West)	Add Crosswalks and Bulb-outs	4th Street at Dupont Street	High Crash Intersection	13
38	West Center (South)	Repair Sidewalk	4th Street at Monroe Street		13
39	West Center (South)	Repair Sidewalk	4th Street between Monroe and Madison Streets		13
40	West Center (South)	Repair Sidewalk	4th Street between Jefferson and Washington Streets		13
41	Hilltop (Central)	Repair Sidewalk	4th Street, b/t Delamore Place and Rodney Street		12
42	Hilltop (Central)	Add Crosswalks, Bulb-outs	Rodney Street at 4th Street		12
43	Hilltop (Central)	Repair Sidewalk	4th Street, b/t and Rodney Street and Broom Street		12
44	Hilltop (Central)	Repair Sidewalk	4th Street, b/t Rodney Street and Broom Street		12
45	Hilltop (North)	Repair Sidewalk	Broom Street, b/t 3rd Street and 4th Street		12
46	Hilltop (North)	Add Crosswalks	Broom Street at 6th Street		12
47	Hilltop (North)	Repair Sidewalk	Broom Street, b/t 5th Street and 6th Street		12
48	Hilltop (North)	Repair Sidewalk	Broom Street, b/t 5th Street and 6th Street		12
49	Hilltop (South)	Add Crosswalks	3rd Street at Broom Street		12
50	Hilltop (West)	Repair Sidewalk	4th Street, b/t Clayton Street and Delamore Place		12
51	Prices Run	Add Crosswalks, Curb Cuts mid-block	28th Street and Gov. Printz Blvd.	High crash intersection	12
52	Prices Run	Add Bulb-outs	30th Street and Gov. Printz Blvd.		12
53	St. Paul's	Add Crosswalks	Jackson Street at SR 48		12
54	St. Paul's	Add Crosswalks	Van Buren Street at SR 48		12
55	St. Paul's	Repair Sidewalk	SR 48, west of Van Buren Street		12
56	St. Paul's	Add Crosswalks	Harrison Street at SR 48		12
57	St. Paul's	Repair Sidewalk	SR 48, b/t Harrison Street and Van Buren Street		12
58	Adams Four	Repair Sidewalk	3rd Street, below I-95	Access to park	11
59	Adams Four	Repair Sidewalk	Adams Street, b/t 2nd Street and 3rd Street	Access to shopping center	11
60	Adams Four	Repair Sidewalk	Adams Street, b/t 2nd Street and 3rd Street	Access to shopping center	11
61	Adams Four	Add Crosswalks	3rd Street at West Street	Access to playground	11
62	Adams Four	Add Crosswalks, Signage	3rd Street at Monroe	Access to shopping center	11
63	Chestnut Run	Add Signalized Crosswalks	SR 48 at Pathmark Entrance	High crash intersection	11
64	Chestnut Run	Add Pedestrian Access to Signal	SR 48 at Pathmark Entrance	Guardrail and raised sidewalk are blocking access	11
65	Chestnut Run	Add Crosswalks; Mid-Block Crossing; Signage	SR 48 at Court Drive	High crash intersection; Mid-block Crossing with signage to reach Path	11
66	Chestnut Run	Repair Sidewalk and Ramps	SR 48 along Court Drive	Raised sidewalk very deteriorated	11
67	Chestnut Run	Add Sidewalk	Northside of SR 48		11
68	Chestnut Run	Add Pathway	SR 48 (b/t Court Drive and Barley Mill Plaza Road)	Provide access to new development	11
69	Chestnut Run	Add Pathway	SR 48 (b/t Court Drive and Barley Mill Plaza Road)	Provide access to new development	11
70	Downtown-B	Add Flashing Signals	Walnut and 5th Streets		11
71	Hilltop (Central)	Repair Sidewalk	Fulton Street, north of 2nd Street		11
72	Hilltop (South)	Add Crosswalks	SR 48 at Connell Street	Mid-block crossing	11
73	Hilltop (South)	Add Bulb-outs, Improve Ped Signal	SR 48 at Broom Street	Add human-controlled signals	11
74	Hilltop (South)	Add Curb Ramps	2nd Street at Broom Street		11
75	Hilltop (South)	Repair Sidewalk	Broom Street, b/t 2nd Street and 3rd Street		11
76	Adams Four	Add Crosswalks, Signage	3rd Street at Madison Street		10
77	Adams Four	Add Crosswalks	3rd Street at Jefferson Street		10
78	Adams Four	Add Crosswalks	3rd Street at Washington Street		10
79	Adams Four	Add Crosswalks	2nd Street at Monroe	Access to shopping center	10
80	Adams Four	Repaint Crosswalks	2nd Street at Madison		10
81	Adams Four	Add Crosswalks, Curb Cuts	2nd Street at Jefferson	High crash intersection; Add curb cuts mid-block	10
82	Adams Four	Repair Sidewalk	Washington Street b/t 2nd and 3rd Streets		10
83	Adams Four	Repair Sidewalk	Washington Street b/t 2nd and 3rd Streets		10
84	Adams Four	Repair Sidewalk	Madison Street b/t 2nd and 3rd Streets		10
85	Adams Four	Repair Sidewalk	Madison Street b/t 2nd and 3rd Streets		10
86	Adams Four	Add Sidewalk	Washington Street b/t 2nd and 3rd Streets		10
87	Adams Four	Repair Sidewalk	Jefferson Street b/t 2nd and 3rd Streets		10
88	Adams Four	Repair Sidewalk	Jefferson Street b/t 2nd and 3rd Streets		10
89	Adams Four	Repair Sidewalk	3rd Street b/t Madison and Jefferson Streets		10
90	Adams Four	Repair Sidewalk	3rd Street b/t Madison and Jefferson Streets		10
91	Adams Four	Repair Sidewalk	Washington Street b/t 2nd and 3rd Streets		10
92	Adams Four	Repair Sidewalk	Washington Street b/t 2nd and 3rd Streets		10
93	Adams Four	Repair Sidewalk	Washington Street b/t 3rd and 4th Streets		10
94	Downtown-A	Add Signage, Bulb-outs	Washington Street and Pennsylvania Avenue	Repaint crosswalks	10
95	Downtown-A	Add Signage	West Street and Pennsylvania Avenue	High crash intersection	10
96	Downtown-A	Add Crosswalks, Curb Cuts	West Street and 9th Street		10
97	Downtown-A	Add Crosswalks	Tatnall Street and 9th Street		10
98	Downtown-A	Repaint Crosswalks	11th Street and Orange Street		10
99	Downtown-A	Repair Crosswalk Bricks	13th Street and Walnut Street		10
100	Downtown-A	Add Crosswalks	Pennsylvania Ave. and Walnut Street		10

<sup>18</sup> Scores are based on segment scores from our regional Pedestrian Prioritization Network, featured in the 2030 Regional Transportation Plan. In the analysis, each segment of roadway centerline received a score based on its proximity to key pedestrian destinations, such as schools, bus stops, parks, commercially-zoned property, libraries, etc.



