

2050 RTP Outreach Task	April	October	November	December	January	February	March
Public Opinion Survey (600 respondents)	Telephone Survey						
Metroquest Online Survey (583 respondents)		Metroquest Survey					
Member agency meetings (7 meetings)		Oct - Dec					
Social Media Advertising (1048 link clicks)							
Email Announcement (752 Opens)			17-Oct				
Virtual Workshop Postcard (5920 recipients)			17-Oct				
Virtual Workshop (75 attendees)			2-Nov				
Press Release			28-Nov				
Presentations to Municipal/Civic (20 presentations)			Nov-Dec				
Popup Workshops (7 workshops/120 participants)			Nov-Dec				
Legal Notices (2)					15-Jan		
Press Release					22-Jan		
Public Comment Period (45-day)					Jan 14 - March 6		
Our Town (100 attendees)						7-Feb	

WILMAPCO Events

Virtual Public Workshop	November 2, 2018
Our Town Event	February 7, 2019

2050 RTP Presentations

City of Newark	October 22, 2018
Town of North East	October 24, 2018
Civic League of New Castle County	November 20, 2018
Town of Rising Sun	November 27, 2018
Middletown	December 3, 2018
Port Deposit	December 4, 2018
New Castle County Land Use	December 4, 2018
City of New Castle	December 11, 2018
Town of Elsmere	December 13, 2018
Town of Odessa	December 14, 2018
Elkton Alliance	January 14, 2019
Centreville Civic Association	January 15, 2019
Town of Newport	January 17, 2019
City of Wilmington	January 23, 2019
City of Wilmington Public Works	January 23, 2019
Belvedere	January 24, 2019
Ardentown	February 11, 2019
Town of Bellefonte	February 11, 2019
GHADA	February 18, 2019
Townsend	March 6, 2019

Member Agency Meetings

New Castle County Dept of Land Use	October 1, 2018
Office of State Planning Coordination	October 29, 2018
DeIDOT Planning	November 5, 2018
Town of Newport	November 19, 2018
City of Wilmington	November 28, 2018
MDOT, Cecil County, Town of Elkton	November 29, 2018
Delaware Transit Corporation	November 29, 2018

Popup Workshops

Wilmington Train Station	October 24, 2018
DE Decision Makers Forum	November 15, 2018
Christiana Mall	December 13, 2018
Wilmington Library	January 3, 2019
Perryville Train Station	January 23, 2019
Bear/Glasgow YMCA	January 25, 2019
LACC	February 18, 2019

Contact Information:

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Transportation planning agency seeks your feedback on getting around New Castle County

Newark, Delaware - What it will be like to get around in New Castle or Cecil Counties in the next 30 years? How should limited transportation dollars be spent? Which transportation projects should receive higher priority? These are some of the questions that local transportation planning agency, Wilmington Area Planning Council (WILMAPCO), seeks public feedback to help answer.

WILMAPCO is currently developing the region's long-range 2050 Regional Transportation Plan (2050 RTP), which includes the shorter-term projects that seek to make the plan a reality. The 2050 RTP extends three decades into the future and no federally-funded transportation project may be constructed unless it's found in a financially reasonable (based on anticipated revenues) long-range transportation plan.

To solicit public feedback and priorities, a highly interactive, online survey has been developed. Anyone who lives, works, or plays in New Castle County, Delaware or Cecil County, Maryland, is encouraged to take and share the 10-minute survey. Feedback from the survey will be used to develop a local transportation system that is more socially equitable and less car dependent, more economically and environmentally sustainable, and higher-performing for all.

To take the survey or learn more about the plan, please visit www.wilmapco.org/rtp.

###

The Wilmington Area Planning Council (WILMAPCO) is the regional transportation planning agency for New Castle County, Delaware and Cecil County, Maryland. As the federally designated metropolitan planning organization (MPO), WILMAPCO is charged with planning and coordinating transportation investments for the region based on federal policy, local input, technical analysis, and best practices.



WILMAPCO Social Media Survey Analytics

December 21st, 2018

Social Media Ad Highlights:

- Survey Link Clicks: 1,048
- Total Reach: 37,107

Results	Reach	Impressions	Cost per Result
685 Link Clicks	24,895	49,593	\$0.74 Link Click
144 Link Clicks	7,327	19,111	\$1.01 Link Clicks
219 Link Clicks	9,279	12,752	\$0.65 Link Click
1,048 Link Clicks	37,107 People	81,456 Total	\$0.76 Link Click

Wilmington Area Planning Council
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Now is your chance to influence the future of transportation in New Castle and Cecil Counties. Take a brief survey and have your say in how we get around now, and in the future.
#2050RTP




2050RTP.METROQUEST.COM
Regional Transportation Plan | WILMAPCO [LEARN MORE](#)

👍❤️😬 85 52 Comments 59 Shares

👍 Like 💬 Comment ➦ Share

Wilmington Area Planning Council
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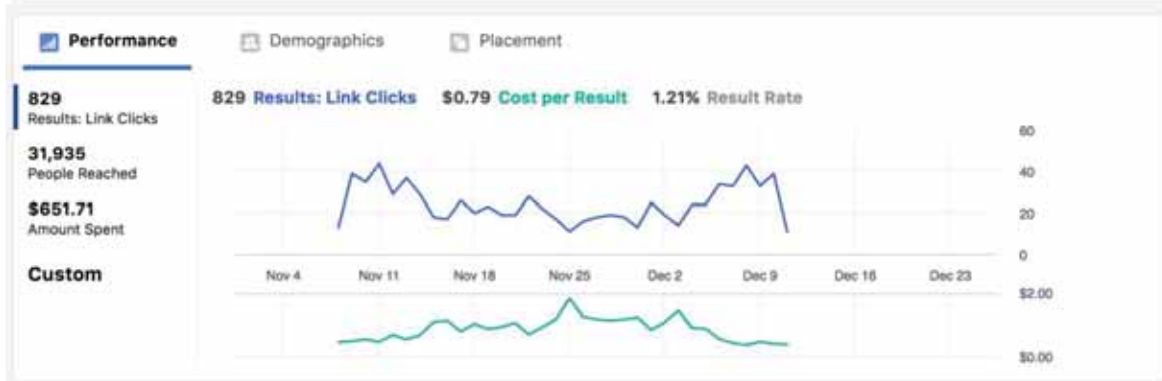
What it will be like to get around in the next 30 years by car, bike, walking or public transit? How should limited transportation dollars be spent? Which projects should be a priority? These are some of the questions that WILMAPCO is trying to answer. Take a brief survey and let planners and decision-makers know what you think.



WILMAPCO.ORG
Regional Transportation Plan | WILMAPCO [LEARN MORE](#)

👍❤️😬 33 16 Comments 16 Shares

👍 Like 💬 Comment ➦ Share



¡Participe en una breve encuesta!



Comparta sus opiniones sobre el tipo de sistema de transporte que le gustaría ver ahora y en el futuro.

Para obtener más información y participar en la encuesta, visite

www.wilmapco.org/rtp

Take a brief survey!



Share your thoughts on the type of transportation system you'd like to see now, and in the future.

To learn more and take a brief survey, please visit

www.wilmapco.org/rtp



WILMAPCO

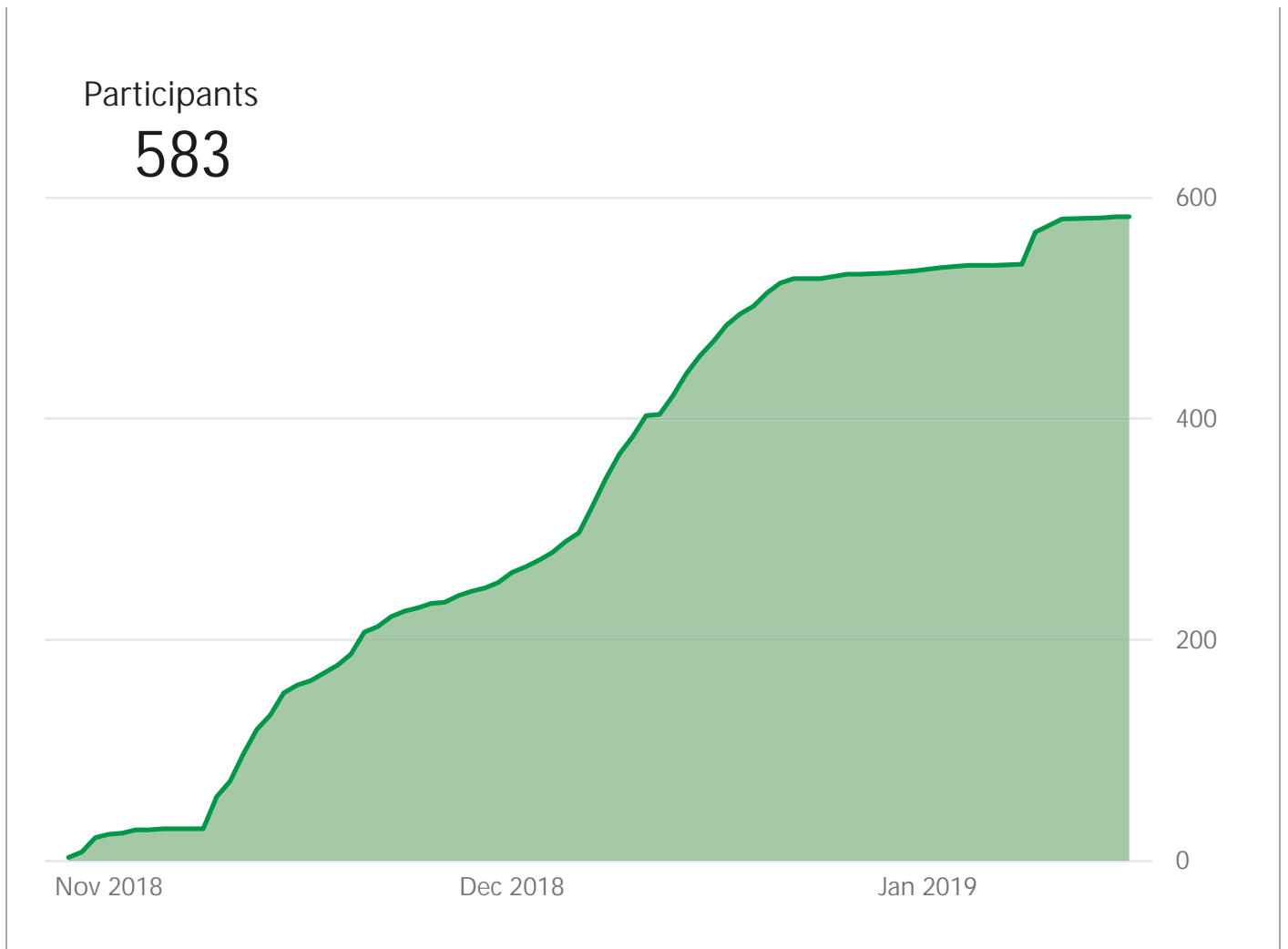
Regional Transportation Plan Update

📅 Oct 29, 18 - Feb 01, 19

Screen 1 / Site Traffic



Total number of participants over time.



Data points for this Site:

Participants: **583**

All data points: **16882**

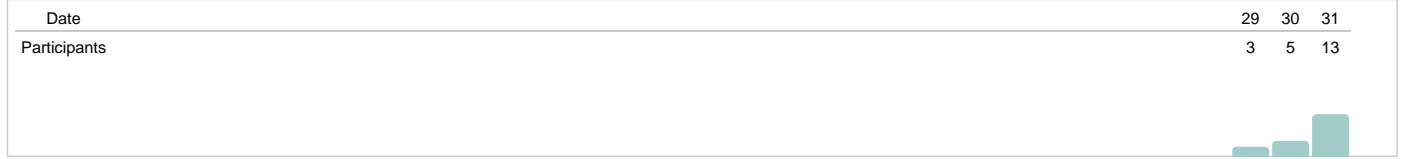
All comments: **497**



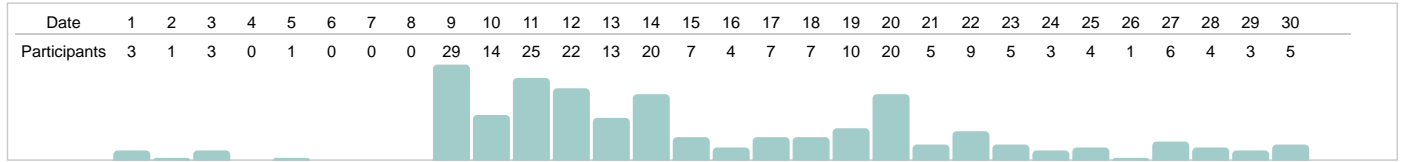
WILMAPCO | Regional Transportation Plan Update

📅 Oct 29, 18 - Feb 01, 19 | Screen 1 / Site Traffic

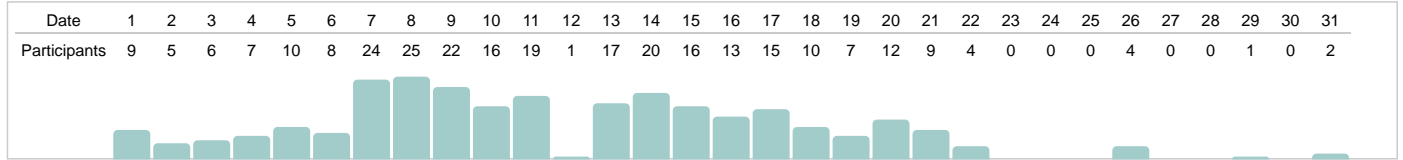
October 2018



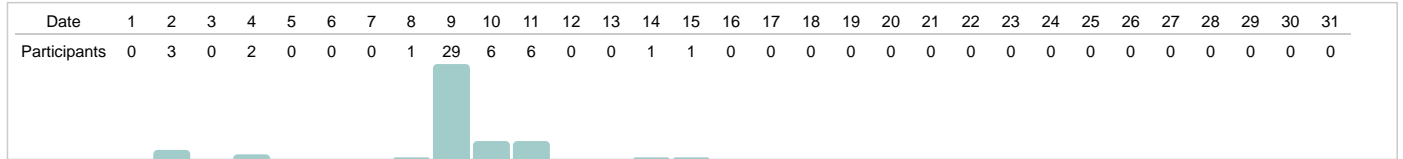
November 2018



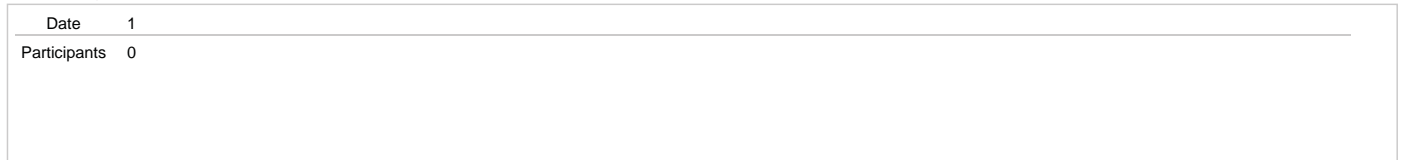
December 2018



January 2019



February 2019





WILMAPCO

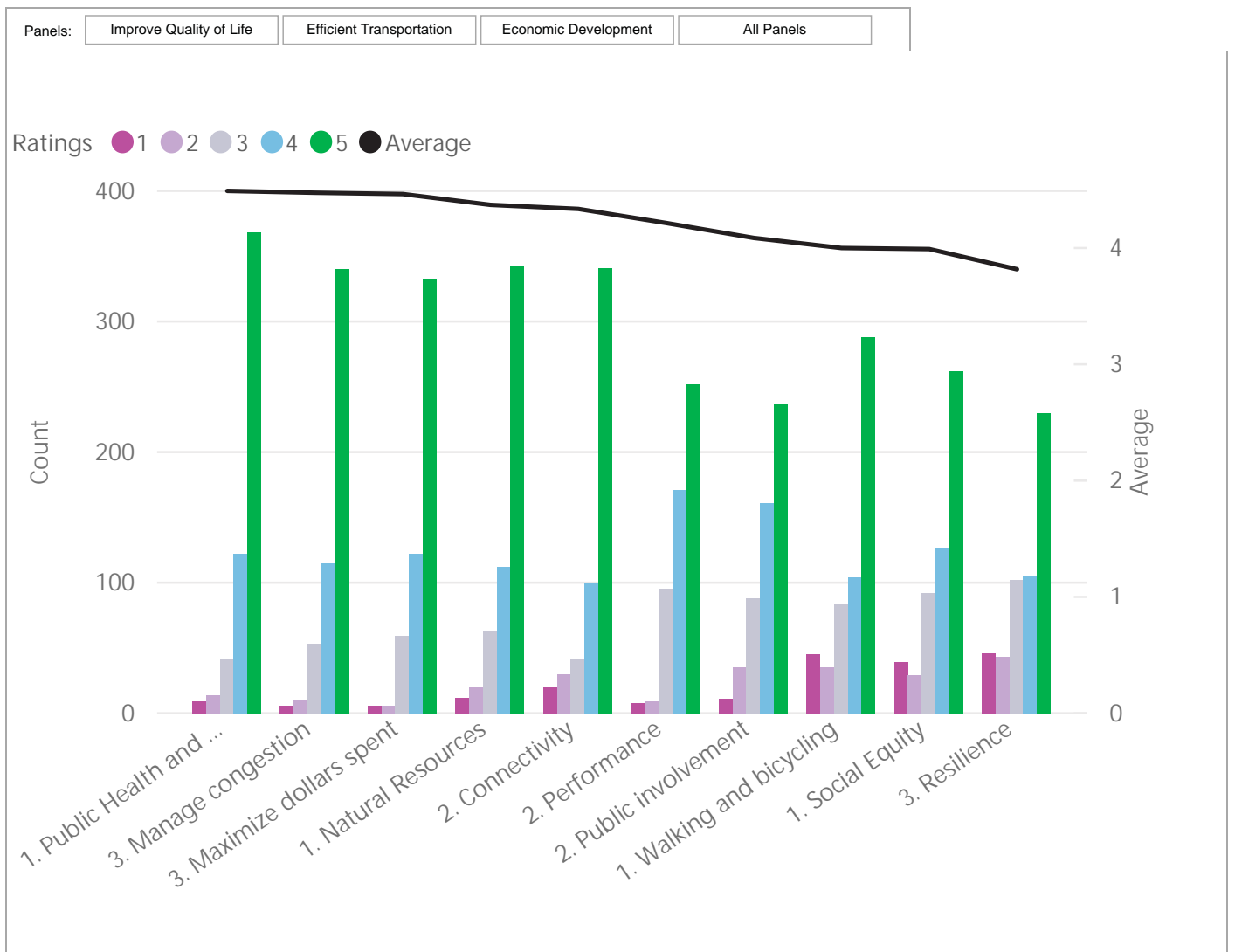
Regional Transportation Plan Update

📅 Oct 29, 18 - Feb 01, 19

Screen 2



Rating distributions and averages by panel.



