



2014 Regional Progress Report



Improve Quality
Of Life



Efficiently
Transport
People



Support Economic
Growth, Activity and
Goods Movement

March 2014

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RESOLUTION

BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) APPROVING THE 2014 REGIONAL PROGRESS REPORT

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

WHEREAS, WILMAPCO adopted the *2040 Regional Transportation Plan (RTP)* on January 13, 2011; and

WHEREAS, the RTP identified objectives and actions to achieve the region's long-range transportation goals; and

WHEREAS, the RTP requires that a progress report be conducted to monitor the progress of achieving our goals; and

WHEREAS, the *2014 Regional Progress Report* has been developed using the latest available data; and

WHEREAS, the *2014 Regional Progress Report* has undergone appropriate technical review;

NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council does hereby approve the *2014 Regional Progress Report*.

March 13, 2014
Date:


Joseph Fisona, Chairperson
Wilmington Area Planning Council



Partners with you in transportation planning

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I. INTRODUCTION

The Wilmington Area Planning Council (WILMAPCO) is the Metropolitan Planning Organization (MPO) for Cecil County, Maryland and New Castle County, Delaware. We are charged with planning and coordinating transportation investments for the Wilmington region.



The Wilmington region is home to nearly 660,600 people, most of whom (84%) live in New Castle County. Wilmington, a financial hub supporting a population of more than 70,000, serves as the principal city. Urbanized development stretches outside of Wilmington along the I-95 corridor, from the Town of Elkton to the Pennsylvania border. Natural and rural landscapes, sprawling suburbs, and small towns blanket the rest of the region.

WILMAPCO's mission is to create the best transportation Plan for the region, one that meets all the requirements mandated by the Federal Clean Air Act and its Amendments (CAAA) and Moving Ahead for Progress in the 21st Century (MAP-21).

WILMAPCO's Regional Transportation Plan (RTP) establishes the region's long-term transportation goals, and identifies objectives and actions to realize them. Below are the goals and objectives listed in the 2040 RTP, adopted in 2011.

WILMAPCO RTP Goals and Objectives

Improve Quality of Life

- Protect public health, safety, and welfare
- Preserve our natural, historic, and cultural resources
- Support existing municipalities and communities
- Provide transportation opportunity and choice

Efficiently Transport People

- Improve transportation system performance
- Promote accessibility, mobility, and transportation alternatives

Support Economic Growth, Activity and Goods Movement

- Ensure a predictable and adequate public investment program
- Plan and invest to promote the attractiveness of the region

The Regional Progress Report tracks the progress of various **actions** associated with the objectives above. In past Progress Reports, various performance measures were lumped under related objectives. Actions without quantitative performance measures were ignored. And it was also unclear exactly which action the performance measure was associated with. The present format corrects those concerns.

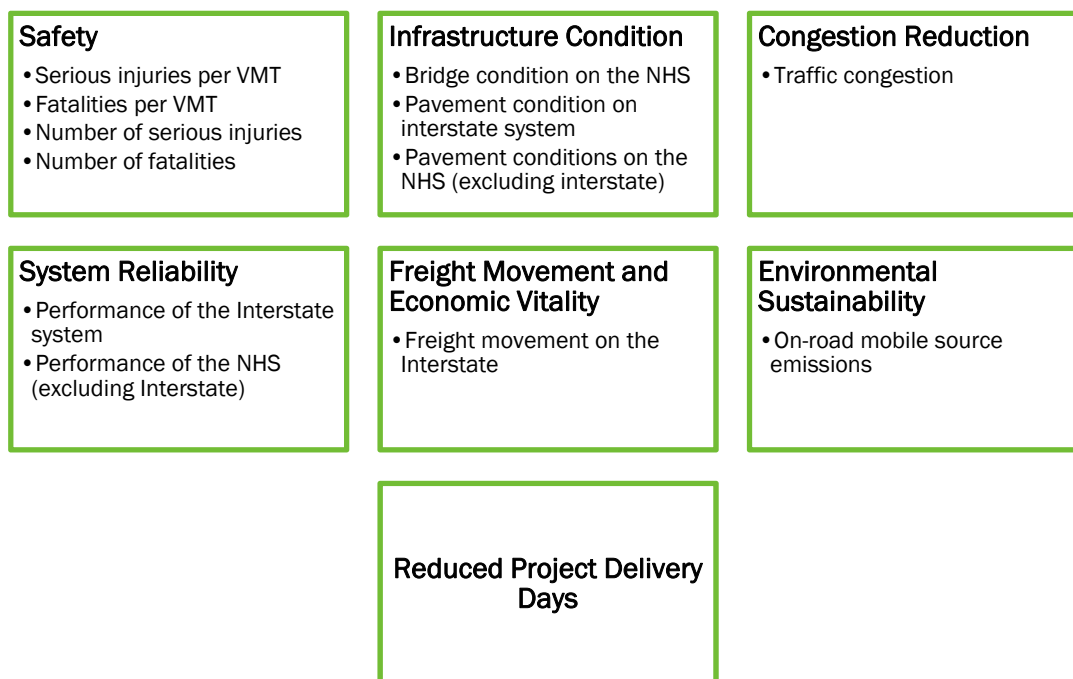
Each action is assessed individually, where possible, with a quantitative performance indicator or measure. When quantitative data are unavailable, the progress of the action is assessed qualitatively. Considering the assessment, each action is assigned one of three traffic light colors to indicate its progress. Reds are given to those actions which are off track from their objectives. Yellows are given for actions partially off track; and greens for actions which are on target.

Taken as a whole, the Progress Report identifies where we have made good progress with our long-range plan and where more attention is needed.

II. MAP-21 UPDATE

Performance measurement is a chief aspiration of MAP-21, the latest federal transportation legislation. Final guidance has not yet been issued, and the establishment of performance measure requirements is a long way off. However, goal areas have been identified and correlating performance measures can be found.

National Goal Areas and Likely Performance Measures¹

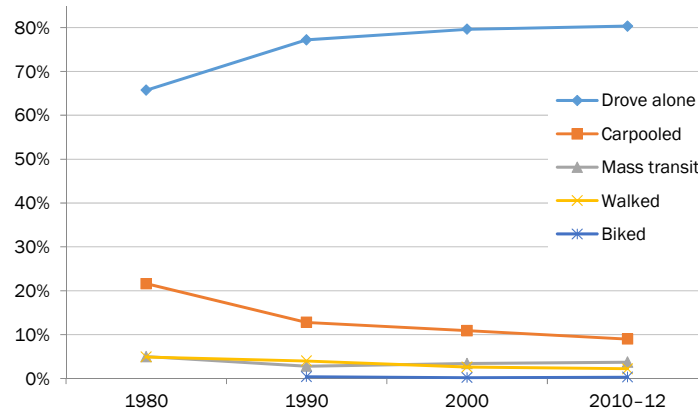


Performance measures are to be developed by both state DOTs and their corresponding MPOs in coordination with one another. That coordination work has begun with the update to the present report. And, while it was decided to wait for the final guidance to develop the performance targets, the measures were generally agreed upon.

Unfortunately, data unavailability precludes us from presenting all of the likely, eventual performance measures in this report. Specifically, we are working to enhance our data in the system performance and freight movement and economic vitality sectors.

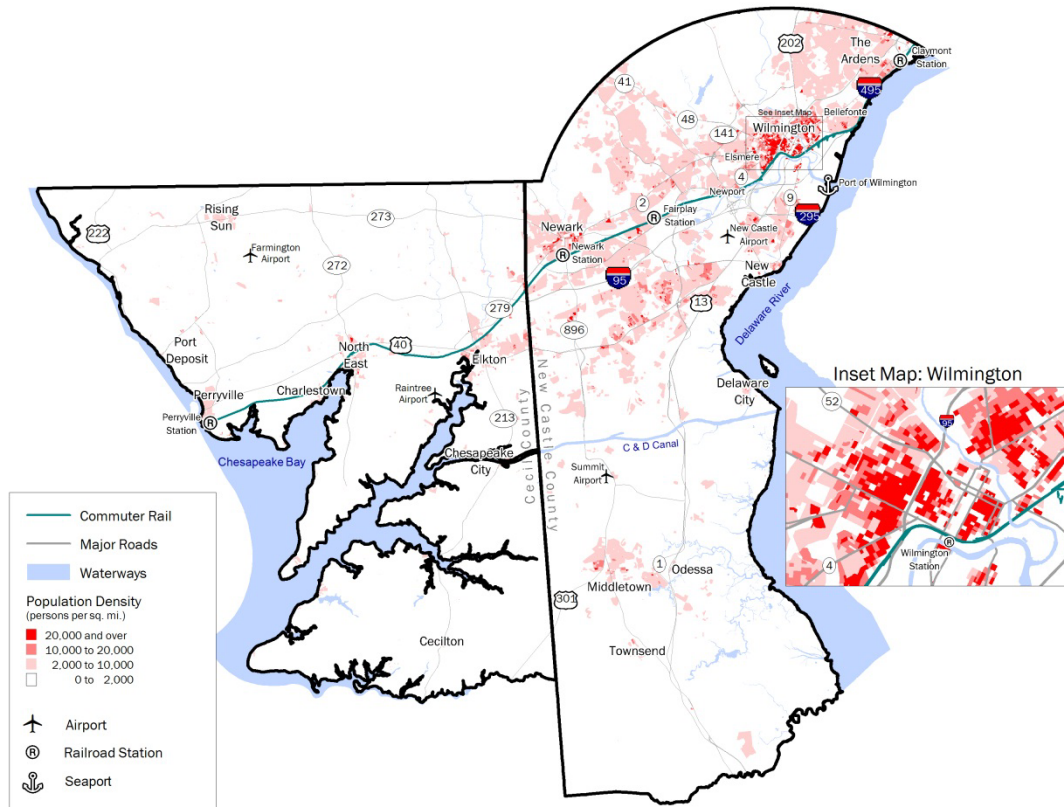
¹ AASHTO. MAP-21 Analysis: Performance Management Provisions. July 2012.

Regional Means of Transportation to Work, U.S. Census, since 1980



Land use and transportation policies continue to support further de-densification, and, by extension, car travel. It is more difficult to redevelop existing property than to develop on open land. Crucially, our regional transportation planning has little influence over land use planning. It is, in practice, reactionary to it.