Sort ID	EJ Area	Recommendation	Location	Notes	Score
101	Downtown-A	Add Crosswalks	Pennsylvania Ave. and French Street		10
102	Downtown-A	Add Signage	Pennsylvania Ave. and King Street	High crash intersection	10
103	Downtown-A	Add Crosswalks	11th Street and Walnut Street		10
104	Downtown-A	Add Crosswalks, Signage	9th Street and Walnut Street	High crash intersection	10
105	Downtown-A	Repaint Crosswalks	Delaware Ave. and Tatnall Streets		10
106	Downtown-A	Repair Sidewalk	West Street between Penna. Ave. and 11th Street		10
107	Downtown-A	Repair Sidewalk	Pennsylvania Avenue across Bassett Street		10
108	Downtown-A	Repair Sidewalk	13th Street between Market and King Streets		10
109	Downtown-A	Repair Sidewalk	French Street between 13th Street and Penna. Ave		10
110	Downtown-A	Repair Sidewalk	Walnut Street between 11th Street and Penna. Ave		10
111	Downtown-A	Repair Sidewalk	Walnut Street between 10th and 11th Streets		10
112	Downtown-A	Repair Sidewalk	Walnut Street between 10th and 11th Streets		10
113	Downtown-A	Repair Sidewalk	Walnut Street between 10th and 9th Streets		10
114	Downtown-A	Repair Sidewalk	French Street between 10th and 11th Streets		10
115	Downtown-A	Repair Sidewalk	French Street between 9th and 8th Streets		10
116	Downtown-A	Repair Sidewalk	French Street between 9th and 8th Streets		10
117	Downtown-A	Repair Sidewalk	9th Street between King and French Streets		10
118	Downtown-A	Repair Sidewalk	Shipley Street between 9th and 8th Streets		10
119	Downtown-A	Repair Sidewalk	West Street between 9th and 8th Streets		10
120	Downtown-A	Repair Sidewalk	9th Street between West and Tatnall Streets		10
121	Downtown-B	Add Crosswalks	West and 8th Streets		10
122	Downtown-B	Add Crosswalks	Tatnall and 8th Streets		10
123	Downtown-B	Add Crosswalks	Orange and 8th Streets		10
124	Downtown-B	Add Crosswalks, Curb Cuts	7th and West Streets		10
125	Downtown-B	Add Crosswalks, Curb Cuts	Tatnall and 7th Streets		10
126	Downtown-B	Add Crosswalks	Shipley and 7th Streets		10
127	Downtown-B	Add Crosswalks	Orange and 6th Streets		10
128	Downtown-B	Add Crosswalks	Shipley and 6th Streets		10
129	Downtown-B	Add Bus Shelter	King and 6th Streets		10
130	Downtown-B	Add Mid-Block Crosswalk	Walnut Street between 5th and 7th Streets	Across from where 6th Street would be if it continued across	10
131	Downtown-B	Add Crosswalks, Curb Cuts	Tatnall and 5th Streets		10
132	Downtown-B	Add Crosswalks	Orange and 5th Streets		10
133	Downtown-B	Add Crosswalks, Curb Cuts	Shipley and 5th Streets		10
134	Downtown-B	Repaint Crosswalks	Orange and 3rd Streets		10
135	Downtown-B	Add Crosswalk	Tatnall Street between 3rd and 4th Streets		10
136	Downtown-B	Add Crosswalks, Curb Cuts	Tatnall and 2nd Streets		10
137	Downtown-B	Add Crosswalks, Curb Cuts	Orange and 2nd Streets		10
138	Downtown-B	Add Crosswalks, Curb Cuts	King and 2nd Streets		10
139	Downtown-B	Repaint Crosswalk; Curb Cuts	Market Street and Martin Luther King Blvd.		10
140	Downtown-B	Repair Sidewalk	2nd Street between Market and King Streets		10
141	Downtown-B	Repair Sidewalk	Tatnall Street between 2nd and 3rd Streets		10
142	Downtown-B	Repair Sidewalk	Shipley Street between 3rd and 4th Streets	Access to Del Tech	10
143	Downtown-B	Repair Sidewalk	4th Street between King and Walnut Streets		10
144	Downtown-B	Repair Sidewalk	Orange Street between 4th and 5th Streets		10
145	Downtown-B	Add Sidewalk	Tatnall Street between 4th and 5th Streets		10
146	Downtown-B	Repair Sidewalk	Fifth Street between Tatnall and Orange Streets		10
147	Downtown-B	Repair Sidewalk	Fifth Street between Tatnall and Orange Streets		10
148	Downtown-B	Repair Sidewalk	Fifth Street between Orange and Shipley Streets		10
149	Downtown-B	Repair Sidewalk	Tatnall Street between 5th and 6th Streets		10
150	Downtown-B	Repair Sidewalk	6th Street between West and Tatnall Streets		10
151	Downtown-B	Repair Sidewalk	6th Street between Orange and Shipley Streets		10
152	Downtown-B	Repair Sidewalk	Shipley Street between 6th and 7th Streets		10
153	Downtown-B	Repair Sidewalk	6th Street between Market and King Streets		10
154	Downtown-B	Repair Sidewalk	King Street between 6th and 7th Streets		10
155	Downtown-B	Repair Sidewalk	7th Street between Market and King Streets		10
156	Downtown-B	Repair Sidewalk	Tatnall Street between 6th and 7th Streets		10
157	Downtown-B	Repair Sidewalk	Tatnall Street between 6th and 7th Streets		10
158	Downtown-B	Repair Sidewalk	Tatnall Street between 6th and 7th Streets		10
159	Downtown-B	Repair Sidewalk	West Street between 6th and 7th Streets		10
160	Downtown-B	Repair Sidewalk	West Street between 6th and 7th Streets		10
161	Downtown-B	Repair Sidewalk	7th Street between West and Tatnall Streets		10
162	Downtown-B	Repair Sidewalk	7th Street between West and Tatnall Streets		10
163	Downtown-B	Repair Sidewalk	West Street between 7th and 8th Streets		10
164	Downtown-B	Repair Sidewalk	Tatnall Street between 7th and 8th Streets		10
165	Downtown-B	Repair Sidewalk	Tatnall Street between 7th and 8th Streets		10
166	Downtown-B	Repair Sidewalk	Tatnall Street between 7th and 8th Streets		10
167	Fourth and Union	Repair Sidewalk	SR 48 (b/t Union and Lincoln)		10