Data points for this Screen:

Ratings: **5383**

Comments: **183**

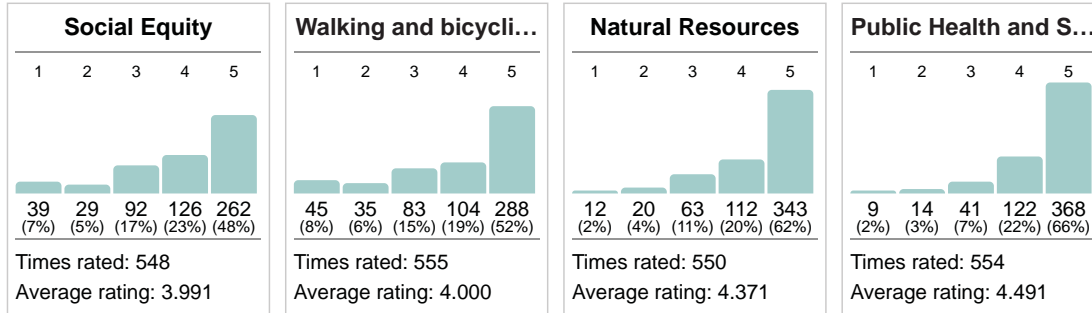


WILMAPCO | Regional Transportation Plan Update

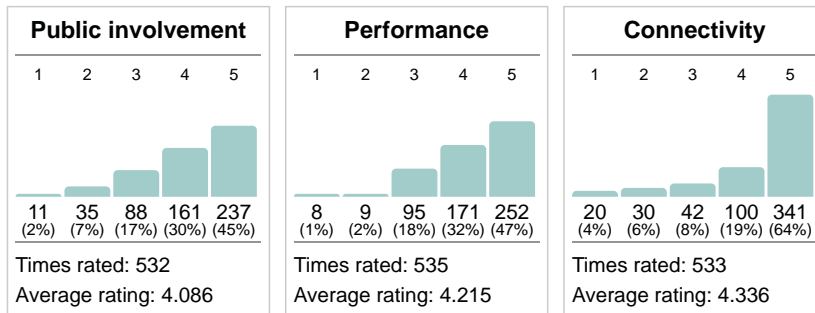
Oct 29, 18 - Feb 01, 19 | Screen 2

↓ Below: Each rating item, showing how many times each item was given each rating, sorted by average rating.

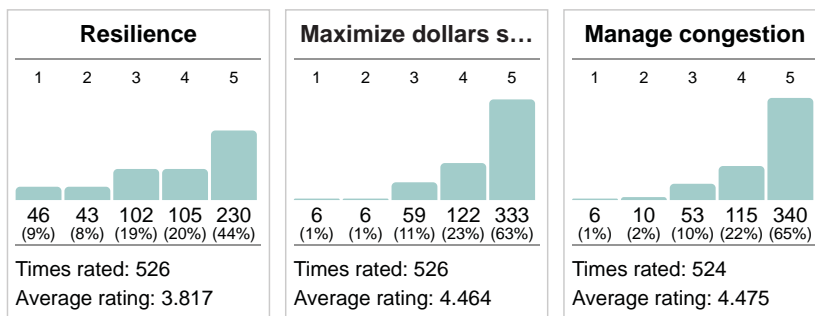
Improve Quality of Life



Efficient Transportation



Economic Development



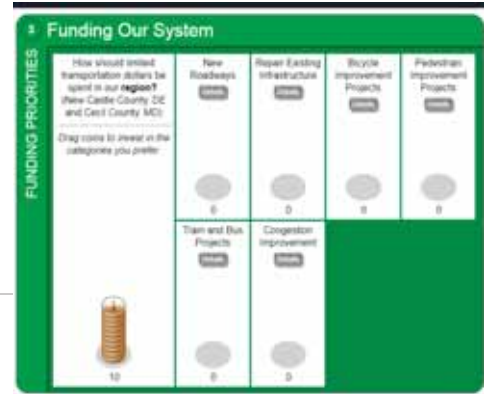


WILMAPCO

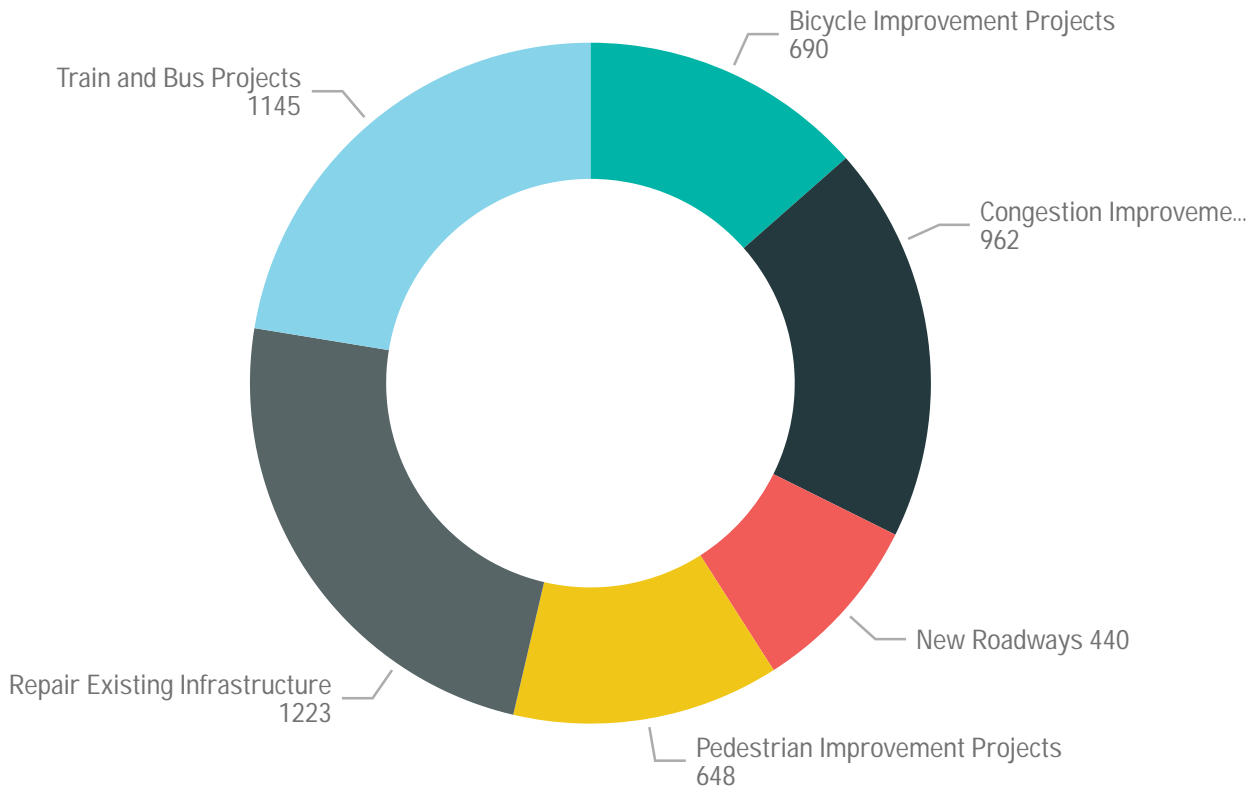
Regional Transportation Plan Update

Oct 29, 18 - Feb 01, 19

Screen 3



The total budget allocated to each category for all participants.



Data points for this Screen:

Data points: **3640**



WILMAPCO | Regional Transportation Plan Update

📅 Oct 29, 18 - Feb 01, 19 | Screen 3

❗ Distributions of the number of items dropped into each category.

'Amount' refers to the number of chips/coins dropped into a category, and 'Count' is the number of participants that used that many chips/coins in that category.

Bicycle Improvement Projects											
Count:	166	152	1	6	2	58	1	18	116		
Amount:	0	1	10	5	6	3	8	4	2		
Participants: 520 Total: 690 Average 1.327											
Congestion Improvement											
Count:	115	2	118	2	16	5	89	1	1	37	134
Amount:	0	7	1	10	5	6	3	8	9	4	2
Participants: 520 Total: 962 Average 1.850											
New Roadways											
Count:	267	125	4	23	12	89					
Amount:	0	1	5	3	4	2					
Participants: 520 Total: 440 Average 0.846											
Pedestrian Improvement Projects											
Count:	151	163	3	46	1	6	150				
Amount:	0	1	5	3	8	4	2				
Participants: 520 Total: 648 Average 1.246											
Repair Existing Infrastructure											
Count:	41	3	89	19	7	144	2	49	166		
Amount:	0	7	1	5	6	3	8	4	2		
Participants: 520 Total: 1223 Average 2.352											
S3_Remaining											
Count:	503	3	3	3	3	1	2	2			
Amount:	0	7	1	10	5	3	8	2			
Participants: 520 Total: 92 Average 0.177											
Train and Bus Projects											
Count:	84	1	83	1	24	8	108	1	62	148	
Amount:	0	7	1	10	5	6	3	9	4	2	
Participants: 520 Total: 1145 Average 2.202											



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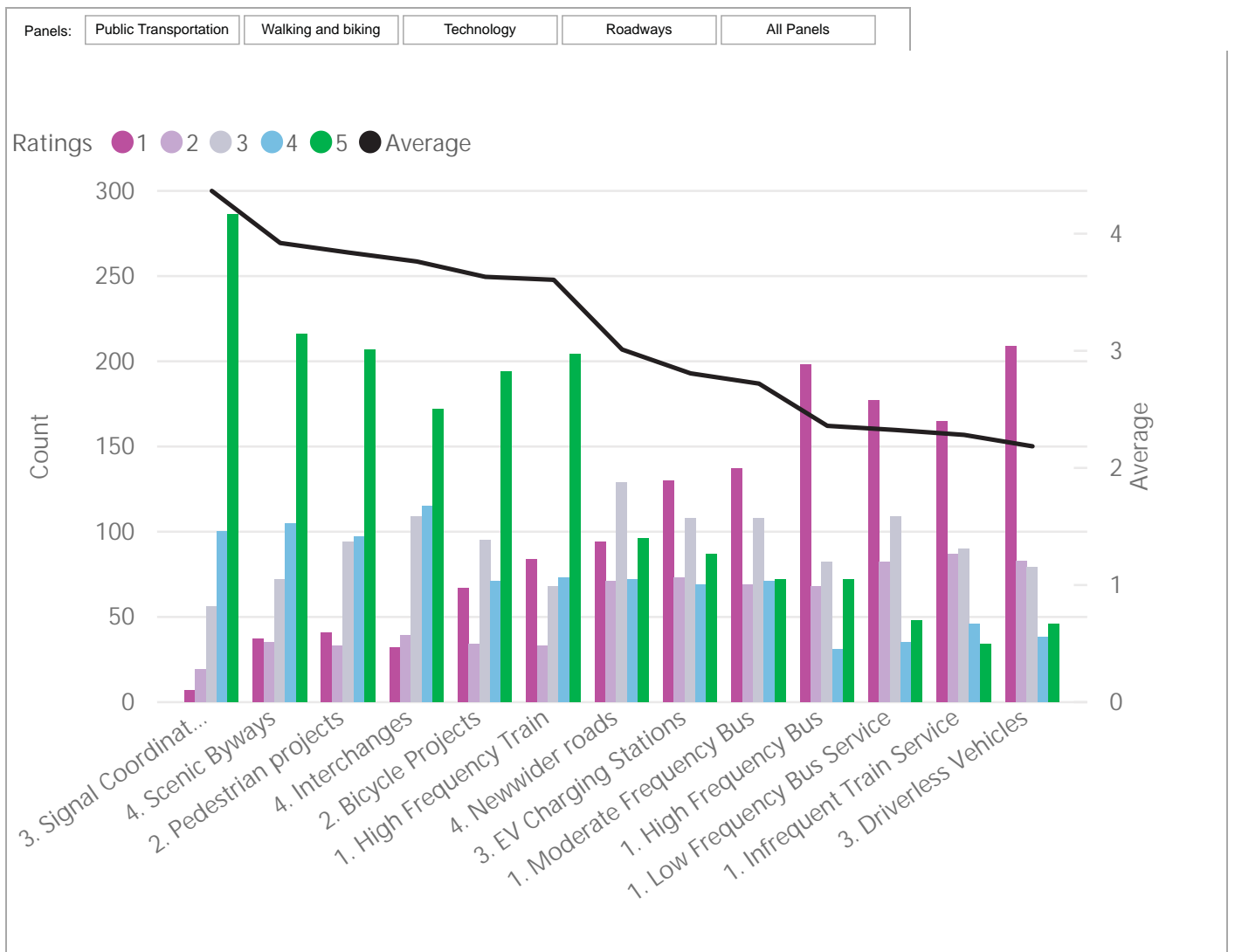
Regional Transportation Plan Update

Oct 29, 18 - Feb 01, 19

Screen 4



Rating distributions and averages by panel.



Data points for this Screen:

Ratings: **5960**

Comments: **206**

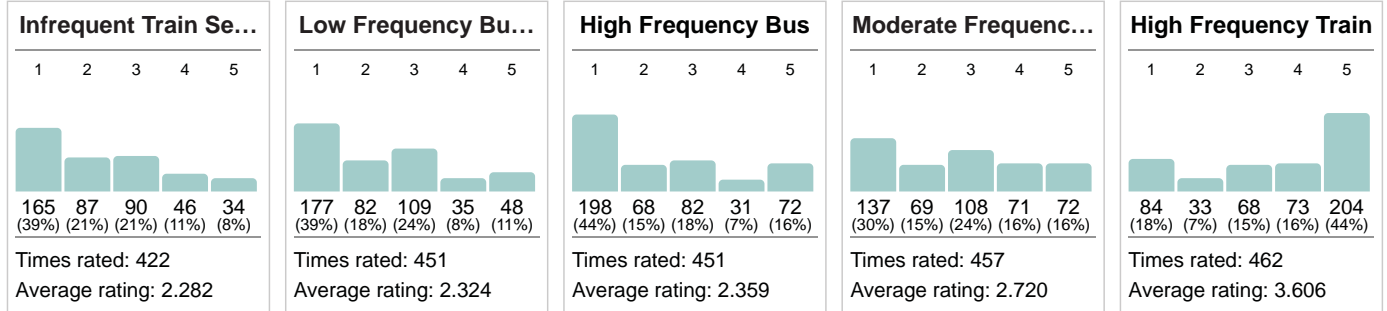


WILMAPCO | Regional Transportation Plan Update

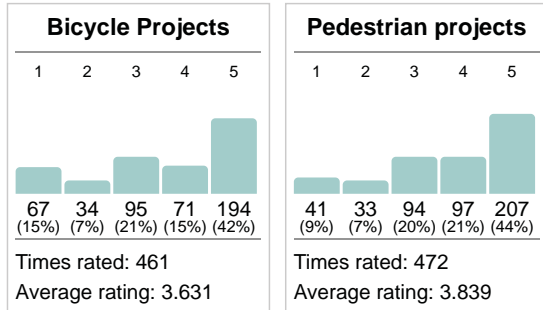
Oct 29, 18 - Feb 01, 19 | Screen 4

↓ Below: Each rating item, showing how many times each item was given each rating, sorted by average rating.

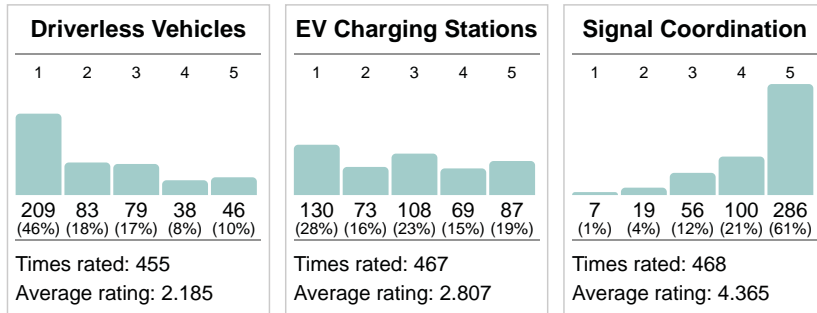
Public Transportation



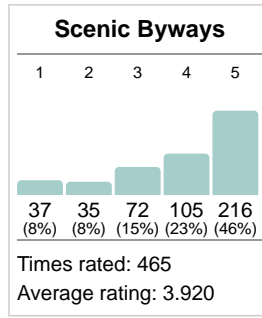
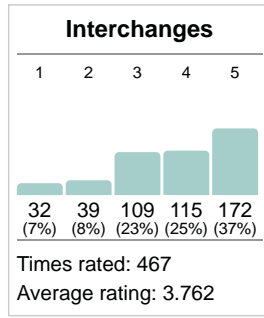
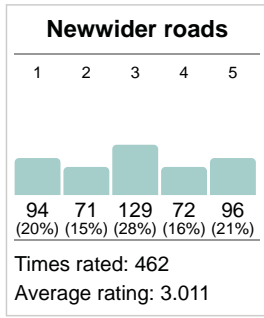
Walking and biking



Technology



Roadways





WILMAPCO

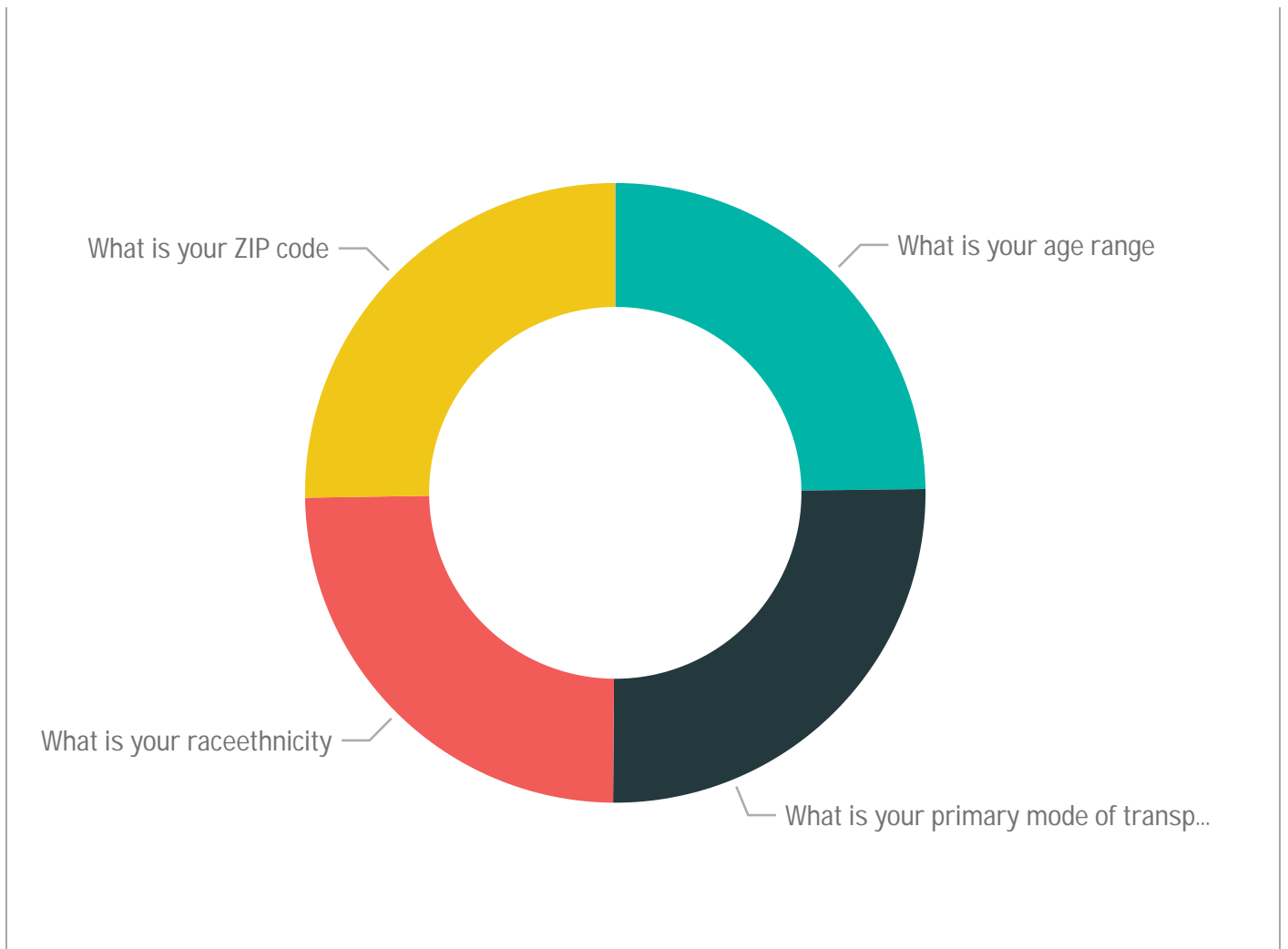
Regional Transportation Plan Update

Oct 29, 18 - Feb 01, 19

Screen 5



The number of times each question was answered.



Data points for this Screen:

Responses: **1790**

Private: **109**

Comments: **108**



WILMAPCO | Regional Transportation Plan Update

📅 Oct 29, 18 - Feb 01, 19 | Screen 5

↓ Below: Wrap Up questions showing answer breakdowns.

