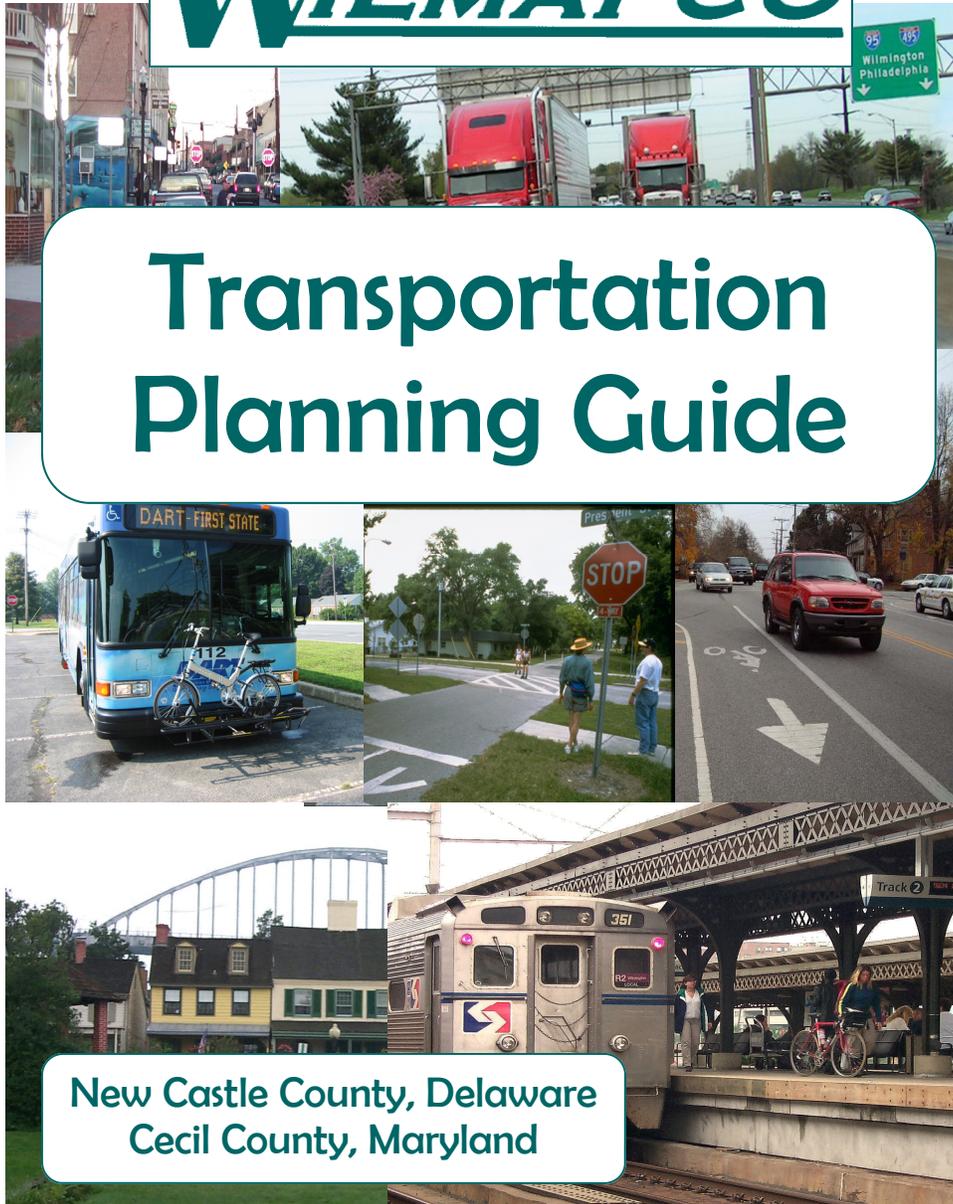


WILMAPCO

Transportation Planning Guide



New Castle County, Delaware
Cecil County, Maryland

Table of Contents

The Basics of Transportation Planning Learn about transportation planning and who is involved.	4
Regional Challenges Find out what the challenges in our region are.	8
The Regional Transportation Plan Find out how WILMAPCO helps to shape transportation in our region through the Regional Transportation Plan.	10
The Transportation Improvement Program Learn about the TIP process.	12
Mobility Improvement and Accomplishments Learn how WILMAPCO is working to improve mobility.	14
Tools to Help You Find out about ways that WILMAPCO can help you.	18
Get Involved Learn more ways to make a difference.	20
Glossary Learn what planning terms and acronyms really mean.	22
Contact Information Find contact information for many agencies and organizations involved in transportation planning.	25

The preparation of this document was financed in part with funds provided by the Federal Government, including the Federal Transit Administration and the Federal Highway Administration of the United States Department of Transportation.

About This Guide

WILMAPCO's Guide to Transportation Planning is a tool to help you learn about transportation planning issues and how you can participate in planning activities.

