

<b>2050 RTP:2023 Update Task</b>	<b>March</b>	<b>Aug.</b>	<b>Sept.</b>	<b>Oct.</b>	<b>Nov.</b>	<b>Dec.</b>	<b>Jan.</b>	<b>Feb.</b>	<b>March</b>
Public Opinion Survey (600 respondents)	Survey								
Municipal/Civic Presentations (21 meetings)	Aug 2022 – Dec 2023								
Member Agency Meeting (7 meetings)						Dec 2022-Jan 2023			
Social Media Ads (reached 2,287 accounts)							Jan - March		
Email Announcement (2,368 opens)							Jan 2023		
Press Release							Jan 19		
WILMAPCO newsletters (dist.: 8000+)	Aug 2022 – March 2023								
Newark Community Day			Sept 18						
Public Comment Period (48 days)							Jan 18 – March 6, 2023		
Our Town (50+ attendees)								Feb 8	

## WILMAPCO Events

Our Town Event	February 8, 2023
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## 2050 RTP Presentation

Elderly and Disabled Transit Advisory Committee	August 10, 2022
Elsmere	September 8, 2022
Centreville Civic Associations	September 8, 2022
Middletown	September 12, 2022
Newport Town Council	September 15, 2022
Ardencroft	September 15, 2022
Wilmington City Council, Public Works & Transportation Committee	September 19, 2022
Delaware City	September 19, 2022
Committee of 100 Transportation Committee	September 27, 2022
Odessa	October 3, 2022
Arden	October 3, 2022
NCC League of Women Voters	October 5, 2022
City of New Castle	October 11, 2022
GHADA	October 17, 2022
North East	October 26, 2022
Old County Road	November 15, 2022
Elkton Mayor and Commissioners	January 11, 2023
Cecil County Council	January 10, 2023
Charlestown	January 10, 2023
Perryville	January 17, 2022
New Castle County Council Land Use Committee	January 17, 2023

**Member Agency Meetings**

Office of State Planning Coordination	December 8, 2022
MDOT, Cecil County, Town of North East	December 12, 2022
Delaware Transit Corporation	December 14, 2022
New Castle County Dept of Land Use	January 4, 2023
DeIDOT Planning	January 5, 2023

**Popup Workshops**

Newark Community Day	September 18, 2022
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Contact Information:  
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Randi Novakoff, Outreach Manager

[rnovakoff@wilmingtonplanning.org](mailto:rnovakoff@wilmingtonplanning.org)

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## Transportation planning agency provides opportunity for review of the region's fundamental planning document during Our Town event.

Newark, Delaware - Have you ever wondered what it would be like to get around in New Castle County, Delaware or Cecil County, Maryland in the next twenty years? How congested will it be? Will you be able to walk or bike safely and use public transportation? What types of transportation improvements should be the priority? These are the types of questions that are at the heart of the 2050 Regional Transportation Plan (RTP) 2023 Update, which has been released for public review and comment by the Wilmington Area Planning Council (WILMAPCO) through March 6, 2023.

The Regional Transportation Plan (RTP) is the fundamental transportation planning document that identifies New Castle and Cecil Counties' needs, and the projects and activities that seek to address them.

WILMAPCO is providing an opportunity to review and provide feedback on the Draft 2050 Regional Transportation Plan (RTP) 2023 Update during its Our Town Event. **Our Town will be held at the Embassy Suites Hotel in Newark on Wednesday, February 8, 2023 from 4 p.m. to 7 p.m.** Attendees will not only be able to review the draft document but will hear from an international expert who will explore how various demographic and economic trends are changing travel demands and community needs, and their implications for the region's long-range plan.

The featured keynote speaker for the event is Todd Litman. Litman is founder and executive director of the Victoria Transport Policy Institute, an independent research organization dedicated to developing innovative solutions to transportation problems. Litman, whose research and books have been used worldwide for transportation planning and policy analysis, will examine how to create a diverse and efficient transportation system that responds to future needs including an aging population, congestion, rising infrastructure costs, equity and affordability, health and safety, environmental protection, new technologies, and more.

Enjoy light refreshments, participate in the region's fundamental transportation planning effort, review the list of proposed projects, and hear from an international leader on planning for a transportation system that meets the future needs of all. To learn more or register for this free event, please visit [www.wilmingtonplanning.org/ourtown](http://www.wilmingtonplanning.org/ourtown).

The Draft RTP may also be reviewed on WILMAPCO's website at [www.wilmingtonplanning.org/rtp](http://www.wilmingtonplanning.org/rtp) or office at 100 Discovery Blvd, Suite 800, Newark, DE 19713. Written comments may be submitted to WILMAPCO at this address or emailed to [rnovakoff@wilmingtonplanning.org](mailto:rnovakoff@wilmingtonplanning.org). The public comment and review period will extend through March 6, 2023.

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Wilmington Area Planning Council

100 Discovery Blvd., Suite 800, Newark, DE 19713 (302) 737-6205 [rnovakoff@wilmingtonplanning.org](mailto:rnovakoff@wilmingtonplanning.org)

**WILMAPCO Flyers**  
**Our Town**



# WILMAPCO'S 2023 OUR TOWN EVENT

**You are  
invited!**

During this FREE event you will have the opportunity to explore the demographic and economic trends that are changing our transportation needs and share your thoughts on the Draft 2050 Regional Transportation Plan 2023 Update and its associated Air Quality Conformity Determination.

The Regional Transportation Plan (RTP) is the fundamental transportation planning document that identifies New Castle and Cecil Counties' needs, and the projects and activities that seek to address them. The RTP is available for public review and comment through March 6, 2023.

Enjoy light refreshments, participate in the region's fundamental transportation planning effort, review the list of proposed projects, and hear from an international leader on planning for a transportation system that meets the future needs of all during this year's (in-person) Our Town event.

Wednesday February 8, 2023	Embassy Suites Hotel 654 S. College Ave., Newark	4.00 PM - 7.00 PM
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**Featured Presentations:**

**Rebecca Higgins, Senior Policy Advisor at US Senate Committee on Environment**  
Higgins will discuss national goals for funding an equitable transportation system.



**Todd Litman, Founder and Executive Director of the Victoria Transport Policy Institute**  
Litman whose research and books have been used worldwide for transportation planning and policy analysis, will examine how to create a diverse and efficient transportation system that responds to future needs including an aging population, congestion, rising infrastructure costs, equity and affordability, health and safety, environmental protection, new technologies, and more.



**REGISTER NOW!**  
[www.wilmapco.org/ourtown](http://www.wilmapco.org/ourtown) (302) 737-6205 [dvoss@wilmapco.org](mailto:dvoss@wilmapco.org)

**Wilmington Area Planning Council (WILMAPCO)**, the regional transportation planning agency responsible for coordinating transportation investments (road, rail, bus routes, and walking and biking paths) in New Castle and Cecil Counties, is currently updating the Regional Transportation Plan (RTP) for the Counties.