168	Fourth and Union	Add Crosswalks/ Curb Cuts	SR 48 at Lincoln Street		10
169	Fourth and Union	Add Crosswalks	SR 48 at Scott Street		10
170	Fourth and Union	Repair Sidewalk	SR 48 (b/t Scott and Dupont)		10
171	Hedgeville	Add Crosswalks	Broom at Maple Street		10
172	Hedgeville	Add Crosswalk	Chestnut at Broom Street		10
173	Hilltop (Central)	Repair Sidewalks	SR 48, b/t Delamore Place and Rodney Street		10
174	Hilltop (Central)	Repair Sidewalks	SR 48, b/t Delamore Place and Rodney Street		10
175	Hilltop (Central)	Add Crosswalks, Curb Cuts	SR 48 at Rodney Street	Access to supermarket	10
176	Hilltop (Central)	Add Crosswalks, Curb Cuts	SR 48 at Fulton Street	Access to supermarket	10
177	Hilltop (Central)	Repair Sidewalk	SR 48, b/t Rodney Street and Fulton Street		10
178	Hilltop (North)	Repair Sidewalk	4th Street at Harrison Street	Brick sidewalk in disrepair	10
179	Hilltop (North)	Repair Sidewalk	Harrison Street, b/t 4th Street and 3rd Street		10
180	Hilltop (North)	Repair Sidewalk	Harrison Street, b/t 4th Street and 3rd Street		10
181	Hilltop (North)	Add Crosswalks	5th Street at Harrison Street		10
182	Hilltop (North)	Add Crosswalks	6th Street at Harrison Street		10
183	Hilltop (North)	Repair Sidewalk	6th Street, b/t Franklin Street and Harrison Street		10
184	Hilltop (North)	Add Crosswalks	6th Street at Franklin Street		10
185	Hilltop (North)	Repair Crosswalks	6th Street, b/t Franklin Street and Broom Street		10
186	Hilltop (North)	Repair Sidewalk	6th Street, b/t Broom Street and Franklin Street	Former street tree locations	10
187	Hilltop (North)	Repair Sidewalk	6th Street, b/t Broom Street and Franklin Street		10
188	Hilltop (South)	Add Crosswalks, Bulb-outs	Franklin Street at SR 48	High crash intersection	10
189	Hilltop (South)	Repair Sidewalk	Franklin Street, b/t SR 48 and Pleasant Street		10
190	Hilltop (South)	Repair Sidewalk	Pleasant Street, b/t Franklin Street and Harrison Street		10
191	Hilltop (South)	Add Crosswalks	2nd Street at Franklin Street		10
192	Hilltop (South)	Repair Sidewalk	Franklin Street, b/t 2nd Street and Conrad Avenue		10
193	Hilltop (South)	Repair Sidewalk	Franklin Street, b/t Conrad Avenue and 3rd Street		10
194	Hilltop (South)	Add Crosswalks	3rd Street at Franklin Street		10
195	Hilltop (West)	Add Crosswalks, Signage	SR 48 at Delamore Place	Mid-block; Access to supermarket	10
196	Hilltop (West)	Add Signalized Crosswalks, Curb Cuts	SR 48 at Clayton Street	Access to supermarket	10
197	Hilltop (West)	Add Signalized Crosswalks	SR 48 at Dupont Street		10
198	Prices Run	Add Crosswalks, Curb Cuts	Small connector between 30th St. and Danby Street	Access to park	10
199	Prices Run	Add Crosswalks, Curb Cuts	Danby Street and small connector to 30th Street		10
200	Prices Run	Add Crosswalks, Curb Cuts	29th Street and Danby Street		10

Sort ID	EJ Area	Recommendation	Location	Notes	Score
201	Prices Run	Add Crosswalk	28th Street and Danby Street	Access to park	10
202	Prices Run	Add Crosswalk	Speakman Place and 28th Street	Access to park	10
203	Prices Run	Add Crosswalks, Curb Cuts	26th Street and Pine Street	Access to park	10
204	Prices Run	Add Crosswalks, Curb Cuts	Speakman Place and 26th Street	Access to park	10
205	Prices Run	Add Pedestrian Signals	Gov. Printz Blvd. and 26th Street		10
206	Prices Run	Add Side-street Crosswalk	27th Street and Gov. Printz Blvd.		10
207	Prices Run	Repair Sidewalks	Intersection of Danby and Pine Streets	Access to park	10
208	St. Paul's	Add Crosswalks	3rd Street at Harrison Street		10
209	St. Paul's	Add Pedestrian Signage	3rd Street at Van Buren		10
210	St. Paul's	Add Crosswalks/Curb Ramps	3rd Street at Jackson Street	Access to park and bus stop	10
211	St. Paul's	Repair Sidewalk	3rd Street, b/t Jackson Street and Adams Street	Sidewalk under I-95 is broken	10
212	St. Paul's	Repair Sidewalk	Jackson Street, b/t 3rd Street and 2nd Street		10
213	St. Paul's	Repair Sidewalk	Jackson Street, b/t 3rd Street and 2nd Street		10
214	St. Paul's	Add Crosswalks	2nd Street at Jackson Street	Location near soup kitchen	10
215	St. Paul's	Add Bus Shelter and Curb Cut	Jackson Street at 2nd Street	Location near soup kitchen	10
216	St. Paul's	Add Sidewalk	Read Street at Van Buren Street		10
217	St. Paul's	Add Crosswalks and Curb Ramp	2nd Street at Van Buren Street		10
218	St. Paul's	Repair Sidewalk	Van Buren Street, b/t 2nd Street and 3rd Street		10
219	St. Paul's	Repair Sidewalk	Van Buren Street, b/t 2nd Street and 3rd Street		10
220	St. Paul's	Add Crosswalks/Curb Ramps	Harrison Street at Conrad Street	Mid-block crossing; access to market	10
221	St. Paul's	Repair Sidewalk	Harrison Street, b/t Conrad Street and 3rd Street		10
222	St. Paul's	Repair Sidewalks	Conrad Street, b/t Harrison Street and Van Buren Street		10
223	St. Paul's	Repair Sidewalks	Conrad Street, b/t Harrison Street and Van Buren Street		10
224	St. Paul's	Add Crosswalks/Curb Ramps	2nd Street at Harrison Street		10
225	St. Paul's	Repair Sidewalk	Harrison Street at Pleasant Street		10
226	St. Paul's	Repair Sidewalks	Harrison Street, b/t Pleasant Street and SR 48		10
227	West Center (North)	Add Crosswalks	7th Street at Monroe Street	Access to playground	10