Do you have any other comments	
108	Comment
108	Total

What is your age range	
92	55 64
89	35 44
86	45 54
83	25 34
71	65
21	18 24
2	Under 18
444	Total

What is your primary mode of transportation	
401	Car
22	Public Transit
15	Bike
11	Walking
2	BikeMotorcycle
2	CarpoolVanpool
453	Total

What is your raceethnicity	
378	White
27	Other
26	Black
6	Asian
4	Hispanic
441	Total

What is your ZIP code	
<p><i>Too many responses have been given for this view. See excel download for data.</i></p>	



Good afternoon,

Every four years, Wilmington Area Planning Council (WILMAPCO), the regional transportation planning agency for New Castle County, DE and Cecil County, MD, must update its Regional Transportation Plan (RTP). The RTP is a fundamental document for our region. Not only does it outline our long-range transportation goals, it also lists the expected transportation projects for the next 20 to 30 years.

Now is your opportunity to influence the document that will guide transportation decision-making for the next twenty years!

To kick-off the plan, WILMAPCO is holding a **Virtual Public Workshop on Friday, November 2 from 12-1pm**. Login from anywhere to learn about and have your say in our transportation future!

To register, please visit: <https://bit.ly/2ydWuu0>

We would greatly appreciate you forwarding this message and/or flyers below to your distribution lists; printing and displaying at your facility, neighborhood, or other community hubs; or posting to your website, event calendars, social media, your Next Door page, or other listservs.

To learn more, please visit www.wilmapco.org/rtp.

Thank you, and we look forward to having you on November 2nd!

Randi Novakoff
Outreach Manager
Wilmington Area Planning Council (WILMAPCO)
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Newark, DE 19711
302-737-6205 ext. 111
rnovakoff@wilmapco.org
www.facebook.com/WILMAPCO



WILMAPCO
WILMINGTON METROPOLITAN AREA PLANNING COMMISSION



VIRTUAL MEETING

FRIDAY, NOVEMBER 2, 2018 | 12:00 - 1:00PM

During this virtual meeting, you will have the opportunity to:

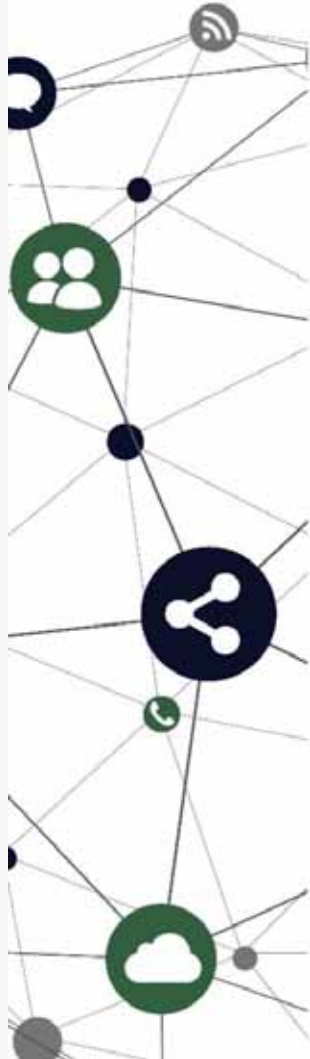
- Learn about the current state of transportation in our region (New Castle County, DE and Cecil County, MD)
- Influence transportation decision-making for the next 20 years
- Provide feedback on the projects that you'd most like to see

Please click here to register:
<https://bit.ly/2pQW6u2>

To learn more about WILMAPCO and the 2050 RTP, please visit:
www.wilmapco.org/rtp/

Trouble with access? Check our website or social media (WILMAPCO on Facebook or Instagram) for a list of locations hosting the virtual meeting.

Spanish translation available upon request. Please contact:
Sharon Chock, secock@wilmapco.org or call (302) 737-6265 x112.



WILMAPCO
WILMINGTON METROPOLITAN AREA PLANNING COMMISSION



PLAN DE TRANSPORTACIÓN REGIONAL (RTP)
REUNIÓN VIRTUAL
VIERNES, NOVIEMBRE 2, 2018 | 12:00 - 1:00PM

Durante esta reunión virtual, usted tendrá la oportunidad de lo siguiente:

- Aprender sobre el estado de la transportación en nuestra región (el condado de New Castle, DE y el condado de Cecil, MD)
- Influir la decisión a tomar sobre la transportación para los próximos 20 años
- Proveer opinión sobre los proyectos que mas le gusten a usted

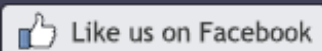
Para registrarse por favor oprima aquí:
<https://bit.ly/2pW6uU0>

Para aprender mas acerca de WILMAPCO y del 2050 RTP, por favor oprima aquí: www.wilmapco.org/rtp

Problemas con el acceso? ¿No ve la lista de lugares de acceso para la reunión virtual? No se preocupe, puede registrarse en línea y en las redes sociales (BWILMAPCO en Facebook o Twitter).

La traducción a Español esta disponible por solicitud. Por Favor Contacte a: Sheri Elock, selock@wilmapco.org o llame a teléfono (302) 737-6200 ext: 10112.

STAY CONNECTED TO WILMAPCO



WILMAPCO 2050 RTP Virtual Meeting Q and A

November 2, 2018

1. Can the MARC train line be extended to Newark, DE?
We are definitely working on that – the new train station in Newark will accommodate southbound and northbound trains. The RTP project list includes an extension north to Elkton, but the final connection to Newark is still a wish list item. We are working on this and hope it is a project we can add onto the list for this plan.
2. With part of the geography being in a non-attainment area for ozone - have you considered prioritizing alternative fuel (Compressed Natural Gas, for example) for larger public equipment (e.g.: trash trucks, buses, heavy duty trucks)?
Points are given to projects that improve air quality, and points are taken away from those that don't.
3. What are you doing with the information/data you received today?
We're going to capture everything, and respond to additional questions and ideas/suggestions on the website if we don't answer or receive them today. We hope project ideas can be added to the aspirational projects list at the very least, if not the fully funded list in the future.
4. Can you explain how you're going to fund all these projects?
Funding comes half from the Federal government and half from State/Local government. Federal funding comes from user fees (tolls, DMV/MVA fees, gas tax, etc.), and locally, we are seeing an increase in funding coming from private developer contributions since transportation and land use are so closely tied together.
5. Can you provide a status update on the Claymont Intermodal Station design?
The bids for this project just came in, and it's a Design Build. The community has only seen initial plans, the winning bidder will complete the final design, begin construction next year, and the station will be open by 2021.
6. What can be done to get more people out of their cars in newer walkable mixed use projects? *The main thing that will help is doing a better job of tying land use to transportation – options need to be provided so that when people walk out their front doors, they have access to stores, job opportunities, and a variety of transportation modes, so they can get around in a better and more effective way.*
7. Is the list of items that projects can receive or detract points for available?
We have a project prioritization process that is posted on our website as part of the Transportation Improvement Program – there is a link where you can see what's coming soon and what's been added for this year.
8. Can we get information on the bus passes available from DTC?
I recommend going onto DART First State's website, which provides a link of all the places you can get them from, and I believe there is a way to purchase them online as well.
9. Do you think the number of roads that are failing as noted in the CMS maps contributes to the Air Quality problems?
I think so, and we need to look at ways to reduce congestion by not only expanding capacity, but looking to push ways to get people out of their cars and off the roads by implementing solutions like optimized traffic signal timing, and bus/bike/pedestrian improvements.

10. How do work with local agencies to coordinate and implement these ideas?

When we update the plan every 4 years, we try do a tour of every town in our region, we wish we could get out more. If you live in a town and haven't seen WILMAPCO recently, please work with your local officials to recommend projects and plans in your community so we can get out and visit with you.

11. Will the RTP get into recommending alternative (maybe non-traditional) funding strategies (i.e., VMT tax, additional user fees, etc.)?

We focused on this in the last 2 updates of our plan (4-8 years ago) – we could only (just barely) afford to maintain the existing projects in our infrastructure then. This time things are looking better and more steady, but there could be challenges with funding the Transportation Trust Fund and having it remain sustainable in the future (i.e. if gas tax funding decreases or goes away because of more economical vehicles or vehicles that run on alternative fuels and electricity.)

12. How is New Castle County doing with infrastructure maintenance (roads, bridges, etc.)? Are we keeping up with the needed maintenance?

Yes, the largest share of funding in our program is for maintaining existing infrastructure. We constantly check on critical infrastructure (roads, bridges, etc.) to make sure they are in working condition, and work to secure funding for immediate repairs if they are not.

13. I noticed that planning to accommodate autonomous vehicles was part of the planning strategy. Can you explain how this fits with the priority to create a greener transportation system?

Part of the RTP is to look at ways to provide autonomous vehicle (AV) infrastructure so we are ready, as well as look at ways to upgrade existing infrastructure to accommodate/support it. We also want to see AV incorporated in local plans throughout the region. We want to make sure we are ready for it. As far as AV being a green initiative, we are trying to understand how they fit in - for instance, they could reduce sprawl.

14. Who decides which of the projects prioritized by WILMAPCO actually get done?

It is a partnership between the WILMAPCO council and the implementing agencies. In New Castle County, DE, we make our recommendations and prioritize using technical scoring, and council makes the recommendations, which get submitted to DelDOT for inclusion in statewide priorities/plans. Cecil County, MD and its towns submit priority letters to MDOT SHA, which is where their plans come from. Different processes, but a collaborative and cooperative effort for both.

Virtual Workshop Poll Results

Question #	Question	Answer ch	Answers	Results	Percentage
1	Where are you viewing/participating from?	a	Home	14/54	26%
1	Where are you viewing/participating from?	b	Work	34/54	63%
1	Where are you viewing/participating from?	c	Other	1/54	2%
1	Where are you viewing/participating from?	d	No Answer	5/54	9%

Virtual Workshop Poll Results

Question #	Question	Answer ch	Answers	Results	Percentage
1	Please tell us which describes you best:	a	General public	10/56	18%
1	Please tell us which describes you best:	b	Government agency employee	17/56	30%
1	Please tell us which describes you best:	c	Economic development/Chamber of Commerce	0/56	0%
1	Please tell us which describes you best:	d	Consultant	9/56	16%
1	Please tell us which describes you best:	e	Non-profit employee	4/56	7%
1	Please tell us which describes you best:	f	Other	10/56	18%
1	Please tell us which describes you best:	g	No Answer	6/56	11%

Virtual Workshop Poll Results

Question #	Question	Answer choice	Answers	Results	Percentage
1	What is your primary mode of transportation?	a	Drive alone	42/57	74%
1	What is your primary mode of transportation?	b	Car pool	1/57	2%
1	What is your primary mode of transportation?	c	Public transit (bus, train, subway, light rail, etc.)	3/57	5%
1	What is your primary mode of transportation?	d	Walk	2/57	4%
1	What is your primary mode of transportation?	e	Bike	2/57	4%
1	What is your primary mode of transportation?	f	Ride hailing service (taxi, Uber, Lyft)	0/57	0%
1	What is your primary mode of transportation?	g	Other	0/57	0%
1	What is your primary mode of transportation?	h	No Answer	7/57	12%

Virtual Workshop Poll Results

Question #	Question	Answer ch	Answers	Results	Percentage
1	Which 3 plan objectives are most important to you?	a	Protect public health and safety	19/65	29%
1	Which 3 plan objectives are most important to you?	b	Promote active transportation	12/65	18%
1	Which 3 plan objectives are most important to you?	c	Preserve natural and cultural resources	10/65	15%
1	Which 3 plan objectives are most important to you?	d	Ensure transportation choice and equity	22/65	34%
1	Which 3 plan objectives are most important to you?	e	Improve system performance	10/65	15%
1	Which 3 plan objectives are most important to you?	f	Promote accessibility and connectivity	24/65	37%
1	Which 3 plan objectives are most important to you?	g	Engage the public via an open involvement process	8/65	12%
1	Which 3 plan objectives are most important to you?	h	Maximize our investments	4/65	6%
1	Which 3 plan objectives are most important to you?	i	Develop effective transportation networks	35/65	54%
1	Which 3 plan objectives are most important to you?	j	Plan for energy and security resilience	8/65	12%
1	Which 3 plan objectives are most important to you?	k	No Answer	8/65	12%

In the space below, please share any ideas, locations, etc. you may have for specific projects in New Castle County, DE and/or Cecil County, MD related to the following transportation priority categories:

Public Transportation, Walking and Biking, Technology, Roadways

Virtual Workshop Whiteboard Activity

26th & Market - buses on 25th need safety measures (mirror/light) so that visibility is

Longer merge area onto I95 at the Brandywine crossing

encourage large employers to provide public transit plans for their commuting employees

construct more connector paths for walkers and cyclists to commercial centers

Roadway project update on S. Walnut St, South Market St., and Garasches Lane area

Adequate roads means greater SAFETY

Bus lanes through Wilmington, US-13

more driver education on stopping for peds in crosswalk

more small bus hubs

Rail/metro service to PHL

more efficient buses which utilize cross street routes instead of just main artery routes

connect bike paths to areas of interest- employment centers, public transit stations, gro

More street trees ✓

More traffic calming measures everywhere

slow drivers in left lane

Sweep Rt 9 bike lane

Curb cuts for bicycles to access sidewalks from shoulders

Provide more crosswalks across roads like Kirkwood Hwy to improve ped safety

Better TDM programs

ADA sidewalk improvements (work with localities)

Data and controls on Uber and Lyft

Curbside management practices

increase cooperation with land use planning where infrastructure is lacking

Study feasibility of rail service between Middletown area and Wilmington

Narrower streets in downtown Wilmington

In the space below, please share any ideas, locations, etc. you may have for specific projects in New Castle County, DE and/or Cecil County, MD related to the following transportation priority categories:

Public Transportation, Walking and Biking, Technology, Roadways

Concord Pike Rt.202

896 & 95 interchange

EV's on I-95

Connecting NCC below Canal to North

protected bike routes in Wilmington
transit supportive infrastructure to

Greenways trails connecting Hockessin to Newark and Wilmington.

Increase EV will not generate sufficient response.

Charging Stations

Concord Pike, find ways to collaborate with Google Maps/Waze, etc. for congestion

The Route 40 Corridor in Ce

Future rail development

Off-road bike paths that connect neighborhoods to downtown and act

Completion of a Claymont Intermodal Center

Walking path to connect to shopping at peoples plaza

Autonomous vehicles everywhere plus transit service to Baltimore, Dover, DE Beach

I-495 NB to Rt 13 SB exit ramp

More frequent train connections between Wil

I-95 & 273 interchange;

More bike lanes (preferably separated) in Newark

Compressed Natural Gas (CNG) for commercial truck

Improve/create new pedestrian connections along major arterials

transport route through Cecil County/I-95 corridor

Reinstate a transit hu

Improve bus connections between destinations

Transit hub in Claymont

Ensure easy access to Wilmington Train Station

in Wilmington

Are there plans to partner with local companies to encourage carpools, work from home, flexible hours?

All areas where the system is failing under the CMS map

RideShare Delaware partners with employers, colleges, community resources to encour

More bike trails.

move main transit hub from Rodney Square

Improve multi-modal transportation along 896 heading into Newark.

Focus on livability through US 13 Corridor to promote safety
completing a loop around Middletown

more public EV locations, preferably in or near gas stations

add walking along 896 in Newark

Better bus transportation options in NCC; more safe walking trails

More CNG use

In the space below, please share any ideas, locations, etc. you may have for specific projects in New Castle County, DE and/or Cecil County, MD related to the following transportation priority categories:

Public Transportation, Walking and Biking, Technology, Roadways

Charging stations bus only lanes on 95

wider and safer roads

Signal priority for public transit

Address use of cell phone/texting (distracted drivers).

Connection of sidewalk/bike path from Salem Woods to Christiana High School

Interconnected transit/walking/biking network in rapidly developing area around Ch

more bus service later/weekend/more frequent and on time

Run smaller busses more frequently

connect bike lanes^s✓

Build train station in Newport

Examine key corridors to establish bus lanes

Funding for alternative energy fueling stations (CNG) in Newark, Elkton, Wilmington, M

Address concerns from accidents caused by aggressive, speeding drivers -- build wide

Insure the safety of cyclists with more wide bike lanes and intersection crossings

more bike lanes in downtown area and neighborhood streets in wilmington ✓

More frequent trains between Philly and Newark during weekdays

improve pedestrian facilities in wilmington

walk way on hatem bridge

Road Diet on US 13 through New Castle

amenities for secure bike parking

Multiple access points to communities (connect local roads to multiple arterials)

Improved Multimodal transportation along Rte 4.

8th and Market Street bus stop added to network

Build connections to the Markell Trail

10th & Orange street bus stop is needed

Working with employers to determine if transit service between West Chester and Wilming

ALL failing roads as noted on the CMS map

Wasn't there a plan for a transit hub near the train station in Wilm?

Express bus service between mall and downtown Wilmington

amenities t

More traffic calm

Contact Information:

Randi Novakoff, Outreach Manager
302-737-6205 x111
rnovakoff@wilmmapco.org

Transportation Planning Agency Releases Three Documents for Public Review and Comment

Newark, Delaware - Do you ever wonder what it would be like to get around in New Castle County, Delaware or Cecil County, Maryland in the future? How congested will it be? Will you be able to walk or bike if you want to? What types of transportation improvements should go where? These are the types of questions that are at the heart of the 2050 Regional Transportation Plan (RTP), which is being released for public review and comment by the Wilmington Area Planning Council (WILMAPCO).

The 2050 RTP identifies the region's long-term transportation needs and the short-term projects which seek to address them. The 2050 RTP extends two decades into the future. Projects identified in the plan are financially reasonable (based on anticipated revenues) and meet air quality standards.

More than \$2.2 billion in road, transit, rail, multimodal, bicycle and pedestrian projects are also available for public review and comment in the Draft FY 2020-2023 Transportation Improvement Program (TIP). The TIP, which includes New Castle County, Delaware and Cecil County, Maryland, identifies transportation investments planned for the next four years, ranging from preserving our existing infrastructure to building new facilities.

Copies of the Draft 2050 Regional Transportation Plan (RTP), Draft FY 2020 Transportation Improvement Program and their associated air quality conformity documents will be available for public review at WILMAPCO's Our Town Event: Planning for Tomorrow. **Our Town will be held in the Atrium of the University of Delaware's STAR Campus Tower, 100 Discovery Blvd, Newark on Thursday, February 7, 2019 from 4 p.m. to 7 p.m.** Attendees will not only be able to review the 2050 RTP and TIP, but several other fundamental planning documents will be highlighted during the event, including: DelDOT and MDOT Long-Range Plans, 2040 Maryland Bicycle and Pedestrian Master Plan, New Castle County Bicycle Plan, Southern New Castle County Master Plan, Concord Pike Master Plan, and the City of Wilmington Comprehensive Plan.

Enjoy light refreshments, learn about and participate in several of the region's fundamental planning efforts, and hear from national transportation leaders about planning for tomorrow. To register, please visit www.wilmmapco.org/ourtown.

Documents may also be reviewed on WILMAPCO's website, www.wilmmapco.org or office at 100 Discovery Blvd, Suite 800, Newark, DE 19713. Written comments can be submitted to WILMAPCO at this address or emailed to hdunigan@wilmmapco.org. The public comment and review period will continue through March 6, 2019.

###



Wilmington Area Planning Council

The Tower at STAR Campus
100 Discovery Blvd., Suite 800
Newark, Delaware 19713
302-737-6205; Fax 302-286-7131
From Cecil County: 888-808-7088
e-mail: wilmapco@wilmapco.org

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Delaware Transit Corporation
Chief Executive Officer

Robert J. Alt
Mayor of Elkton

Jennifer Cohan
Delaware Dept. of Transportation
Secretary

Connie C. Holland
Delaware Office of State Planning
Coordination, Director

Alan McCarthy
Cecil County Executive

Matthew Meyer
New Castle County Executive

Heather Murphy
Maryland Dept. of Transportation
Director, Office of Planning and
Capital Programming

Michael S. Purzycki
Mayor of Wilmington

Michael Spencer
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WILMAPCO Executive Director
Tigist Zegeye

MEMORANDUM

To: Rocky Brooks, Chesapeake Publishing Company
E-mail: legals@chespub.com
Telephone: 410-770-4080

Date: January 16, 2019

From: Janet Butler, Administrative Assistant
E-mail: jbutler@wilmapco.org
Telephone: 302-737-6205, ext. 110

Re: Legal Classified

Please place the following WILMAPCO Public Notice in the Friday, January 18, 2019 edition of the Cecil Whig newspaper Legal Notice section, and send the invoice to me at the above address.