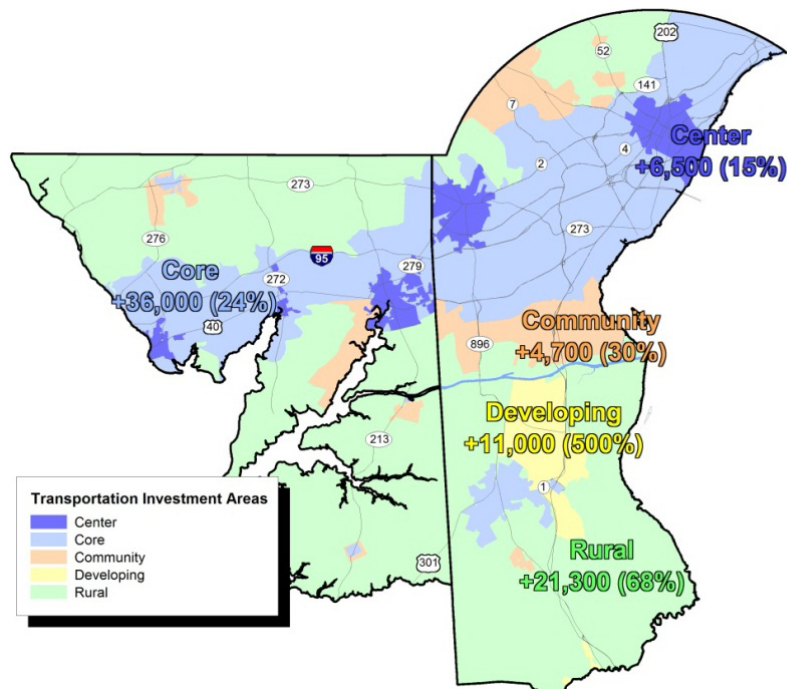
Regional Population Density, 2010 U.S. Census



Conceptually, fresh development on the region's edge triggers new highways, capacity and flow improvements to existing ones, and stifles expansion of mass transit. Each year, for example, a lower and lower percentage of our region's residents live within walking distance of a bus stop.

Mapped household projections through 2040 illustrate the de-densification trend. Nearly half (47%) of household growth between 2010 and 2040 is projected to occur outside our Center and Core Transportation Investment Areas (TIAs²) along the I-95 corridor. These 37,000 new households will create a demand for highway expansion in these areas where the infrastructure is today underdeveloped. This limits available funding for transportation enhancements in the developed areas.

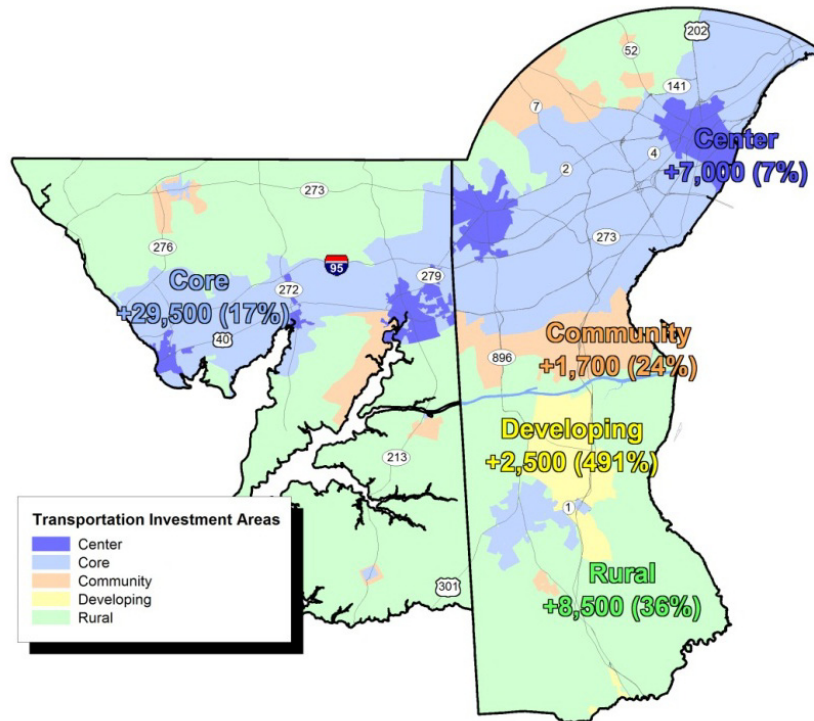
Projected Household Change through 2040



Further, this impressive household growth outside the Center/Core is not projected to be matched by its employment growth. Only a quarter (26%) of new jobs through 2040 are expected to take root in Community, Developing and Rural TIAs. This places extra strain on our roadway network, as many of the new residents will be extra reliant on highways to reach their job in the urban belt.

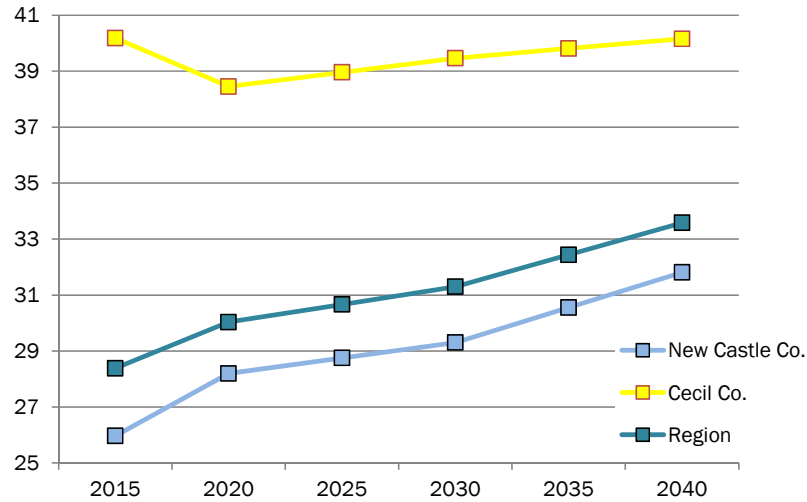
² Transportation Investment Areas (TIAs) are identified in the 2040 RTP. Each has a different transportation investment profile, with the most intensive investments reserved for the Centers and the least intensive for the Rural areas.

Projected Employment Change through 2040



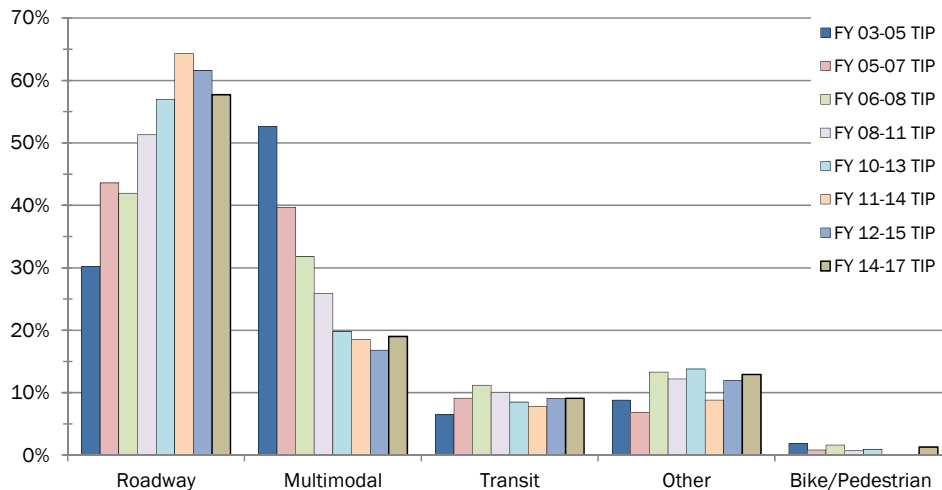
These demographic projections are helping push projected vehicle miles traveled (VMT) to new heights. Regionally, we expect VMT to increase by 38% between 2015 and 2040, though population is only expected to grow by 17% during that period. New Castle County's increasingly dispersed growth pattern is largely behind the figures, compelling future residents to log an additional six miles of driving each day.

Projected Daily VMT per Population, 2015 – 2040³



Continued sprawl and VMT growth has correlated with a roadway-dominate Transportation Improvement Program (TIP) during the last decade⁴. As shown in the graph below, roadway projects typically receive well over half of the planned capital expenditures. Transit projects usually account for just under 10% of capital spending, with about 1% assigned to dedicated pedestrian and bicycle projects.

TIP Funding by Mode, since FY 2003



³ Figures for 2025 and 2035 are interpolated.

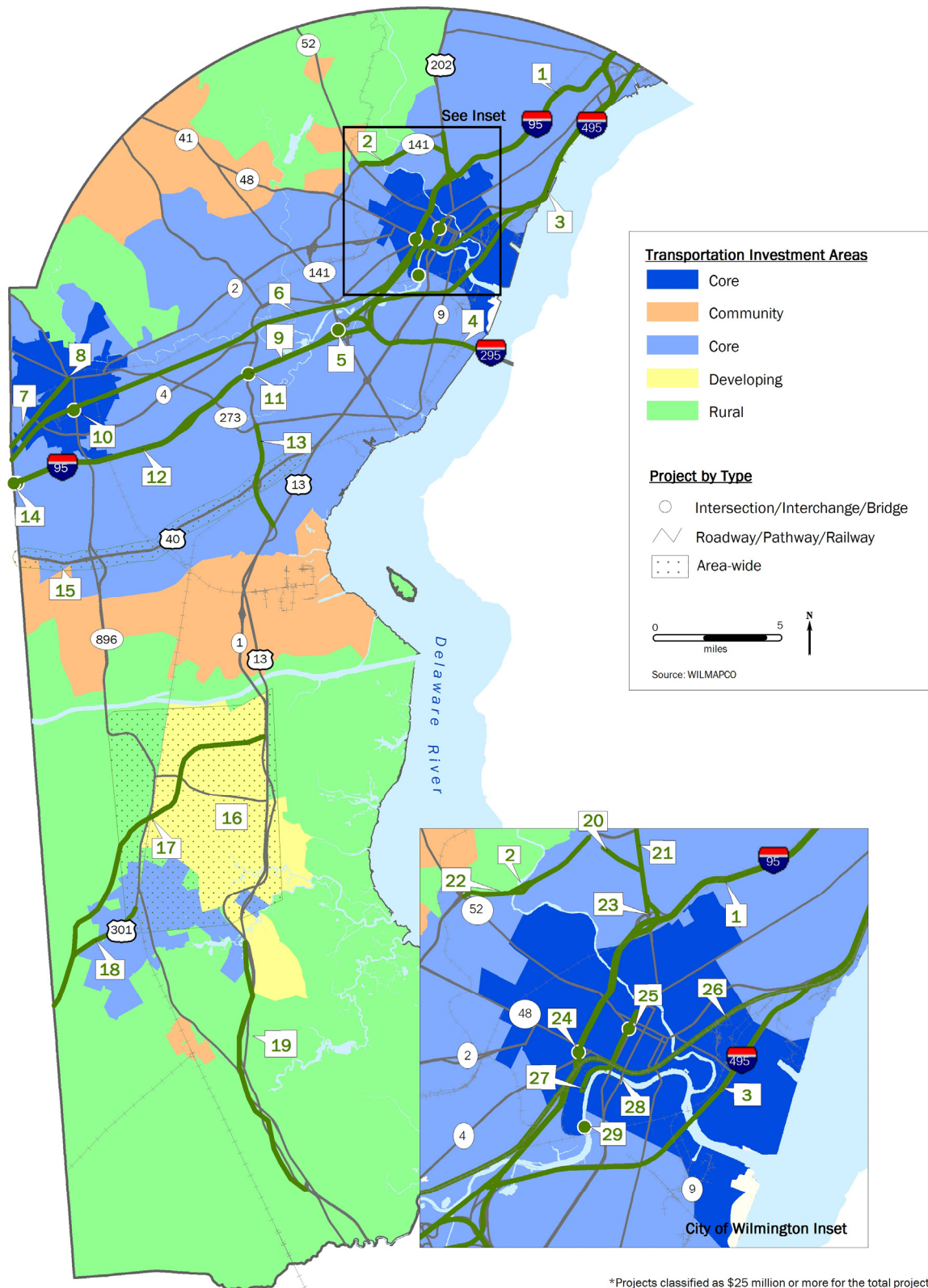
⁴ The TIP is an annually updated, four year listing of planned transportation project spending.