228	West Center (North)	Add Crosswalks, Curb Cuts	6th Street at Monroe Street	Access to playground	10
229	West Center (North)	Add Side-street Crosswalks	6th Street at Adams Street		10
230	West Center (North)	Add Crosswalks, Curb Cuts	7th Street at Adams Street		10
231	West Center (North)	Repair Sidewalk	6th Street between Monroe and Madison Street	Access to playground	10
232	West Center (North)	Repair Sidewalk	Monroe Street between 6th and 7th Streets		10
233	West Center (North)	Repair Sidewalk	6th Street between Monroe and Adams Streets		10
234	West Center (North)	Repair Sidewalk	Adams Street between 6th and 7th Streets		10
235	West Center (South)	Add Curb Cuts	Adams Street at Carpenter Street		10
236	West Center (South)	Add Crosswalks, Curb Cuts	5th Street at Adams Street	Needed on side streets	10
237	West Center (South)	Add Crosswalks	Monroe and 5th Streets		10
238	West Center (South)	Add Crosswalks, Curb Cuts	Washington and 5th Streets		10
239	West Center (South)	Add Crosswalks, Curb Cuts	West and 5th Streets		10
240	West Center (South)	Repair Sidewalk	Adams Street at 5th Street		10
241	West Center (South)	Repair Sidewalk	Carpenter Street near Adams Street		10
242	West Center (South)	Replace Sidewalk	Carpenter Street between Monroe and Adams		10
243	West Center (South)	Replace Sidewalk	Carpenter Street between Monroe and Adams		10
244	West Center (South)	Repair Sidewalk	5th Street at Adams Street		10
245	West Center (South)	Repair Sidewalk	5th Street at Adams Street		10
246	West Center (South)	Repair Sidewalk	Adams Street between 5th and 6th		10
247	West Center (South)	Repair Sidewalk	6th Street between Adams and Monroe Streets		10
248	West Center (South)	Repair Sidewalk	6th Street between Adams and Monroe Streets		10
249	West Center (South)	Repair Sidewalk	Monroe Street at 6th Street		10
250	West Center (South)	Repair Sidewalk	Monroe Street between 5th and 6th Streets		10
251	West Center (South)	Repair Sidewalk	5th Street at Monroe Street		10
252	West Center (South)	Repair Sidewalk	5th Street at Monroe Street		10
253	West Center (South)	Repair Sidewalk	West Street between 5th and 4th Streets		10
254	West Center (South)	Repair Sidewalk	6th Street at West Street		10
255	West Center (South)	Repair Sidewalk	6th Street at Willing Street		10
256	Alban Park	Add Pathway; Ped/Bike Connect. to Park	9th Avenue, north of Brown Street	Missing roadway; add ped/bike connection to park	9
257	Alban Park	Add Sidewalk	9th Avenue, north of Homestead Road	Improve connection to park	9
258	Alban Park	Add Crosswalks	9th Avenue at Homestead Road	Improve connection to park	9
259	Chestnut Run	Add Sidewalk/Curb Ramps	SR 48 at Court Drive	Safe access needed to eastbound bus stop	9
260	Chestnut Run	Add Sidewalk; Formalize Path	South side of Pathmark on SR 48	Formalize informal pedestrian connection to supermarket	9
261	Clifton Park	Add Side-street Crosswalks	39th Street at Philadelphia Pike		9
262	Clifton Park	Add Sidewalk	39th Street, south of Philadelphia Pike		9
263	Clifton Park	Add Crosswalks	38th Street at Philadelphia Pike		9
264	Clifton Park	Add Sidewalk	38th Street, south of Philadelphia Pike		9
265	Clifton Park	Add Sidewalk	38th Street, south of Philadelphia Pike		9
266	Downtown-A	Formalize Path	Point at intersection of Delaware Ave and Penna. Ave	Informal path across median strip near city sign	9
267	Downtown-A	Add Crosswalk	Delaware Ave. and Madison Street		9
268	Downtown-A	Repaint Crosswalk	Pennsylvania Avenue and Jefferson Street		9
269	Downtown-A	Repaint Crosswalk	Delaware Avenue and Jefferson Street		9
270	Downtown-A	Add Crosswalks, Curb Cuts	Washington Street and 9th Street		9
271	Downtown-A	Add Crosswalks	King Street and 12th Street		9
272	Downtown-A	Repair Crosswalk Bricks	13th Street and French Street		9
273	Downtown-A	Repair Sidewalk	King Street between 15th and 14th Streets		9
274	Downtown-A	Repair Sidewalk	King Street between 15th and 14th Streets		9
275	Downtown-A	Repair Sidewalk	9th Street between Jefferson and Washington Streets		9
276	Downtown-A	Repair Sidewalk	9th Street between Jefferson and Washington Streets		9
277	Downtown-A	Repair Sidewalk	Jefferson Street between 9th and 10th Streets		9
278	Downtown-A	Repair Sidewalk	Jefferson Street between 9th and 10th Streets		9
279	Downtown-A	Repair Sidewalk	10th Street between Jefferson and Washington Streets		9
280	Downtown-A	Repair Sidewalk	10th Street between Jefferson and Washington Streets		9
281	Downtown-A	Repair Sidewalk	Washington Street between 10th and 9th Streets		9
282	Downtown-A	Repair Sidewalk	Washington Street between 10th and 9th Streets		9
283	Fourth and Union	Repair Sidewalk	Scott Street (b/t SR 48 and 2nd Street)		9
284	Hedgeville	Add Crosswalks and Curb Cut	Oak Street at Broom Street		9
285	Hedgeville	Repair Sidewalk	Connell Street N of Oak		9
286	Hedgeville	Repair Sidewalk	Connell Street N of Oak		9
287	Hedgeville	Repair Sidewalk	Oak Street (b/t Connell and Franklin)		9
288	Hedgeville	Add Crosswalks	Franklin at Oak Street		9
289	Hedgeville	Add Crosswalks	Franklin at Maple Street		9
290	Hedgeville	Repair Sidewalk	Maple (b/t Broom and Connell)		9
291	Hedgeville	Repair Sidewalk	Franklin (b/t Elm and Linden)		9