In this guide you will find information about:

- ◆ Major planning issues in New Castle County, Delaware and Cecil County, Maryland
- ◆ Transportation Planning Activities
- ◆ Where you can access resources
- ◆ How you can get involved in transportation planning

Who is WILMAPCO?



The Wilmington Area Planning Council (WILMAPCO) is the transportation planning agency for the Cecil County and New Castle County region. As the federally designated metropolitan planning organization (MPO), WILMAPCO is charged with planning and coordinating the many transportation investments proposed for this region.

WILMAPCO

WILMAPCO is dedicated to serving the citizens of the region by carrying out a comprehensive and cooperative regional transportation planning process. To that end, WILMAPCO strives to inform and involve the public on all transportation planning decisions.

Who We Are

The WILMAPCO Council

The WILMAPCO Council is composed of representatives of state and local governments and public agencies responsible for transportation and land use policies and services. It consists of six Delaware members and three Maryland members. They meet every other month to adopt transportation plans and studies, to set policy and to approve funding for transportation projects throughout our region. These meetings are open to the public.

Council meets the second Thursday of every other month. Meetings are held in the WILMAPCO offices at 6:30 p.m.

WILMAPCO Council includes:

- ~Secretary, DE Department of Transportation
- ~Director, Delaware Transit Corporation
- ~MD and DE Governors' Appointees
- ~Director, MDOT
- ~County Executive, New Castle County
- ~Mayor, City of Elkton
- ~Mayor, City of Wilmington
- ~Mayor, City of New Castle
- ~Cecil County Commissioner

WILMAPCO Staff

The WILMAPCO staff provides technical support and expertise to the WILMAPCO Council. They are responsible for producing the Regional Transportation Plan (RTP), Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP). They monitor trends, educate the public on transportation issues and strive to keep you involved and informed about ongoing projects.

WILMAPCO's office hours are Monday through Friday
8:30 a.m. - 4:30 p.m.

PAC

The Public Advisory Committee (PAC) is an advisory committee to the Council, representing a diverse group of organizations and citizens. Their mission is to advise the Council on public participation strategies and to provide a forum for community concerns. The PAC is made up of representatives from New Castle County and Cecil County, business people, community leaders, environmental activists and interested citizens.

The PAC meets on the third Monday of every month in the WILMAPCO offices at 7:00 p.m.

The PAC representatives include:

- AARP Delaware
- New Castle County
- Cecil County
- City of Wilmington
- Committee of 100
- Neighborhood Associations
- Latin American Comm. Center
- League of Women Voters
- Home Builders Assoc. of DE
- City of Newark
- Chambers of Commerce
- Elderly and Disabled Comm.
- Neighborhood House Assoc.
- Pedestrian Advocates

TAC

The Technical Advisory Committee (TAC) is an advisory committee to the Council that represents federal, state and local planning agencies in Delaware and Maryland. The TAC is responsible for overseeing the technical work of WILMAPCO staff and developing recommendations to Council on projects and programs.

The TAC meets on the third Thursday of every month in the WILMAPCO offices at 10:00 a.m.

TAC Members Include:

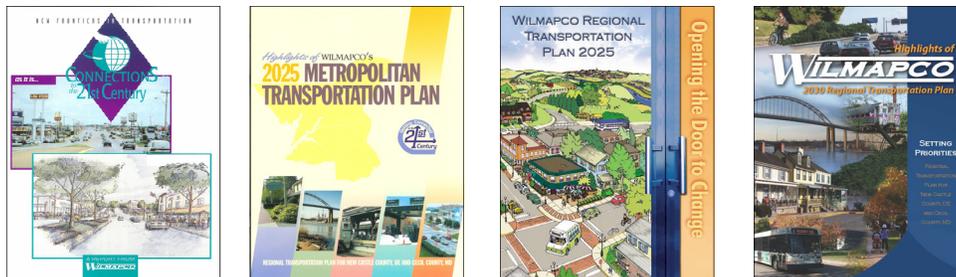
- Transportation agencies (DelDot, MDOT, DTC, DRBA, TMA Delaware, Amtrak, DSPC)
- Environmental Agencies (DNREC, MD Dept. of the Environment)
- Federal Agencies (EPA, FHWA, FTA)
- State, County and Municipal representatives (Office of State Planning, DEDO, MD Dept. of Planning, New Castle, Cecil, Newark, Wilmington and Elkton)

The Basics of Regional Transportation Planning

WILMAPCO is responsible for setting the direction in transportation planning. To help guide us, we produce three important documents: the long-range Regional Transportation Plan (RTP), the Unified Planning Work Program (UPWP) and the Transportation Improvement Program (TIP). All three documents are required by federal law and they provide numerous opportunities for public participation.