The map on the following page illustrates our major planned investments since the FY 2002 TIP. Major investments are defined as those exceeding \$25 million in planned spending over a four-year period. All of the investments are located in New Castle County, with most situated along the Center/Core urban belt in the north. The three interstates figured into planned spending throughout the decade, including: maintenance projects, three rebuilt interchanges, and widening. Other expressways' projects were slated for funding including the new US 301 Expressway and SR 1 widening. In and around Wilmington, heavy investment poured into the Riverfront, the Downtown (bus trolley and transit hub) and the Blue Ball area. Beyond roadways, the commuter rail corridor snagged funding for expansion, new rail cars and a rebuilt station in Newark.

Major TIP Projects, since FY 2002

Map ID	Project Name	TIP Years	Map ID	Project Name	TIP Years
1	Interstate Maintenance	FY 2011 - 14	16	US 301 Major Investment	FY 2004 - 06
2	Tyler McConnell Bridge	FY 2004 - 06	17	US 301 Expressway	FY 2008 - 11 FY 2009 - 12 FY 2010 - 13 FY 2011 - 14 FY 2012 - 15 FY 2014 - 17
3	Interstate Maintenance	FY 2009 - 12	18	US 301 Widening	FY 2009 - 12 FY 2010 - 13 FY 2011 - 14 FY 2012 - 15 FY 2014 - 17
4	Interstate Maintenance	FY 2010 - 13	19	SR 1	FY 2002 - 04
5	SR 141/I-95 Interchange	FY 2010 - 17	20	Rockland Rd to US 202	FY 2002 - 04
6	Third Rail Track Expansion	FY 2014 - 17	21	US 202 Safety Improve	FY 2002 - 04
7	SR 2: Casho Mill Rd to Delaware Ave	FY 2010 - 13	22	SR 52 to Alopocas	FY 2002 - 04
8	SR 2: MD State Line to Casho Mill Rd	FY 2008 - 11	23	I-95/US 202 Interchange	FY 2005 - 07 FY 2008 - 11 FY 2009 - 12 FY 2010 - 13 FY 2011 - 14 FY 2012 - 15
9	I-95 Fifth Lane Expansion	FY 2008 - 11	24	I-95 Viaduct, BR 748N & 7	FY 2002 - 04
10	Newark Train Station	FY 2014 - 17	25	Wilmington Transit Hub	FY 2011 - 14 FY 2012 - 15
11	SR 1/I-95 Interchange	FY 2008 - 11	26	R2 Commuter Rail Cars	FY 2010 - 13 FY 2011 - 14
12	Interstate Maintenance	FY 2010 - 13 FY 2011 - 14 FY 2012 - 15	27	Wilmington Trolley	FY 2002 - 04
13	SR 1: Tybouts Corner to SR 273	FY 2012 - 15 FY 2014 - 17	28	Wilmington Riverfront Prog	FY 2008 - 11
14	I-95 Turnpike Toll Plaza	FY 2010 - 13 FY 2011 - 14	29	Christina River Bridge	FY 2012 - 15 FY 2014 - 17
15	US 40 Corridor Improvements	FY 2004 - 06 FY 2005 - 07 FY 2006 - 08			

Major TIP Projects, since FY 2002

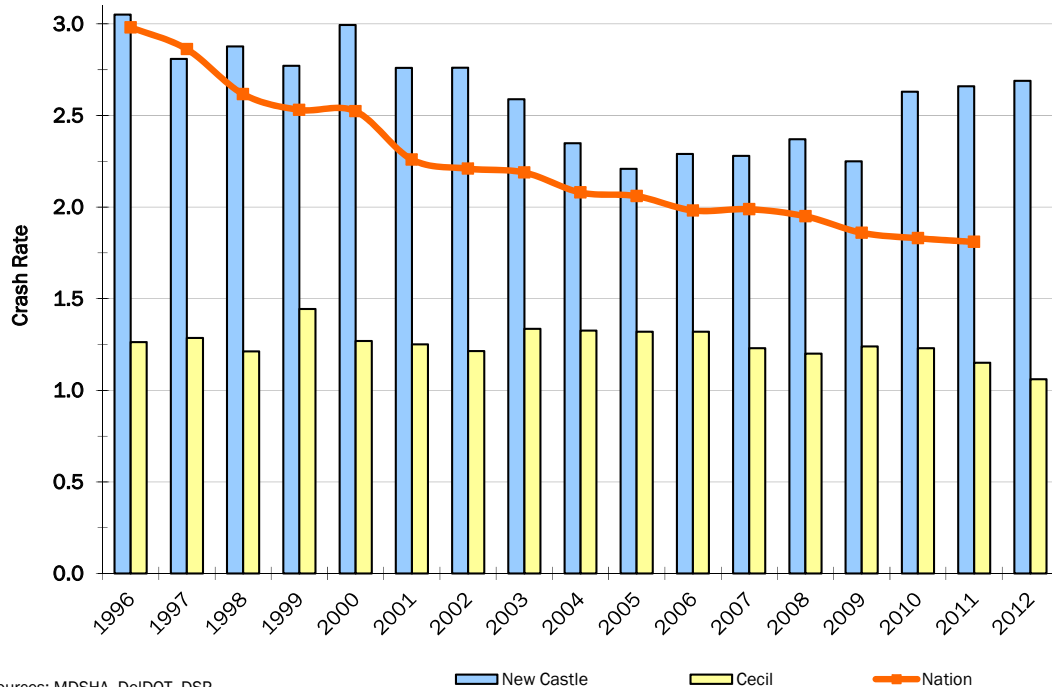


*Projects classified as \$25 million or more for the total project costs.

Technological advances in cars and on the highways where they operate have led to a safer and cleaner transportation system. These two indicators are perhaps the brightest "green lights" we have uncovered in the present report.

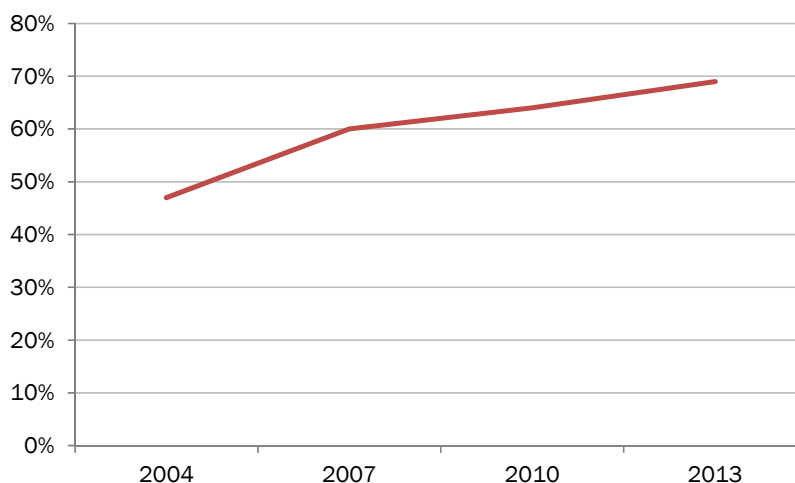
The leading cause of unintentional death in the United States, vehicle crashes have dropped over the past decade. Since 1996, total crashes are down by 12% in New Castle County and 16% in Cecil County. While these figures are good, they have not kept pace with crash declines nationally (down 39%).

Crash Rate per Annual Vehicle Miles Traveled, since 1996



In addition to fewer crashes, more vehicles are using EZ-Pass, an automatic tolling device. This promotes free flowing traffic along our tolled highways, shortening travel times. The graph below averages EZ-Pass use at tolling sites along the I-95 and SR 1 expressways in the WILMAPCO region, as reported by the Maryland and Delaware Departments of Transportation. In 2004 fewer than half (47%) of vehicles utilized the technology along these routes; in 2013, 69% did so.

EZ-Pass Adoption along Regional Expressways, since 2004



Additionally, as will be detailed in the first section of this report, cleaner engines and fuels have helped slash emissions in regulated pollutants. Reductions in ozone and fine particulate matter emissions improve population health.

V. SUMMARY OF PROGRESS REPORT FINDINGS

Like other previous Progress Reports, the present document has uncovered reasons for optimism and concern. Overall, half (50%) of our actions received green lights, 34% yellow lights and 15% red lights.

Key areas of success include, but are not limited to: conforming to air-quality requirements, safer highway travel, our congestion mitigation process, our freight work, social justice initiatives, and complete streets, scenic byway and Greenway planning efforts.

Problem areas include, but are not limited to: encouraging future growth in places with existing infrastructure, continued growth in single occupancy vehicle trips, the decline of population within walking distance to bus stops, ensuring affordable transportation choices, and identifying transportation funding.