Thank you.

WILMAPCO PUBLIC NOTICE

Three draft plans are available for public comment through March 6, 2019: 1) WILMAPCO 2050 Regional Transportation Plan (RTP) that includes draft vision, goals, actions, and federally funded transportation projects through 2050; 2) WILMAPCO Transportation Improvement Program (TIP) that lists projects in design or construction through 2023; and 3) Air Quality Conformity that shows expected environmental impacts of planned transportation projects in the TIP and 2050 RTP.

The documents are available in the WILMAPCO offices from 9:00 a.m. to 4:00 p.m., Mondays through Fridays, except holidays. They are also available for review and comment at www.wilmapco.org

If there are questions about the documents or the public participation process, please call WILMAPCO at 302-737-6205 or toll-free from Cecil County at 1-888-808-7088.

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Partners with you in transportation planning

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WILMAPCO Executive Director
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MEMORANDUM

To: The News Journal
E-mail: WIL-Legals@gannett.com

Attn: B. Francese
E-mail: bfrancese@gannettnj.com
Telephone: 888-516-9220, ext. 3765

Account #: T02552

Date: January 16, 2019

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E-mail: jbutler@wilmapco.org; Telephone: 302-737-6205, ext. 110

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###



Partners with you in transportation planning

Planning agency seeks feedback on transportation in Cecil

By Marcus Dieterle mdieterle@cecilwhig.com



The Wilmington Area Planning Council has issued a survey to collect feedback from people in Cecil County and New Castle, Del., regarding the transportation priorities for the region. Survey responses will contribute to the development of the 2050 Regional Transportation Plan. SURVEY IMAGE COURTESY OF WILMAPCO

CECIL COUNTY — The year 2050 might seem like quite a long ways out still, but the Wilmington Area Planning Council (WILMAPCO) says it's never too early to start planning for the transportation projects of the future.

WILMAPCO has issued a survey to collect feedback from people in Cecil County and New Castle, Del., regarding the transportation priorities for the region. The survey can be accessed at www.wilmapco.org/rtp and will run through the end of January, according to WILMAPCO outreach manager Randi Novakoff.

Novakoff said the responses collected by the survey will be shared with WILMAPCO's committees and the governing council, which includes the Maryland and Delaware transportation secretaries, the states' governor's appointees, the director of the Delaware Transit Corporation, the Cecil and New Castle county executives, the

mayor of Wilmington, Del.; and municipal representatives from both counties.

The responses will then be used to plot out long- and short-term transportation goals and projects, and develop the 2050 Regional Transportation Plan.

According to the survey, the RTP is updated every four years and looks 30 years into the future.

“Feedback from the survey will be used to develop a local transportation system that is more socially equitable and less car dependent, more economically and environmentally sustainable, and higher-performing for all,” a WILMAPCO press release read.

The survey asks respondents about the importance of three objectives: improvements to quality of life, efficient transportation, and economic development. Respondents are asked to use a five-star scale to rank various sub-objectives such as public health and safety, walking and bicycling, social equity, connectivity, maximization of funds, congestion management, and resilience against climate change.

Respondents are also asked to prioritize six project types. They are also able to select which types of projects are most important to them in their immediate area, which the survey defines as a 1-mile radius.

According to Novakoff, the objectives that are already outlined in the survey were developed many years ago based on a telephone public opinion survey, public comment and a regional progress report, updates to federal regulations and other available data. The objectives are updated for each long-range plan.

In addition to those objectives, the survey also provides opportunities for people to offer further comment and suggest other priorities.

Novakoff said that by completing the survey, citizens will be able to make their voices heard in the development process for the 2050 RTP.

“WILMAPCO is charged with making sure the public is involved in important

MIDDLETOWN TRANSCRIPT

Wilmington Area Planning Council releases documents for public review

By Submitted News

Posted Jan 29, 2019 at 7:45 PM

The 2050 Regional Transportation Plan has been released for public review and comment by the Wilmington Area Planning Council.

The 2050 RTP identifies the region's long-term transportation needs and the short-term projects which seek to address them. The plan extends two decades into the future and projects identified must be financially reasonable, based on anticipated revenues, and meet air quality standards.

In addition, more than \$2.2 billion in road, transit, rail, multimodal, bicycle and pedestrian projects are also available for public review and comment in the draft fiscle 2020-23 Transportation Improvement Program. The TIP, which includes New Castle County, Delaware, and Cecil County, Maryland, implements the RTP by identifying the transportation investments planned for the next four years, ranging from preserving existing infrastructure to building new facilities.

Copies of the Draft 2050 RTP, draft fiscal 2020 TIP and their associated air quality conformity documents will be available for public review at WILMAPCO's "Our Town Event: Planning for Tomorrow," set for 4 to 7 p.m. Feb. 7 in the Atrium of the University of Delaware STAR Campus Tower, 100 Discovery Blvd., Newark. Attendees will be able to review the 2050 RTP and TIP, as well as the Delaware Department of Transportation and Maryland Department of Transportation Long-Range Plans, 2040 Maryland Bicycle and Pedestrian Master Plan, New Castle County Bicycle Plan, Southern New Castle County Master Plan, Concord Pike Master Plan and the City of Wilmington Comprehensive Plan.

Enjoy light refreshments, learn about and participate in several of the region's fundamental planning efforts and hear from national transportation leaders about planning for tomorrow. To register, visit wilmapco.org/ourtown.

Save the date for the Wilmington Area Planning Council's
2019 Our Town Event: Planning for Tomorrow



You are invited to the Wilmington Area Planning Council's (WILMAPCO)

2019 Our Town Event: Planning for tomorrow

Thursday, February 7, 2019 from 4-7pm
Tower at University of Delaware Star Campus
100 Discovery Blvd, Newark

This event will feature WILMAPCO's 2050 Regional Transportation Plan (RTP). The 2050 RTP is New Castle County and Cecil County's blueprint for transportation decision-making. All residents have a stake in the transportation system and how important issues like congestion, safety, and public transit are addressed now, and in the future.

Other featured plans will include: DelDOT and MDOT Long-Range Plans, 2040 Maryland Bicycle and Pedestrian Master Plan, New Castle County plans, Southern New Castle County Master Plan, Concord Pike Master Plan, and the City of Wilmington Comprehensive Plan.

Learn about and participate in several of the region's planning efforts all in one place!

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2050 Regional Transportation Plan – Public Comments and WILMAPCO Responses

Comment source	Activity	Item	Comments	Response
Metroquest	Goals rating	Maximize dollars spent	Whatever wisely means. Let's not line the pockets businesses are looking to exploit resources and the system.	<p>The 2050 RTP includes updated Transportation Investment Areas that define appropriate investments in transportation based on the area's land use character. Transportation investment in area's with the heaviest concentrations of population and jobs provides the greatest benefit to our region and also the best payback for our regional economy. As the RTP promotes investment in Center TIAs, it also encourages future household and commercial growth in these location efficient places.</p> <p>Use of the WILMAPCO project prioritization process is another key strategy to maximize use of our limited funding. The prioritization process includes quantitative measures to direct funding to the areas with the greatest need.</p>
			Wisely is the key. Not because who doesn't live in the area thinks it's a good idea.	
			Very	
			Land preservation is key. Who wants to live in a concrete jungle where it takes you 45 minutes to drive 10 miles as you pass a Walgreens,CVS, or Rite Aide on every other corner. Have a Wawa or Royal farms catty corner from each other and strip malls offering the same products. (pizza, nails, cigars,) every mile or so. How can these small business's succeed if there is too much competition for the same thing. Smarter developing plans for both residential and commercial is needed. And not just for the moment. for the future 10, 20 and 30 years down the road. The Glasgow park on rt 40 is an fantastic example of using land for the public. I thought for sure that was going to be another townhouse community of cookie cutter houses driving property values down, raising school taxes, and causing even more traffic in an already congested area. I was actually surprised, pleasantly that it was used the way it was. And I guarantee you 99% of the public is too.	
			I would need more info on land use. Does that mean confiscating land or denying land owners from use of their property?	
			Of course!	
			Depends on what you call "wisely".	
			Attractiveness is important too, granted we don't need a gold and marble bus station but the new depot in Wilmington looks like low budget government junk, just a few minor improvements for a slight price increase can I improve neighborhood quality of life significantly	

Comment source	Activity	Item	Comments	Response
			<p>This should be re-worded. It sounds like spend the maximum amount of money possible. I think you mean - get the most benefit from each dollar spent.</p> <p>Invest wisely and spend money in a way that considers the long term benefits</p> <p>Not sure I understand this. "Maximizing dollars spent" sounds like spending as much money as possible regardless of what we get for it.</p> <p>I don't have enough knowledge of this to offer an intelligent response. I sure hope you folks are maximizing the tax dollars spent.</p> <p>This should be obvious.</p> <p>Focus on downtown main street, invest where people are concentrated and stop subsidizing suburban sprawl that will dilute resources.</p> <p>C'mon, did you really include this for the purpose of gaining useful feedback, or is someone trying to boost the number of stars the report shows so they can ask for a raise? Ironically this question is not maximizing dollars spent</p> <p>Now does this mean maximize dollars spent or maximize efficiency? Odd way to verbalize the objective...</p> <p>This must mean giving appropriate weight to all public values, not just land development</p> <p>Incentive redevelopment and not new sprawl</p> <p>DelDot wastes so much money, why not use camera trippers at lights vs. old in road that has to be redone every repaving.</p>	
Metroquest	Goals rating	Manage congestion	<p>Depends on what you mean, if congestion pricing NO</p> <p>Roads are being upgraded constantly.</p> <p>No, I want more congestion so I can have extra time away from my family.</p> <p>We have a lot of out of state traffic year round. Managing it will help us and them.</p> <p>Reduce reliance on motor vehicle trips</p>	<p>WILMAPCO conducts an annual Congestion Management Process (CMP) using a systematic and regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management. Through the</p>

Comment source	Activity	Item	Comments	Response
			More collaboration with SEPTA to allow easy access to points North from Delaware	<p>use of congestion management objectives and performance measures, the CMP provides a mechanism for ensuring that investment decisions are made with a clear focus on desired outcomes. This approach involves screening strategies using objective criteria and relying on system performance data, analysis, and evaluation.</p> <p>A key component in managing congestion is WILMAPCO's "top-down" approach that evaluates ways to eliminate or shift auto trips to other modes, or improve roadway operations before adding roadway capacity. Primary strategies include transit enhancements and signal corridor re-timing, While our effort is designed to be corridor-specific, there are several strategies that are being employed region-wide that help address congestion.</p>
			Train service from Perryville to Elkton to Newark, DE. Nuff said. Git R Done. Stop listening to them 'good ole boys' in Cecil County. What has avoiding a train stopping in Elkton gotten us after all these years??? The definition of insanity?	
			Improve septa, amtrak, and marc train schedules. Add parking to newark, perryville, aberdeen. Expand newark de service upon completion of train station to include amtrak, septa, marc Through innovation.	
			Sometimes, it seems like you don't think too much about how traffic will be affected. An example is the repaving of RT. 141 near DuPont's Chestnut Run location. It's down to one lane in each direction. A good detour would have been DuPont Rd, but you've closed it too. Just one example. However, to be fair, you get serious points for how you managed the traffic at I-95 and Rt 141 during all that construction. You managed to keep two lanes each direction and it worked well.	
			If I could give this 10 stars I would	
			Traffic in Newark is ridiculous. Infrastructure cannot support UD growth.	
			202 needs a train or street car	
			Travel is important, but not the top priority because I live here in the area we are discussing.	
			I95!!!	
			We have a fantastic engineering program at U of D. Why not think outside the box and utilize the Universities in our area to come up with ideas to deal with the congestion on 40 , 896, and I 95. If they come up with some improvement ideas that work, they get a year of tuition free. Also the bottle neck by Christiana Mall was basically just moved further down,	

Comment source	Activity	Item	Comments	Response
			not corrected. Would a double deck roadway, similar to what they have in CA not work there. The top portion no off ramps until Rt 1 the bottom for the off ramps for 273, 40, and 13? And how in the name of whoever you believe in or don't for that matter ok'd the new development on Stanton Christiana rd. Eagles lair or something like that. Have you ever seen the congestion on that rd? And right on Rt 1? Absolutely ridiculous if that passed a traffic study.	
			Very	
Metroquest	Goals rating	Walking and bicycling	By creating more places to bike to, it will in turn limit the amount of cars on the road. Biking trails are also easily connectable to parks.	<p>WILMAPCO has adopted a Complete Streets policy that requires that projects funded through the Transportation Improvement Program work to improve pedestrian, bicycle and transit access and safety when possible.</p> <p>Pedestrian priority areas have been identified, and are part of the WILMAPCO project prioritization process. This process promotes improvements with the greatest anticipate need based on pedestrian crashes, demographics and land uses. These areas typically experience higher incidence of vehicular congestion, so making walking and bicycling a safe, convenient option will help address congestion levels experienced by drivers as an added benefit.</p> <p>Walking and bicycling provide for affordable transportation. Further, those living in walkable, bicycle-friendly places benefit from access to an active lifestyle and often a stronger economy.</p>
			Try putting in sidewalks first. People don't mind walking but not in a bike path.	
			Very	
			My son who is on the Autism spectrum needs exercise and outdoor activities as much as possible. It helps regulate his sensory input.	
			Bicycles should not be allowed on roads without shoulders. They are a hazard to motorists and themselves.	
			after the major issues are addressed, concerns for biking and walking can be looked at. Our Mid-Atlantic region does not have the weather for 12 month a year biking and walking. The projects that impact the greatest number of population should be solved first. When that is done, deal with these issues that impact far fewer people.	
			I hear this about how everyone wants to walk and bike everywhere. I don't that's real. How about we just preserve the areas and neighborhoods that we have, which are nice for the enjoyment of walking and biking. The idea that people want to bike and walk to work is poppycock, and it's not realistic.	
			pedestrian/biker friendly roads can help supplement (not supplant or	

Comment source	Activity	Item	Comments	Response
			substitute) when lacking in public transportation	
			Putting those painted narrow bike lanes between two car lanes, one a right turn, and the other a straight lane is crazy. If I still rode a bike, I'd not use that and trust the inattentive morons that are texting while driving to see me and not kill me. Put in sidewalks and allow the bikes to be up there. It's idiocy to say a bicycle is a vehicle and should get a lane, that's a recipe for bicyclists to get killed.	
			Broken, dark, sidewalks with barking dogs behind fences adjacent to sidewalks in the Ciyy of Wil. Are not conducive to walking. Lack of public transportation up and down steep monkey hill prevents seniors from enjoying walks along the river.	
			Bike lanes on the shoulder and always with traffic. For example, the Newark Delaware ave bike plan is a separated, against traffic plan which is bad	
			Biking supports balance. At 60 I just want to bike everywhere. I believe I should be able to commute anywhere I can drive in my car. It benefits my aging health, the environment and the economy.	
			This focus needs to embed accessibility for people with disabilities, the aging population and families with children.	
			MLK blvd is Wilmington is not safe to walk - specifically the corner of Market and MLK	
			Delaware Ave in Elkton, MD is NOT safe. Yet it is the main road that connects several large residential developments to Meadow Park and Downtown Elkton, including the Hospital, Health Department, Courthouse, and Post Office. Delaware Ave has NO pedestrian walkway and NO bike lanes in many sections of the road. It also routinely floods, cutting off a large population from a snow emergency route and the shortest route to the nearest hospital. Go figure???	

Comment source	Activity	Item	Comments	Response
			<p>I was just in Indianapolis not exactly a liberal enclave or the land of big spenders, and was very impressed with their bike path and that work downtown. No reason Delaware can't do that too!</p> <p>Why is a bike lane needed on bridge? How much vs how many...</p> <p>Years ago there was supposed to be a town hall meeting in Hockessin about sidewalks and promoting walking. It was cancelled and not rescheduled. This is an indicator of WILMAPCO'S commitment, I fear.</p> <p>I'm not able to take part in those activities.</p> <p>Too much money for just a few riders. Plus most riders don't stay in the lanes (too close to roads) and follow lights etc.</p> <p>Walking and biking are critical to building stronger and healthier communities.</p> <p>Stop wasting money on this!</p>	
Metroquest	Goals rating	Connectivity	<p>Leave it alone.</p> <p>This country was made great by cars, not buses or bikes, stop wasting money.</p> <p>We need metro/street cars/trains</p> <p>Better and safer biking builds better communities and raises standard of living. Better rail to Philadelphia & DC is economically critical.</p> <p>Move the county administration offices back into Downtown Elkton Main Street area and eliminate the need for that regular bus service. Then have light rail connect Perryville to Elkton to Newark, DE. That should lessen the need for several bus runs in the county.</p> <p>Can buses be smaller to expand the route system</p> <p>Cummuter rail down the new castle and Delmarva secondary's should be on the table</p> <p>Connect developments with paths that are not part of roads used by cars. Off street bicycle and walking paths.</p>	<p>The RTP promotes access and connectivity using actions that include:</p> <ul style="list-style-type: none"> Improving access to public transportation based on use and ease of access by walking. Reducing transportation barriers experienced by households without a car, seniors, and persons with disabilities. Planning for and funding public transit, including filling gaps in commuter rail. Developing a complete, low-stress non-motorized transportation network. <p>The RTP project list includes funding for projects including new and expanded transit service, and bicycle and pedestrian routes. WILMAPCO corridor, community and regional plans work with communities to identify local needs and desired solutions.</p>

Comment source	Activity	Item	Comments	Response
			DART has done a lot to improve connections, but more needs to be done.	
			We need bikes with wide seats and motors for seniors.	
			Delaware is in desperate need of more bike paths, walking paths, and affordable, efficient public transportation!	
			Chances for this pretty much died when you started tearing up and paving over existing RR tracks	
			Yes, I suppose so, but don't consume or have a negative impact on neighborhoods in the process. This is like a legislative bill in which there is so much packed in there, and our response is going to be used to say we support something we didn't even know was in there.	
			If bikeability involves shutting down a lane in order to create a bike lane that NO ONE uses (see: Union Street), then NO.	
			Support public transit...MARC trains to Newark is five stars Forget the bike and walkability until you fix the roads and train service.	
			Digital signs at bus stops would be helpful for travelers to know when the next buses are arriving.	
			As a person who has used public transportation but stopped because of all the route changes that made it inconvenient to use I would like to see it become more user friendly to all people, not just for riders who live in the city. Biking is not a priority in our area because most of the jobs people have they must drive too. Biking and walking should not be a priority until the bigger issues that address the most people are dealt with first. Then they can be addressed.	
			Good idea	
			DART needs to have a Rt 141 Bus that runs from Old New Castle, up Route 141 and ends at Fould Road. This would be an excellent cross county bus. This would cut down the length of time	