The Regional Transportation Plan (RTP)

The Regional Transportation Plan sets out a plan for our region spanning at least 20 years. It is updated every four years to incorporate new trends and demographic data. It lists the goals we will strive to achieve and the strategies we will use to accomplish them. Projects that are identified in this Plan are then included in the TIP to be implemented.



The Transportation Improvement Program (TIP)

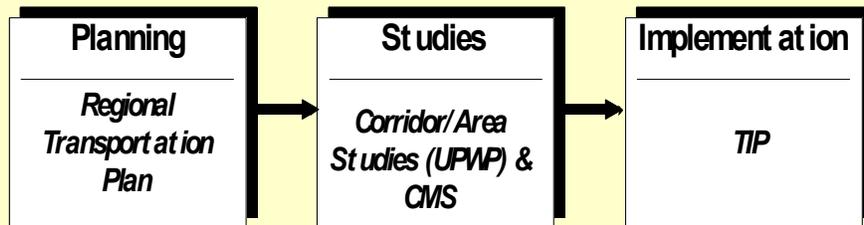
The Transportation Improvement Program is a document that includes the funding for projects to be undertaken in our region over the next four years. It is updated every year to add a fourth year's worth of projects and make adjustments to previously scheduled work. WILMAPCO solicits project ideas from agencies, municipalities and the public throughout the year, which are then submitted to DelDOT and MDOT. Comments are solicited at several key times during the process

and then the final document is adopted by the WILMAPCO Council. Tip submission forms are available year-round through our office or on-line at www.wilmapco.org.

Unified Planning Work Program (UPWP)

The Unified Planning Work Program is a one-year document (from July 1 to June 30) that specifies what planning activities WILMAPCO staff and member agencies will undertake in the coming year. It serves as a programmable budget and spells out the operating needs for WILMAPCO and its staff.

How Are These Documents Tied Together?



The Regional Transportation Plan illustrates how we engage in planning at the regional level and where we set the regional transportation goals. Using the UPWP we perform corridor, congestion management and area studies to see how we can design projects to achieve our goals. These studies result in projects that are then included in the TIP to be implemented by our member agencies.

How do I fit into planning?

Your role in the process is very important. Without your input and ideas we cannot have a true understanding of your community's needs.



The transportation planning process is ongoing, there are several ways to make transportation planners aware of your needs and concerns, and help develop transportation solutions. To make sure that you are following the latest developments, you can:

- ◆ Put your name on a mailing list to receive newsletters, updates and other information from WILMAPCO.
- ◆ Attend meetings of local transportation boards.
- ◆ Provide your input on transportation plans.
- ◆ Volunteer to serve on a citizen focus group or a citizen advisory committee.
- ◆ Ask a transportation official to attend your rotary clubs, NAACP, Kiwanis clubs, community organizations, schools and other civic organizations to explain the process.
- ◆ Find out what specific public involvement opportunities are available in your area by contacting WILMAPCO.

Most Importantly, Get Involved!

Want to find out more about planning?

Check out these internet resources for in-depth information about planning concepts, principles and practices.



The American Planning Association

www.planning.org

“APA is a nonprofit public interest and research organization committed to urban, suburban, regional and rural planning. APA and its professional institute, the American Institute of Certified Planners, advance the art and science of planning to meet the needs of people and society.”

Association of Metropolitan Planning Organizations

www.ampo.org

“AMPO is a nonprofit membership organization established in 1994 to serve the needs and interests of MPOs nationwide. AMPO offers its member MPOs technical assistance and training, conferences and workshops, frequent print and electronic communications, research, a forum for transportation policy development and coalition building, and a variety of other services.”

Federal Highway Administration

www.fhwa.dot.gov/planning

“The Federal Highway Administration serves as advocate and national leader for environmental protection and enhancement, comprehensive intermodal and multi-modal transportation planning, and for fair and prudent acquisition and management of real property.”

Regional Challenges

Expected major changes for our region's future may include rapidly changing growth patterns, evolving lifestyle choices, stresses on the quality of our human and natural environments, public health risks and the ramifications of past planning practices and policies. Forward thinking and planning help to identify, work on and solve current and future challenges.

Financing the transportation system. Based on the needs brought forward by the region, it will take an estimated \$700 million annually to adequately fund all of the projects requested by the state in the next 10 years. Several factors, however, have put this funding level in jeopardy. These include: rising material and labor costs, system expansion into previously rural areas, Transportation Trust Fund collection not keeping pace with expansion, and increased operating costs for transit and paratransit services.



Creating alternatives to the automobile.

In the past, most transportation agencies concentrated on meeting the needs of automobile traffic, often neglecting the needs of those who walk, bike and use transit. The focus of our transportation planning and design has been broadened to accommodate these modes.



Addressing Congestion Traffic congestion results from stretching transportation facilities beyond their vehicle capacity. Recent congestion is the result of several lifestyle changes prevalent, not only in our region, but throughout the country. Dispersed land use patterns, high rates of single occupancy trips and our high rate of automobile ownership all contribute to congestion. In our region, the continuing trend toward smaller household size means that more households are generating more trips from more locations.