GOAL: IMPROVE QUALITY OF LIFE

Obj. 1: Protect Public Health, Safety & Welfare



Actions

- Ensure a safe transportation system for all users
- Assist Homeland Security agencies in developing and assessing the effectiveness of transportation security and evacuation plans
- Coordinate the development and implementation of Safe Routes to School Programs
- Promote healthy communities through transportation

Actions (continued)

- **Continue to fund traffic calming in residential areas, near schools and business districts, and areas where arterial roads bisect incorporated and unincorporated areas**

- **Conform to Air Quality Conformity requirements**

Ensure a safe transportation system for all users

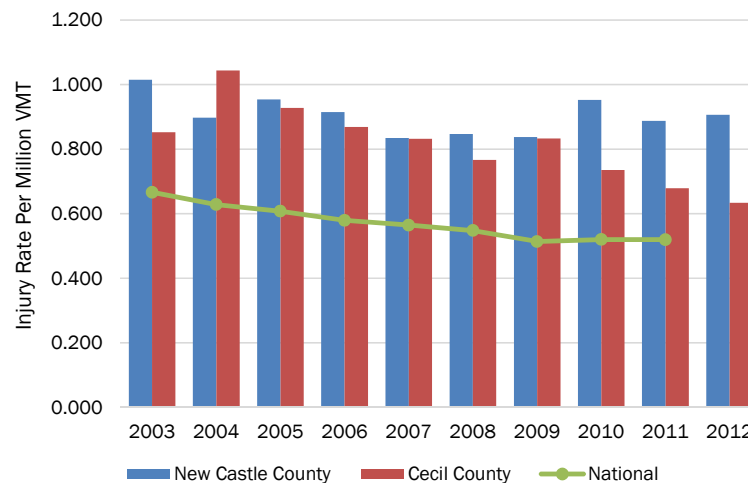


The RTP identifies safety as the “first priority” in making transportation investments.

Safety is a key feature of planning at WILMAPCO. Staff supports the manipulation and interpretation of individual crash data in Delaware. These data feature prominently in our project prioritization processes. Additionally, staff provides annual feedback and technical support with the Delaware Department of Transportation’s (DelDOT’s) Hazard Elimination Program. This Program aims to improve safety along high crash segments.

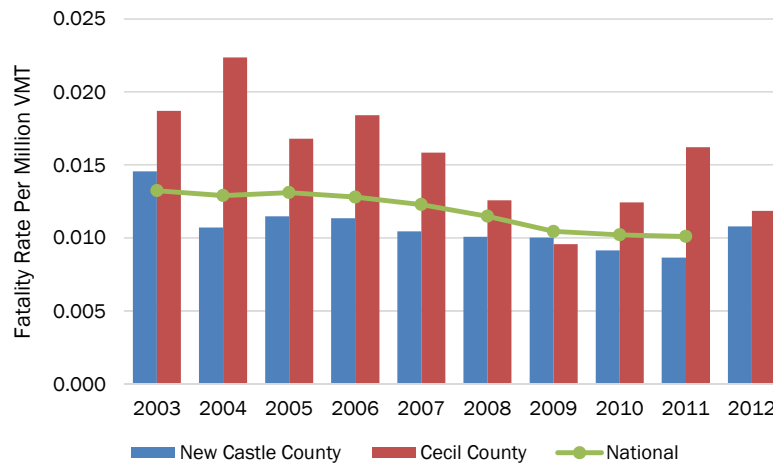
Progress with improving travel safety can be measured via crash rates. As was shown in the front matter, the crash rate is down across the board. This has also dragged down injury and fatality rates per Vehicle Miles Traveled (VMT). Nationally, these rates have fallen by just under 25% since 2003. Injuries resulting from crashes in the WILMAPCO region and fatal crashes in Cecil County, however, outpace the national average.

Crash Injury Rate per VMT, since 2003¹



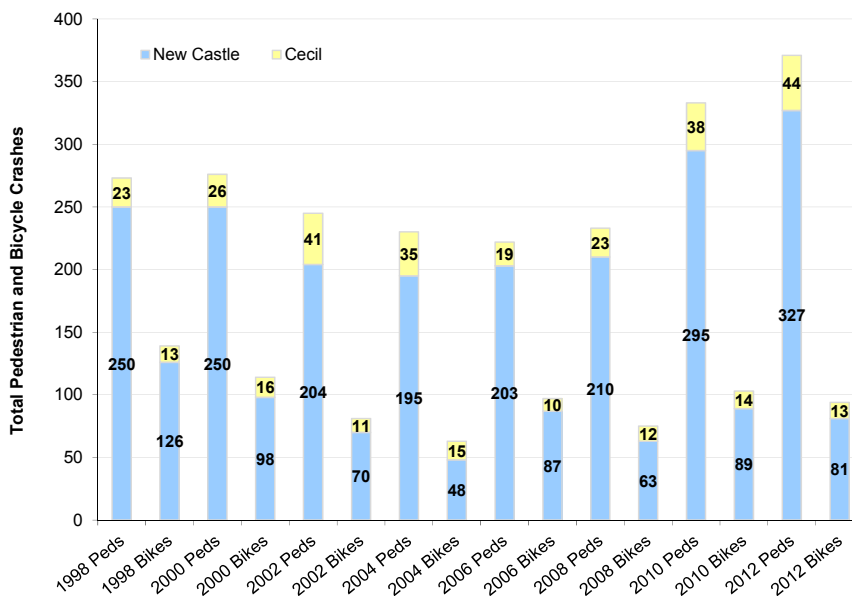
¹ Sources: SHA, DelDOT, DSP

Crash Fatality Rate per VMT, since 2003²



The graph below tracks crashes specific to pedestrians and bicyclists. While pedestrian crashes have increased by about 26% since 1998 in the WILMAPCO region, bicycle crashes are down by 32%.

Pedestrian and Bicycle Crashes, since 1998³



² Sources: SHA, DeIDOT, DSP

³ Sources: SHA, DSP

Assist Homeland Security agencies in developing and assessing the effectiveness of transportation security and evacuation plans



The RTP asks WILMAPCO to use our strength in technical analyses to support national security efforts, and emergency preparedness planning.

WILMAPCO is meeting this charge. We have assisted our partners with traffic data collection and analyses, and have increased general awareness of emergency preparation. For example, we created a webpage (<http://www.wilmapco.org/emergency-preparedness>) to help prepare residents for emergencies, and highlighted the impacts to state-designated evacuation routes in our Sea-level Rise Vulnerability Assessment. We are also a member of DeIDOT's Transportation Management Team, which aims to quicken the response to travel incidents.

Coordinate with DOTs and schools to develop and implement Safe Routes to School Programs



The RTP asked planners to help develop and implement Safe Routes to School (SRTS) Programs. This federal initiative provides improved infrastructure and educational support to encourage more children to walk and bike to school.

WILMAPCO continues to successfully address this effort. In New Castle County, we have partnered with DeIDOT to support SRTS programs at seven schools: Claymont, Edison, Elbert-Palmer, Hanby, Harlen, Maple Lane, and Mount Pleasant. The Maryland Department of Transportation (MDOT) began support of a school in Chesapeake City this past summer. WILMAPCO has reached out to the Cecil County superintendent in an effort to increase that county's participation in the program.

Promote healthy communities through transportation

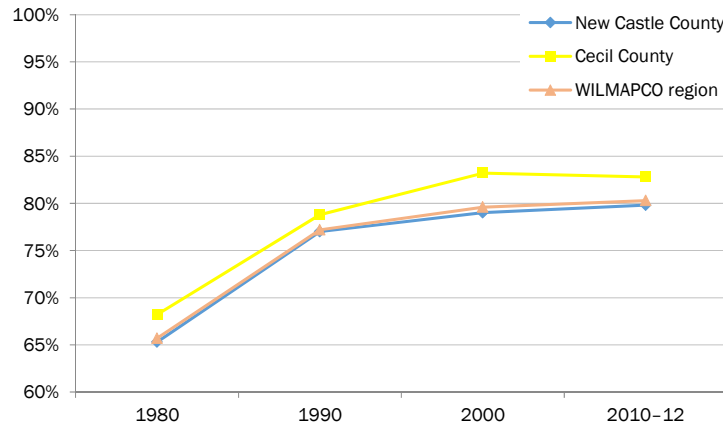


Using transportation decision-making to promote healthy communities was a charge of the RTP. The Plan asked planners to integrate physical activity into the transportation network, providing residents and visitors with more than one transportation option – the private car.

WILMAPCO has moved towards realizing this action. Health-related data at a usable, neighborhood level are unavailable due to privacy concerns. Nevertheless, we have completed several multimodal, transit, bicycle and pedestrian – specific transportation

plans, assisted bicycle advisory committees, and championed pathway planning efforts. We also helped conduct Delaware's first Health Impact Assessment (HIA)⁴. At the same time, however, sprawl enabled by highway investments has led to more commuters driving alone to work than ever before, regionally, and a dwindling percentage of our population within walking distance to a bus stop.

Those Driving Alone to Work, since 1980⁵



Continue to fund traffic calming in residential areas, near schools and business districts, and areas where arterial roads bisect incorporated and unincorporated areas



The RTP called for the continuation of funding for traffic calming and other context sensitive solutions on roadways to promote livability.

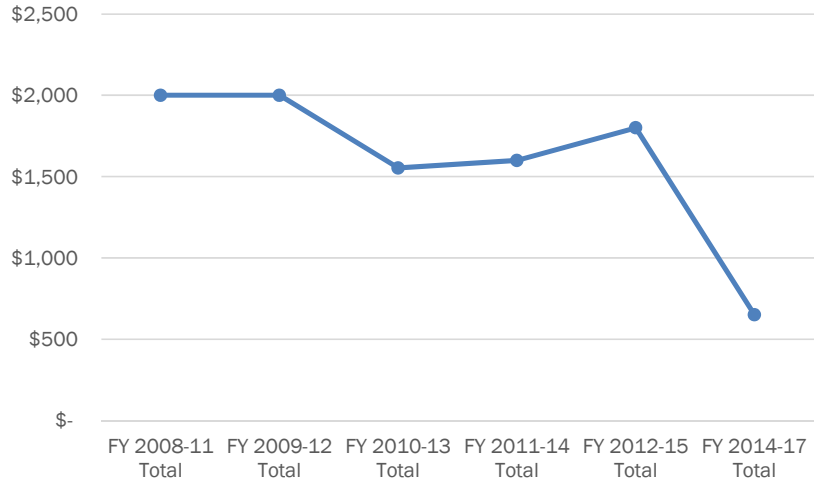
Our efforts to meet this action could be improved. Our individual sub-regional plans such as the Elkton Transit Oriented Development (TOD) Study and the Marshallton and

⁴ Health Impact Assessment (HIA) is an objective analysis of how public health may be positively or negatively impacted by a significant decision; it provides additional information to the public and decision makers that can lead to better decisions and better health. In partnership with the DE HEAL Coalition and the Governor's Council on Health Promotion and Disease Prevention, Delaware's first HIA was conducted from October through May 2013, separate from, but aligned with the Fort DuPont master plan and feasibility study managed by DNREC and their consultants. Work included a comprehensive assessment of the health impacts of various transportation decisions.