292	Hedgeville	Repair Sidewalk	Elm (b/t Connell and Broom)		9
293	Hedgeville	Repair Curb Cut	Elm at Franklin Street		9
294	Hedgeville	Repair Sidewalk	Broom (b/t Read and Chestnut)		9
295	Hedgeville	Add Crosswalks	Read at Broom Street		9
296	Hilltop (North)	Add Crosswalks	5th Street at Franklin Street		9
297	Hilltop (North)	Repair Sidewalk	Franklin Street, b/t 5th Street and 6th Street		9
298	Hilltop (South)	Add Crosswalks	Franklin Street at Read Street		9
299	Hilltop (South)	Repair Sidewalk	Franklin Street, b/t Read Street and SR 48		9
300	Hilltop (South)	Repair Sidewalk	3rd Street, b/t Connell Street and Franklin Street		9

Sort ID	EJ Area	Recommendation	Location	Notes	Score
301	Hilltop (West)	Add Side-street Crosswalks	6th Street at Delamore Place		9
302	Hilltop (West)	Add Crosswalks and Curb Cut(s)	5th Street at Clayton Street		9
303	Hilltop (West)	Add Crosswalks and Curb Cut(s)	6th Street at Clayton Street		9
304	Hilltop (West)	Add Crosswalks	6th Street at Dupont Street		9
305	Hilltop (West)	Add Crosswalks and Curb Cut(s)	5th Street at Dupont Street		9
306	Hilltop (West)	Repair Sidewalk	5th Street, b/t Dupont Street and Clayton Street		9
307	Hilltop (West)	Repair Sidewalk	Dupont Street, b/t 4th Street and 5th Street		9
308	Prices Run	Add Crosswalks, Curb Cuts	30th Street and small connector to Danby Street		9
309	Prices Run	Add Crosswalks, Curb Cuts mid-block	30th Street and Spruce Street	Access to park	9
310	Prices Run	Add Crosswalks	28th Street and Church Street	Access to park	9
311	Prices Run	Add Crosswalks	Locust Street and 26th Street	Access to park	9
312	Prices Run	Repair Sidewalk	Gov. Printz between 28th and 29th Streets		9
313	Prices Run	Repair Sidewalk	Gov. Printz between 29th and 30th Streets		9
314	Prices Run	Repair Sidewalk	30th Street between Church Street and Phila. Pike		9
315	Prices Run	Repair Sidewalk	Danby Street between Phila. Pike and Pine Street		9
316	Prices Run	Repair Sidewalk	26th Street between Locust and Church Streets	Access to park	9
317	Silverbrook Gardens	Add Crosswalks	Rodman at New Road		9
318	Silverbrook Gardens	Repair Sidewalk	Rodman Road (b/t Grant and New)		9
319	Silverbrook Gardens	Add Crosswalks	Rodman at Grant		9
320	Silverbrook Gardens	Repair Sidewalk	Rodman at AC Alley		9
321	Silverbrook Gardens	Repair Sidewalk	Seneca Road		9
322	Silverbrook Gardens	Repair Sidewalk	Seneca Road		9
323	Silverbrook Gardens	Repair Sidewalk	Rodman at AE Alley		9
324	Silverbrook Gardens	Add School Signage	Rodman (b/t Seneca and Elsmere Blvd.)		9
325	Silverbrook Gardens	Repair Sidewalk	Elsmere Blvd, E of Rodman		9
326	Silverbrook Gardens	Repair Sidewalk	Seneca at AE Alley		9
327	Silverbrook Gardens	Repair Sidewalk	Seneca at AD Alley		9
328	Silverbrook Gardens	Repair Sidewalks	Grant (b/t Seneca and Elsmere Blvd.)		9
329	Silverbrook Gardens	Repair Sidewalk	Seneca Ave (b/t Grant and New Road)		9
330	Silverbrook Gardens	Repair Sidewalk	Seneca Ave (b/t Grant and New Road)		9
331	Silverbrook Gardens	Add Crosswalks	Seneca at New Road	Side-street	9
332	St. Paul's	Add Side-street Crosswalks	Read Street at Jackson Street		9
333	St. Paul's	Repair Sidewalk	Read Street, b/t Van Buren Street and Jackson Street		9
334	St. Paul's	Add Crosswalks	Harrison Street at Read Street		9
335	St. Paul's	Repair Sidewalk	Read Street, b/t Harrison Street and Van Buren Street		9
336	West Center (North)	Add Crosswalks	6th Street at Madison Street	Access to playground	9
337	West Center (North)	Add Crosswalks, Curb Cuts	7th Street at Madison Street	Access to playground	9
338	West Center (North)	Add Crosswalks	8th Street at Madison Street		9
339	West Center (North)	Add Crosswalks	9th Street at Madison Street		9
340	West Center (North)	Add Crosswalks	9th Street at Monroe Street		9
341	West Center (North)	Add Crosswalks	8th Street at Monroe Street		9
342	West Center (North)	Add Crosswalks	8th Street at Adams Street		9
343	West Center (North)	Repair Sidewalk	Morrow Street at 8th Street		9
344	West Center (North)	Repair Sidewalk	Madison Street between 8th and 9th Streets		9
345	West Center (North)	Repair Sidewalk	Madison Street between 8th and 9th Streets		9
346	West Center (North)	Repair Sidewalk	9th Street at Monroe Street		9
347	West Center (North)	Repair Sidewalk	Monroe Street between 8th and 9th Streets		9
348	West Center (North)	Repair Sidewalk	Monroe Street between 8th and 9th Streets		9
349	West Center (North)	Repair Sidewalk	7th Street between Monroe and Adams Streets		9
350	West Center (North)	Repair Sidewalk	Adams Street between 7th and 8th Streets		9
351	West Center (North)	Repair Sidewalk	8th Street between Adams and Monroe Streets		9
352	West Center (North)	Repair Sidewalk	Adams Street between 8th and 9th Streets		9
353	West Center (North)	Repair Sidewalk	9th Street at Adams Street	Access to bus stop	9
354	West Center (South)	Add Crosswalks, Curb Cuts	Madison and 5th Streets		9
355	West Center (South)	Add Crosswalks, Curb Cuts	Jefferson and 5th Streets	Access to tot lot	9
356	West Center (South)	Repair Sidewalk	5th Street between Madison and Monroe Streets		9
357	West Center (South)	Repair Sidewalk	Jefferson Street between 4th and 5th Streets		9