Grounded in public feedback, the RTP establishes objectives, actions, and performance measures to achieve the region's three transportation goals:

Improve Quality of Life, Efficiently Transport People, and Support Sustainable Economic Development and Goods Movement.

The RTP also lists the major transportation projects currently proposed for the next three decades to achieve these policy objectives, so it's an important document that guides to the future of transportation in the region.

Learn more at:

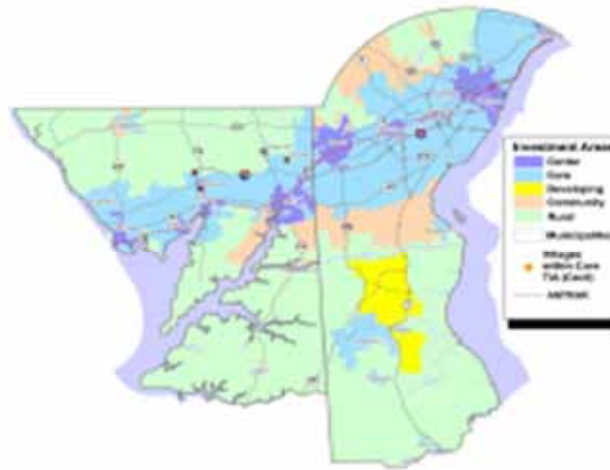
[www.wilmapco.org/rtp](http://www.wilmapco.org/rtp)



To schedule a presentation at your community's next meeting, please email Dawn Voss at [dvoss@wilmapco.org](mailto:dvoss@wilmapco.org) or call (302) 737-6205.



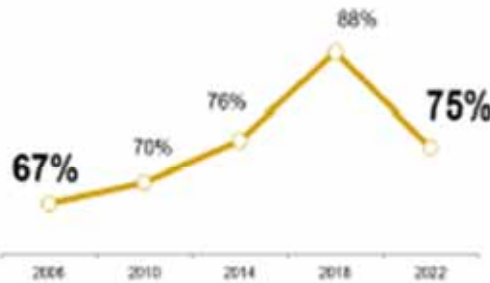
### A Few Key Points in the RTP



**Transportation Investment Areas**

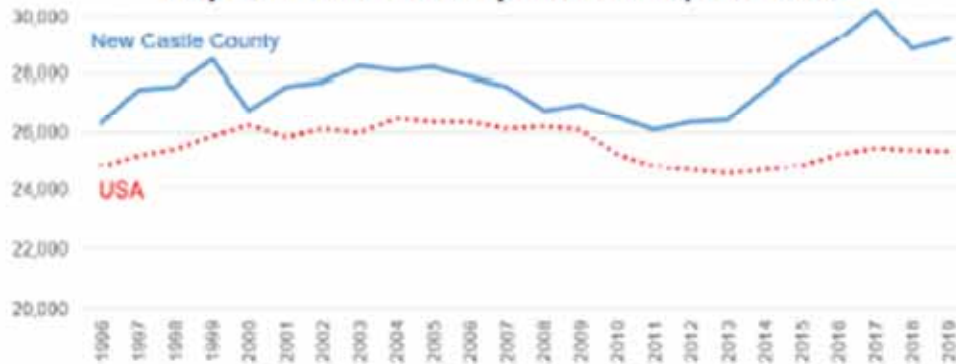


**Household Growth by Transportation Investment Area 2000 - 2020**



**The transportation system meets my needs**

### Daily Vehicle Miles Traveled per Households, 1996 - 2019



## WILMAPCO Social Media Posts

	Enjoy light refreshments, participate...	Boost unavailable	...	Thu Jan 19, 2:33pm	211	2	0	0	0
	Wilmington Area Planning Cou...				Accounts Center accou...	Post engagements	Likes and reactions	Comments	Shares
	Enjoy light refreshments, participate...	Boost unavailable	...	Thu Jan 19, 2:33pm	134	2	1	0	0
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	Enjoy light refreshments, participate...	Boost unavailable	...	Thu Jan 19, 2:33pm	81	1	0	0	0
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	Wilmington Area Planning Council				Accounts Center accou...	Post engagements	Reactions	Comments	Shares

**W** Wilmington Area Planning Council  
January 19 · 🌐

You are invited! Enjoy light refreshments, participate in the region's fundamental transportation planning effort and hear from an international leader on planning for a transportation system that meets the future needs of all during this year's Our Town event. To learn more or register for this free event, please visit [www.wilmapco.org/ourtown](http://www.wilmapco.org/ourtown).



WED, FEB 8  
2023 Our Town  
Newark  
6 people went

Interested

Instagram





**W** wilmapco\_mpo



🤍 💬 📍 📌

wilmapco\_mpo Enjoy light refreshments, participate in the region's fundamental transportation planning ef... more



	WILMAPCO's fundamental transpor... Wilmington Area Planning Cou...	Boost unavailable	...	Fri Feb 17, 7:00pm	143 Accounts Center accou...	1 Post engagements	0 Likes and reactions	0 Comments	0 Shares
	WILMAPCO's fundamental transpor... wimapco_mpo	Boost unavailable	...	Fri Feb 17, 7:00pm	24 Accounts Center accou...	--	4 Likes	0 Comments	0 Shares
	WILMAPCO's fundamental transpor... Wilmington Area Planning Cou...	Boost unavailable	...	Fri Feb 17, 7:00pm	317 Accounts Center accou...	2 Post engagements	0 Likes and reactions	0 Comments	0 Shares
	WILMAPCO's fundamental transpor... Wilmington Area Planning Cou...	Boost unavailable	...	Fri Feb 17, 7:00pm	624 Accounts Center accou...	11 Post engagements	2 Likes and reactions	1 Comments	0 Shares

Instagram

W wimapco\_mpo



WILMAPCO's fundamental transportation planning document, the Regional Transportation Plan (RTP), has been release for review and comment through March 6. The RTP identifies New Castle and Cecil Counties' future transportation needs, and the projects and activities that seek to address them. Now is your chance to have a say in how you get around now and in the future. Learn more [www.wimapco.org/rtp](http://www.wimapco.org/rtp).

Wilmington Area Planning Council » Newark, Bear, Glasgow Residents

February 17

WILMAPCO's fundamental transportation planning document, the Regional Transportation Plan (RTP), has been release for review and comment through March 6. The RTP identifies New Castle and Cecil Counties' future transportation needs, and the projects and activities that seek to address them. Now is your chance to have a say in how you get around now and in the future. Learn more [www.wimapco.org/rtp](http://www.wimapco.org/rtp).