⁵ Source: U.S. Census

Southbridge Circulation Studies are full of context sensitive solutions. However, funding for the traffic calming program in New Castle County has flagged in recent TIPs.

Funding for the Traffic Calming Program in New Castle County, since FY 2008⁶



Conform to Air Quality Conformity requirements



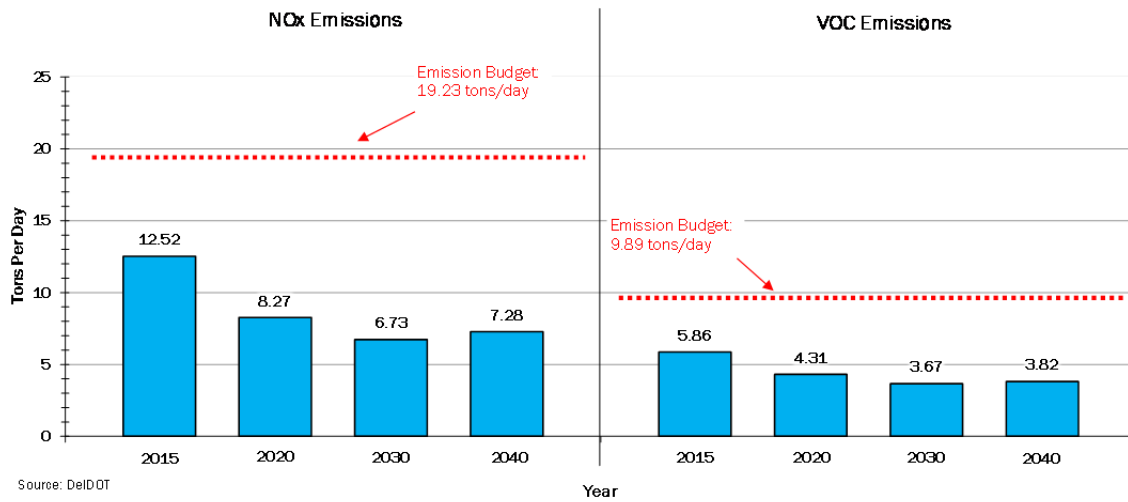
As New Castle County and Cecil County are in nonattainment for ozone and New Castle County is in nonattainment for fine particulate matter (PM_{2.5}), one action in the 2040 RTP charged WILMAPCO with conforming to required air quality standards.

WILMAPCO has shown that our project lists do conform with these standards. As shown in the graphs below⁷, the projected emissions from the on-road transportation sector (including planned projects) fall below the required budgets and baselines. A word of caution, however, is necessary. Our projections indicate an upward trend in transportation emissions during the 2030s. This is a result of increasing VMT and the implementation of all known vehicle technologies.

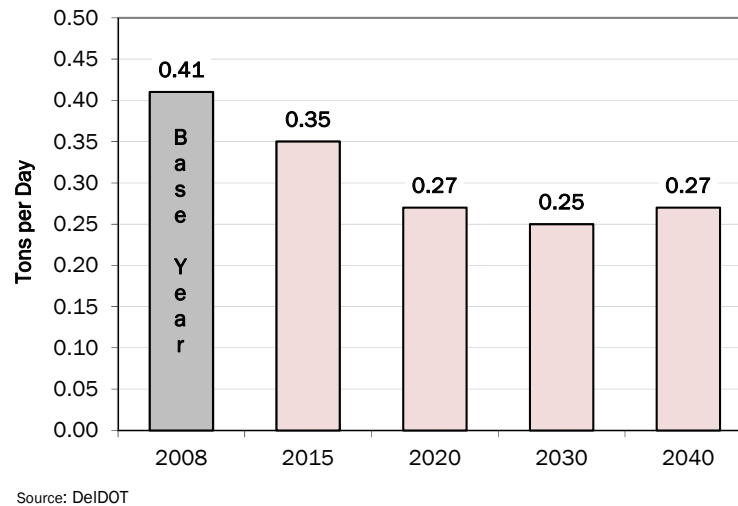
⁶ Source: WILMAPCO. All figures x \$1,000.

⁷ We measure ozone via emissions of Nitrogen Oxides (NO_x) and Volatile Organic Compounds (VOC). Fine Particulate Matter (PM_{2.5}) is measured in both direct and precursor (NO_x) states.

On-road Mobile Source Ozone Projections in New Castle County⁸



On-road Mobile Source Direct PM2.5 Projections in New Castle County⁹

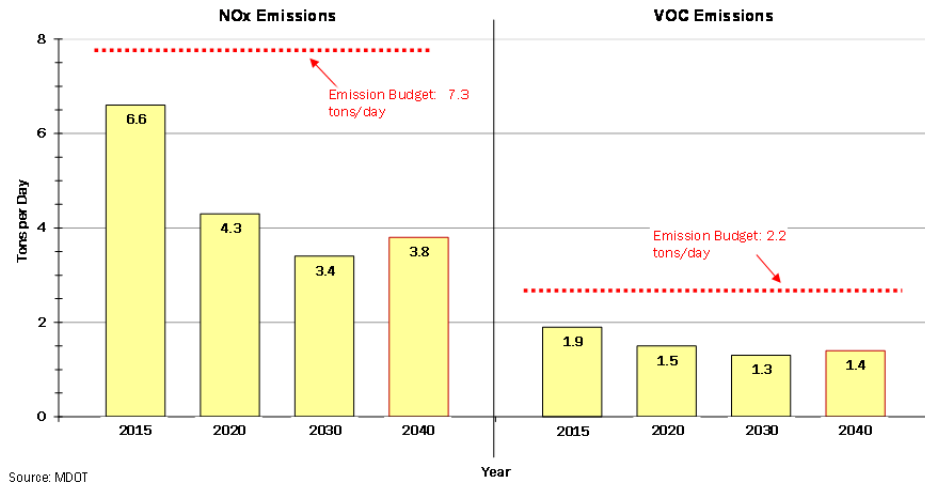


On-road Mobile Source Ozone Projections in Cecil County¹⁰

⁸ Source: DelDOT

⁹ Source: DelDOT

¹⁰ Source: MDOT



GOAL: IMPROVE QUALITY OF LIFE

Obj. 2: Preserve our Natural, Historic, and Cultural Resources



Actions

- **Provide assistance in the development of Byway Corridor Management Plans and work with DOTs to implement Context Sensitive Transportation Improvements, as identified in Corridor Management Plans**
- **Limit projects within Rural Transportation Investment Areas to preservation and safety**



Provide assistance in the development of Byway Corridor Management Plans and work with DOTs to implement Context Sensitive transportation improvements, as identified in Corridor Management Plans



The 2040 RTP asked planners to work with local committees to develop and implement corridor management plans for scenic byways, lending technical assistance.

WILMAPCO is meeting this charge. Recent Byway implementation efforts include:

- Harriet Tubman Byway Corridor Management Plan completed – 2013
- Brandywine Valley Byway received federal grant to develop Hometown Overlay Plan – 2011 and funding for landscaping in FY 2012-15 TIP
- DeIDOT Context Sensitive Solutions for Delaware Byways report – 2011
- Route 9 Coastal Heritage Byway, Planning and Design of a Bicycle/Pedestrian Connector and Scenic Overlooks grants – 2012

Limit projects within Rural Transportation Investment Areas to preservation and safety

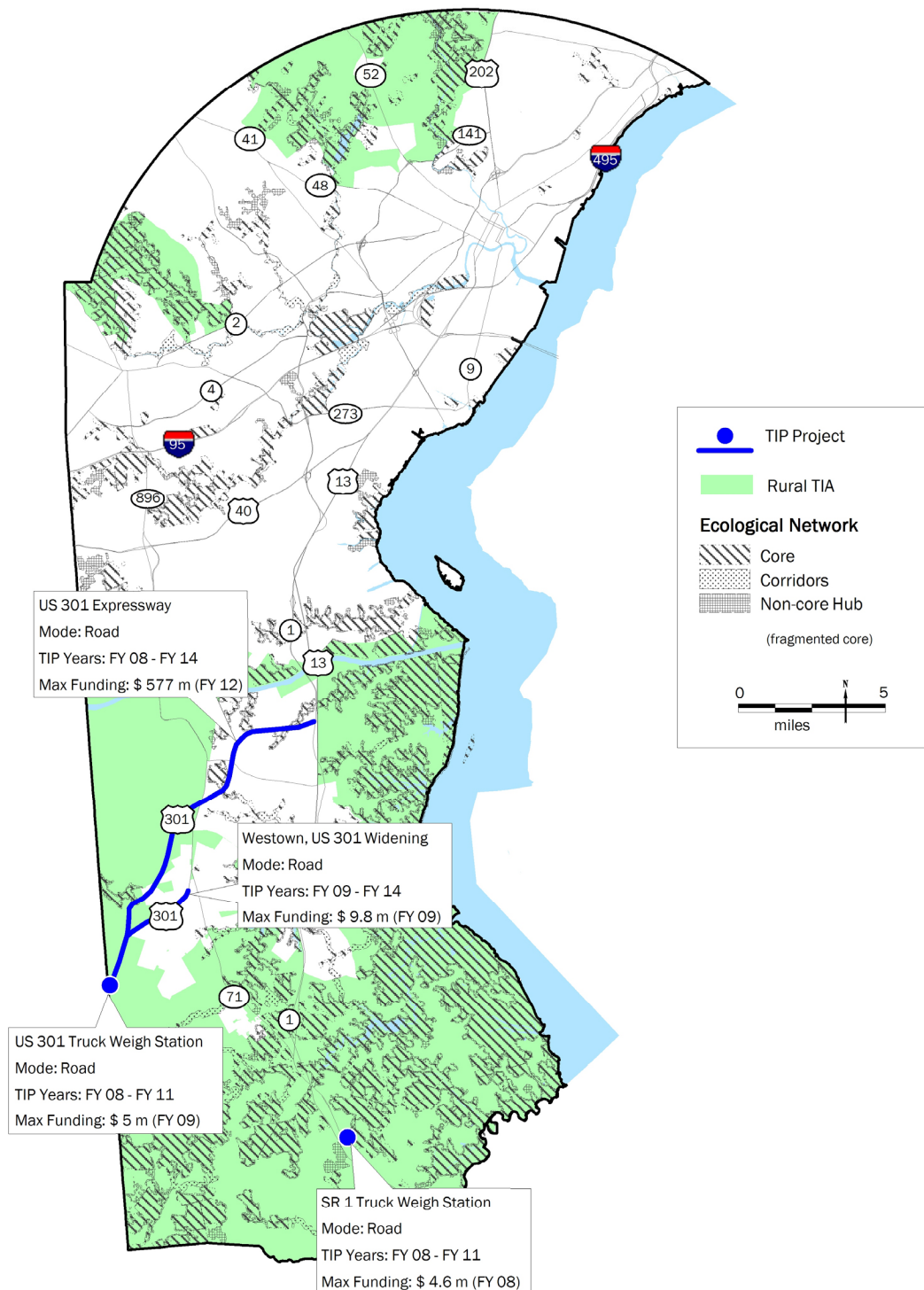


The RTP identified certain types of projects to be discouraged in Rural Transportation Investment Areas¹¹. These include: intersection capacity projects, park-and-ride expansions, road building and widening, mass transit expansions and so on.