Comment source	Activity	Item	Comments	Response
			<p>it takes to get somewhere, if you need more than one bus. It would also encourage both workers and shoppers, who are NOT going downtown to use DART.</p> <p>No one cares about bike paths. Traffic on Routes 9 and 13 on Fridays is horrible. Traffic re-routes through all developments to keep moving. Streets are narrow and there are limited sidewalks.</p> <p>Streetcar loop for the City of Wilmington Delaware that connects downtown public transit users to employers and the new Wilmington Transit Center would encourage people to leave their single passenger cars at home and use public transit to and from Delaware largest City.</p>	
Metroquest	Goals rating	Public Health and Safety	<p>Require the roadway and multi modal infrastructure to be built in parallel or before all the residential construction</p> <p>Air emissions have been reduced. Travel is safe. No for more government intrusion.</p> <p>Safety and health are the most important without a doubt.</p> <p>Delaware is one of the highest in pedestrian injury and fatality... We need to reduce this and make the roads safer and more accessible for those who already use them, and attract more people into using them as well.</p> <p>This is a area where improvement is needed. Especially for most who commute across state lines to work</p> <p>As a senior soon to be dependent on public transportation I wish the Rodney Square bus hub was noy destroyed by the wealthy developeps in collusion with yhe Democrat Party.</p> <p>Some don't have transportation. Say like seniors. A free system of travel in even a small circumstance could make a lot of good changes. It doesn't need to be crazy either.</p> <p>A stop at Walmart shopping, at the asian boy plaza, food and haircuts, come Delancy, turn left onto old</p>	<p>A focus of this objective is the work by WILMAPCO and our member agencies to reduce the number and severity of crashes. Activities include:</p> <ul style="list-style-type: none"> • Participation in the DelDOT Hazard Elimination Program which identifies practical solutions for areas with the highest concentration of crashes. • Participation in the DelDOT Pedestrian Council that seeks to reduce the number of pedestrian crashes. • Participation in the Cecil County Highway Safety Improvement Plan that addresses a variety of crash types. <p>In addition, safety is currently used as a criteria in the WILMAPCO project prioritization crash. To further tie in the relationship between health and transportation, WILMAPCO is studying relevant social determinants of health and hopes to add this as a project prioritization criteria. DelDOT also is seeking ways to add health to the statewide project prioritization process.</p> <p>The RTP project list includes filling in the gap in commuter rail between</p>

Comment source	Activity	Item	Comments	Response
			<p>Baltimore, perhaps the funeral home on e main Street, so people can get off and go to meadow park - exercise, fun etc, right on South Street and left on high. Another stop at high and North for businesses - doctors, legal issues DSS etc, continue to the hospital for obvious reasons. Left onto bridge, a stop at Pat's pizza plaza - Pharmacy, food, nails etc, left at 40 by McDonald's, another stop across from Walgreens for pharmacy, urgent Care, eating out. Continue back to Walmart.</p> <p>One continuous loop. People can get on and off, do shopping or just get out or get there when they need it the most.</p>	<p>Newark and Perryville. Service is proposed for 2029.</p>
			<p>Its no good if the buses dont stop where you need them to</p>	
			<p>There needs to be a cross county DART bus. My suggestion is to run a RT 141 bus from Old New Castle up Rt. 141 to Foulk Rd. That bus would cross almost all the DART routes in upper NCC. That would save time for commuters and shoppers who don't work or shop in Downtown Wilmington. It might also encourage more suburbanites to ride DART.</p>	
			<p>Delaware has too many stoplights causing increased emissions.</p>	
			<p>Nothing matters unless you are safe</p>	
			<p>When will you get Septa to run a line to Elkton.... I know 20 people in my company that would use it would use it everyday!</p>	
			<p>Very</p>	
			<p>I propose an electric wireless third rail loop in Wilmington that would take the streetcar from Orange Street to the Brandywine at the front/back of Hercules Plaza down Market street to the Christina River (under Amtrak bridge) on to Water Street back to Orange Street. It would make the City more walkable and help make public transportation the better choice for travel in and around the City by</p>	

Comment source	Activity	Item	Comments	Response
			<p>connecting it to the new Transit Center. This is a clean energy initiative with no emissions coming from the Streetcar.</p> <p>Bus transit has improved, but not necessarily hours that compliment work schedules. For example, Cecil Amazon night shift ends at 4:30 am. No public transportation available then. The bus arrives in the evening after work hours begin.</p> <p>We also need train service in Elkton to complete the last link of service.</p>	
Metroquest	Goals rating	Natural Resources	<p>We are already doing this, so not as high a priority.</p> <p>Very</p> <p>Better upkeep of the, community, county and state parks.</p> <p>Create wildlife corridors, create natural ways for water to filter through the ground,require builders to plant native plants.</p> <p>Trees do purify air. I wish this would be remembered as it seems that every parcel of land in New Castle County and increasingly Cecil County are slated to be developed into some strip mall, hotel, gas/food station or apartment complex.</p> <p>Would like bus service to include the parks</p> <p>Delaware is rich in natural resources and we must protect and preserve them, especially since they draw tourism dollars.</p> <p>Provide density for construction to preserve more connected open space and maximize existing infrastructure before building new</p>	<p>The WILMAPCO Rural Transportation Investment Areas are where land and natural resource preservation is emphasized. By limiting transportation spending to preservation and safety projects in these areas, the RTP discourages growth.</p> <p>To promote access to parks, WILMAPCO has partnered with the Delaware Greenways Future Trails of Northern Delaware Coalition, which has a broad partnership working towards bicycle and trails access to natural areas. WILMAPCO is also partnering with the Brandywine Conservancy to explore preservation of natural and historic resources and trails in the greater Brandywine River area.</p>
Metroquest	Goals rating	Social Equity	<p>Waste of air.</p> <p>Winning bids must go to the lowest bid that can cover the specs of the job. Nothing else.</p> <p>Plenty of people are already using our public transport. Let's make it easier to use, access, and increase it's reach across the state/region.</p> <p>Social Equity...How big of a democrat is the person who wrote this one?</p>	<p>Our Environmental Justice (EJ) and Title VI initiatives seeks to identify and mitigate the transportation burdens low-income and minority groups carry. It aims to direct spending into these communities, via our project prioritization process, to improve EJ public participation, as well as to plan for and help guide the implementation</p>

Comment source	Activity	Item	Comments	Response
			<p>For Cecil County, the largest population of residents have little access to County Government. Ironically, the county built a large building on the south side of route 40 near the Delaware border, abandoning downtown Elkton many years ago. Now the county runs a regular bus service out to that building. I'm not sure you'll be able to fix "stupid". But I'm sure somebody got paid for that land out there near the Delaware border. And us county taxpayers will pay for that bus service out there for the rest of eternity. Social Equity?</p>	<p>of community-based transportation projects.</p> <p>Our Transportation Justice (TJ) initiative goes beyond federal mandates, assessing the challenges faced by three other mobility-constrained populations: the elderly, the disabled, and zero-car households.</p>
			<p>Too few busses for inner city residents to suburbs means a smaller job pool. It reduces opportunities for persons with disabilities. Paratransit is not affordable for the underemployed persons with disabilities and the elderly.</p>	
			<p>Fix potholes quickly. Bus stops well marked, routes and times visible, safe location daylight and dark.</p>	
			<p>I 95 and railroad tracks through the City of Wilm. Have destroyed our quality of life. Scott Spencer's idea of re-routing I 95 to I 495 and moving all train tracks to I495 is brilliant. I96 becomes a business route and is beautified with greenery and walking paths.</p>	
			<p>Not all folks ride the bus to Wilmington. It's interesting that on the sides of the roads that go toward the city, there are bus huts, and few if any going in the other direction. So if you work in the city, great, but if you work in the other direction, too bad so sad for you.</p>	
			<p>Quite frankly I am not sure what you are looking for with this question. Social Equity as I interpret it is who is going to foot the bill for the tax increases that these projects will incur. The answer will always be the lower, middle, and upper middle class. I feel the developers of projects that increase traffic congestion and potentially lower the value of property owners near the projects should have</p>	

Comment source	Activity	Item	Comments	Response
			<p>to set up some kind of trust or fund to help the local governments that are impacted by the effect of the projects, whether commercial or residential. If you want to develop a project that will impact traffic, school enrollment, or property value than a portion of the profit from the projects should be allotted to address future issues the project may cause. The developers, whom we all know mostly do not live in the areas affected should not just be able to build and leave with all the profit but none of the responsibility of the long term effect that their projects may cause. It would also make it easier for them to potentially develop projects if the local governments and communities know that they will not be left to fend for themselves when the socio economic issues that potentially come into play years after the project is completed.</p>	
			<p>This objective sounds good. I'm not sure what it means.</p>	
			<p>What does this even mean?? Transportation projects should be based on NEED, not on feelings. Good Lord.</p>	
			<p>Disabled Single Senior= no family/social life wth minimal income</p>	
			<p>More Cecil County projects to help with roadway and intersection improvements. Connect MARC trains to Newark NOW. Stop the delays</p>	
			<p>Access and inclusion for people with disabilities, low and moderately income families, and homeless populations. Please consider the impact on them, how to ensure they are included in planning and evaluating</p>	
			<p>People use public transportation out of necessity. Stop making it hard for those in the most need to access it!</p>	
			<p>Most poor areas have DART bus lines. So not sure what you mean by Equitably distribute transit.</p>	
			<p>Good idea</p>	
			<p>Interested in how this will be done.</p>	

Comment source	Activity	Item	Comments	Response
			<p>Not sure of implication of this. I know that in Maryland, the lion share of funds typically goes to Montgomery, Howard, and PG Counties, which typically vote for Democrats who control the legislature. Projects in rural areas do not take priority.</p> <p>Build the route, they will come. Just look at the 301 when it started there was low ridership now you may not get a seat. Needs more runs midday now</p>	
Metroquest	Goals rating	Suggestion Improve Quality of Life	Mag lev trains are critical for the future. We need a railroad manufacturing center to produce infrastructure and equipment for mag lev trains right now	The RTP is a living document, updated every four years to monitor and evaluate the viability of new and emerging technologies.
			Objective: Protect the peaceful, serene residential areas, and maybe even enhance them by limiting the commercial, "transitional" creep.	Planning for livable, sustainable communities includes protecting them from incompatible development. Specific strategies are included in most municipal and county comprehensive plans, specific to each community.
			Mobility	
Metroquest	Goals rating	Performance	Good idea	<p>Current, recent and ongoing system performance improvements have included corridor signal retiming and real time transit information.</p> <p>Better signal timing is done using real world traffic data to customize signals according to need. Corridor are prioritized so that we can work with the DOTs to retime those with the greatest needs.</p> <p>Real time transit information is shared via agency apps and google maps to provide for a better customer experience.</p> <p>The RTP also includes funds to facilitate the transition to autonomous and connected vehicles are this technology evolves. Technological improvements are expected to offer great improvements in traffic flow, safety, and fuel use.</p>
			Clean and sustainable would be a great start. If fossil fuel's are to be used it would be nice to have a cap on the amount of time and two phase and clean and sustainable solutions in a timely manner.	
			Time to everyone is important, but it is the cost of the "technology" and who runs it that I fear is never addressed.	
			Two things, first get rid of the camera traffic lights, they cause more rear end collisions as folks panic when it changes to yellow and nail their brakes. Second thing, there is no reason, that with the technology DELDOT has available that they can't set up traffic lights so that when you get one red, the next two or three will be green even if you do the speed limit. The way it is on most highways, is you catch almost all of the lights red. It's like having stop signs at each intersection. That causes folks to speed to try to beat the next light that they know will be red when they get	

Comment source	Activity	Item	Comments	Response
			there. This causes longer commute times, and wastes much gasoline.	
			Better syncing of traffic lights, which are often on a timer instead of traffic flow. It is a waste of gas and the exhaust fumes to be stopped at a light, when there are no cars at the intersection on the opposite road.	
			I think this is important to increase the use of public transit. For example, BART in San Francisco gets heavily used by everyone. Whereas in Wilmington it seems if people can afford a car they usually don't ride the bus.	
			I'm not sure what this entails	
			Make it easier to do transfers	
			I agree with this statement but things like the diverging diamond has been a nightmare. Deldot claims it is saving time but I assure you it has increased my auto travel times and the s curve has reduced safety as a bicyclist and a motorist.	
			There's so much that can be done here. I feel like all the ideas get shot down by small groups who are impacted a few minutes by these project, while overall the gains are huge. We need to prioritize the whole rather than a few loud voices.	
			Support and improve "Town Centers" and get more people walking.	
			Reducing travel times will save costs for both commuters and roadway maintenance, in addition to reducing emissions and impact on the environment.	
			Need an app to show where busses are	
			Why don't you just come out with it. You're pushing for automated vehicles.	
			Just like Elon Musk and the Boring Company, innovation in transportation technology is key in improving the success of this regions expected growth in economy and social welfare.	

Comment source	Activity	Item	Comments	Response
Metroquest	Goals rating	Public involvement	Less government. Term limits. Let's talk perks.	Public involvement is critical to the planning process. We encourage communities to get involved in local planning as well as our regional planning process. We offer a variety of opportunities to give meaningful input at both in-person meetings and online. WILMAPCO is currently updating our public participation plan to highlight best practices for engaging our community.
			Make sure meetings about line changes or needs can be accessed by the people who use those lines	
			Don't just pretend to listen to the public like you do now.	
			Hear ideas but you can't please everyone of course.	
			I found this survey on Facebook. Keep it up!	
			Grammar check	
			I've been filling out these surveys and attending meetings for a few years now. Not seeing much happening.	
			Biking and nature and culture are important for families. Bonding time requires ongoing support and stimuli.	
			Assuming someone reads all of these comments and doesn't just toss them into the circular file, this is a good way of getting feedback from folks. When you have a public meeting, why must it always be in downtown Wilmington? Why not in the suburbs? Many suburbanites do not like going into the city, so even if they wanted to go and participate, they won't.	
			10 STARS	
			Do this more often...perhaps make workplace visits	
			Meaningfully is most important. I made suggestion to WILMAPCO's technical committee about mag lev trains approximately 5 years ago and was ignored and shunned.	
			That would be a refreshing change.	
			We the public tend to not know what we're talking about. Like listening to someone from delmar complaining they don't have a train station.	
			There is a distrust that most public forums when they are held for new projects are basically "lip service". That they are held to say there was a public forum but the decision for the project has already been made. As a person who had attended public forums I find them unfortunately being	

Comment source	Activity	Item	Comments	Response
			<p>used by a few people as public bitching sessions or grandstanding. Perhaps this is an area where smaller meeting held by local representatives can be held. Perhaps civic association meetings where the local reps could ask about concerns and then relay them to the powers that be. That way more locals can potentially be heard. Have all the concerns listed on a website by the representatives so that everyone can feel that their concerns are a least noted, at best addressed.</p> <p>Already doing that. Public meetings have been very interesting</p> <p>Meet at community churches and centers</p>	
Metroquest	Goals rating	Resilience	<p>If we don't do that, eventually, Delaware's border will run from the PA/MD line to Kirkwood Highway, as the rest of the state is no more than 49 feet above sea level.</p> <p>Very</p> <p>Statewide management of sea level rise. Manage development better.</p> <p>Not sure what that means or if it's worded incorrectly. But yes not only let us adopt but let us believe science and reduce carbon footprint as well</p> <p>This might increase costs, are you willing to try more nature-based solutions as well?</p> <p>Is that an issue in New Castle and Cecil? I guess rt 9 and areas of the Elk and NE rivers, but there are not major rds there, possibly no new housing where water rise could take place. If this was for Sussex county then it would be a five star concern.</p> <p>This is very important, but I'm not sure how it relates to the 202 corridor.</p> <p>Climate change, most issue facing us all. We have to change our ways and using public transit is a priority.</p> <p>Not sure what you can do about that. Delaware apparently is sitting the lowest in the nation. So, eventually our friends in Greenville, Claymont, etc.,</p>	<p>WILMAPCO has completed a regional sea-level rise (SLR) transportation vulnerability assessment in coordination with wider efforts in Maryland and Delaware. The assessment profiles existing and planned transportation infrastructure and projects which risk inundation, both regionally and locally so that we can takes steps to mitigate both current flooding and potential future sea level rise. As new plans are developed, potential impacts of sea level rise are evaluated to ensure that recommendations are not likely to be impacted by flooding.</p> <p>In addition, the RTP includes funding to support energy resiliency including support for electric vehicle charging infrastructure, transit, and active transportation choices.</p>

Comment source	Activity	Item	Comments	Response
			will have ocean front property. Can Delaware put up a dike like in Holland?	
			Let's get real. Stop pouring money into at risk homes and businesses along the coast. Build a wall - in the ocean - as a breakwater and shelter for fish.	
			Delaware Ave in Elkton MD is the main artery connecting route 40 and every residential development South East of downtown Elkton, including the Hospital. When Delaware Ave floods, we are CUT OFF from the hospital. First responders must take the "long way around". It is a state "snow emergency route" that is constantly under water. Delaware Ave flooding must stop!	
			Man – caused climate change is coming whether we like it or not, and with at sea level rise... Spending too much money to try to adapt to it can be futile and a bad use of taxpayer dollars... In many cases retreat may be the only sensible solution.	
			"Reduce adapt to..." What kind of sentence structure is this?	
			This is the most important long term goal. As Delaware is below sea level it is inevitable that we will be forced to change our developmental strategy.	
			The climate is not changing because of Wilmington Buses.	
			Man made climate change has not been proven. The climate scientist that have bought into it are university professors the get gov grant money. More research needed.	
			This is of maximum importance.	
			This statement is unclear. We must adapt to sea level rise and climate change	
			Climate changes all the time, CO2 is NOT a pollutant, it is a plant need.	
			We are in a 200,000 year climate cycle. Stop the scary stuff and get scientific. Al Gore was/is not a scientist. Extreme environmentalists are ... extremely ignorant. Physics Nobel Prize winners say so.	

Comment source	Activity	Item	Comments	Response
Metroquest	Image rating	Comment on Scenic Byways	viewing open space and beautiful natural scenes reduces anxiety and relaxes people. A proven statistic. Preserving this is a win win for everybody.	WILMAPCO provides planning support to scenic and historic byways and corridors in the region, including ongoing participation in the Brandywine Valley Byway, Red Clay Valley Byway, and Washington Rochambeau National Trail. Planning work, such as the design guidelines for the Red Clay Valley, provide tools for agencies and community stakeholders to preserve, protect and enhance the special character of these corridors. As needed transportation projects occur, such as the Tyler McConnell bridge, WILMAPCO, DeIDOT and MDOT need to coordinate with byway stakeholders to ensure compatible designs are used.
			We live in a very scenic area. Let's maintain responsibly the green that we already have.	
			Generally, I'd say yes, but there are exceptions. The Tyler McConnell Bridge on Rt. 141 by the Ex. Station should have years ago been upgraded to a four land bridge or two separate two lane bridges. I realize the powerful folks don't want that, but Rt. 141 is a major beltway around Wilmington and that bridge needs to be upgraded as soon as possible.	
			Good idea	
			Deer traffic is a problem. Please create a plan to remove the animals because they are now jumping directly into traffic more frequently. In the past the deer would stay on the shoulder but I've watched them take on traffic more aggressively	
			All the roadways need to preserve this.	
			Seems like most infrastructure projects can be done beautifully or at least more beautifully.	
			We've destroyed too much already	
			Obviously, creating more interchanges and wider roads will destroy our Scenic Byways and turn them into traffic-jammed, gridlocked, noisy, congested commuter-infested highways. Please keep them "Scenic".	
			This has caused a major problem at the Tyler McConnell Bridge, next to the DuPont Ex Station. That bridge should have been made into a four lane bridge 30 years ago, but local residents, who obviously have more political clout than the rest of average folks who commuted on that road, have kept that bridge a 2 lane bridge. They need to either build a second 2 lane bridge next to that or build a four land bridge and make that old bridge for local use.	