	Don't the chance to comment on o...	Boost unavailable	...	Fri Mar 3, 7:00am	194	0	0	0	0
W	Wilmington Area Planning Cou...				Accounts Center accou...	Post engagements	Likes and reactions	Comments	Shares
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	Don't miss the chance to comment on our ...	Boost post	...	Fri Mar 3, 7:00am	341	15	4	1	3
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	Don't the chance to comment on o...	Boost unavailable	...	Fri Mar 3, 7:00am	57	0	0	0	0
W	Wilmington Area Planning Cou...				Accounts Center accou...	Post engagements	Likes and reactions	Comments	Shares

Instagram

W wimapco\_mpo








wimapco\_mpo Don't the chance to comment on our fundamental transportation planning document, the Regional Transportation Plan (RTP) by Monday, March 6.

W Wilmington Area Planning Council » New Castle County ...

Residents

March 3 · 🌐

Don't the chance to comment on our fundamental transportation planning document, the Regional Transportation Plan (RTP) by Monday, March 6.



 Like
  Comment

## Transporter Articles

Summer 2022

### 2050 Regional Transportation Plan to Be Updated

WILMAPCO is set to update the region's long-range transportation plan. Known as the Regional Transportation Plan (RTP), it sets out the region's policy goals, objectives, actions, and performance measures. The RTP also features a listing of all major transportation projects to be pursued. This update will be a refresh of the 2050 RTP adopted in 2019.

A pair of documents serve as the building blocks for the 2050 RTP's 2023 update. A public opinion survey featured in this issue of the newsletter (see page 2) is the foundation for its public engagement. These survey findings help ensure proposed policies are in line with public

sentiment. In addition, the [Regional Progress Report](#), adopted in March, details which policy actions from the current RTP are on target and which are off course. Actions that are not making progress will be reexamined for potential adjustments.

Staff are coordinating with the Delaware Department of Transportation (DelDOT) and the Maryland Department of Transportation (MDOT) to develop a draft transportation project list based on projected funding availability and known needs. Beginning in late summer, an air quality conformity analysis will begin to ensure these projects do not exceed transportation emissions budgets.

Also in late summer, staff will begin public outreach to area civic organizations, member agencies, and local governments. Then, during the fall, a draft RTP document will be developed. This document will be made available for official public comment between January and March, with a public workshop in February. Based on public comments received, the draft RTP document will be refined and revised, and presented to WILMAPCO's Council for adoption in March 2023.

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For more information about the RTP or to invite WILMAPCO to present at your group's next meeting, please visit

[www.wilmapco.org/rtp](http://www.wilmapco.org/rtp).

Fall 2022

## 2023 RTP Update Begins to Take Shape

**W**ILMAPCO has begun updating the 2050 Regional Transportation Plan (RTP). Our overarching plan, the RTP lays out the region's transportation policies and identifies major transportation projects on the horizon. The RTP is built on the findings of our Progress Report — which tracks the implementation of current RTP policy actions — and our Public Opinion Survey, which gauges public opinion about transportation issues.

The *2050 RTP: 2023 Update* is not likely to feature a major overhaul of policies. Instead, minor adjustments to actions and performance measures are under consideration. These include a new action to “Support development of a Vision Zero Plan in New Castle County” and another to “Ensure data developed in transportation studies is publicly accessible.” The Vision Zero Plan would help address safety by considering more ways to achieve zero annual fatalities from road crashes. A pair of proposed new performance measures, meanwhile, include a 10% reduction in per capita Vehicle Miles Traveled between 2020 and 2030 and a 48% target for spending on projects that preserve the current system.

WILMAPCO is still building the list of transportation projects. There are more than 350. Included projects involve road widenings, intersection expansions, a commuter rail expansion, bus service expansions, and new walking and biking pathways. Projects that are realistically expected to have funding within the next 20 years are termed “Fiscally Constrained” while the rest are “Aspirational” projects.

With the support of the Delaware and Maryland Departments of Transportation (DelDOT and MDOT), we are taking a close look at the air quality impacts of



the RTP expansion projects, whose goal is to increase the capacity of the roadways. A regional air-quality conformity analysis will ensure that these projects meet air quality standards. Projects include: a new I-95/ Belvidere Road Interchange, widenings of SR 1, and a grade-separated interchange at US 40 and SR 896. Results of this analysis are expected this fall.

WILMAPCO is currently engaging member agencies and municipalities to construct the draft RTP. A wider public comment period will run between January and March 2023, with a public workshop planned for February 8 as part of WILMAPCO's Our Town event. WILMAPCO's Council will vote on the new RTP in March 2023.

To learn more about the RTP, please visit [www.wilmapco.org/rtp](http://www.wilmapco.org/rtp). To learn more about Our Town, please visit [www.wilmapco.org/ourtown](http://www.wilmapco.org/ourtown).

Winter 2023

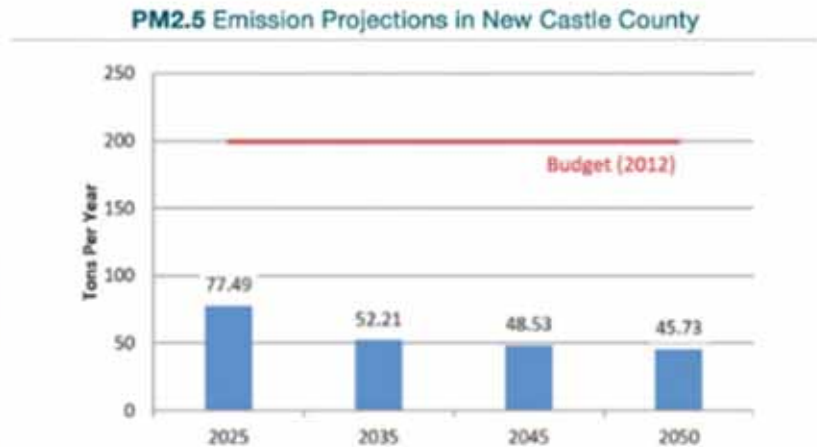
## Update to the Regional Transportation Plan Is Set for Release

WILMAPCO continues to make good progress preparing an update to the Regional Transportation Plan (RTP). The RTP sets out the region's policy goals, objectives, actions, and performance measures. It also lists all upcoming major transportation projects.



Several tweaks to the RTP's policy section are proposed as part of this update. Given the recent rise in crashes and fatalities, one new action will support the development of a "Vision Zero Plan" for New Castle County. Introduced as a national policy in Sweden in 1997, Vision Zero seeks to eliminate all traffic-related deaths and severe injuries, while increasing safety, health, and mobility for all.

The RTP will also give increased emphasis to supporting national



defense preparedness and data sharing, both in step with recent federal guidance. And stronger emphasis is placed on reducing carbon emissions via a new performance target for lower vehicle miles traveled by 2030.