The map below illustrates expansion projects which passed through rural lands since the FY 2008-11 TIP. By far the most significant of these is the planned US 301 Expressway – a major new highway just north of Middletown. While each was approved after findings of no major local environmental impacts, each will bring a lasting change to the rural landscape, and some may increase development pressure.

¹¹ See the appendix for a matrix.

Expansion Projects In and Around Rural TIAs since FY 2008¹²



¹² No major expansion projects were found in Cecil County. Some previous TIP projects in Rural TIAs were eventually not funded with federal dollars. These included the SR 1 Emergency Ramp and the northern portion of the Pomeroy Bike Trail, which are not shown on the map. Ecological Network source: DNREC.

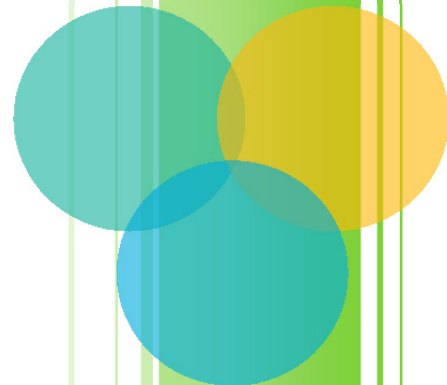
GOAL: IMPROVE QUALITY OF LIFE

Obj. 3: Support Existing Municipalities and Communities



Actions

- Incorporate the objectives of county and municipal comprehensive plans into transportation plans
- Work with land-use agencies and other stakeholders to encourage use of mobility friendly design and to develop and adopt mobility friendly design standards for additional jurisdictions
- Implement context sensitive solutions for livable streets



Incorporate the objectives of county and municipal comprehensive plans into transportation plans



The RTP asks planners to tie the objectives of comprehensive plans into WILMAPCO transportation plans.

This action continues to be met. We keep a fresh inventory of the relevant land use and transportation recommendations of each comprehensive plan. A listing of these can be found in the Appendix. Whenever a sub-regional transportation plan begins, any relevant comprehensive plan, or indeed any local plan is consulted first.

Work with land use agencies and other stakeholders to encourage use of mobility friendly design and to develop and adopt mobility friendly design standards for additional jurisdictions



The RTP noted the need to develop and adopt mobility friendly design standards for additional jurisdictions, and to encourage their use generally.

This action has been partially met. No new design standards have been developed or adopted; however, recent WILMAPCO Transit Oriented Development (TOD) plans highlight how mobility friendly design can be achieved around existing and planned train stations.

With the adoption of complete streets policies, this action should be revisited in the RTP update.

Implement context sensitive solutions for livable streets



The RTP called for the implementation of context sensitive solutions on roadways, to promote livability.

Our efforts to meet this action could be improved. Our individual sub-regional plans such as the Elkton TOD Study and the Marshallton and Southbridge Circulation Studies are full of context sensitive solutions. However, as already shown, funding for the traffic calming program in New Castle County has flagged in recent TIPs.

GOAL: IMPROVE QUALITY OF LIFE

Obj. 4: Provide and Promote Transportation Opportunity and Choice



Actions

- Enhance analytical capabilities and explore new methods for addressing the transportation needs of EJ groups
- Improve coordination with our PAC, member agencies, and the general public to enhance EJ-related activities and public awareness
- Continually monitor the progress of recommended strategies to combat issues of underrepresentation, isolation, and lack of transportation alternatives found within identified EJ areas.
- Ensure affordable transportation choices

Actions (continued)

- **Coordinate with human service and transit agencies to plan United We Ride, New Freedom, Job Access and Reverse Commute, and Special Needs of Elderly Individuals and Individuals with Disabilities Programs**

Enhance analytical capabilities and explore new methodologies for addressing the transportation needs of EJ groups

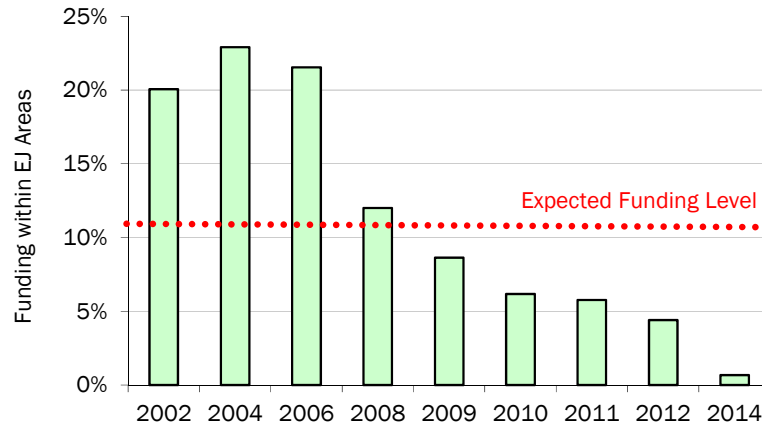


The RTP challenged WILMAPCO to enhance its analytical capabilities with regard to Environmental Justice (EJ).

This action continues to be met. A pair of updated EJ studies (2009 and 2013) introduced nuance to our social equity analyses, including the development of a transportation funding equity benchmark, food desert analysis, enhanced bus analysis, and more.

The graph below illustrates our transportation equity benchmark analysis. We look at the actual percentage of transportation project funding slated for EJ areas¹³, against the benchmark expectation level. This benchmark is simply the percentage of the region's population within EJ areas. As shown, funding for beneficial projects within EJ areas has slipped steadily since the FY 2004 TIP, as a result of greater funding for suburban highway projects.

Percentage of Planned TIP Spending within EJ Areas, since FY 2002



¹³ Only TIP projects with specific spatial geometry were included in this analysis. Additionally, TIP projects within EJ neighborhoods were not counted if they fell on an expressway, such as I-95. A repaving project on a raised section of I-95, for example, represents little direct benefit to the surrounding neighborhoods. Data source: WILMAPCO.

Improve coordination with our PAC, member agencies, and the general public to enhance EJ-related activities and public awareness

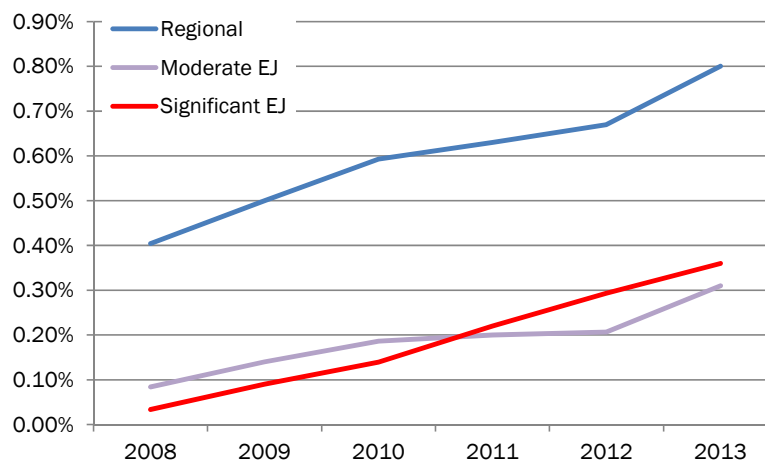


The RTP challenged planners to enhance EJ-related public outreach.

WILMAPCO has continued to work towards this goal. We have increased the diversity of our Public Advisory Committee (PAC), broadened our tour of outreach events to include minority festivals, and, in so doing, have increased readership of our newsletter in EJ neighborhoods.

As shown below, readership among households not affiliated with a particular agency, has doubled across the board since 2008. Though still lagging behind the region, targeted outreach efforts within our EJ neighborhoods increased readership there significantly.

WILMAPCO Newsletter Nonaffiliated Readership, by Area, Since 2008¹⁴



Continually monitor the progress of recommended strategies to combat issues of underrepresentation, isolation, and lack of transportation alternatives found within identified EJ areas.



Monitoring the progress of EJ recommendations was another action in the RTP.

¹⁴ Figures for 2009 and 2011 are interpolated. Data source: WILMAPCO.

Much work has been accomplished here. Our efforts with project prioritization, in South Wilmington community planning, the progress report and the Congestion Mitigation Process (CMP) have continued and in some cases have been enhanced.

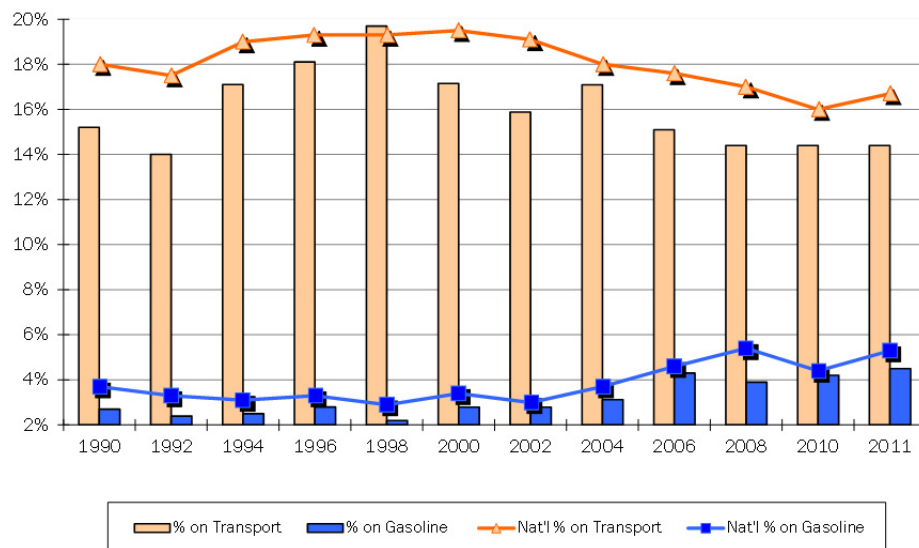
Ensure affordable transportation choices



The RTP asked that planners help ensure affordable transportation choices for residents. These include providing reliable alternative transportation options, promoting sustainable transportation energy use and reducing single occupancy vehicle trips.