358	West Center (South)	Repair Sidewalk	Jefferson Street between 4th and 5th Streets		9
359	West Center (South)	Repair Sidewalk	Jefferson Street between 4th and 5th Streets	Access to tot lot	9
360	West Center (South)	Repair Sidewalk	5th Street b/t Jefferson and Washington Streets	Access to tot lot	9
361	West Center (South)	Repair Sidewalk	5th Street between Jefferson and Washington Streets		9
362	West Center (South)	Repair Sidewalk	Washington Street between 5th and 4th Streets		9
363	West Center (South)	Repair Sidewalk	Washington Street between 5th and 6th Streets		9
364	West Center (South)	Repair Sidewalk	Jefferson Street between 5th and 6th Streets		9
365	West Center (South)	Repair Sidewalk	6th Street between Madison and Jefferson Streets		9
366	Alban Park	Add Bulb-outs, Brick Crosswalks; Repaint	SR 4 at Broom Street	High crash intersection; repaint crosswalks	8
367	Alban Park	Add Side-street Crosswalks	SR 4 at Latimer Street		8
368	Clifton Park	Add Side-Street Crosswalks	42nd Street at Philadelphia Pike		8
369	Clifton Park	Add Side-Street Crosswalks	41st Street at Philadelphia Pike		8
370	Clifton Park	Add Sidewalk	42nd Street, north of Pine Street		8
371	Clifton Park	Add Crosswalks	40th Street at Philadelphia Pike	Access to bus stops	8
372	Downtown-A	Repair Sidewalk	Market Street and 15th Street		8
373	Downtown-A	Add Crosswalks	Orange Street and 14th Street		8
374	Fourth and Union	Add Crosswalks	Lincoln Street at 2nd Street		8
375	Fourth and Union	Repair Sidewalk	Lincoln Street (b/t SR 48 and 2nd)		8
376	Fourth and Union	Repair Sidewalk	Lincoln Street (b/t Conrad and 2nd)		8
377	Fourth and Union	Repair Sidewalk	3rd Street (b/t Union and Lincoln)		8
378	Fourth and Union	Add Curb Cut	3rd Street at Union Street		8
379	Fourth and Union	Add Curb Cut	Union Street at 2nd Street		8
380	Fourth and Union	Add Curb Cut	Union Street at Conrad		8
381	Fourth and Union	Repair Sidewalk	3rd Street (b/t Lincoln and Scott)		8
382	Fourth and Union	Repair Sidewalk	3rd Street (b/t Lincoln and Scott)		8
383	Fourth and Union	Repair Sidewalk	3rd Street (b/t Scott and Dupont)		8
384	Fourth and Union	Add Sidewalk	Conrad Street (b/t Scott and Dupont)		8
385	Fourth and Union	Add Crosswalks	2nd at Scott Street		8
386	Fourth and Union	Repair Sidewalk	Dupont Street (b/t 2nd and SR 48)		8
387	Hedgeville	Add Crosswalks	Franklin at Sycamore Street		8
388	Hedgeville	Repair Sidewalk	Franklin (b/t Sycamore and Maple)		8
389	Hedgeville	Repair Sidewalk	Read (b/t Broom and Franklin)		8
390	Hedgeville	Repair Sidewalk	Read (b/t Broom and Franklin)		8
391	Hedgeville	Repair Sidewalk	Read (b/t Broom and Franklin)		8
392	Hedgeville	Repair Sidewalk	Read (b/t Broom and Franklin)		8
393	Hedgeville	Repair Sidewalk	Read (b/t Broom and Franklin)		8
394	Hilltop (Central)	Add Crosswalks, Curb Cut	6th Street at Rodney Street		8
395	Hilltop (Central)	Repair Sidewalk	Rodney Street, b/t 6th Street and 5th Street		8
396	Hilltop (Central)	Add Crosswalks, Curb Cuts	Rodney Street at 5th Street		8
397	Hilltop (Central)	Repair Sidewalk	5th Street, b/t Delamore Place and Rodney Street		8
398	Hilltop (Central)	Repair Sidewalk	Delamore Place, b/t 5th Street and 6th Street		8
399	Hilltop (Central)	Repair Sidewalk	Delamore Place, b/t 4th Street and 5th Street		8
400	Hilltop (Central)	Repair Sidewalk	Delamore Place, b/t 4th Street and 5th Street		8

Sort ID	EJ Area	Recommendation	Location	Notes	Score
401	Hilltop (Central)	Repair Sidewalk	3rd Street, b/t Broom Street and Rodney Street		8
402	Hilltop (Central)	Repair Sidewalk	3rd Street, b/t Broom Street and Rodney Street		8
403	Hilltop (Central)	Repair Sidewalk	3rd Street, b/t Broom Street and Rodney Street		8
404	Hilltop (Central)	Add Crosswalks, Curb Cuts	3rd Street at Rodney Street		8
405	Hilltop (Central)	Repair Sidewalk	Rodney Street, b/t 4th Street and 5th Street		8
406	Hilltop (Central)	Repair Sidewalk	Rodney Street, b/t 4th Street and 5th Street		8
407	Hilltop (Central)	Repair Sidewalk	Rodney Street, b/t 2nd Street and 3rd Street		8
408	Hilltop (Central)	Repair Sidewalk	Rodney Street, b/t 2nd Street and 3rd Street		8
409	Hilltop (Central)	Add Crosswalks, Curb Cuts	Fulton Street at 2nd Street		8
410	Hilltop (Central)	Add Crosswalks, Curb Cuts	2nd Street at Rodney Street		8
411	Hilltop (Central)	Repair Sidewalk	Delamore Place, b/t SR 48 and 2nd Street		8
412	Hilltop (Central)	Repair Sidewalk	Rodney Street, b/t SR 48 and 2nd Street		8
413	Hilltop (Central)	Repair Sidewalk	Rodney Street, b/t SR 48 and 2nd Street		8
414	Hilltop (Central)	Repair Sidewalk	Rodney Street, b/t SR 48 and 2nd Street		8
415	Hilltop (Central)	Repair Sidewalk	Fulton Street, b/t SR 48 and 2nd Street		8
416	Hilltop (Central)	Repair Sidewalk	Fulton Street, b/t SR 48 and 2nd Street		8
417	Hilltop (South)	Repair Sidewalk	Broom Street, b/t SR 48 and 2nd Street		8
418	Hilltop (South)	Repair Sidewalk	Broom Street, b/t SR 48 and 2nd Street		8
419	Hilltop (West)	Repair Sidewalk	Delamore Place, b/t 5th Street and 6th Street		8
420	Hilltop (West)	Add Crosswalks	5th Street at Delamore Place		8
421	Hilltop (West)	Repair Sidewalk	5th Street, b/t Clayton Street and Delamore Place		8
422	Hilltop (West)	Add Crosswalks	3rd Street at Delamore Place		8