Accommodating the needs of older and disabled citizens Our senior and disabled communities must negotiate a transportation system designed to facilitate the movement of younger, non-disabled adults. The unfortunate result is high rates of isolation for older adults and disabled persons who do not drive. Heavy projected increases in both populations compound the need to further address these issues.

Improving our air quality One of the greatest challenges facing our region, as well as many other metropolitan areas, is meeting air quality standards. Failing to meet air quality standards damages the health of all the citizens of the region, especially the health of children, older citizens and those with respiratory diseases. Moreover, if our region does not develop and implement adequate plans to meet air quality standards, then millions of dollars in federal transportation funding may be lost.



How do I raise awareness about transportation issues in my community?

- * Contact WILMAPCO
- * Teach children about the importance of these issues
- * Tell friends and family about upcoming meetings and urge them to attend
- * Bring issues up at homeowners' or neighborhood association meetings

The Regional Transportation Plan

Goals and Objectives

Goals and Objectives have been developed to ensure that any transportation plans being developed will help us achieve the vision we have for our future. These Goals are considered whenever a project is brought before us for approval.



The centerpiece of our Regional Transportation Plan is the Transportation Investment Area (TIA) Map, which directs the transportation projects to areas with existing communities. This provides the most services for the most people and allows us to help guide where development occurs.

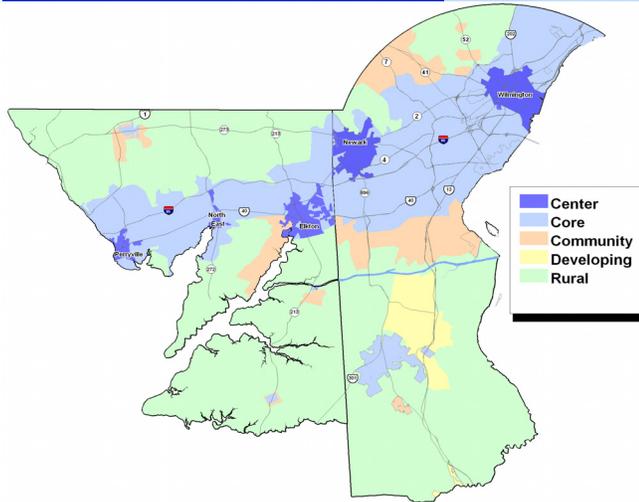
Transportation Investment Map (TIA)

Center

- ◆ Municipal Areas
- ◆ Highest population/employment
- ◆ Well-established land uses
- ◆ Intense transportation investment

Core

- ◆ Municipal and non-municipal areas with dense population and employment patterns
- ◆ Substantial amount of key regional transportation infrastructure
- ◆ Maintain the existing infrastructure while allowing for system expansion for all modes of transportation



Community

- ◆ Well-established land uses and development patterns
- ◆ Growth/development pressures expected to be moderate
- ◆ Expand and improve transportation facilities to make each as safe and efficient as possible

Developing

- ◆ Areas where land uses and development patterns are not set
- ◆ Appropriately encourage growth and rational development through a planned set of phased investments, land use coordination and policy actions consistent with zoning densities and designations

Rural

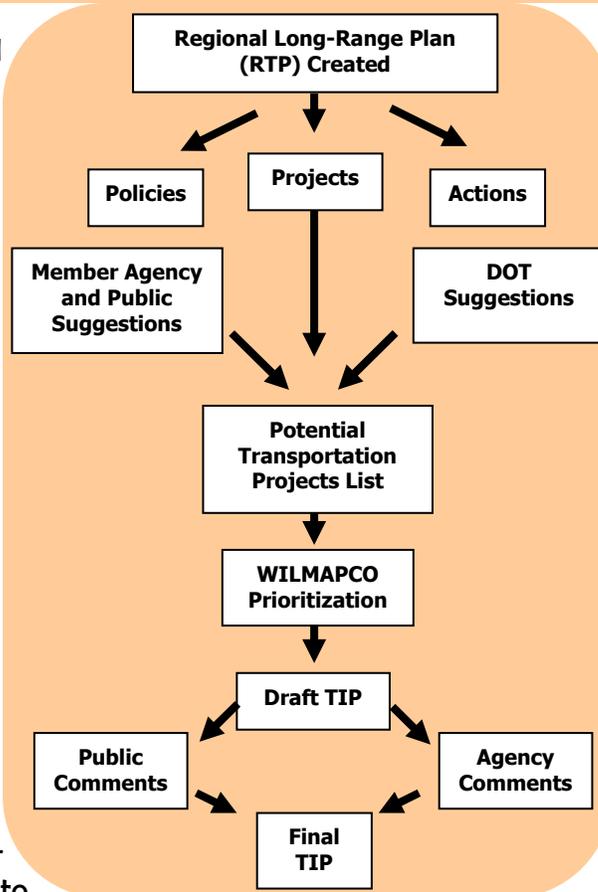
- ◆ Rural areas where limited growth and development exist
- ◆ Transportation facilities and services are considered adequate to meet needs
- ◆ Natural resources are to be preserved
- ◆ Preservation of existing transportation facilities and services, and management of the transportation system to support the preservation of the natural environment

What is the TIP Process?