Our efforts regarding this action could improve. The graph below tracks consumer spending on transportation generally and gasoline specifically in the Philadelphia Metropolitan Statistical Area (which includes the WILMAPCO region). Since the late 1990s, residents have spent a higher percentage of their budget on gasoline, but less on transportation. National spending in both areas is almost always higher.

Percentage of Household Expenditures on Transportation and Gasoline, Metropolitan Philadelphia, since 1990¹⁵



Research suggests that low income households spend a greater share of their household expenditures on transportation than the average household. In the lowest income cohort, over half of expenditures can be dedicated to transportation.¹⁶

¹⁵ Source: BLS

We must be especially cognizant of the impact that transportation costs have on the budgets of our low-income households. Spending on private vehicles, insurance, gasoline and transit fares decrease the available funding households can spend on better housing, education and healthier lifestyles.

Coordinate with human service and transit agencies to plan United We Ride, New Freedom, Job Access and Reverse Commute, and Special Needs of Elderly Individuals and Individuals with Disabilities Programs



The RTP asked planners to coordinate with human services on various transit programs.

This action continues to be met. WILMAPCO provides extensive technical and logistical support to local transit agencies when called upon. Our EJ areas have, for example, helped identify appropriate Job Access and Reverse Commute (JARC) routes in New Castle County.

MAP-21 brought changes to existing transit funding programs. The New Freedom Program (FTA 5317) and the Special Needs of Elderly and Individuals with Disabilities Program (FTA 5310) have been combined into Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities (FTA 5310). The new program functions in the same way as the New Freedom Program. The JARC Program (FTA 5316) has been eliminated, but some of that funding has been carried over into the Urban Area Formula Grants (FTA 5307). The local transit agencies are still adapting to these changes and determining how it affects their funding.

¹⁶ See the 2013 EJ Report for more information: www.WILMAPCO.org/ej

GOAL: EFFICIENTLY TRANSPORT PEOPLE

Obj. 1: Improve Transportation System Performance



Actions

- Work with transit providers to expand regional transit and ridesharing information through implementation of real-time travel information via telephone, on-site, and computer-based systems
- Work with transit providers to expand the use of smart cards regionwide
- Fund projects that make better use of Intelligent Transportation Systems (ITS)



Actions (continued)

- **Improve implementation of “maintenance first” policy by funding a TIP that makes improving the condition of the existing transportation network the top priority**
- **Work with DOTs to design transportation facilities to reduce future maintenance costs**
- **Fund enhancements to park & ride facilities**
- **Expand transportation systems within the Center and Community Transportation Investment Areas, where necessary**
- **Work with transit agencies to improve transit efficiency and desirability by recommending and funding projects that reduce bus travel times**
- **Reduce the need for expensive roadway expansions by funding projects that increase transit ridership**

Work with transit providers to expand regional transit and ridesharing information through implementation of real-time travel information via telephone, on-site, and computer-based systems



The RTP directs staff to work with transit providers to expand the use of regional transit and ridesharing information.

Transit providers in our region have worked independently in meeting this action. DTC partnered with Google to add DART schedules to Google Transit in March 2012, while a similar effort is currently funded in Cecil County. Additional work is needed to realize real-time, GPS-based travel information.

Work with transit providers to expand the use of smart cards regionwide



The 2040 RTP recommended working with transit providers to expand the use of "smart cards."

Preliminary work has begun to improve the connectivity between mass transit services in southeastern Pennsylvania and Delaware.

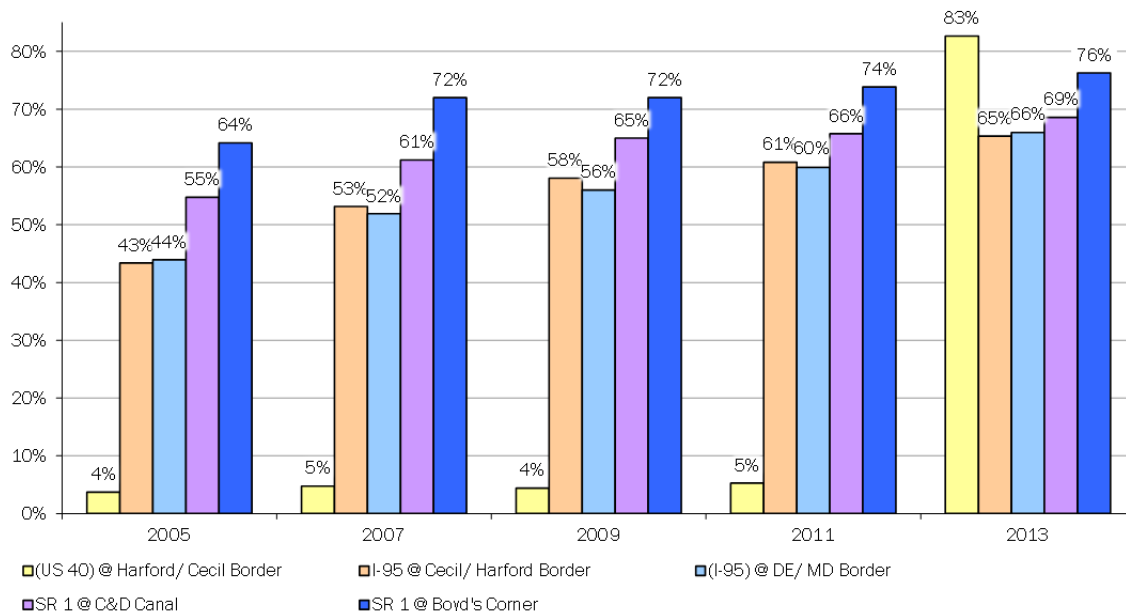
Fund projects that make better use of Intelligent Transportation Systems (ITS)



The RTP called for the funding of projects which made better use of ITS. Such projects include coordinated traffic signals, live traffic cameras, and automated tolling technology. These projects are a smart, inexpensive way to reduce traffic congestion which can delay (perhaps permanently) the need for major capital projects.

Overall, we are meeting this charge. While we have not yet developed a CMP subreport to measure the effectiveness of congestion mitigation measures, ITS advances are funded each year. Indeed, the lion's share of Congestion Mitigation and Air Quality (CMAQ) program funding in Delaware has long been dedicated to this program. Better coordinated signals have helped cut travel time along SR 2, for example, between Wilmington and Newark. And, as shown below, more and more motorists are adopting automatic tolling technology, which helps to reduce congestion on expressways.

EZ-Pass Usage, since 2005¹⁷



Improve implementation of “maintenance first” policy by funding a TIP that makes improving the condition of the existing transportation network the top priority

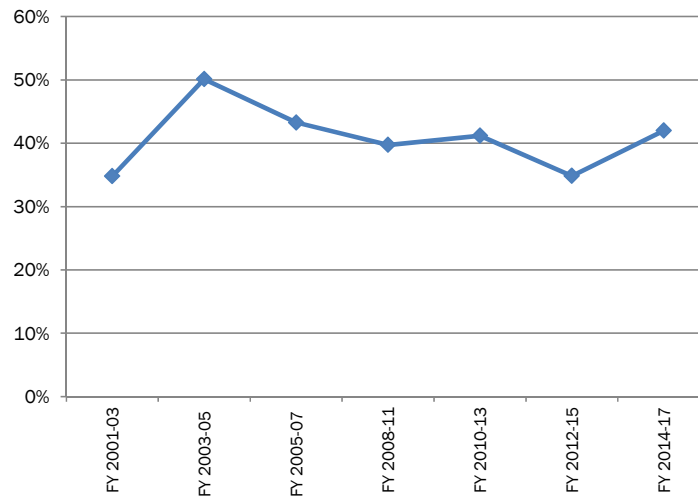


The RTP stipulated a "maintenance first" policy, whereby preservation of the existing transportation system ought to receive funding priority. Specific attention was drawn to increasing community street maintenance via municipal street aid, dedicating funding for the maintenance of bicycle and pedestrian facilities and the timely replacement and refurbishment of transit equipment.

Results here have been mixed. Since the FY 2001 TIP, about 40% of capital spending is routinely allocated to preservation projects. Preservation almost always receives the largest share of funding with lesser amounts dedicated to expansion, management and "other" pools. Additionally, there has been no work to track the maintenance of bicycle facilities, or the replacement/refurbishment of mass transit equipment.

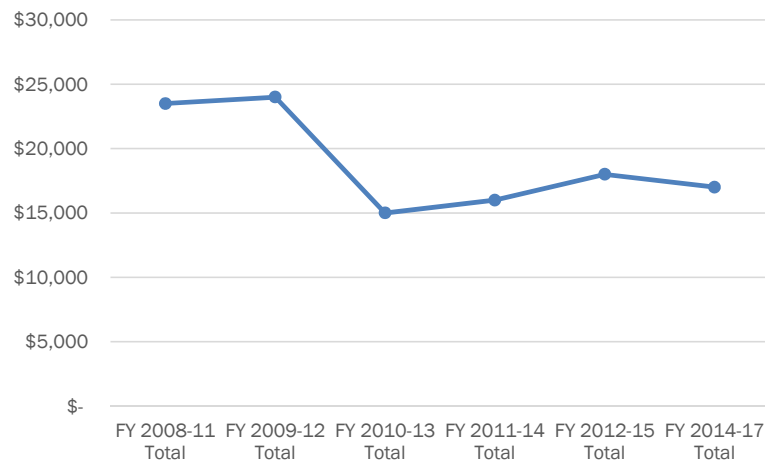
¹⁷ Sources: SHA, DeIDOT

Percentage of TIP Dedicated to Preservation Projects, since FY 2001 TIP¹⁸



One specific area of concern is Municipal Street Aid. Its funding has slid since the FY 2009 TIP.