A financial forecast helped to identify which of the hundreds of possible transportation projects could be pursued through 2050. Some \$4.7 billion is expected to be available for transportation projects in New Castle County through 2050 and \$172.3 million in Cecil County. While that is a great deal of funding, most of it will go toward projects identified in the current RTP. We do anticipate some new projects will be pursued, however,

through competitive grants and innovative funding sources.

There are more than 100 projects on the draft list of "fiscally constrained" (or financially reasonable given the forecasted funding) projects in New Castle County, and about a dozen in Cecil County. They range in size from a \$26,000 effort to make interim traffic improvements at the US 40/DE 7 intersection in 2028, to a \$1.2 billion project to widen I-95 through all of Cecil County by 2050. Nearly half of the available funding is pinned to major expansion projects, such as the Cecil I-95 widening, as well as adding capacity along SR 1 and other arterials and major interchanges.

*(Continued on page 2)*

## Winter 2023 (continued)

These and more regionally significant projects were analyzed for air quality impacts this summer. Our conformity analysis confirms that New Castle County and Cecil County will continue to meet their transportation air emissions budgets through 2050.

Even with a projected rise in vehicle miles traveled, ozone emissions are projected to decrease by about half between 2025 and 2050 across the region. Fine-particulate-matter transportation emissions (analyzed only in New Castle County), meanwhile, are projected to fall by 41% during the same period.

WILMAPCO has completed its first round of outreach on the RTP. Staff participated in more than two dozen municipal and committee meetings through November. A handful more are planned through year's end. We heard about the need to improve safety along Kirkwood Highway in Elsmere, the need to begin implementation of the Newport Train Station, the value of adding public electric vehicle charging infrastructure in Wilmington, and opportunities for walking and bicycling investments in Charlestown.

Stay tuned for the official RTP public comment period, which kicks off mid-January. WILMAPCO's "Our Town" event and RTP Public Workshop will be held on February 8 at the Embassy Suites Hotel in Newark from 4 to 7 p.m. Following refinements based on public feedback, WILMAPCO expects to adopt the RTP in March.

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Please visit [www.wilmapco.org/rtp](http://www.wilmapco.org/rtp) for more information and to sign up for updates or [www.wilmapco.org/ourtown](http://www.wilmapco.org/ourtown) to learn more about the event.

## eNews Articles

January 2023

### WILMAPCO is updating the Regional Transportation Plan

The Regional Transportation Plan (RTP) identifies our region's long-term transportation needs, and the projects and activities that address them. The RTP extends through two decades, and the projects it calls for are financially reasonable (based on anticipated revenues) and meet air quality standards. Only transportation projects found in the RTP are eligible for federal funding. It is a living plan, subject to continual revision (every four years) and a tool for informed transportation and policy decisions. Stay tuned for the official draft release and public comment period from January 16 through March 6. WILMAPCO's "Our Town" event and RTP Public Workshop will be held on February 8 at the Embassy Suites Hotel in Newark from 4-7pm. Following refinements based on public feedback, WILMAPCO expects to adopt the RTP in March.



[LEARN MORE](#)

February 2023

### WILMAPCO has released the Draft Regional Transportation Update for Public Review and Comment

Have you ever wondered what it would be like to get around in New Castle County, Delaware or Cecil County, Maryland in the next twenty years? How congested will it be? Will you be able to walk or bike safely, and use public transportation? These are the types of questions at the heart of the [2050 Regional Transportation Plan \(RTP\) 2023 Update](#), which has been released for public review and comment through March 6, 2023.

The Regional Transportation Plan is the foundational transportation planning document that identifies the long-term needs and the shorter-term projects which seek to address them.

WILMAPCO is providing an opportunity to review and provide feedback on the Draft RTP during Our Town. Our Town will be held in person at the Embassy Suites Hotel in Newark on Wednesday, February 8, 2023 from 4 p.m. to 7 p.m.

Featured keynote speakers include Rebecca Higgins, Senior Policy Advisor at US Senate Committee on Environment and Public Works who will discuss funding an equitable system; and Todd Litman, founder and executive director of the Victoria Transport Policy Institute, an independent research organization dedicated to developing innovative solutions to transportation problems. Litman, whose research and books have been used worldwide for transportation planning and policy analysis, will share best practices in planning for a transportation system that meets the future needs of all.

To learn more or register for this free event, please visit [www.wilmapco.org/ourtown](http://www.wilmapco.org/ourtown). CM credits pending.



[REGISTER NOW!](#)

The Draft RTP and Draft Air Quality Conformity may also be reviewed on WILMAPCO's website at [www.wilmapco.org/rtp](http://www.wilmapco.org/rtp) or office at 100 Discovery Blvd, Suite 800, Newark, DE 19713. Written comments may be submitted to WILMAPCO at this address or emailed to [mnovakoff@wilmapco.org](mailto:mnovakoff@wilmapco.org). The public comment and review period will extend through March 6, 2023.

**March 2023**

**Review and Comment on the Draft Regional Transportation Update Through March 6.**

The 2050 Regional Transportation Plan (RTP) 2023 Update is available for public review and comment. The Regional Transportation Plan (RTP) is one of our fundamental transportation planning documents. It identifies the region's long-term transportation needs, and the projects and activities that seek to address them. WILMAPCO welcomes you to review the draft document and associated Air Quality Conformity Determination, and share your thoughts through March 6, 2023.



[LEARN MORE](#)



Newark Community Day – September 18, 2022



**What do you think is the biggest transportation problem (including walking, biking, transit, and driving) facing New Castle County today?**

Please place a sticky note with your idea on the board.

*Shareway  
Cherry Street*

*More walking and biking lanes  
by street*

*More better bus  
service on  
weekend, more  
along the belt*

*Not sure when  
New Castle has  
plans of ACES*

*Very happy  
with DART  
from Baltimore  
to New Castle*

*Don't forget  
need to reach  
every route*

*Completed walking  
and bike  
trail!*

*Completed trail  
to DART!*

**WILMAPCO is updating the Regional Transportation Plan (RTP) for New Castle County, Delaware and Cecil County, Maryland**

**2023 UPDATE**

**2050 REGIONAL TRANSPORTATION PLAN**

Grounded in public feedback, the RTP establishes objectives, actions, and performance measures to achieve the region's three transportation goals:

**Improve Quality of Life, Efficiently Transport People, and Support Sustainable Economic Development and Goods Movement.**

The RTP also lists the major transportation projects currently proposed for the next three decades to achieve these policy objectives, so it's an important document that guides to the future of transportation.

**Learn more and sign up for updates at [www.wilmapco.org/rtp](http://www.wilmapco.org/rtp)**

or by calling WILMAPCO at (302) 737-6205 or emailing Randi Novakoff at [rnovakoff@wilmapco.org](mailto:rnovakoff@wilmapco.org).