Comment source	Activity	Item	Comments	Response
			The amount of trees bulldozed down for new developments in the area, especially Middletown, is insane. All efforts should be made to preserve as many existing trees as possible for all infrastructure projects	
Metroquest	Image rating	Comment on Pedestrian projects	<p>That doesn't mean installing sidewalks from Newark to the canal. Walking and bicycles are not transportation.</p> <p>5 very important. People need to be able to get around safely</p> <p>We've already spent millions of dollars on this, and most pedestrians do not use the cross walks, and the cops do not give out tickets to pedestrians for crossing at other places or for walking on wrong side of road, etc. Start enforcing the pedestrian laws and I believe that will do much to stop the numerous deaths that happen each year, in New Castle County, because pedestrians aren't following the rules.</p> <p>Too many deaths on Rt 40.</p> <p>My rating of 4 stars means projects intended for the sake of walking for its own enjoyment, not necessarily to reach a destination.</p> <p>THERE ARE ***NO*** SIDEWALKS WHERE I LIVE. DANGEROUS TO WALK ***ANYWHERE*** 2 lane windy road where cars drive too fast. Insane.</p> <p>I live a few blocks from the 95 bisection of Wilmington and we are in desperate need of better and safer pedestrian routes across it connecting neighborhoods with parks and with downtown</p> <p>Just walking is ableist, we need to make sure your sidewalks are safe for people with mobility aids and other impairments</p> <p>There is already great walkways near my home.</p> <p>Almost all roads in Cecil have no sidewalks or shoulder, just drainage ditches. It's no wonder our population is obese. It's unsafe to go for a walk unless you drive to a park or own lots of land. Kids don't have enough space to play safely.</p>	<p>Pedestrian connections are implemented and enhanced using three strategies:</p> <ol style="list-style-type: none"> 1. Connections are often required by municipal and county governments as part of the development approval process. 2. DeIDOT and MDOT should upgrade and install pedestrian projects according to their complete streets policies. 3. Local and state agencies should seek to upgrade areas with safety concerns and fill gaps, guided by the WILMAPCO pedestrian priority area analysis. <p>The WILMAPCO pedestrian priority area analysis is a component of the project prioritization process used to select projects for implementation. Prioritizing areas based on safety, land use, and demographic analysis helps direct pedestrian improvement projects to the areas with the greatest needs.</p>

Comment source	Activity	Item	Comments	Response
			I love to walk my dog and prefer access to green spaces, more green spaces that allow easy access for surrounding residents promote a more healthy lifestyle and increased home values.	
			Highly important let's start attracting residents from other cities to bring in more money	
			I am blind so I need pedestrian friendly services.	
			People drive cars...noone walks or uses bke lanes	
			It is beyond comprehension that Delaware Ave in Elkton, MD has NO safe pedestrian walks to connect large that connect the poeple living in large, polulated residential developments to the South and East of downtown (and the Hospital, County Health Department, Court House, and Post Office on or near Main Street. People have been struck and killed on Delaware Ave near Meadow Park. It floods routinely, cutting off access to the Hospital. Again, it is beyond comprehension that this is not THE highest priority.	
			We really need more speed bumps to slow cars down. The amount of cars nearly hitting people is crazy. Blowing red lights while pedestrians should be able to cross and almost hitting people at crosswalks due to driving too fast is too common.	
			No	
			I live in an area where there is plenty of spaces for walking and outdoor activity.	
			They've already spent millions of dollars putting in handicapped cross walks that 99.99% of the pedestrians don't use, and instead cross wherever they want. That 0.1% that does use them most of them cross against the light and now when they get a walk light. If cops started giving out tickets to pedestrians for that and walking on the wrong side of the road, maybe they'd start using those crosswalks.	
			Baynard Stadium is our neighborhood's favorite walking path. During	

Comment source	Activity	Item	Comments	Response
			construction it will be unavailable for at least a year. Also, Salesianum is in total control of public hours. Big issues.	
Metroquest	Image rating	Comment on EV Charging Stations	<p>What are stats on electric cars in the area? Why aren't gas stations doing this? Why would it be government responsibility?</p> <p>A question I'd like to ask, do these folks pay for the electrical recharge as I do for my gas operated car, or are the taxpayers paying for their recharge? If they pay, as a gas car does, then fine put them in, but if not then NO.</p> <p>Useless, snobby and obnoxious</p> <p>I recently bought a BEV and the lack of charging stations in the area is troubling. If demand grows for these vehicles as expected there will be a shortage of open places to charge.</p> <p>Only if they are a profit to the state...dont give away electricity</p> <p>The need is not there</p> <p>Doesn't affect me now but it may in the future</p> <p>As time goes on, electric vehicles may not require as much recharging, so accommodate it, but don't go overboard because it might change.</p> <p>Why should I, as a tax payer, and a driver of a gasoline car, pay for someone else's fuel? There are companies out there building EV charging stations, and they make money do that. So, eliminate those free ones at US 13 Smyrna reststop and I-95 reststop and find one of those companies to take them over.</p> <p>As time progresses, there will be a clear need of electric vehicle chargers. As seen by the latest launch of the Tesla Model 3, there are going to be hundreds of thousands of electric vehicles driving in just 1 year. By 2050, there will be millions of electric vehicles on the road.</p> <p>since this is the wave of the future, we have to address it, but how are we going to tax it to help with road maintenance? That is the key</p>	<p>The RTP includes funds to support new and emerging technologies, including infrastructure retrofits needed to support the growing numbers of EVs.</p> <p>The Electric Vehicle (EV) Charging Hotspots WILMAPCO Data Report identified electric vehicle (EV) charging hotspots, or places where EV stations should be encouraged to locate. This is intended to support initiatives to have EV stations in the most desirable places, funded by periodic federal and state grants, but mostly private investment. Developing a solid, skeleton network of EV stations will help speed the wider public adoption of EVs. EV use, which is on the rise nationally and globally as prices drop and range improves, reduces air emissions from the transportation sector. This helps to lower our greenhouse gas emissions while improving local air quality.</p> <p>A listing of the 21 public EV stations in our region can be found here: https://afdc.energy.gov/stations/#/find/nearest.</p>

Comment source	Activity	Item	Comments	Response
			Very important to the environment	
			And let's work on some sustainable electric	
			The market should handle this issue. Technology and charging systems change too quickly for government to waste its limited resources in this area. Better to use those limited resources for core infrastructure repair.	
			If demand is there install them.	
Metroquest	Image rating	Comment on Signal Coordination	If an area is congested a coordinated signal timing would be efficient. In other areas a more efficient trip system would be useful. Bowie Maryland seems to have some good ones.	WILMAPCO and our Congestion Management Subcommittee work with traffic operations staff at DeIDOT and MDOT to gather data, evaluate and prioritize areas of congestion for signal coordination. Each year, several corridors are selected for signal optimization based on their priority, resulting in significant travel time savings on these routes. Using real-time monitoring, DOTs are able to evaluate conditions on the ground in some corridors and make needed adjustments when crashes or unexpected congestion occurs.
			Stop the DeIDOT mandatory ped crossing with traffic signals, only when called with button activation. Very poor dynamic signal coordination in Delaware	
			traffic signals that stop traffic for a signal that has no car at it is an inefficient waste of time. Is there not a way to use traffic signal data to have AI determine traffic flow?	
			Start by fixing the lightvset up at RT 13 and Cox Neck road. Who ever the moron was that set this signal up and put a trip on a right turn lane should be fired.	
			Yes that's a common sense action.	
			I see so many traffic issues (for instance, coming out of Newark and all of 202) that seem like they could easily be resolved by syncing the traffic lights	
			One thing that needs to be done, is to sinc the traffic signals so that you don't catch every traffic signal while driving on a major highway. I drove to Elkton, yesterday, from the Wilmington Manor area, on US 40. I literally caught all the traffic signals, other than 3. That wastes gas and makes the journey take far longer. Not to mention the idiots who then get impatient and start weaving from lane to lane trying to get ahead and beat the next traffic signal. There almost was a serious accident, as one idiot cut off the car in front of me.	

Comment source	Activity	Item	Comments	Response
			So, it is a safety issue as well. There is no reason for traffic signals to be like having a stop sign at every intersection, which is what it's like most times.	
			Very very very important	
			Yes please. Such a waste of gas and expulsion of exhaust fumes from constant stopping and starting.	
			Very very very important	
			All lights need sensors. No need to sit at a red light at 4am for 5 min with no one on the roads.	
			That would help reduce congestion	
			The red light program is too expensive. Add more time to yellow light. Also ensure that funding from the program is distributed equitably in those same areas where the incidents occur. The streets look too poor for that high ticket	
			NCCo is terrible at this and in the city it is way worse. City is still planned for easiest access for commuters and makes local access a lesser priority	
			Please please!! The lights are timed horribly in Delaware! That's half the problem with many of the roads. It shouldn't take much resources to fix that.	
			PLEASE.	
			Timing these better will reduce pollution and improve air quality.	
			Especially in Middletown. 299 is very dangerous during rush hours.	
			Yes!!!! We need smarter traffic lights	
			I see a lot of poor cycles that waste time.	
			The signal lights are timed poorly. There is too much time spent at a stop with a cluster of cars omitted serious pollutants. I have waited up to 6min. 45sec at a stop. Please fix this!	
			it is crazy to catch every traffic light when driving on the main highway. Sure the side roads should have to wait to get on the highway. It seems to be the opposite.	
			There are a lot of signals that are unneeded or could just be a set of stop	

Comment source	Activity	Item	Comments	Response
			signs. Deldot recently installed a light at cox neck road and route 13. Totally unnecessary as even during rush hour it's easy to cross 13 in that area.	
			People on Old Baltimore Pike cannot leave their developments safely (between 896 and Otts Chapel)	
Metroquest	Image rating	Comment on Low Frequency Bus Service	<p>Two buses on the hour (a bus every half hour) would be adequate for Route 9 corridor. Many residents do not work in the immediate area.</p> <p>one bus every hour is shameful</p> <p>There should be reliable bussing- that arrive at the same time(or close to it) every week day at least every 30 minutes</p> <p>I have family who use this, but I'm not within range.</p> <p>If there was a bus service locally for a local things i.e. food we would use it. The bus service that is available is not convenient to get to food within 1 mile of us. 19707</p> <p>I have never used the bus, I usually take my car.</p> <p>there should be higher frequency bus services available to ease travel between Wilmington and Newark, Wilmington and Claymont, and Wilmington and Middletown</p> <p>In my area the public transportation system sucks</p> <p>I live in the woods on a dead end street. Only bus I see is yellow</p> <p>The bus service in Wilmington is great and never a problem by me.</p> <p>One bus per hour will cause over crowding. The 6 running every 30 is still vastly over crowded.</p> <p>We do not have a bus stop on old Baltimore pike between 896 and Otts Chapel Road.</p> <p>very poor bus service in the Townsend/ Middletown area, often late and unreliable :/</p> <p>I do not use public transportation from my home, because it is not convenient. I would have to take 3-4 buses and 1.5-2 hour commute. I can drive to work in</p>	<p>Developing TIAs have changing land use and transportation patterns, but are not expected to have enough population or employment density to support higher frequency bus service efficiently. Likewise, Community TIAs have mostly medium density, single-family homes that benefit from some transit, but providing moderate or frequent bus service would not likely generate enough ridership to justify the cost. For these areas, bus service running one per hour or less is appropriate.</p>

Comment source	Activity	Item	Comments	Response
			<p>30 minutes with no traffic. In other cities, public transportation is more convenient in th "suburbs".</p> <p>1 bus every 20 minutes</p> <p>The buses need to run around the clock especially in Wilmington I believe it's a big market for the city we could attract residents from Philadelphia or other big cities ifthe transportation system was more frequent</p>	
Metroquest	Image rating	Comment on Moderate Frequency Bus	<p>This is the minimal requirement for workers that use public transportation for work</p> <p>No bus service near me</p> <p>Weekend and mid day service has improved on route 4. Could continue to improve to mall, university plaza, etc.</p> <p>This would be best. Lots of apts, shopping and people without cars and no way to get around or to jobs.</p> <p>5</p> <p>Frequent train service is also important</p>	Core TIAs are established places with a mixture of people and jobs, often along and nearby suburban highways. For these areas, transit service with approximately one bus every 30 minutes is appropriate to serve the needs for these areas. The RTP includes funding to allow for improved transit service in these TIAs.
Metroquest	Image rating	Comment on High Frequency Bus	<p>Higher frequency souring peak hours</p> <p>This would be less effective and more difficult to maintain</p> <p>You want folks to use DART, then you've got to make it convenient or they'll use their car. I'd prefer to use the bus, but I've got issues where standing gets painful, no benches [unless you're going to Wilmington], and not frequent enough buses. So I drive.</p> <p>I have no bus service</p> <p>Needs to be very frequent Im former resident from Philadelphia I'm looking to leave Delaware due to this</p>	Center TIAs have high existing and planned concentrations of people and jobs with opportunities for significant redevelopment centered around existing or planned commuter rail stations. In these areas, frequent bus service, approximately one bus every 10 minutes, is appropriate during peak travel times. The RTP includes funding to allow for improved transit service in these TIAs.
Metroquest	Image rating	Comment on Infrequent Train Service	<p>Since I live in Hockessin, this is a nonissue</p> <p>The lack of train service is part of the problem</p> <p>Rail is the best solution to today's congestion. More time and money should be spent on brining back the rail system to what it used to be, affordable, easy to use, and preferred.</p> <p>Need more frequency and later options</p>	Center TIAs have high existing and planned concentrations of people and jobs with opportunities for significant redevelopment around existing or planned commuter rail stations. Land use, transportation, and demographics should be monitored, and rail service should be increased as needed. WILMAPCO has completed ridership analysis projections and found that

Comment source	Activity	Item	Comments	Response
			No train near me	infrequent service on an extension of MARC would be beneficial in the short-term, including the addition of an Elkton Station.
			We need train service in Elkton. You know it. We know it. Nuff said.	
			We need more frequent train service.	
			I don't use Septa, unless I'm going to Philly, but many other folks do use Septa, so having frequent trains is the right thing to do. Use all your stations, Newark, Fairplay, Wilmington, and Claymont. The other thing that should be done is train service between Claymont / Wilmington and Dover. With stops in New Castle, Del City, Middletown, Smyrna, and Dover. Maybe a connector train from Newark, Ogleton that meets the Wilmington train at Middletown.	
			To my knowledge there is no train service within 1 mile of my area. 19707	
			Don't have service in area.	
			Need more trains to attract more individuals to this area and to encourage more to take trains and leave cars at home.	
			If needed.	
Metroquest	Image rating	Comment on High Frequency Train	If needed.	Use of commuter rail should be monitored so that service can grow with population and jobs growth. The RTP recommends improvements to the Fairplay Station and a new Newport Station based on planned development in these areas. In addition, growth around Newark Station will make frequent train service a viable choice to support economic development while mitigating congestion.
			I would use trains more often if the schedules we're easier to navigate.	
			5 very important	
			we are along the scenic byway of beautiful back roads and none of these really apply.	
			I live in a suburban area, so these transit solutions would be difficult. Within 5 miles of my home is better.	
			Pretty sure there is no train service within 1 mile of my area. 19707	
			Expand parking at perryville, newark, aberdeen. Expand service at newark to include amtrak, septa, marc.	
			Connect Elkton to Philadelphia	
			Rarely come to Newark during the day. No weekend service to Newark at all. No commuter train service to points south.	
			High frequency trains helps commuters. Please add train service to	

Comment source	Activity	Item	Comments	Response
			<p>Chester County PA from Wilm and Newark</p> <p>I live in a Park. No rail lines, please!!</p> <p>Light Rail works. Its simple. Cars stay in lots,not on city streets or highways.</p> <p>Need more frequency as well as later options going to outlying stations in Churchmans and Newark</p> <p>Newark needs to connect to DC, Wilmington, Philly, and NYC with a Septa like cost...Amtrak too expensive</p> <p>Frequent rail service and easy access to it should be a top priority to get traffic off the roads and get people to use it.</p> <p>I would see this as acceptable for workers traveling to and from different distances that would equal more than 30 minute drive separating them. Example would be route between Newark town center and Wilmington center, Wilmington and philly, Middletown and Newark, etc</p> <p>Our proximity to Philadelphia, Baltimore, New York and DC are a huge advantage. If you can afford it, you can take an ACELA from Wilmington to NY Penn Station in about an hour and a half. The cost is equally important, a monthly pass from Wilmington to Baltimore via Amtrak is \$1,500.00, I know people who would commute if it didn't cost them half a months pay</p> <p>We need to plan to provide metro service as Europe does to reduce cars.</p> <p>Within 10 miles of my home (the Wilmington train station), this is important to me.</p> <p>Greatly needed I work in center city Philadelphia and the train system sucks</p>	
Metroquest	Image rating	Comment on New wider roads	<p>Please no! Extra lanes fill fast and add to poor land use choices. Let's use that space for bike/ped</p> <p>Well if you won't spend the money to make our DART transit system workable for most folks, then you better add extra lanes.</p> <p>Perhaps if public transportation, bicycling and walking were promoted</p>	<p>While the RTP does include some projects to widen existing roads, a greater emphasis is on preserving existing infrastructure, using technologies to maximize the use of existing roads (i.e. signal coordination, autonomous vehicles), and providing options for transit, walking and bicycling. Experience has shown that</p>

Comment source	Activity	Item	Comments	Response
			and more efficient we wouldn't have as much traffic on the roadways	The benefits of roadway widening are often short-lived, as expanded roads attract additional traffic.
			Raise the speed limit where appropriate please	
			They did a great job on 141! Finished on time!	
			There is no room to widen roadways. STOP DEVELOPING.	
			Stop encouraging people to drive cars and create more traffic. More cars, more accidents, worse traffic.	
			Widening roads ultimately creates congestion, rather than solves it. Congestion is solved by reducing bottlenecks, and increasing flow. The primary restriction to traffic flow is failed intersections.	
			If demand is there.	
			Frankly, in upper NCC I don't know where you'd put them. Making DART a more viable option might be the better choice to get folks off the roads.	
			Too many cars already - should not encourage more!	
			Money should go to transit. Can't build our way out of congestion.	
			We need new roads for new cities and should look to the future, not continue to patch up the past.	
			Wasteful spending	
			For Cecil County, lets focus on Downtown Elkton, North East, Rising Sun, Perryville and get those "Main Street" areas stabilized first..before spending millions or billions on interstate highway interchanges. People want improved "Quality of Life" these days. Not so much travelling on interstate highway interchanges that spawn more suburban development, adding more commuters, mostly benefiting developers. I witnessed the widening of old route 896, which spawned an explosion of McMansions and residential development in the Middletown/Odessa area. The biggest beneficiaries of this were the developers. NO THANK YOU!!!	