423	Hilltop (West)	Add Crosswalks, Curb Cuts	2nd Street at Delamore Place		8
424	Hilltop (West)	Repair Sidewalk	Delamore Place, b/t 2nd Street and 3rd Street		8
425	Hilltop (West)	Repair Sidewalk	Clayton Street, b/t SR 48 and 2nd Street		8
426	Hilltop (West)	Add Side-Street Crosswalks, Curb Cuts	2nd Street at Clayton Street	Access to park	8
427	Hilltop (West)	Repair Sidewalk	2nd Street, b/t Dupont Street and Clayton Street	Access to park	8
428	Hilltop (West)	Add Crosswalks	3rd Street at Clayton Street	Access to park	8
429	Hilltop (West)	Repair Sidewalk	Clayton Street, b/t 3rd Street and 4th Street		8
430	Hilltop (West)	Repair Sidewalk	Clayton Street, b/t 4th Street and 5th Street		8
431	Hilltop (West)	Repair Sidewalk	Clayton Street, b/t 4th Street and 5th Street		8
432	Hilltop (West)	Repair Sidewalks	Clayton Street, b/t 4th Street and 5th Street		8
433	Hilltop (West)	Repair Sidewalk	Dupont Street, b/t 3rd Street and 4th Street	Access to park	8
434	Hilltop (West)	Add Crosswalks	3rd Street at Dupont Street	Access to park	8
435	Hilltop (West)	Repair Sidewalk	3rd Street, b/t Dupont Street and Clayton Street	Access to park	8
436	Hilltop (West)	Add Crosswalks	Conrad Street at Dupont Street	Access to park; mid-block crossing	8
437	Hilltop (West)	Add Crosswalks	2nd Street at Dupont Street	Access to park	8
438	Hilltop (West)	Repair Sidewalks	Dupont Street, b/t SR 48 and 2nd Street	Access to park	8
439	Melrose Place	Formalize Pathway	SR 2, east of Possum Park Rd		8
440	Melrose Place	Add Crosswalks	SR 2 at Country Squire	Side-street	8
441	Prices Run	Repair Sidewalk	30th Street and Heald Street		8
442	Prices Run	Repair Sidewalk	30th Street between Church Street and Phila. Pike	Access to park	8
443	Prices Run	Repair Sidewalk	30th Street between Church Street and Phila. Pike	Access to park	8
444	Silverbrook Gardens	Add Sidewalk	SR 100, S of Baldini	Informal Path	8
445	Silverbrook Gardens	Add Sidewalk	SR 100, S of Eastwood	Informal Path	8
446	Silverbrook Gardens	Add Sidewalk	Informal Path		8
447	Silverbrook Gardens	Add Crosswalks	SR 100 at New Road	Side-street	8
448	Silverbrook Gardens	Crosswalks	Elsmere Blvd at Union Street	Side-street	8
449	Silverbrook Gardens	Add Bulb Outs and Curb Cuts	Union Street at Prospect		8
450	Southbridge (East)	Add Ped Signal, Crosswalks, Curb Cuts, Bulb-outs	Claymont St and A St	Southbridge Circulation Study	8
451	Southbridge (East)	Add Ped Signal, Crosswalks, Curb Cuts	Chapel St and Lobdell St	Southbridge Circulation Study	8
452	Southbridge (East)	Add Crosswalks, Curb Cuts	NC Ave and B St	Southbridge Circulation Study	8
453	Southbridge (East)	Add Crosswalks	A St and Chapel St	Southbridge Circulation Study	8
454	Southbridge (East)	Add Ped Signal, Crosswalks, Curb Cuts	A St and NC Ave	Southbridge Circulation Study	8
455	Southbridge (East)	Add Crosswalks	C St and NC Ave	Southbridge Circulation Study	8
456	Southbridge (East)	Add Crosswalks	NC Ave and Lobdell St	Southbridge Circulation Study	8
457	Southbridge (East)	Add Crosswalks	NC Ave and Pearl St	Southbridge Circulation Study	8
458	Southbridge (East)	Add Landscaping	Heald St and NC Ave	Southbridge Circulation Study	8
459	Southbridge (East)	Add Street Lighting	Park at NC Ave and A St	Southbridge Circulation Study	8
460	Southbridge (East)	Add Crosswalks	Lobdell St and Claymont St	Southbridge Circulation Study	8
461	Southbridge (East)	Add Crosswalks, Curb Cut	B St and Claymont St	Southbridge Circulation Study	8
462	Southbridge (East)	Add Crosswalks	NC Ave and D St	Southbridge Circulation Study	8
463	Southbridge (East)	Repair Sidewalk	Chapel St b/t Lobdell and A	Southbridge Circulation Study	8
464	Southbridge (East)	Add Sidewalk	Island at Heald St and NC Ave	Southbridge Circulation Study	8
465	Southbridge (East)	Repair Sidewalk	A St b/t Chapel and Claymont	Southbridge Circulation Study	8
466	Southbridge (East)	Repair Sidewalk	NC Ave at NS Rail	Southbridge Circulation Study	8
467	Southbridge (East)	Repair Sidewalk	A Street, b/t New Castle Avenue and Claymont Street	Southbridge Circulation Study	8
468	Southbridge (East)	Add Sidewalk	Bradford Street, b/t A Street and Lobdell Street	Southbridge Circulation Study	8
469	Southbridge (West)	Add Crosswalks	B St and Heald St	Southbridge Circulation Study	8
470	Southbridge (West)	Add Crosswalks	C St and Heald St	Southbridge Circulation Study	8
471	Southbridge (West)	Add Crosswalks	S Heald St and Lobdell St	Southbridge Circulation Study	8
472	Southbridge (West)	Add Crosswalks	A St and Townsend St	Southbridge Circulation Study	8
473	Southbridge (West)	Add Crosswalks	C St and Townsend St	Southbridge Circulation Study	8
474	Southbridge (West)	Add Pedestrian Lighting	C Street at Buttonwood Street	Southbridge Circulation Study	8
475	Southbridge (West)	Add Sidewalk	Around Stoney Davis Park	Southbridge Circulation Study	8
476	Alban Park	Add Side-street Crosswalks	SR 4 at Temple Terrace		7
477	Alban Park	Add Side-street Crosswalks	SR 4 at Yale Road		7
478	Alban Park	Repaint Crosswalk	SR 4 at Alban Drive	Needed to reach westbound bus stop	7
479	Alban Park	Add Side-street Crosswalks	SR 4 at Alban Drive		7