The TIP, one of several documents used for transportation planning, spans three years. Project funds are developed through several methods, some of which may span more than three years.

First, WILMAPCO creates a long-range plan, currently known as the 2030 Regional Transportation Plan (RTP). This plan is the culmination of many months of effort involving WILMAPCO staff, member agencies and the public to develop a vision for the region we can all embrace. From this, we recommend projects or policy changes that need to

be undertaken in the coming years. Transportation projects identified in our RTP are then combined with submissions from local governments, county governments, the public and the DOTs to form a potential transportation project list. These projects are then ranked by WILMAPCO's Technical Advisory Committee (TAC) and a draft TIP is created. The draft TIP is made available to the public at several points during the process.



How an Idea Becomes a Transportation Project



Anyone can propose a transportation project based on an identified need.

Public Involvement

Transportation planners and engineers determine how these projects benefit the regional transportation network.

Public Involvement

Projects need to be sponsored by agencies authorized by federal law such as WILMAPCO, DOTs and all county and municipal governments.

Public involvement dictates regional goals and objectives to determine how the regional transportation network will look in the future. Projects are further prioritized based on what the public says.

Public Involvement

WILMAPCO prioritizes these projects according to the goals set forth in the Regional Transportation Plan.

Once the RTP is drafted, the plan undergoes testing for financial constraints and conformity to air quality standards.

The draft RTP is released for a 45-day public comment period. WILMAPCO responds to comments, and these are made available to the public.

Public Involvement

The RTP goes before WILMAPCO committees and Council before consideration and eventual adoption.

Funds flow to project sponsors to begin preliminary engineering and right-of-way acquisition.

The TIP goes to state and federal authorities for approval.

Construction begins.



The draft TIP is released for public comment.

Public Involvement

The TIP goes before WILMAPCO committees and Council for consideration and eventual adoption.

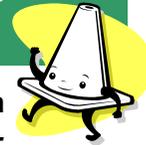
The first four years of the highest priority projects are further ranked and evaluated for inclusion in the Transportation Improvement Program (TIP).

Public Involvement

How We Help to Improve Mobility

With the passage of ISTEA, TEA-21 and SAFETEA-LU (see pgs. 23, 24), transportation agencies are encouraged to provide convenient and accessible alternatives to driving. We are concentrating on two approaches: improving the flow of traffic on the roads and developing alternatives that allow people to get around without their cars.

Safety - By improving the roads, we can reduce accidents and keep traffic flowing. First, we must make sure the pavement is in good condition for a smooth ride. Second, we can improve road designs to reduce accidents. Third, in neighborhoods and communities, we can develop traffic-calming measures to ensure that pedestrians are able to safely navigate the areas.



Increased Technology - To help traffic flow, we can implement Intelligent Transportation Systems (ITS). ITS performs such services as synchronizing traffic lights so there are fewer red lights to stop traffic, displaying variable message boards to alert drivers of delays or bad driving conditions, setting up web cameras so that travelers can use their computers to view which routes to avoid, or implementing EZ Pass on Routes 1 and I-95 to help reduce back-ups at toll booths. Our transit agencies are also incorporating technology to speed up fare collection, track bus routes and assist people with disabilities with their transportation needs.

Transportation Enhancements - To make all our alternatives more appealing, the federal government sets aside a special pool of money called Transportation Enhancement (TE) Funds. This allows us to be creative in our approach toward projects that might not otherwise get funded. This funding is open to the public, who can submit project ideas on their own or in coordination with a local official, agency or organization.



Alternatives to Driving

Walking - Sidewalks, crosswalks, greenways and side paths are all important elements we can provide to encourage pedestrians. To make them more enjoyable we can also provide street-level lighting, benches, attractive brick layouts, landscaping and other amenities.



Bicycling - While an experienced bicycle rider may feel confident enough to ride on our roads, it is intimidating to most people. We look for ways to increase safety for our riders. Installing bike racks on buses or bike lockers at transit stations also increases the number of viable transportation alternatives people can use.



Transit - To make transit work, we need to focus on land use. Unless there is a high concentration of people, transit won't be able to provide adequate service to enough people, nor will it be financially feasible. We are working to encourage transit-oriented design that will center more people living and/or working around a full-service transit stop. Park & Ride facilities are encouraged to create ridership opportunities in areas that would otherwise not support transit. There are also carpool or vanpool services available that will help limit the number of cars on the road. In order for it to be successful, transit facilities should be attractive, safe and convenient. This means installing bus shelters that are well-lit and accessible; and train stations that provide inter-connectivity with sidewalks, bike lockers or parking for cars.