**WILMAPCO**

**Our Town Public Workshop – February 8, 2023**



Comment Source	Comments	Responses
EDTAC (DART)	Why doesn't WILMAPCO cover Sussex County, DE? (12 people in attendance)	WILMAPCO's boundaries were determined by the Delaware and Maryland governors based on the urbanized area.
Elsmere Town Council	Council was principally concerned that Elsmere did not have any RTP projects. There were a number of bike ped connectivity projects from years ago. What happened to them? John Giles noted larger nearby projects on Dupont Road that appear to be missing. A Councilmember noted the Town's concerns with Kirkwood Highway. This is well documented in the new Comp Plan, but, in the main, the road has a conflicted identity between a Main Street and arterial. Concerns about bus stops and lighting along Kirkwood Highway also came up. (20 people in attendance)	Bicycle and pedestrian projects identified by Elsmere are included in the RTP as part of the New Castle County Bicycle Plan. WILMAPCO also suggests that a Kirkwood Highway Corridor Plan be developed to identify and refine projects for inclusion in the RTP.
Centreville Civic Association	Group was most concerned about speeds through town and pedestrian/bicyclist safety on SR 52. Need pedestrian activated crossing signals and pedestrian level street lighting along SR 52. Poor sight lines when turning from Valley Way (Buckley's Tavern) onto SR 52 because parking spaces are close to Valley Way. Asked about high speed activated rumble strips through Centreville to get drivers to slow down. Asked about specific projects discussed with DeIDOT to reduce speed limit on SR 52 from 35 to 30 mph; PNR and private express shuttle service for PA drivers to DE businesses; developer funded left turn lane when Fredericks shopping center expands. (5 in person and 2 remote in attendance)	WILMAPCO has shared comments with the DeIDOT Traffic section. Though not specifically identified in the RTP, street lighting and spot improvement
Ardencroft Council	There were comments about improving the safety of the intersection of Harvey Road and Sconset Road. It was said that an issue with the signal led to a pedestrian being struck, so it is suggested that all the signals for vehicular traffic remain red while the crosswalk signal indicates to cross. There are concerns about people speeding on Veale Road. Also suggested was an outlet for bicycles to access the bike lane on Marsh Road from the north side of Harvey Road.	Some suggestions in the Ardentowns Paths Plan to make the intersection at Harvey Road and Sconset Road safer to cross will be implemented by DeIDOT funded by the Safe Routes to School program. Veale Road was the focus of the Walkable Community Workshop last month, where the group suggested improvements to the intersection at Harvey Road. Traffic calming is needed on Veale Road. One idea is to reconfigure the road to narrow it to one lane where cars must pull over to allow oncoming cars to pass. This would create space for a pedestrian path. Everyone is encouraged to attend the public workshop for Connecting with the Ardens, A Transportation Plan in

Comment Source	Comments	Responses
		October to discuss specific issues. Everyone was also encouraged to complete the plan's survey on the WILMAPCO website.
Middletown Council	The Mayor and Council had no questions. The Mayor stated that he likes the plan and looks forward to seeing the project map when it becomes available. (The Mayor, 9 Councilmembers, and 60 others in attendance)	
Newport Council	The Mayor and Council had no questions about the plan, but hope to see the Newport Train Station move forward soon, with a resident sharing similar feelings. There was some speculation that after the Claymont Station is completed, DelDOT and DTC can turn their attention to that project. (The Mayor, 7 Councilmembers and 5 others in attendance)	
Wilmington City Council Public Works and Transportation Committee	There were questions about designations on the TIA map. A very brief discussion of the value and expense of EV charging infrastructure. Questions were raised about how to add road diet projects to the list as well as questions about projects in the city, particularly related to the road diet on 4th Street, and 2nd Street from Jackson to Union. It was asked if IJJA money will help fund these projects, and if the projects in the RTP align with the City's Comp Plan. (3 Council members in person, 2 Councilmembers remote, and 2 staff members in attendance)	The TIA map designations were defined particularly Community areas and that the City of Wilmington is a Core area where improvements would be focused. Road diets were defined and explained in relation to the 2nd Street and 4th Street projects, which came out of DelDOT studies. It was also stated that the City Comp Plan is considered for all projects in the city. Attendees were encouraged to use the interactive project map on the WILMAPCO website when it is available. The way the IJJA funding is distributed through grant applications was briefly mentioned. Dave Gula will get back to Council member Zanthia Oliver with the zip codes in Wilmington that were contacted for the Public Opinion Survey, the list of Wilmington Area Transportation projects, and the Union Street Study.
Delaware City Council	1. How often are local plans updated? The Delaware City Transportation Plan was put together in 2009. 2. How can transportation projects be submitted for consideration? 3. Would it be possible to add an on-road bicycle connection from Delaware City to the City of New Castle? (35 people in attendance)	Staff suggested the City submit a UPWP request if an update to the Delaware City Transportation Plan is desired. The Town may submit a TIP project suggestion or call the WILMAPCO office to discuss any potential projects/processes. Several bicycle connections, including one to New Castle, are included as part of the New Castle County Bicycle Plan.
Committee of 100	The members were very interested in the project list, especially in the Churchman's Crossing area where their office	DelDOT and WILMAPCO worked with the City to develop the road diet

Comment Source	Comments	Responses
	<p>is located. They believe the Eagle Run Connector and the connection between Continental Drive and Samoset Drive are very important to traffic flow in this area. They will review the project map when it becomes available and will send additional comments. They have concerns that while road diet projects in Wilmington (4th Street and Walnut St) are important for pedestrian safety, the data used to project future traffic must be the most recent available to ensure roadway capacity that is needed in the future is not lost in these projects. They are interested in the impact the new Claymont Train Station will have on transportation in the Claymont area, especially with new development being built in the same area. They feel that the original Plan for First State Crossing has changed and will continue to change, with new uses coming that weren't included in the early work. They appreciate the coordination between WILMAPCO and NCC Land Use to connect transportation and land use. They now recommend all developers to sit down with affected residents much earlier in the development process to include those comments in plans before final design gets underway.</p>	<p>plans based on the projections of future traffic, taking into account growth expectations for pre- and post-pandemic travel expectations. Generally, road diets are done on roads/corridors that were overbuilt in the 1960s and 1970s, when transportation agencies were focused on expanding car-based travel, with little consideration for other modes. Since then, the Wilmington population has declined. The monitoring committee for the North Claymont Area Master Plan is evaluating how land use changes impact the study's recommendations.</p>
Arden Council	No comments or questions.	
League of Women Voters	<p>1) What percentage of funding is dedicated towards expansion projects?  2) Will there be an opportunity to comment on the draft goals, objectives, and actions?  3) Are there pedestrian safety improvements proposed for Library Avenue in Newark? It is very dangerous for pedestrians.</p>	<p>1) 11% of funding is for expansion projects, 7% for management, and 83% for preservation, debt service and operations.  2) The 30-day public review and comment period ran between January 18 to March 6, 2023  3) There are improvements proposed for Library Avenue as part of the Newark Transportation Plan, and that is included in the RTP.</p>
Charlestown Town Council	They asked about the Transportation Alternatives Program (TAP), including the 20% match, funds earmarked for Cecil County and eligible projects.	WILMAPCO has shared with Charlestown additional details about the TAP program and offered to assist with discussion of possible eligible projects.
Old County Road Civic Assoc	Most comments dealt with how to advance project that is newly on the Aspirations List to the Constrained List. This group has been in touch with DeIDOT about their concerns.	Staff offered to check into other means of funding (SS4A,) and followed up with DeIDOT Traffic. Project is included in the Aspirations List but may be done via safety funds if warranted.
Cecil County Council	The Council had questions on many subjects. They wanted to know about the implementation date for the I-95 expansion from the Susquehanna River to the DE line; They wanted more information about the East Coast Greenway Phases I & II; there was a question about working with EJ communities in Cecil County They also have complaints about traffic diversion	Staff offered to provide more clarity on "Suggested Draft New Aspiration Projects", and time frame for the I-95 Expansion, as well as more information about the East Coast Greenway projects. I-95 Expansion is