Comment source	Activity	Item	Comments	Response
			<p>Having grown up and lived in new castle county for 50 years, i have seen the conversion of farms to housing and roads. We need to stop and layout a plan. Building more roads or bigger roads is not the answer. We need public transit and train service. Look at where people live and work. I frequently take amtrak and septa to new york, philadelphia and dc. Expanding newark de service on amtrak, septa, and marc would help reduce congestion on roads. Especially since maryland is going to be doing work on 895 near baltimore.</p> <p>I would like to see more pedestrian and bike paths rather than more roadways</p> <p>Bring it</p> <p>Yes, add more passing lanes</p>	
Metroquest	Image rating	Comment on Bicycle Projects	<p>We just got 273, Kirkwood, and old capital redone for bike lanes, and how much was wasted for all the signs saying bike have the right of way in turn lanes? I am not saying it should not be addressed, but you are asking basically how much bang for the buck. More people and businesses are impacted by Traffic. Lets get that fixed first, then we can look at pedestrian bike issues.</p> <p>Bike lanes destroyed Phila. Pike in Claymont with inefficient use. Get rid of em.</p> <p>Bicycle is safe. spend the money on improving vehicle driver skills.</p> <p>More places to lock up a bike at shopping centers would be great.</p> <p>If I still rode a bicycle I'd ride on the sidewalk along the highway and NEVER use those idiotic bike lanes they've placed between the travel lane and right turn lane. That's asking to get run over, as so many drivers are texting, etc,. Sure they might go to jail or get some fine, but you'll be dead. Bikes no longer belong on our highways. It's interesting that bicycles and walkers are NOT allowed to be on the Interstates, yet the brain trust in</p>	<p>WILMAPCO has partnered with regional stakeholders to develop bicycle plans for Cecil County and several municipalities, and a plan for New Castle County is underway. These plans emphasize low-stress routes that connect to jobs, services, and recreational destinations. The appropriate design of facilities varies based on the TIA and type of road. Bicycling provides a low-cost form of transportation ideal for medium length trips and combined with bike racks on buses, can serve longer travel needs of many in the region.</p>

Comment source	Activity	Item	Comments	Response
			Delaware allows them on all the highways that essentially have similar speeds, not that anyone obeys the speed limits.	
			5 very important	
			Along roadways outside of suburban developments, the bikes belong on the sidewalk out of harms way.	
			Painted lines on streets are ineffective. Need off street paths . Needs to be safe for a 10 year old.	
			Bicycle improvement projects should be incorporated as part of roadway improvements.	
			Low. Repeat. Low priority	
			We have a lot of great roads for bicycling already with wide shoulders. And the deldot puts in curbs blocking the shoulder for example rt72 at reybold road	
			Please advertise the current laws that are to protect pedestrians and cyclist	
			But they have to be good. The bike lane on 40 and over the hatem bridge is not what I would consider safe/fun to ride	
			I live in trolley square, there is currently no safe way fro me to bike to the riverfront or Market Street	
			Stop it! Fix the roads and train service	
			This is a close second in priority to a safe, Pedestrian pathway on Delaware Ave in Elkton, MD. But it is beyond comprehension that Delaware Ave in Elkton, MD has NO safe way to connect people living in large, populated residential developments such as Thompson Estates, Grays Hill, Glen Mary Heights, Buck Hill Farms to Meadow Park and downtown (and the Hospital, County Health Department, Court House, and Post Office on or near Main Street. People have been struck and killed on Delaware Ave at or near Meadow Park. It floods routinely, cutting off access to the Hospital. Again, it is beyond comprehension that this is not THE highest priority for Cecil County. Question: Where is the	

Comment source	Activity	Item	Comments	Response
			largest and most dense population centered within Cecil County?	
			There are 2 kinds of bicycle users... the rare ones who follow laws and use common sense and courtesy; and the majority of them. We call them road toads. We have all seen them; dressed like Lance Armstrong in spandex, covered with sponsor names, taking up an entire road (or one lane of a 50mph highway), and thinking they have the right of way because they are on bicycles..... i will start supporting more programs for them WHEN THEY START OBEYING THE LAW AND GETTHE HELL OUTOF THE WAY.	
			More rails to trails. We are lagging compared to other areas of the country!	
			Can we get a bike share here also can we get places like Wilmington to be a real city	
			It would improve the health, congestion, and recreation of many in the community	
			The most important for me	
			Same as walking trails	
			I think for this area, that is a pipe dream.	
			Off road!!!	
Metroquest	Image rating	Comment on Driverless Vehicles	<p>Driverless vehicles mean that single occupant cars will be transformed to single occupant passenger cars. Congestion will increase, travel times will lengthen.</p> <p>Terrible idea! Accident waiting to happen. People need to learn how to DRIVE!</p> <p>People in Delaware can barley drive, and these cars have not proven safe. If people aren't going to watch for walkers why would human less cars.</p> <p>Unless this technology is used to help those who need it most (people with disabilities, for example), I don't believe it should be a priority. If it isn't accessible, it isn't innovative.</p> <p>Not until it really works all the time. There have been accidents where</p>	<p>While autonomous and connected vehicles are far from mainstream in our region yet, there has been a growth in pilot projects testing the technology across the country. Vehicles increasingly have "driverless" features now, such as adaptive cruise control, autonomous braking, and self-parking. Our region is monitoring the infrastructure changes autonomous vehicles will require and planning for needed changes when private vehicle technologies necessitate it. The RTP includes funding to support this transition.</p>

Comment source	Activity	Item	Comments	Response
			<p>they've had this, so for now, I say no. Let California be the proving grounds.</p> <p>Do NOT support driverless vehicles.</p> <p>I do not support at all. We have enough accidents with people driving, I believe accidents will go up if we allow driverless cars.</p> <p>Not important. Just let me safely WALK or ride my bike please. And I just turned 60. The kids in this area are always "near misses" on Delaware Ave.</p> <p>No. Not just no, but hell no.</p> <p>Has not panned out yet...tech not there yet</p> <p>Absolutely against it for safety reasons</p> <p>That worries me</p> <p>Only works if all cars have this ability</p> <p>Delaware has very limited funds for transit, so no don't waste our tax dollars on this. Allow the car companies to develop this stuff.</p> <p>No. No.</p> <p>If demand is there install them.</p> <p>This area of technology changes to quickly for a state government to get involved. Leave it to market competition, which is already working extremely well as seen in the adaptive or autonomous cruise control systems that many auto manufacturers have on the market and that continue to improve.</p>	
Metroquest	Image rating	Comment on Interchanges	<p>Larger penalties for aggressive driving accidents. Teach people how to drive.</p> <p>Especially in this time of people not being present while driving. I still don't want driverless cars.</p> <p>Very important</p> <p>Roundabouts should be considered over signalized intersections and interchanges to increase traffic flow and safety.</p> <p>More proactive snow and salt management in the winter. We more focused on safety of th roads. There is a visible lack of attention in Wilmington because those roads are always worse.</p>	<p>Improved interchanges are included in the RTP for areas with high levels of congestion and crashes. Where possible, interchange improvement projects should reduce weaving traffic, provide for nonmotorized traffic, and enhance traffic flow. The RTP also includes funding for a new interchange at Belvidere Road in Cecil County to support economic development.</p>

Comment source	Activity	Item	Comments	Response
			Wasteful spending	
			For Cecil County, lets focus on Downtown Elkton, North East, Rising Sun, Perryville and get those "Main Street" areas stabilized first..before spending millions or billions on interstate highway interchanges. People want improved "Quality of Life" these days. Not so much travelling on interstate highway interchanges that spawn more suburban development, adding more commuters, mostly benefiting developers.	
			Some instersections, for example at routes 896 and 40, make the area nearly impossible to bike and walk. Ways for bikes and pedestrians to circumvent such areas would be great	
			Fix Cecil County's failing intersections	
			Build a flyover teams at 896 and 95	
			896 at 95 need a flyover ramp	
			The upgrade to the I-295/US 13 interchange where they moved the overpass to the other side so traffic wouldn't have to cross over four lanes was a great thing. Yep, sadly they didn't think to do this in the beginning, thus wasting much money. Same with RT 141 @ I-95 interchange. Those overpasses should have been built for that third merge lane when they were originally built. Poor planning by someone cost all of us tons of money to fix.	
Metroquest	Wrap up	Other comments	great outreach effort	
Metroquest	Wrap up	Other comments	Thank you for asking	
Metroquest	Wrap up	Other comments	NCC needs a north-south railway. Light rail, commuter rail, whatever between West Chester and Middletown!	The RTP does not include plans for this service. Currently, express bus service is offered by DART for north-south connections. In addition, WILMAPCO has coordinated with Chester County and DVRPC to study options for bus service to West Chester.
Metroquest	Wrap up	Other comments	Light rail should be run down the entire state. Run it between the N and S rte 1 lanes	
Metroquest	Wrap up	Other comments	Please consider capping I 95 and making improvements to the streets and overpasses along the stretch of I 95 in the city of Wilmington.	We've heard this innovative idea, but the RTP does not include plans for this project.

Comment source	Activity	Item	Comments	Response
Metroquest	Wrap up	Other comments	You gave us 2 days notice of an electronic hearing. This is not only insufficient notice. It may also be illegal.	We're sorry that you only received two days notice regarding our outreach. WILMAPCO made the survey, online workshop, draft plan and other outreach opportunities available early and throughout the process. We also worked with other organizations to disseminate information and realize that some of these partners may have shared our information at a later time.
Metroquest	Wrap up	Other comments	Transit is often subordinated to private special interests. Examples: Rodney Square hub dismantling; the 2008 removal of DART #6 from serving Newark City Hall & the student center on academy street; removal of dart 301 from downtown Smtrna; gradual elimination of bus stops in downtown Wilmington.	Transit providers often coordinate with property owners regarding bus stop easements. Service itself should be identified based on needs, rather than special interests. We will share your concerns with DART.
Metroquest	Wrap up	Other comments	Please provide as many options for input as possible. Please ensure that changes take into account needs of people with disabilities, poor people, and homeless people.	We are currently updating our Public Participation Plan and welcome feedback on the best ways to obtain feedback about transportation planning.
Metroquest	Wrap up	Other comments	Please keep the public informed and engaged	
Metroquest	Wrap up	Other comments	My primary mode of transportation is bicycle not motorcycle. I am unsure why they are grouped together in the drop down as they do not utilize the same infrastructure.	We agree with your concern and apologize for grouping our options this way.
Metroquest	Wrap up	Other comments	How do I get in touch with the person heading this?	You may contact WILMAPCO by emailing wilmapco@wilmapco.org or phoning 302-737-6205.
Metroquest	Wrap up	Other comments	Improved biking! You cannot ride a bike around here for fear of being killed.	WILMAPCO is working with our DOTs and local government partners to plan for safe, low-stress bicycle routes. Bicycle plans have been developed for Cecil County and several municipalities, and planning is underway for a New Castle County Bicycle Plan. These plans include both on-road and off-road recommendations.
Metroquest	Wrap up	Other comments	I would love to feel safer commuting by bike.	
Metroquest	Wrap up	Other comments	We need a biking trail in Newport that will connect to the Wilmington Bike Trail.	
Metroquest	Wrap up	Other comments	I support Off road bike paths, and, bus service that serves developments. Most stops need to be driven too in my area	
Metroquest	Wrap up	Other comments	I love the bike/walking paths that have been added to the area over the last 5-10 years. As a runner, I love to use them when I can. My biggest issue with	

Comment source	Activity	Item	Comments	Response
			our roadways is that multiple construction projects seem to occur at the same time, blocking or increasing time spent on the roadways that could be reduced with better project timing. I would love to see the infrastructure we already have expanded or improved rather than creating new roadways and would love to see the state become more bikeable/walkable overall.	
Metroquest	Wrap up	Other comments	Biking is timeless, it cleans up the environment, provides so many health benefits. It is sound fiscal responsibility.	
Metroquest	Wrap up	Other comments	I really love the new greenway trail and was anticipating it for like a year and I'm really excited to see new projects arise	
Metroquest	Wrap up	Other comments	Bike ability, walk ability in the Bear/Glasgow area is spotty and treacherous in some areas. I live on Old Baltimore Pike, a mile from a supermarket, and two miles from Glasgow park and the ymca, which I would bike to, if it were safer.	
Metroquest	Wrap up	Other comments	For a state this small you should be able to walk and bike anywhere and the fact that you can't is ridiculous	
Metroquest	Wrap up	Other comments	I used to ride my bike to work in DE , but has become too dangerous. White lines on the road with a painted picture of a person on a bike does not make the road safe for bicycles. Trust me, I know.	
Metroquest	Wrap up	Other comments	We need a bike route from Old New Castle to the University of Delaware!	
Metroquest	Wrap up	Other comments	Markell trail is great. Please keep adding better connections—eg, New Castle to Del City; Wilm to Newark.	
Metroquest	Wrap up	Other comments	MORE CONNECTED BIKE TRIALS !	
Metroquest	Wrap up	Other comments	Please add high way signage regarding new laws protecting cyclist	
Metroquest	Wrap up	Other comments	Need for safer ways to bike old Baltimore pike from Maryland line to 896. Cars passing on shoulders make it extremely unsafe to try to use bicycles as transportation in the area.	
Metroquest	Wrap up	Other comments	Our rural roads are too narrow for safe walking & biking. (Western end of Bunker Hill Rd.)	

Comment source	Activity	Item	Comments	Response
Metroquest	Wrap up	Other comments	More Bike Lanes!!!	
Metroquest	Wrap up	Other comments	Rails to trails	
Metroquest	Wrap up	Other comments	I believe the community I reside (Newark) is already bike-friendly but can take it to another level. The more continuity with biking trails and parks should be a main focus moving forward. This is what folks who are active want to see and continue to see. Also, having more train stops in Newark will be massive to attract and maintain permanent residents in Newark. Being able to live in Newark and commute to PHL, DC, Balt or NY would be an added benefit and separate ourselves from similar towns.	
Metroquest	Wrap up	Other comments	Do we have any input as to where bike and pedestrian paths could be developed?	
Metroquest	Wrap up	Other comments	And some of our more densely trafficked area's, electric scooters and bikes shares could possibly be a solution for removing many people short distances, and solving the problem of in frequent and late bus service	Bike share, including electric scooters and e-bikes, are being used around the country in many urban areas. While these services need to be regulated, they offer an affordable, convenient option for short trips. Maintenance of the bikes, equitable pricing, and bicycle-friendly infrastructure and needed components of a successful bike share service.
Metroquest	Wrap up	Other comments	My wife doesn't drive, so she uses DART alot, unless she's going somewhere that DART doesn't go, or she has to go into Wilmington to change buses. Then HART [Husband Area Regional Transportation] takes her. I, myself, would like to use the DART more, but it just isn't all that fast. They need to give the DART buses their own lane, so they aren't stuck in traffic with the cars.	DART should provide quality service in areas where population and employment patterns support it. We agree bus lanes are a key to making transit competitive with private vehicles.
Metroquest	Wrap up	Other comments	I would like to see increased mass transit to relieve congestion. I would support a tax to help fund it instead of raising fares.	Funding for transit has been a main obstacle to improving service. Typically, transit accounts for about 10 percent of funding, with most going to operating and maintaining existing services.
Metroquest	Wrap up	Other comments	I ride Paratransit and often I am the only one in the bus. Paratransit scheduling needs to be streamlined	We will share your feedback with DART and Cecil Transit.

Comment source	Activity	Item	Comments	Response
Metroquest	Wrap up	Other comments	Especially interested in making it easier to get around (walk & transit) with my two young children.	WILMAPCO agrees that safe, convenient and comfortable places to walk are needed. We have developed pedestrian priority areas to help guide pedestrian investment, and these areas are a part of our project prioritization process. Funding is included in the RTP for a number of pathways and multimodal projects that will provide better walking routes.
Metroquest	Wrap up	Other comments	Great need for sidewalks in our area!!	
Metroquest	Wrap up	Other comments	Sidewalks on rte 7 needed to facilitate safe walking	
Metroquest	Wrap up	Other comments	As we create more pedestrian spaces we need to be mindful of reducing speed limits in those spaces and alerting drivers to the need to avoid hitting animals. More natural spaces will likely draw more animals into those spaces.	
Metroquest	Wrap up	Other comments	Cecil county lacks large public bus infrastructure making you have to own a car to get around. Trains only run on 8 hour schedule for MARC and don't stop at Perryville late at night most times.	Cecil is currently updating their Transportation Development Plan. The RTP also includes funding for the expansion of MARC service. Unfortunately, much of Cecil County's rural nature makes it cost prohibitive to provide fixed route transit. Cecil Transit does offer service to other areas by reservation.
Metroquest	Wrap up	Other comments	Focus on vehicle needs and train service. I don't need money wasted on bike routes when commuters cannot get to work readily. Focus the resources to needed transportation, not bikes.	Funding for roads, including complete streets and highways, is the largest share of money, followed by funding for transit. Bicycle/pedestrian projects typically receive less than 2 percent of the total funds.
Metroquest	Wrap up	Other comments	I think funding is wasted on things like bike trails and scenic byways. Funding is needed to improve existing roadways and other traditional infrastructure.	
Metroquest	Wrap up	Other comments	Please stop giving bicycles more attention and rights than vehicle traffic. Seems like a lot of time and money are being spent for bicycle issues that are not being funded by bicyclists.	
Metroquest	Wrap up	Other comments	This lunacy to commit dollars so a small % of people can ride bikes....this is not our culture nor will Americans ever give up their cars....we are not Holland!!!! We do not care how it's done in Amsterdam.	
Metroquest	Wrap up	Other comments	While I understand the bike lane on Union St. Wilmington, it's not needed there. Traffic has gotten a lot worse and no one uses the lane. The way people need to park holds up traffic as they attempt to reverse in. I suggest	DeIDOT and the City of Wilmington are collecting data to assess the impact of the Union Street striping changes. The design may be modified when the road is paved, based upon the assessment.

Comment source	Activity	Item	Comments	Response
			maybe a lot of structure. It'll help revenue and provide ample parking.	
Metroquest	Wrap up	Other comments	I live in Pike Creek, not a great place to add lots of busses but I really want to see better transportation for those in the cities who need to get to a job. I work with a young adult who is trying to get out of poverty, the bus system makes it difficult to get to her job. Busses can be over crowded or just not stop. They have fewer hours on the weekend which is when she can get most of her hours since she works retail. Maybe consider a congestion fee for those who want to drive into the city during the work week? But it needs to be easy to get around the city while in it. Wilmington is not really that big. It is very walkable, we just need to make it worth it and safe.	We will share your feedback with DART and Cecil Transit. The RTP includes funding for improved and expanded transit, and the region's transit agencies are continually working to improve transit as funding allows.
Metroquest	Wrap up	Other comments	I may not take the bus frequently but my family members do and I have major concerns	
Metroquest	Wrap up	Other comments	Public transportation connecting Cecil County to Philadelphia, Baltimore, and DC would make a big difference. All of the current options are time and cost inefficient.	
Metroquest	Wrap up	Other comments	Would love a light rail system wpuld likely visit neighboring areas much more often	
Metroquest	Wrap up	Other comments	More train service into Newark is important to me	
Metroquest	Wrap up	Other comments	I also drive a lot and use MARC when it makes sense- I would definitely use a regional connector to Delaware and Philly	
Metroquest	Wrap up	Other comments	Please tell someone to make the new Wilmington bus depot less ugly. And add some indoor seating and security guards (for crime and homelessness) to improve it for the people who will use it regularly.	
Metroquest	Wrap up	Other comments	If we have more reliable public transit, we can improve our climate and use less oil. Like the BART system in the San Francisco area	
Metroquest	Wrap up	Other comments	A metro system so it's easier to get to Dover and rehoboth.	