480	Alban Park	Add Sidewalk	Happy Harry's at SR 4	Formalize informal path to reach Canby Park Shopping Center	7
481	Alban Park	Add Sidewalk	Happy Harry's at SR 4	Formalize informal path to reach Canby Park Shopping Center	7
482	Alban Park	Widen Sidewalk	SR 4 (b/t Alban Drive and Shopping Center)	Utility poles blocking pedestrian access	7
483	Alban Park	Add Crosswalks	SR 4 at Canby Park Shopping Center	Improve walkability along this corridor	7
484	Alban Park	Add Bus Shelter	SR 4 at Robinson Lane	Active stop with little room	7
485	Alban Park	Widen Sidewalk	SR 4 at Robinson Lane	Active bus stop with little room	7
486	Alban Park	Add Side-street Crosswalks	SR 4 at Robinson Lane		7
487	Alban Park	Add Signalized Crosswalks	SR 4 at Robinson Lane	Important connection between two busy bus stops	7
488	Alban Park	Add Sidewalk	SR 4 at Robinson Lane	Provide safer access to bus stops	7
489	Alban Park	Repair Sidewalk	SR 4 at Shopping Center		7
490	Alban Park	Clear Vegetation	Desmond Road and Alban Drive	Pedestrian pathway is difficult to access	7
491	Alban Park	Repair Sidewalk	South side of Homestead Road, near Brown Park		7
492	Alban Park	Add Pedestrian Link	Alban Park/Brown Park	Formalize ped/bike link between Alban and Brown Parks	7
493	Alban Park	Add Crosswalks	Alban Drive at Bonwood Road		7
494	Alban Park	Repair Sidewalk	Alban Drive, north of Bonwood Road		7
495	Alban Park	Repair Sidewalk	Alban Drive, north of Bonwood Road		7
496	Alban Park	Repair/extend Sidewalk	Bonwood Road, west of Alban Drive	Cars parked on existing sidewalk, forcing pedestrians into road.	7
497	Alban Park	Add Sidewalk	Drive off of Bonwood Road	Add safe connection to stairway, connecting into shopping center	7
498	Alban Park	Repair Broken Stairway	Bonwood Road at Shopping Center	Pedestrian stairway to shopping center is in disrepair	7
499	Alban Park	Add Crosswalks	Bonwood Road (b/t Alban Drive and Robinson Lane)		7
500	Alban Park	Add Crosswalks	Bonwood Road at Robinson Lane	Provide access to neighboring residential development	7



Sort ID	EJ Area	Recommendation	Location	Notes	Score
501	Alban Park	Repair Sidewalk	Robinson Lane, north of Bonwood Road	Improve connections to the shopping center	7
502	Alban Park	Add Crosswalks	Shopping center entry on Robinson Lane		7
503	Clifton Park	Add Crosswalks	Edgemoor Road and Philadelphia Pike	Improve access to businesses and bus stops	7
504	Clifton Park	Add Crosswalks	Hillcrest Drive at Beeson Avenue	Access to bus stop	7
505	Clifton Park	Add Crosswalks	Edgemoor Road at Brandywine Blvd.		7
506	Clifton Park	Add Crosswalks	Lea Blvd., north of Colony Blvd.	Access to bus stop	7
507	Clifton Park	Add Side-street Crosswalk, Bulb-outs	Lea Blvd. at Philadelphia Pike	High crash intersection	7
508	Clifton Park	Repaint Crosswalks, Add Bulb-outs	Lea Blvd. at Philadelphia Pike	High crash intersection	7
509	Clifton Park	Add Crosswalks	Lea Blvd. at Pine Street		7
510	Clifton Pike	Add Side-street Crosswalks	Hillcrest Drive at Philadelphia Pike		7
511	Silverbrook Gardens	Add Sidewalk	SR 100, north of Cleveland Ave		7
512	Silverbrook Gardens	Add Sidewalk	SR 100, S of Baldini		7
513	Silverbrook Gardens	Repair Sidewalk	Eastwood, E of SR 100		7
514	Silverbrook Gardens	Repair Sidewalk	Eastwood Road		7
515	Wilton	Add Crosswalks	Wilton Blvd. at Coachlight Court	Connection to bus stop	7
516	Wilton	Add Crosswalks	Old Forge Road at Jennings Court	Access to bus stop	7
517	Wilton	Add Sidewalk	Appleby Road (b/t Old Forge Road and US 40)		7
518	Alban Park	Add Crosswalks	Homestead Road at Brown Park	High crash intersection; Improve connection to park	6
519	Alban Park	Add Sidewalks	Bonwood Road, east of Homestead Road	Improve access to park	6
520	Alban Park	Add Sidewalks	Bonwood Road, east of Homestead Road	Improve access to park	6
521	Chestnut Run	Add Crosswalks	SR 48 at Court Drive	Improve connection to bus stop	6
522	Clifton Park	Add Crosswalks	Hillcrest Drive at Marsh Road	Access to bus stops	6
523	Clifton Park	Add Crosswalks	Hillcrest Drive at Springhill Avenue	Access to bus stops	6
524	Clifton Park	Repair Sidewalk	Philadelphia Pike, east of Lea Blvd.		6
525	Clifton Park	Repair Sidewalk	Philadelphia Pike, west of Lea Blvd.		6
526	Clifton Park	Repair Sidewalk	Philadelphia Pike, east of Lea Blvd.		6
527	Melrose Place	Add Signalized Crosswalks, Signage	Possum Park Rd at SR 2		6
528	Melrose Place	Add Sidewalk	Country Squire south of SR2		6
529	Melrose Place	Add Sidewalk	Country Squire south of SR2		6
530	Melrose Place	Repair Sidewalk	Fairway at SR 2		6
531	Melrose Place	Add Crosswalks	Fairway at SR 2	Side-street	6
532	Melrose Place	Repaint Crosswalks	SR 2 (b/t Fairway and Red Mill)	Side-street	6
533	Melrose Place	Add Crosswalks, Curb Cuts	SR 2 at Red Mill (S leg)		6
534	Wilton	Repair Sidewalk	West side of Wilton Blvd, b/t Stone Bridge and Candlewick		6
535	Wilton	Repaint Bike Lane	Wilton Blvd, north of Old Forge Road		6
536	Wilton	Clear Vegetation	Ashley Drive at Old Forge Road	Tree blocking ped crossing sign	6
537	Clifton Park	Clear Vegetation	Philadelphia Pike, east of Hillcrest Drive	Vegetation blocking signage for bus stop	5
538	Wilton	Add Sidewalk/Pathway	US 40 (b/t Appleby Road and Wilton Blvd.)	Missing segment along corridor	5