Comment Source	Comments	Responses
	<p>from the US 301 toll road - there are fewer trucks on local roads, but still many cars. They have made complaints to MDOT, DeIDOT, and WILMAPCO with no real help being offered. There was a comment that the MD 222 Bainbridge RD: MD 275 to Bainbridge Entrance may already be under construction.</p>	<p>shown for 2050 completion. Staff has reached out to the East Coast Greenway so that they might share more information. Other concerns have been shared with MDOT and DeIDOT.</p>
<p>Resident</p>	<p>Extend your view of working on the Ardens toward the west side on Grubb by St. David's Church. Getting too speedy there as well! Bob B.</p>	<p>The Ardens Plan is currently being developed so we are unable to change the project boundaries. A boundary adjustment can be considered in the future by the monitoring committee.</p>
<p>Resident</p>	<p>I have emailed my concerns to my area's Representatives, Coons' office, Carney's office, Meyer's office, DNREC, DeIDOT, and others, about Diesel emissions from all the numerous new warehouse approvals throughout NCC and the rest of Delaware and how detrimental they are to our air quality (and safety regarding accidents and road deterioration). I have been particularly concerned since having my house built in 2019 in Silview on Lindbergh Ave, having not been made aware of all the 18-wheeler truck traffic (both trailers and chemical tankers) that my street and also MacArthur Drive in Pleasant Hills have been subjected to since 2013 when a chemical processing business (formerly Twinco and now known as Highline Warren) was approved by DNREC to set up operations at the former Crowell Paper Company site. That approval wasn't opposed by residents here mainly because the public hearing for it misspelled the street address (as Cromwell instead of Crowell) so the residents weren't aware it was in the landlocked site at the back of these residential developments. As that company acquired more contracts and with larger companies, the truck traffic has been ridiculous. Although there are some current studies in progress to try to acquire land to extend Sears Blvd to give HW access from the First State Blvd Industrial Area, I have personally been involved since 2019 to try to have DNREC and/or DeIDOT fix the problem. I'm not holding my breath that they will fix this in my lifetime or if ever. My purpose of this email is to let you know that the air quality monitor from PurpleAir that I had installed last year has had many, many days when the readings have been above 30 but I have no idea whether its due to the diesel fumes, chemical exhaust from HW's tanks, or another reason altogether. Having Amazon's Newport Distribution Center near by with all their tractor trailers and the train traffic idling for loading and unloading, I'm certain, are also to blame. I just know that more warehouses will expose other areas to more of the same problems we have here. And as you are already aware, those trucks will NOT be replaced with hybrids or EV's anytime soon, IF EVER, so</p>	<p>Ms. K.,</p> <p>Thank you for your thoughtful letter and I can understand your frustrations. We are in the process of updating the region's long range transportation plan and will add it to the public comments received.</p> <p>If you do get a chance to review that draft document (<a href="http://www.wilmapco.org/rtp">www.wilmapco.org/rtp</a>), or its component air quality conformity analysis (<a href="http://www.wilmapco.org/aq">www.wilmapco.org/aq</a>), we'd love to hear your thoughts. I hope it works to address some of your concerns -- though do note we are not involved with warehouse siting or approvals.</p> <p>We are having a big public workshop on February 8 in Newark (<a href="http://www.wilmapco.org/ourtown/">http://www.wilmapco.org/ourtown/</a>) where this material and more will be presented. Hope you can make it!</p> <p>Bill Swiatek</p>

Comment Source	Comments	Responses
	Delaware's air quality will continue to be terrible creating health issues for many of our residents, especially our immuno-compromised population.	
Resident	<p>The justification for these new warehouse approvals is always about creating more jobs. However, those jobs will be filled by the young workers who will be driving OLD gas cars and they won't pay enough in wages that, with Delaware's rising rental costs (we have the 5th highest rise in rental costs in the USA), decent housing will be out of reach. More drivers, more traffic jams, more gas exhaust, added to the diesel fumes and road deterioration! The people who approve these projects must not live close to any of them so they don't care whose quality of life their approvals ruin. It's depressing. When is it not worth it?? Delaware used to be a wonderful state to live in but it appears we are moving in the wrong direction. For what its worth...</p> <p>Respectfully submitted, Anne K.</p>	Warehouse approvals go through approval at the county or municipal level. We promote coordination of the land development process with transportation planning to reduce negative impacts of truck traffic and provide alternative to driving for employees.
Our Town	We must integrate rail, air, port into any study. One cannot deny Americans' love of individual mobility. Mass transit must have quick, easy and individual mobility to rail. Funding priorities should not be based on political convenience. Most liked project: 12th Street access to CBD. Least liked project: I95 Cap. Improving access to the riverfront is higher priority than a cap. WILMAPCO must expand jurisdictional and land use coordination.	WILMAPCO's planning approach incorporates all modes of travel and related environmental impacts into all studies.
Our Town	The goals of the plan are not being practiced because mixed use is allowed in areas with known pollution such as mixing residential with industry and commercial uses. I'm also concerned about vacant commercial properties and keeping the county free of debris and dirty from heavy traffic areas like Route 9 and 13. I don't want any more businesses that cause pollution. The impact on local communities is real.	Where mixed use development is permitted is a function of county or municipal zoning. Locating mix-use and residential near jobs benefits our region environmentally and economically by allowing shorter commutes and enabling commutes by transit, walking, and bicycling.
Bike Newark	The "Bike Improvements on Wyoming Road" project, marked as "unfunded" in the RTP, should be moved to the "financially constrained" group, so that it will have a better shot at being funded right away. This project aligns with our Newark Bikeway completion plans, the potential re-routing of a portion of the East Coast Greenway, and will help address the volume expected as a result of the huge residential development at The Grove. Plus, it will provide a key link to the lower-income area of Newark along Marrows Road. A design feasibility study has already been done through the City of Newark, and it will be coordinated with the Newark TID as well, giving this project a boost in terms of potential funding. The sooner the project is done, the better!	As the Wyoming Road improvements are included in the Newark TID, the implementation timing will be determined by the City in coordination with DeIDOT according to the TID agreement.
Resident	Delaware has a problem: noise. We must recognize: Vehicle noise is willful and deliberate WILMAPCO --- THE PLANNING	We have shared your feedback with WILMAPCO Council. Noise pollution is