Comment source	Activity	Item	Comments	Response
Metroquest	Wrap up	Other comments	Better train service to Philadelphia will help alleviate traffic on 95 and 495.	
Metroquest	Wrap up	Other comments	Delaware needs a metro system similar to dc. There are large areas.of land that are still wide open that would be a.perfrct canidate for an underground metro system that could connect to surrounding states	
Metroquest	Wrap up	Other comments	We need a train to the beach areas.	
Metroquest	Wrap up	Other comments	Commuter train connection from Newark to DC.	
Metroquest	Wrap up	Other comments	I work in the city of Wilmington and would like you to complete the transit system downtown by adding a Streetcar loop that would take me from the new Transit Center to any point on Market Street which would help to make the choice to leave my car at home and take the bus or train into work an easy one.	
Metroquest	Wrap up	Other comments	I feel better public transportation I'm NCC would alleviate congestion. Build a better system to handle increased housing demands instead of building more roads.	
Metroquest	Wrap up	Other comments	I would really like to have more bus transportation between Wilmington and nearby suburbs and weekend train service between Philly and Newark	
Metroquest	Wrap up	Other comments	I find it absurd that the RTP is conducted every four years with no results for Cecil County. We have been begging for extension of MARC or SEPTA to Elkton for decades to absolutely no avail. It makes us wonder why input is solicited when glaring gaps persist.	
Metroquest	Wrap up	Other comments	Public transportation in this state is horrible and inconvenient compared to other places I have visited. Improving that could go a long way towards easing our citizen's dependence on the notion of 1 motor vehicle per eligible driver and reduce traffic.	
Metroquest	Wrap up	Other comments	I used to commute from Newark, Delaware into Philadelphia and the signals between Amtrak and Septa were always not in sync an d therefore made delays. In turn it has given Septa	

Comment source	Activity	Item	Comments	Response
			a bad reputation and the time to drive to Philadelphia from Newark, Delaware is nearly cut in half (door-to-door) so I do not blame people for driving. If the relationship between Amtrak and Septa can be improved I can guarantee Septa would see more travelers and commuters to Philadelphia.	
Metroquest	Wrap up	Other comments	We need rail/Trains up and down the 202 corridor between Wilmington and PA!	
Metroquest	Wrap up	Other comments	We need more public transportation. Not just the Dart bus, something that is more comprehensive and serves more people.	
Metroquest	Wrap up	Other comments	Newark is developing like a town with good public transportation, but there isn't any	
Metroquest	Wrap up	Other comments	Make the state of Delaware more bike and pedestrian friendly. Also, having more SEPTA lines on the weekends would eliminate the use of transporting on major highways.	
Metroquest	Wrap up	Other comments	Delaware needs more public transportation.	
Metroquest	Wrap up	Other comments	Professional delivery driver; drives up to 1000 miles a week, all local. Supervises and trains up to 18 other drivers.	The Delmarva Freight Plan summarizes current and future freight planning and transportation needs to enhance freight and goods movement and related economic opportunities on the 14-county tri-state area of the Delmarva Peninsula. WILMAPCO and the state DOTs track the performance of truck traffic on the critical freight network to identify and improve freight bottlenecks.
Metroquest	Wrap up	Other comments	Rail service question is misleading. Most of us are not within a mile of a train station.	Thanks for your feedback. We are always trying to clarify and improve our surveys.
Metroquest	Wrap up	Other comments	Use an equal mix of car and bike for primary transport but could not answer this way	
Metroquest	Wrap up	Other comments	Some parts of this survey were rather poorly worded and lent themselves to guesswork as to intent!	
Metroquest	Wrap up	Other comments	Traffic congestion is a daily problem.	The Congestion Management Process (CMP) provides accurate, up-to-date information on transportation system performance and assesses alternative

Comment source	Activity	Item	Comments	Response
				strategies for congestion management and improve roadway operations.
Metroquest	Wrap up	Other comments	Other cities and places around the globe do it well - why can't we	Thanks, we're trying!
Metroquest	Wrap up	Other comments	As in many other states, Delaware needs federal monies to repair our overpasses and bridges as they are now, they are quite hazardous.	Bridge projects typically are funded with 80 percent federal funds. DeIDOT inventories bridge condition to prioritize needed bridge repairs and replacements.
Metroquest	Wrap up	Other comments	There is no other form of transport available where I live and very difficult to turn out of neighborhood without getting run into on Possom Park Rd	We will share your concerns with DeIDOT.
Metroquest	Wrap up	Other comments	I'm home owner in trinity vicinity and I believe in this city we just need to start thinking fresh and show other cities we have a lot to offer	We will share your comment with the City of Wilmington.
Metroquest	Wrap up	Other comments	To really solve these issues all around we have to look at the root of the problem. Stopping urban sprawl and greedy DEVELOPMENT will cast a net and halt many other issues the state faces. Delaware is just too small to be crammed in between other states, and crammed within itself. We have enough houses, enough roads. We need to stop to truly prevent more issues or it will just be a continuous, vicious cycle. More people, more houses, more roads. Delaware is running out of space, resources, character, and connection. It is becoming Desireless Delaware...	We agree that land use has an enormous impact on transportation. New Castle County will soon begin updating their Comprehensive Development Plan. WILMAPCO will share through our web page and E-news ways to provide input to New Castle County once they begin their plan.
Metroquest	Wrap up	Other comments	More I95 entrance/exits	The RTP includes funding for a new interchange at I-95 and Belvidere Road. Maryland DOT is currently working on engineering for this project.
Metroquest	Wrap up	Other comments	Eliminate mowing grass along all roadways and sell all of that equipment	Both DeIDOT and MDOT have initiatives to replace roadside grass with native plants to reduce mowing costs. Plant selection and location design need to maintain sight distances and not interfere with the function of shoulders, barriers, guardrail or traffic signs.
Metroquest	Wrap up	Other comments	Need wheelchair accessible taxis and shared ride methods.	We will share your feedback with DART and Cecil Transit.
Metroquest	Wrap up	Other comments	I don't understand why seniors have to renew their transportation cards each	

Comment source	Activity	Item	Comments	Response
			year. The age of these individuals will not GO DOWN. Once qualified they are always qualified.	
Metroquest	Wrap up	Other comments	Place logic above all else in determining projects	Our project prioritization process is a quantitative method to guide investment using factors including crashes, congestion, transit use, land use and demographics.
Metroquest	Wrap up	Other comments	We have small business in Wilmington that focuses in business process improvements and customer experiences. We'd love to partner on the data management. Visit www.askabg.com	Thank you.
Metroquest	Wrap up	Other comments	Looking forward to some real change. If I could move from here, I would do so because traffic is so bad. Also, please fix Cleveland Avenue in Newark. The recent "improvement" has made getting around even worse.	DeIDOT and the City of Newark are continuing to collect data and monitor the Cleveland Avenue changes. Early on, the traffic signal caused some queuing issues. The signal timing has been adjusted and traffic is flowing better now than before the lane diet. DeIDOT and the City are also continuing to monitor crashes. The hope is that pedestrian and rear end crashes will decrease.
Metroquest	Wrap up	Other comments	The project to do underground tunnel transport down route 13 should be a priority	This project is not funded in the RTP.
Metroquest	Wrap up	Other comments	The regional transportation plan should incorporate Smart Growth and Strong Town principles when it comes to infrastructure and transportation planning. The old way of widening roads, signalized intersections, etc. ultimately provides a more expensive, less effective solution to transportation problems.	We agree that smart growth and support for strong towns is needed for providing quality transportation. All county and municipal governments are required to develop comprehensive development plans. We encourage you to get involved with your community's comprehensive development plan.
Metroquest	Wrap up	Other comments	Expand the bottleneck bridge on 141 before anything else.	The Tyler McConnell Bridge is funded in the RTP with expected completion by 2040.
Metroquest	Wrap up	Other comments	Before adding new update existing	WILMAPCO has a preservation first policy of maintaining existing infrastructure before funding new and expanded transportation. Funding for transportation preservation is approximately half of our ongoing spending.
Metroquest	Wrap up	Other comments	We have enough roads in our small state. Stop building more roads . Improve the roads that we have to handle the increasing capacity.	
Metroquest	Wrap up	Other comments	I appreciate the opportunity to have input. I get the feeling, when listening to summaries of the planning, that we	WILMAPCO held an online "virtual public workshop" and a public meeting to provide additional details about the

Comment source	Activity	Item	Comments	Response
			are being told in code what the secret agenda really is, but we may not understand the "code". Hearing some discussion about the options being pondered may help to clarify. Thanks.	plan. We also host public meetings, found at www.wilmapco.org , throughout the year where the community may interact with planners, provide feedback, and receive clarification.
Metroquest	Wrap up	Other comments	Please fix the roads and stop using red light cameras. People speed bc the roads and lights are not coordinated and they are sick of sitting in traffic.	WILMAPCO and DeIDOT are working to coordinate traffic signals. Still, red light cameras have been effective at reducing the number of serious intersection crashes.
Metroquest	Wrap up	Other comments	Yes, have some guts and get rid of Toll booths. They are the biggest impediments next to clueless road work scheduling.	The newest toll road, Rt. 301, uses all electronic tolling. EZ pass lanes provide expedited passage through many other toll locations.
Metroquest	Wrap up	Other comments	There should be an effort made to return scheduled airline service to ILG	DeIDOT and DRBA continue to work to achieve this.
Metroquest	Wrap up	Other comments	We need to be environmentally friendly no matter what we do. Take care of what we have before making new/more roads etc.	We agree. Federally-funded projects are required to evaluate and mitigate negative environmental impacts.
Metroquest	Wrap up	Other comments	1-define failed intersections during rush hour--2-block ALL County REZONINGS within 1 mile of the intersection. Owning property should NOT be a "right" to build commercial property--create more trip generators/traffic	The WILMAPCO Congestion Management System monitors intersection level of service. Rezoning are the decision of municipal and county governments. We encourage you to get involved in their planning processes. We will also share your feedback with New Castle and Cecil counties.
Metroquest	Wrap up	Other comments	We need a comprehensive transportation plan that fits in with the environment and projected growth.	The RTP was developed using projections for future growth.
Metroquest	Wrap up	Other comments	No one wants congestion, over building, or lack of green space. If you want to have serenity, development, and economic sustainability for both urban, rural, and suburban people get out and talk to them in smaller settings that aren't filmed. You will be surprised by the information and concerns that you hear. And everyone has to start working together, you will not get everything that you want, but you get more positive change and reception if the people and areas that are affected by this feel that they are heard. That is not happening now. Also for the record, I was born in DE graduated from High School in Cecil	We agree. WILMAPCO brings together land use and transportation officials, local and municipal representatives, and community groups in an attempt to coordinate on providing transportation for the greatest public good.

Comment source	Activity	Item	Comments	Response
			County, parent still live there. I live in Newark since graduating College. I drive roads in these areas all the time, I ride bikes in White Clay and Fair Hill and hike there so I am not against bikes and walking. I just feel we have to prioritize projects that have the greatest impact on the public.	
Metroquest	Wrap up	Other comments	Our roads have more trash and debris than other states near us. Why?	We will share your concern with DeIDOT and MDOT.
Metroquest	Wrap up	Other comments	Insist that all local governments involved in the planning use GIS technology to map and model urban and suburban development and transportation.	WILMAPCO is happy to provide GIS assistance to local government. Mapping of transportation and development is typically included in comprehensive development plans.

Web comment			<p>I am a faculty member at UD and a Senior Director of a Research Center here, and I applaud your efforts to help improve the efficiency and coordination of transportation in the region.</p> <p>I am primarily concerned about transportation for faculty and staff from the Philadelphia area. As we have worked hard at the University to recruit and retain the regions' top talent, it has become glaringly clear that high demand experts that want to work at UD are hesitant because of traffic and a lack of regular transportation to and from the Philadelphia areas. There is an obvious and growing need for much more frequent train service TO the University of Delaware from Philadelphia and its suburbs.</p> <p>Beyond that general statement, I would like to BEG folks to reconsider the Chester Transportation Center stop on the Phila – Newark Line. No UD professional is going to get on or off the train there, nor will they park or walk from that location. It is not practical or safe.</p> <p>Instead I would propose a stop at Prospect Park or Ridley or Crum Lynn or anywhere where a single woman can reasonably safely walk at night in the dark to her car. Marcus Hook is ok, but it is very far from Philadelphia burbs and it's a place where parking is difficult and at night the safety is still questionable.</p> <p>Today, these options to get on the train from the Philadelphia area and arrive at work in Newark are simply not workable for a professional that needs to walk in the evening hours and leave their car somewhere safe. Please, please do something else so this train can be used from the suburbs. It would also be very helpful if folks could offer 1 more train that arrives in NEWARK between 7:30 and such changes would meaningfully improve our ability to recruit a diverse talent pool of expertise from the region, and would</p>	<p>We will share your feedback with DART. DART coordinates with SEPTA regarding stops and schedule for this service, but ultimately SEPTA is responsible for all routing within Pennsylvania. Consideration must include the needs to travelers accessing other destinations including Wilmington and Philadelphia. DTC will be adding more parking spaces at the Claymont Train Station as part of an improvement plan that will be completed in 2021.</p>
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			alleviate the terrible traffic in and out of Newark from the North.	
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<p>Web comment</p>			<p>Some thoughts after looking at your WILMAPCO 2050 Regional Transportation booklet.</p> <p>You're not going to upgrade the Tyler McConnell Bridge until 2030? It needs either a second 2 lane bridge next to it or a four lane replacement now. What are you going to do when that bridge needs some serious repair, close down that portion of Rt. 141 and jam up all the other roads in the area that are even smaller narrow roads? It's past time for that bottle neck to go. There is no reason that bridge shouldn't be upgraded to meet what is a west side "beltway" around the city.</p> <p>In terms of Mass Transit, there is nothing I can find ever in these reports that addresses how to make DART more usable for suburbanites. Realize not all folks work in downtown Wilmington. There is no cross county bus at all. I've suggested since the 1990's, to DART, that they run a RT. 141 Bus, that would run from Historic New Castle and run up Rt. 141 to Foulk Rd. That would cross almost ALL of DARTS bus lines in the suburban Wilmington area so that you'd not need to ride all the way to downtown to change buses. That makes the trip so much longer that when I used to work at the Ex Station, it was a 90 minute ride each way, and only a 30 minute drive [even in rush hour traffic], so I never used the bus, but sure wanted to.</p> <p>Like it or not, many suburban women do NOT want to go downtown and won't ride the bus if that is the option. So, they drive, or ride with a friend, or don't go to places that require a trip downtown to get to those stores.</p> <p>An example, I live in the New Castle area. So for my wife to get to Kirkwood Highway to shop at any of those stores, she must first ride Rt 13, 15, or 25 bus to downtown and then switch to the number 6 bus and ride all the way back out of town to say Midway Shopping Center. A Rt. 141 bus I could catch on Basin Rd, and ride to the Park and Ride just off of Kirkwood Highway and then</p>	<p>Thank you for your feedback. We will share your comments with DeIDOT and DART. Engineering for the Tyler McConnell Bridge project is expected to begin in FY 2023. It is possible that the timing of implementation will be adjusted based on traffic needs.</p> <p>DART realizes that many trips are from suburb-suburb. They are continuing to work to provide these connections but must also maximize the operational efficiency of routes.</p>
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			<p>catch the 6 bus either towards Wilmington/Elsmere or towards Newark. So, as a result, since I have a car, she doesn't use DART for trips to Kirkwood Highway, but instead uses HART [Husband Area Regional Transit]. Not all women have HART available to them [I'm now retired].</p> <p>It's nice you provide those bus shelters and benches for those heading into Wilmington, but what about those going in the opposite direction? There are few, but not many shelters for those going South or West from Wilmington. Again DART's focus is strictly on serving those who work IN Wilmington.</p> <p>Last point, maybe it's time for the shoulders on the major roads to be designated as both shoulders for emergency parking [car breaking down], right turns, and DART buses. This way while the folks in cars are sitting in traffic, the bus passes you on that DART lane helping it to make better time, giving folks a silent advertisement for why riding the bus to work might be a better option.</p>	
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<p>Web comment</p>			<p>There are two issues on which I'd like to briefly comment.</p> <p>RTE 202: There is a wide gap between the goals, public opinion polls and the actual situation for bus riders and pedestrians on the Route 202 corridor. This road carries a huge amount of through- traffic as well as cars going to businesses. Many of the people working in the businesses ride the bus from Wilmington, yet the bus stops are unsheltered, the sidewalks are intermittent, and the provision for crossing the multiple-lane highway on foot are nearly absent. The issues are three (at least.)</p> <p>Multimodal transportation including sidewalks on and leading to Concord Pike, upgraded bus shelters, safe crossings of a horribly dangerous road, and traffic calming to force motorists to slow down to the speed limit.</p> <p>74% of your respondents say more funding should go to walking, biking, and public transportation. 65% say that distance and lack of convenience keeps them from walking more.</p> <p>Environmental Justice: The majority of people riding public buses are lower income and lack cars. Because who in their right mind would chose to bus and then walk to work in such a dangerous landscape as Concord Pike? The function of this 202 Delaware economic engine depends on these workers and they depend on the bus. But it's dangerous to get from the bus stops to their jobs by walking in the median next to cars going 60 MPH, crossing the road in between lights like a game of chicken, and wading through high grass where the sidewalks end. The bus stops are out in the wind, rain, hot sun, etc. It's a sad picture of New Castle county and the way things are in Wilmington. Took me moving away and living in places with decent public transport to see this with clear eyes.Your funding bar graph says it all.</p> <p>Pedestrian Access to the First State National Historical Park from residential areas and from public</p>	<p>We encourage you to get involved with the Concord Pike Master Plan (http://www.wilmapco.org/202-2) which will identify roadway, transit and Nonmotorized needs for the corridor.</p> <p>We will share your feedback with DeIDOT as well.</p>
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			<p>transport is non- existant, except for the few offices backing up to the Park. This is a missed opportunity for economic, cultural, and social growth and makes this park almost a private refuge for the few who are in the know.</p> <p>The Edgemoor Port development: Are the transportation implications being studied? They will be large changes as the Edgemoor I495 interchange becomes mostly large trucks rather than commuter traffic, which will be forced elsewhere— where? I've asked the state if a traffic study was required/planned and no answer was given. Noise, light, 24 hr. truck traffic next to a residential area are going to be a big negative. One that might be avoided by planning ahead.</p> <p>Thanks for taking these into account and for letting me know if the issues are being addressed by other means. I'm still learning how this works!</p>	
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Comment source	Activity	Item	Comments	Response
Pop up	Comments	Ped Improvements	Need sidewalks to Shoprite	We will share the feedback with DeIDOT and the City of Wilmington.
			Need better ped connections to roadways	
			Need more and brighter street lights	
			Walking improvements are needed on Fourth Street in Wilmington (near LACC)	
Pop up	Comments	Roadway Improvements	City of Wilmington road maintenance/potholes	We will share the feedback with DeIDOT and the City of Wilmington.
			I95 Congestion	
			I-95/SR 273 Interchange is congested and unsafe. The movement onto SR 273, in particular, is troublesome	
			I-95/SR 141 Interchange area is problematic and lacks sufficient lighting	
			Dupont Hwy congestion near NCC Airport	
			141 completion	
			Shipley Rd construction	
			Congestion in front of station/dangerous	
			Silverside and Marsh camera needed. Peds can't cross.	
			Improve Rt 7 to allow beach traffic to get to Rt. 1 through Fairhill	
			Convert yellow flasher at Corbit to a ped signal	
			Remove toll on 301 for locals	
			too much congestion	
			repair one bridge at a time	
			Washington Street needs maintenance	
			too many pot holes in City of Wilmington	
			Bridge over Rt 40 to/from Glasgow Park	
			Fix the potholes on the roads	
			Traffic calming on Glasgow Ave.	
			More lights on dark roads needed	
Fifth Street in Wilmington needs road repairs				
Harrison Street in Wilmington needs road repairs				
Pop up	Comments	Communications/Education	better education about Wilmington destinations	WILMAPCO is currently updating our Public Participation Plan that will include best practices to educate and engage the community and disseminate information.
			better communication of alternate routes during congestion	
			listen to people	

Comment source	Activity	Item	Comments	Response
			Educate motorists on the benefits of multi-modal options Use other countries at models	
Pop up	Comments	Funding	More investment in overall system More money spent on transportation then food transportation needs to be more affordable	The RTP seeks to improve funding for affordable transportation options, balancing roadway improvements with those for transit, walking and bicycling.
Pop up	Comments	Ped/Bike	More bike lanes in Downtown Wilmington and Middletown Add walk/bike options between Wilm Train Station and new stadium Need paved bike trail at White Clay Creek provide more incentives for walk/bike add ped signals to Dupont Hwy Not enough places to safety ride a bike in City of Wilmington More safer places to walk/bike in NCC	WILMAPCO is currently working with DeIDOT, New Castle Counties and municipalities to develop a bicycle plan.
Pop up	Comments	Bus Improvements	#13 too long #15 too long #1, 13, 5 not stopping for riders #25 on Rt 13 not stopping for riders Maryland Ave and Kirkwood stop needed Earlier buses Lower fare prices Better handicap accessibility Rude Drivers Better on-time performance Later buses Unjust system (later buses in Rehoboth) bus stops feel unsafe Need better lighting at stops Need service to Dover Too much duplication of bus routes More on-time service Need more bus service Lower fares Need more shelters at drop off locations More weekend service Shorter routes through Wilmington Add wifi and outlets	We will share the feedback with DART and Cecil Transit.

Comment source	Activity	Item	Comments	Response
			All buses should stop at Rodney, seniors can't walk	
			Youth should be taught in school how to use the bus	
			Bus schedules need improvement	
			Too frequent route change	
			#33 bus should run until 11pm on weekends	
			Bus transportation is a very slow way of travel	
			Bus transportation near the Walmart in New Castle is not consistent	
			Obtaining a DART pass is difficult. Where do you get one? It is not clear.	
			All buses should run every 15 minutes	
Pop up	Comments	Train	Too long wait for buses	We will share the feedback with Delaware Transit Corporation and MARC.
			more on time trains	
			reopen Elkton Station	
			Need train to the beach	
			Station unsafe at night	
			Need more parking at station	
			Need service from Middletown to Wilmington	
			Train station needed in Middletown	
			Schedules don't accommodate work schedules	
			Bring MARC to Newark	
			Better communications when changes in schedules	
			Positive traction and control for trains	
Pop up	Comments	Signage	Stop sign needed at Rt 13 and Langolen - congested	We will share this comment with DeIDOT.
			Clearer parking signs in City of Wilmington	We will share this comment with the City of Wilmington.
Pop up	Comments	Technology	Need more smart city sensors (traffic, parking, etc.)	The RTP includes funding to implement better and new technologies.
			Better WIFI on trains	
			Automate parking at station	