Goods Movement - An important and frequently overlooked element in transportation is the need to transport goods to and from ports, stores, factories, etc. The more congested our transportation system, the harder it is for freight to move quickly to where it needs to go. WILMAPCO is working with freight groups within and outside our region to help businesses get the goods they need. This will help support economic development, while providing a benefit to our consumers.

What is WILMAPCO Helping to Accomplish?

As a Metropolitan Planning Organization, WILMAPCO partners with many different agencies during the planning process. These partners include Delaware Department of Transportation (DelDOT), Maryland Department of Transportation (MDOT), Delaware Transit Corporation (DTC, DART First State) and local county, city and town officials. Each project area aims to create a transportation system that is safe and accessible by several methods.

✓ Scenic Byways Planning Assistance

WILMAPCO, in partnership with DelDOT, New Castle County and the local scenic byway development committees, assists with the Scenic Byway designation process by providing technical support and public outreach assistance.

✓ Wilmington Bicycle Plan

This effort will provide a citywide bike network plan and map within the City of Wilmington. The plan will identify existing bikeways and facilities and recommend future bike routes.

✓ New Castle County Greenway Plan

Our transportation system is not limited to servicing the needs of commuters and shoppers. Many people enjoy walking and biking for recreation, and a greenway trail can also be used as a transportation alternative. WILMAPCO, in partnership with Delaware Greenways, DelDOT, New Castle County, Delaware State Parks and local governments will develop a plan for pedestrian and bicycle pathways throughout New Castle County. We are also working with the East Coast Greenway Association to link both Delaware and Maryland with a route from Maine to Florida.

✓ Walkable Community Workshops

Walkable Community Workshops are interactive events that bring together residents, elected officials, advocates, public agency staff, public health practitioners, educators, planners and engineers to focus attention on making communities safer and easier to walk in.

✓ Delaware City Transportation Plan

This plan identifies and addresses the community's transportation concerns and recommends enhancements to the transportation system. This is one way in which WILMAPCO addresses local transportation needs and works to improve community quality of life.

✓ Claymont Transportation Plan

WILMAPCO is working with DelDOT, New Castle County and community groups to develop a transportation plan for the Claymont area and provide technical assistance as needed.

✓ Wilmington Initiatives

Over the last several years, WILMAPCO, the City of Wilmington and DelDOT have gone out to local communities in Wilmington to learn what changes are necessary to improve transportation in the city. As a result, the following projects have been achieved:

- ◆ Market Street Enhancements
- ◆ Wilmington Train Station Improvements
- ◆ Neighborhood Streetscaping
- ◆ Riverfront Riverwalk

Tools to Help you

In order for you to get involved, you must know what is going on. We do our best to provide you with different ways to learn about our upcoming projects. Here are just a few of the tools available to you.

Website

Our website is updated regularly and provides extensive information on all the projects we are currently involved in. We post upcoming transportation meetings, provide agendas for our monthly meetings, display reports, documents and studies and provide links to our member agencies. Plus, there are always some interesting pictures, links or news stories.

Presentations

WILMAPCO staff will speak to your civic groups, community organizations, local businesses or governmental meetings. We offer presentations on our general purpose or more specific topics like air quality, community planning options, or suggestions for better land use practices to improve transportation in your area. We

also host “Our Town” workshops to educate the public about transportation alternatives locally and around the U.S.

Newsletters

By signing up to be on our mailing list, you will receive our quarterly newsletter, “The Transporter.” The Transporter will help make you more aware of what is currently happening at WILMAPCO. If you would like to hear about our most up-to-date events, you can also sign up for our monthly e-mail newsletter, “WILMAPCO ENEWS,” on our website.

Data Resources

WILMAPCO has the capability to produce demographic information and maps providing local transportation and land use information. We can create maps, spreadsheets, forecasts and other materials you may need for public meetings, workshops, working group discussions or community meetings.



Reports

Read our planning documents. They are designed to be user-friendly and provide details on current and long-range projects. We update these documents frequently and are always glad to hear your comments. Copies of our RTP, TIP, UPWP or any of the other studies we have participated in, are all available through our office, and many are available on our website.



Congestion Management

This annual report defines the most congested areas or “corridors” in our region. It then provides a variety of strategies that can be used to improve roadway conditions. It is unique in that it encourages land use, transit or other multi-modal alternatives to be considered before a roadway is expanded.

Environmental and Transportation Justice

These documents outline how we monitor projects in minority, low-income, senior, disabled and zero-car households to ensure they are receiving equal and adequate

benefits from our transportation system. We strive to make sure that these populations do not bear a greater portion of the negative impacts our efforts may cause.