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	<p>PROCESS must address QUALITY OF LIFE ISSUE: "NOISE POLLUTION" Many small towns in America are fed up with NOISE POLLUTION and they have posted sign boards IF YOUR VEHICLE MAKES NOISE - PREPARE TO PAY A FINE One thing that everyone agrees: vehicle noise is deliberate Vehicle manufacturers do not sell vehicles that make disturbing noise. WHY I AM WRITING TO YOU I'm 3rd generation Delaware resident I live one block from Concord Pike Rt. 202 On any given day or night, above 60 degrees wife &amp; I sit on our stone, screen porch trying to enjoy life Too many times Per Hour, we have to stop talking = loud motorcycle noise One Block away on Concord Pike, it's that loud. QUALITY OF LIFE ????????</p>	<p>typically the responsibility of local enforcement agencies. In addition, DelDOT and MDOT periodically perform highway traffic noise studies along roadways.</p>
Resident	<p>Please fund the Washington Street &amp; 7th Street and Ferry Cut off &amp; 6th Street projects to reduce the substantial cut through traffic in Old New Castle. Thank you.</p>	<p>DelDOT is currently coordinating with the City of New Castle to fund Ferry Cut off at Delaware Street. The remaining projects are included on the aspirations list.</p>
Resident	<p>Good evening, I hope I made it in time for submitting public feedback to the 2050 plan posted on your website. <a href="http://www.wilmapco.org/Draft2050RTP.pdf">http://www.wilmapco.org/Draft2050RTP.pdf</a></p> <p>I've taken the train for years as a commuter on SEPTA regional rail out of the Claymont station and am of course excited for the new station. Hopefully it will be easier for me to just roll my bike on and off the train (ADA compliant) rather than needing to take the stairs. I wanted to make a plug/suggestion to refer to the SEPTA stations in Delaware on the maps. I saw Amtrak referenced but SEPTA is a valuable resource to those of us in Northern Delaware. I rode the train to work at Temple University in Philadelphia, Pennsylvania for many years and now more recently to Newark, Delaware at University of Delaware. SEPTA serves Claymont, Wilmington, Churchman's Crossing and Newark and not a lot of people know they can ride within our state on this service because the name is a little confusing (Southeastern Pennsylvania Transit Authority). Also, I only had a brief time to review the document but am hoping that the list of bike path improvements combined will make travel between Wilmington and Newark a little easier/safer/quicker. Thank you for all that you do!</p> <p>I was very pleased to see plans for a new pedestrian bridge over 495 in Claymont, as well as improved traffic signaling and right turn lanes getting off I-95S and turning onto Philadelphia Pike. I've also been very pleased with the separated bike lane on Delaware Avenue in Newark.</p>	<p>Station plans for Claymont and Newark will include ADA accessible platforms as well as bicycle access to the stations.</p>



Comment Source	Comments	Responses
	<p>Thank you for your time,</p> <p>Jacquee L.</p>	
LWVDE	<p>On behalf of the League of Women Voters of Delaware (LWVDE), I am submitting the following comments regarding the WILMAPCO 2023 Update to the 2050 Regional Transportation Plan. The LWVDE strongly supports the 2050 RTP's goal to reduce VMT and the acknowledgement in the RTP that VMT has risen due to sprawling development patterns and due to the cycle of widening and building roads in response to traffic congestion. We believe that the 2050 RTP is an opportunity to provide a blueprint on regional transportation that contains bold recommendations to improve road safety, opportunity for lower income residents, regional health, and reduce greenhouse gas emissions through significantly increasing alternatives to vehicular travel and establishing disincentives for sprawl growth. A VMT-reducing integrated approach to transportation and land-use/development decisions that pulls together state level and New Castle County (NCC) level policies would enable the state and all of its residents to address these issues that result from the current pattern of sprawl. We argue that reducing VMT should play a more central role in the RTP as an organizing concept. Every one of the RTP's stated transportation objectives can be achieved through VMT reduction with the following considerations:</p> <p>1) Goal: Support sustainable economic development and goods movement</p> <p>a) Maximize investments</p> <p>i) Recommendation: Concentrate economic growth in center and core areas. Limit sprawl and prevent growth outside planned growth areas (center and core) even when developers pay for transportation infrastructure for projects in NON-center and NON-core areas. Development projects that reduce VMT should be green-lighted, and projects that increase VMT should be prevented. Current transportation policies that support sprawling development, thus increasing VMT, must be revisited.</p> <p>ii) Comment: New Castle County has experienced a real shift to low density development with the redistribution of City of Wilmington residents from 7 in 10 of New Castle County's residents in 1920 to 1 in 10 today. Land use and road building have spread the regional population out even further than before the COVID 19 pandemic. Sprawl and development make connections to destinations through vehicles overwhelmingly high at 95%. Other modes of transportation are significantly lower such as biking (23%), public transit (19%), and walking (7%). The lack of alternatives creates</p>	<p>We have shared your feedback with WILMAPCO Council.</p>

Comment Source	Comments	Responses
	<p>unfairness in people’s ability to access resources and increases VMT.</p> <p>iii) Recommendation: Consider incorporating Complete Community Enterprise Districts<sup>1</sup> into transportation planning for NCC to provide multimodal transportation and efficient mixed use zoning.</p> <p>iv) Comment: In 2016, Delaware law introduced Complete Community Enterprise Districts to provide an alternative to sprawling growth and to provide an all-encompassing solution to the transportation needs of a mixed use walkable and bikeable community. For any community adopting CCED status, DELDOT is committed to providing funds for public transportation and walking and bicycling. We are still awaiting the approval of the first CCED, but we expect this to be a comprehensive and beautiful way to effectively support low VMT growth organized as walkable communities.</p> <p>v) Recommendation: Manage congestion through increasing alternatives to single vehicle travel NOT by focusing on building roads to reduce “reliable travel times.”</p> <p>b) Reduce carbon emissions and promote climate resilience</p> <p>i) Recommendation: Increase alternatives to vehicular travel, electrify transportation, prevent further sprawl, and prevent development projects in areas that will experience climate-related flooding.</p> <p>ii) Comment: The risks to Delaware posed by a changing climate are multi-faceted, resulting in disruptions and damage to most sectors of the state’s economy and quality of life for all, including agriculture, tourism, public health, water resources, our built infrastructure, and protection of our natural resources. As the lowest lying state in the U.S., rising sea levels and ground water intrusion present particular challenges. Transportation accounts for the highest percent of Delaware’s greenhouse gas (GHG) emissions (approximately 40% according to the Delaware Dept. of Environment &amp; Natural Resources Climate Action Plan)--converting to electric vehicles (EV) will help reduce GHG. Yet we caution against over-indexing on electric transportation as the solution to the climate crisis. Even electric vehicles produce greenhouse gasses through their life-cycle. Even more concerning, our nearly exclusive reliance on vehicular transportation in New Castle County leads to multiple problems some of which also contribute to the climate crisis including an increase in impermeable land, loss of open space and agricultural lands, traffic congestion, higher household and public costs, few mobility options, and unacceptable auto related fatality and injury rates. Delaware is currently not on track to reduce</p>	

Comment Source	Comments	Responses
	<p>greenhouse gas emissions by 26% to 28% from 2005 levels by 2025, setting Delaware up to fail to meet President Biden’s goal for the nation of 50% reduction by 2050. Bold recommendations must be included in the 2050 RTP to reduce VMT and to electrify transportation, to help Delaware meet those goals.</p> <p>2) Efficiently transport people</p> <p>a) Improve system performance</p> <p>i) Recommendation: Increase funding for alternatives to vehicular travel, especially public transport, which is only efficient in densely developed areas. Therefore, incentivize transportation oriented growth in center and core areas.</p> <p>ii) Comment: We echo the caution advised by Jeff Littman around assuming decreased travel due to autonomous vehicles. As an example, consider INCREASED VMT from empty vehicles that are programmed to circle the roads instead of parking in paid lots.</p> <p>b) Promote accessibility and connectivity</p> <p>i) Recommendation: Provide increased investment in transportation of all kinds only in center and core areas. Widening and building roads even in central and core areas likely increases VMT; therefore introduce alternatives to vehicular travel as the first measure in response to congestion. Increasing funding for public transportation and safe walking and biking infrastructure provides accessibility and connectivity to the 30% of the population that cannot drive due to physical or economic barriers.<sup>2</sup></p> <p>ii) Comment: The LWVDE strongly supports necessary investment in transportation in center and core areas. However, we are concerned that using the model of transportation improvement areas or TID’s has historically emphasized measuring level of service and road expansion and may INCREASE VMT. Rather than enlarging roads in response to traffic, we strongly encourage an alternative approach to assessment of land use and road projects that calculates the increase in VMT that will be induced, such as: <a href="https://ncst.ucdavis.edu/research-product/induced-travel-calculator">https://ncst.ucdavis.edu/research-product/induced-travel-calculator</a>. Instead of using increasing road size, public transit and other alternatives to cars should be part of the solution for which developers pay a proportionate cost.</p> <p>iii) Comment: Spending resources primarily on road building and widening goes against the expected significant growth with an aging population that will require alternatives to vehicular transportation.</p> <p>3) Improve quality of life</p> <p>a) Protect public health and safety</p>	

Comment Source	Comments	Responses
	<p>i) Recommendation: Reduce VMT, with measures to reduce vehicle speed in areas where people are walking and biking, to lead directly to fewer chances for fatal and highly damaging vehicular accidents, and to lessen air pollution. Lower VMT leads to less air pollution with lower risk of traffic related air pollution health problems.</p> <p>ii) Comment: Hazardous road conditions with straight fast-speed multi-lane roads in residential and commercial areas leading to vehicular, bicycle and pedestrian crashes. Lowering VMT makes roads safer for bicyclists and pedestrians through less vehicular travel and supports the NCC Vision Zero Plan.</p> <p>iii) Comment: WILMAPCO’s study on SDOH indicated no correlation between proximity to traffic and health outcomes, yet marginal impacts from air pollution from hyper-local roads may be obscured since Delaware is located in an area with air highly polluted by dispersed PM2.5 transportation emissions (see image) correlated with all-cause zip-code area mortality.<sup>3</sup> [Note that PM2.5 numbers in the study are higher than current numbers due to data collection from 2000-2012.]</p> <p>b) Promote active transportation</p> <p>i) Recommendation: Increase active transportation options to increase health and lower VMT. WILMAPCO’s study demonstrating improved safety outcomes following narrowing of roads proves that any widening and straightening of roads for cars should be prohibited where pedestrians and cyclists travel.</p> <p>c) Ensure transportation choice and equity</p> <p>i) Recommendation: Prioritize funding for alternatives to vehicular travel in EJ and low income communities which is tied to the disproportionate transportation spending on road building in developing and rural areas in southern NCC. This pattern egregiously works against WILMAPCO’s stated goals leading to INCREASED social and financial inequity created from low density development patterns. The 2050 RTP must consider transportation choice and equity with equal transportation funding for underserved communities. Tying future transportation investment and land use to goals of reducing VMT and social equity will help to bring WILMAPCO and NCC actions in line with these goals.</p> <p>ii) Comment: The state’s development patterns, along with our network of roads, are designed primarily around one mobility option, driving, which makes it more difficult, less appealing and less safe to use any other type of transportation, such as walking, biking or transit. Our heavy dependence on auto-based travel is causing a lot of pain in</p>	

Comment Source	Comments	Responses
	<p>the pocketbook for many DE households due to the costs of owning and operating motor vehicles. Traditional measures of housing affordability ignore transportation costs, which is typically the second largest expenditure. Twenty percent of those in low income households (less than \$25k) reported transportation difficulty even reaching healthy affordable food, compared to 4% of those in higher income households (more than \$100k).</p> <p>iii) Comment: Land use planning through NCC and transportation planning through WILMAPCO and DELDOT should be integrated. The New Castle County 2050 Comprehensive Plan seeks to diversify housing types and encourage development patterns that are less automotive dependent which will help increase the range of affordable housing and mobility options. In conjunction with the NCC 2050 Comprehensive Plan, the 2050 RTP should make it a funding priority to create compact and dynamic neighborhoods with walkable streets and high access to jobs, transit, and a wide variety of businesses.</p> <p>iv) Recommendation: Improve health through safe active transportation opportunities, and to provide more access to jobs and necessary and beneficial resources in EJ and low income communities. VMT per capita is already lower in these communities, but the comparative lack of access to social and necessary resources (documented through WILMAPCO’s surveys) demonstrates too little public investment in alternatives to vehicular travel in underserved communities.</p> <p>d) Preserve natural and cultural resources</p> <p>i) Recommendation: Reduce sprawl to protect natural and cultural resources and prevent development patterns that lead to “destruction of wildlife habitat and to the fragmentation of remaining natural areas.”<sup>4</sup> To achieve preservation of natural and cultural resources and reduction in VMT, NCC growth needs to be redirected from developing areas to core and central areas.</p>	