School Children’s Transportation Program

We have developed a curriculum for students in grades six through eight to help them understand the connection between land use and transportation. It is a hands-on program that helps students consider the impact roads and driving have on our lives.

Freight Report

Freight movement is a growing concern in our region. Increased truck traffic on major and minor roads is having an impact on our transportation system. While we are looking to encourage more freight travel by rail, this raises a whole new set of elements we must consider. WILMAPCO is working with other agencies to review the amount of freight traffic and is looking at ways to ensure the safe and efficient flow of freight.



You Can Make a Difference!

Transportation planning involves many levels of government and results in different planning products. The public has opportunities to comment on the plans, studies and other documents that guide transportation planning and decision making. The public can and does shape these products.

You can affect the decision-making process. Congress has provided \$284 billion for transportation programs and state and local officials decide how this money will be spent. Those choices affect all of our daily lives.

You can make a difference. Citizens can have an impact on local and state elected officials and professional staff who transportation law designates control of planning and funding. Citizens can and do affect the outcomes.

You have the opportunity to apply your energy to conserve the past while creating a path for the future.



*“To accomplish great things, we must not only act, but also dream; not only plan, but also believe.”
-Anatole France*



Public Participation

You can participate and have significant input into the development of the regional transportation plan and the transportation improvement program, as well as other planning studies. According to federal regulations, WILMAPCO must develop a public participation plan that details how we will provide opportunities for the public to comment on the long-range plan. Regulations also state that we must consult the public on the development of this public participation plan.

This is an important opportunity to help shape how WILMAPCO will engage the public, how we will utilize the media and what basic information should be communicated and how that information is presented to you.

It is crucial that you tell WILMAPCO what types of information are most helpful.

*“When planning for a year, plant corn.
When planning for a decade, plant trees.
When planning for a life, train and educate people.”
- Chinese proverb*

Glossary

Complete Streets. Streets that provide for safe, convenient, efficient, and accessible use by pedestrians of all ages and abilities, bicyclists, transit vehicles and motor vehicles. Communities with complete streets policies are making sure that their streets work for drivers, transit users, pedestrians, and bicyclists, as well as for older adults, children, and persons with disabilities.

Congestion Management System (CMS). Systematic process for managing congestion. Provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods, to levels that meet state and local needs. This is required in larger metropolitan areas (populations of 200,000 or more).

Department of Transportation (DOT). When used alone, generally indicates the U.S. Department of Transportation. In conjunction with a place name, indicates state, city, or county transportation agency (e.g., Illinois DOT, Los Angeles DOT).

Environmental Justice (EJ). Identifying and addressing disproportionately high and adverse human health or environmental effects of transportation programs, policies, and activities on minority populations and low-income populations.

Federal Highway Administration (FHWA). The agency within the U.S. Department of Transportation that administers the Federal-Aid Highway Program, principally providing financial assistance and technical and programmatic support to states to construct and improve highways, urban and rural roads, and bridges.

Federal Transit Administration (FTA). The agency within the U.S. Department of Transportation that provides financial and other resources to transit agencies (i.e., known as transit providers) in developing and improving public transportation equipment, facilities, services, techniques, and methods.

Fiscal Constraint. Making sure that a given investment program or a specific project can reasonably expect to receive funding within the time allotted for its implementation.

Glossary

Intelligent Transportation Systems (ITS). The application of advanced technologies to improve the efficiency and safety of roads and transit services.

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Federal law that restructured funding for transportation programs; authorized an increased role for regional planning agencies/MPOs in funding decisions; required comprehensive regional and statewide long-term transportation plans; and provided for a uniform federal match for highway and transit projects.

Long-Range Transportation Plan (RTP). A multi-year transportation plan developed by state DOTs and MPOs in collaboration with a range of stakeholders that defines a vision for the region's or state's transportation systems and services. For metropolitan areas, it includes all transportation improvements proposed for funding over the next 20 years.

Metropolitan Planning Organization (MPO). A regional policy agency serving urbanized areas with populations over 50,000, which is established by the state. Responsible in cooperation with the state and other transportation providers for carrying out the metropolitan transportation planning requirements of federal highway and transit legislation.

Metropolitan Transportation Plan (MTP). The official intermodal transportation plan that is developed and adopted through the metropolitan transportation planning process for the metropolitan planning area.

Public Participation. The active and meaningful involvement of the public in the development of transportation plans and programs.

State Strategic Highway Safety Plan (SHSP). A new requirement under SAFETEA-LU requiring state DOTs to prepare a highway safety plan focused on strategies to reduce fatalities and injuries, including how HSIP funds are to be expended.

Glossary

State Transportation Improvement Program (STIP). A multi-year, statewide, intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, TIPs, and processes.

Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU). New federal surface transportation law enacted in August 2005 that continues most ISTEA reforms but places added emphasis on safety, security, and freight issues.

Transit Oriented Development (TOD). is a mixed-use residential or commercial area designed to maximize access to public transport, and often incorporates features to encourage transit ridership.

Transportation Equity Act for the 21st Century (TEA-21). Enacted in 1998, TEA-21 renewed the 1991 ISTEA law and authorized a significant increase in federal funding commitments for fiscal years 1998–2003.

Transportation Improvement Program (TIP). A document prepared by a metropolitan planning organization that lists projects to be funded with FHWA/FTA funds over a four- or five-year period.

Transportation Justice (TJ). Identifying and addressing disproportionately high and adverse human health or environmental effects of transportation programs, policies, and activities on seniors, disabled and households without an automobile.

Transportation Management Area (TMA). An urbanized area over 200,000 in population.

Unified Planning Work Program (UPWP). The management plan for the metropolitan planning program. Its purpose is to coordinate the planning activities of all participants in the planning process.

Contact Information

Local and Regional Transportation Agencies

American Public Transportation Association (APTA)

www.apta.com
(202) 496-4800

AMTRAK

www.amtrak.com
(800) 872-7245

DART First State

www.dartfirststate.com
652-DART (3278)

Delaware Department of Natural Resources (DNREC)

www.dnrec.state.de.us
302-739-9000

Delaware Department of Transportation (DeIDOT)

www.deldot.gov
302-760-2080

Delaware Valley Regional Planning Commission (DVRPC)

www.dvrpc.org
215-592-1800

Dover/Kent MPO

www.doverkentmpo.org
302-760-2713

Maryland Department of Transportation (MDOT)

www.mdot.state.md.us
888-713-1414

Maryland Mass Transit Administration (MTA)

www.mtamaryland.com
410-539-5000

SEPTA

www.septa.com
215-580-7800

Transportation Management Association of Delaware (TMA)

www.tmadelaware.org
302-658-9001

Wilmington Area Planning Council (WILMAPCO)

www.wilmapco.org
302-737-6205
888-808-7088 (Cecil)

Contact Information

National Transportation Agencies

Environmental Protection Agency (EPA)
www.epa.gov
215-814-5000

Federal Motor Carrier Safety Administration
www.fmcsa.dot.gov
800-832-5660

Federal Highway Administration (FHWA)
www.fhwa.dot.gov
202-366-0660

Federal Transit Administration (FTA)
www.fta.dot.gov
202-366-4043

Other Resources

American Association of State Highway and Transportation Officials (AASHTO)
www.transportation.org
202-624-5800

Bureau of Transportation Statistics (BTS)
www.bts.gov
800-853-1351

American Public Transportation Administration (APTA)
www.apta.com
202-496-4800

National Transportation Library
http://ntl.bts.gov
800-853-1351

Association of Metropolitan Planning Organizations (AMPO)
www.ampo.org
202-296-7051

Planners Web
www.plannersweb.com
802-864-9083

Transportation Research Board (TRB)
http://gulliver.trb.org
202-334-2934

How to Contact WILMAPCO

Call: (302) 737-6205 or
(888) 808-7088 - Toll Free From Cecil County

Fax: (302) 737-9584

Email: wilmapco@wilmapco.org

Write: WILMAPCO
850 Library Ave., Suite 100
Newark, DE 19711

Web: www.wilmapco.org



WILMAPCO's offices are located on Library Ave. (Route 72) in Newark, next to Newark High School and across from the College Square Shopping Center. We are also easily accessible by DART First State bus service.

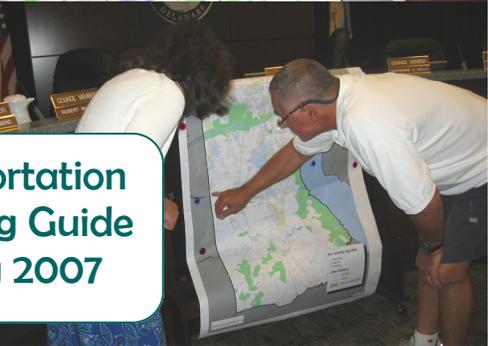
WILMAPCO Staff - (302) 737-6205

Name	Ext.	Title	Email
Tigist Zegeye	14	Executive Director	tzegeye@wilmapco.org
Heather Dunigan	18	Principal Planner	hdunigan@wilmapco.org
Dan Blevins	21	Principal Planner	dblevins@wilmapco.org
Dave Gula	22	Senior Planner	dgula@wilmapco.org
Bill Swiatek	13	Planner	bswiatek@wilmapco.org
Randi Novakoff	11	Planner	rnovakoff@wilmapco.org
Tamika Odrick	16	Planner	todrick@wilmapco.org
Janet Butler	12	Executive Assistant	jbutler@wilmapco.org
Ginny Craig	10	Secretary	graig@wilmapco.org

Notes

Notes

WILMAPCO



Transportation
Planning Guide
Spring 2007