Municipal Street Aid, since FY 2008 TIP¹⁹



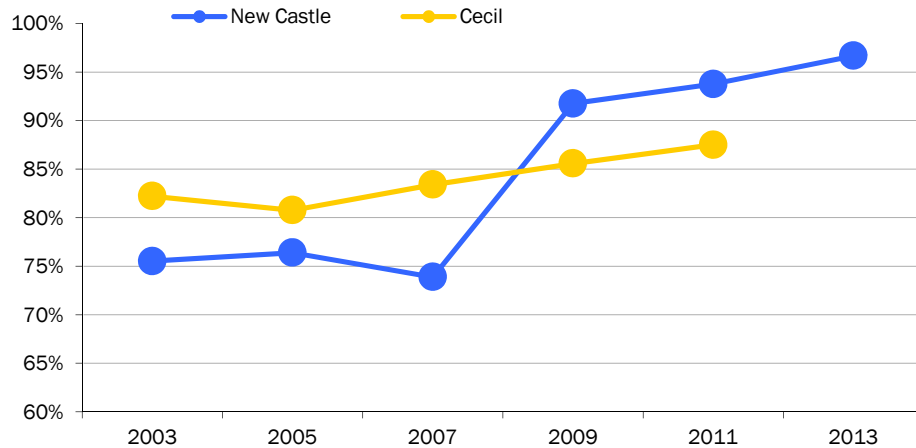
In spite of this, the surge of federal construction dollars several years ago helped reverse worsening infrastructure conditions. Riding conditions along major (National Highway

¹⁸ Source: WILMAPCO

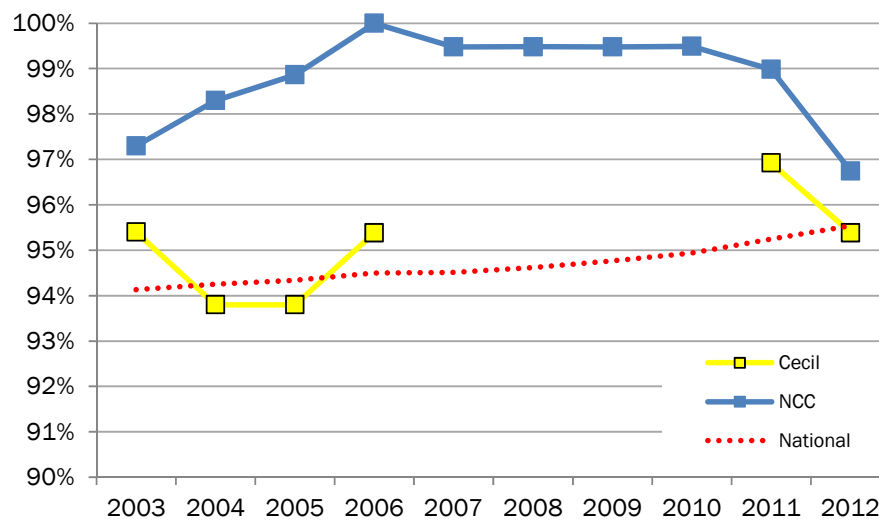
¹⁹ Figures x \$1,000. Source: WILMAPCO.

System) roads in our region have improved over the past decade, while bridges along those highways are almost all in good condition.

Percentage of Highway Pavement in "Good" Condition²⁰



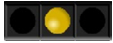
Percentage of Structurally Acceptable Bridges along Highways²¹



²⁰ Sources: SHA, DeIDOT

²¹ Data are missing between 2007 and 2010 in Cecil County. Sources: SHA, DeIDOT.

Work with DOTs to design transportation facilities to reduce future maintenance costs



The RTP asked that WILMAPCO help research best practices into designing transportation facilities to reduce future maintenance costs.

While there has been no direct work on this action, staff has been an active participant in the FHWA's Every Day Counts initiative. This effort involves reducing construction time on projects, while improving safety and reducing environmental impacts.

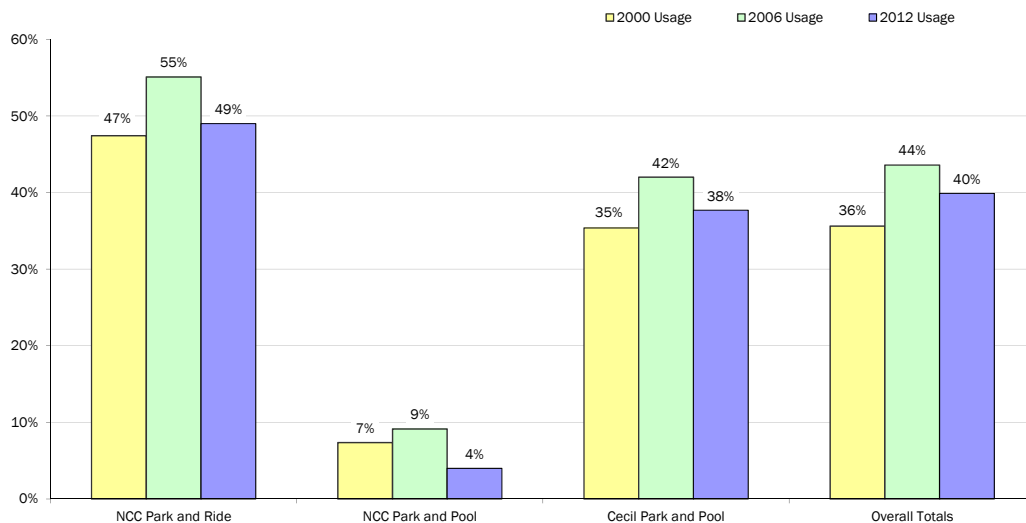
Fund enhancements to park & ride facilities



The 2040 RTP called for the funding of park-and-ride facilities, along with the development of a prioritized list of top performing lots for future funding.

Overall park-and-ride use has remained fairly steady since 2000. Overall use is up since 2006; however, the addition of new spaces has resulted in the declines shown in the graph below.

Usage of Park-and-Ride Facilities, Since 2000²²



While no effort has been made to develop a prioritized list of top performing sites, the TIP has been utilized to fund park-and-ride enhancements. WILMAPCO could do a better

²² Sources: SHA, DeIDOT

job of meeting this action.

Expand transportation systems within the Center and Community Transportation Investment Areas, where necessary



The RTP called for the necessary expansion of transportation within Center and Community TIAs.

Center and Community TIAs receive the lowest amount of funding, of all the TIAs. Key projects for Centers, such as train stations and associated TOD remain unfunded, or off the table.

Work with transit agencies to improve transit efficiency and desirability by recommending and funding projects that reduce bus travel times

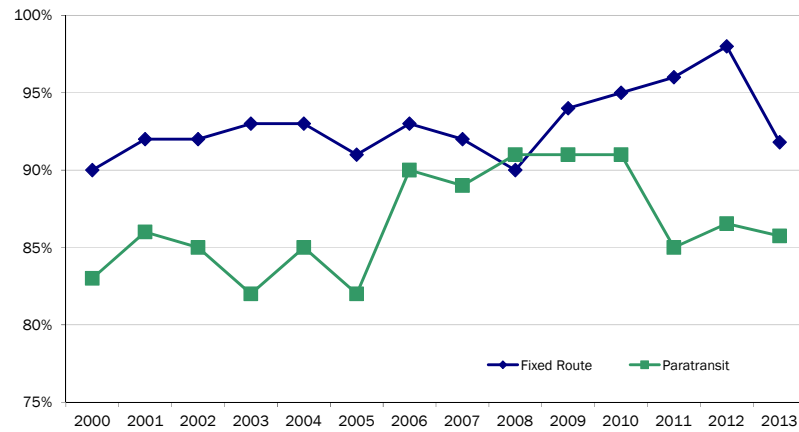


The RTP called for WILMAPCO planners to work with transit agencies in reducing bus travel times. Specifically, this involved researching best practices and completing the Downtown Wilmington Circulation Study.

The Delaware Transit Corporation (DTC) tracks the on-time performance of its buses. It has set a **goal of 90%** on-time performance rate for both the fixed-route bus and Paratransit services. While this target has been met by the fixed-route buses, Paratransit has been unable to reach 90% efficiency during the last few years.

WILMAPCO completed the Downtown Wilmington Circulation Study, and continues to work with DTC in streamlining service – at least in Wilmington where the service is concentrated – through the Wilmington Transit Moving Forward Study.

On-time Bus Performance in New Castle County, since 2000²³



²³ Source: DTC

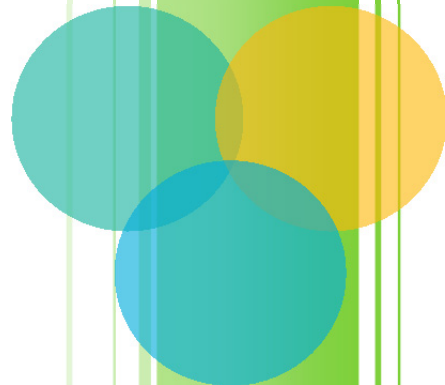
GOAL: EFFICIENTLY TRANSPORT PEOPLE

Obj. 2: Promote Accessibility, Mobility and Transportation Alternatives



Actions

- Continue to plan for and fund multimodal projects
- Increase access to transit with technology, service expansion, park and rides, bus stop facilities, sidewalks and bicycle lockers
- Coordinate with implementing agencies on planning and design of complete streets, and implement a Complete Streets Policy through the TIP



Actions (continued)

- **Improve facilities for walking in Pedestrian Priority Areas by funding pedestrian improvements within Pedestrian Priority Areas and work through the development process to complete projects**
- **Work with transportation agencies to improve pedestrian crossing facilities**
- **Work with DOT, counties and municipalities to implement Multimodal Level of Service (LOS) Standards, and perform multimodal LOS analysis**
- **Implement improved fixed route public transit service to identified Transportation Justice areas, where necessary**
- **Implement recommended walkability enhancements within identified Transportation Justice areas, and continue to retrofit facilities to meet ADA standards**
- **Continually monitor the progress of recommended strategies to implement and address the transportation needs of identified Transportation Justice communities, especially households without access to an automobile**
- **Begin a dialogue to address accessibility and mobility concerns raised by seniors in our region and improve public awareness of Transportation Justice**
- **Fund strategic improvements to our region's transit system to address the key issues and challenges facing our region**

Actions (continued)

- **Establish a network of Pedestrian and Bicycle Facilities in partnership with member agencies**

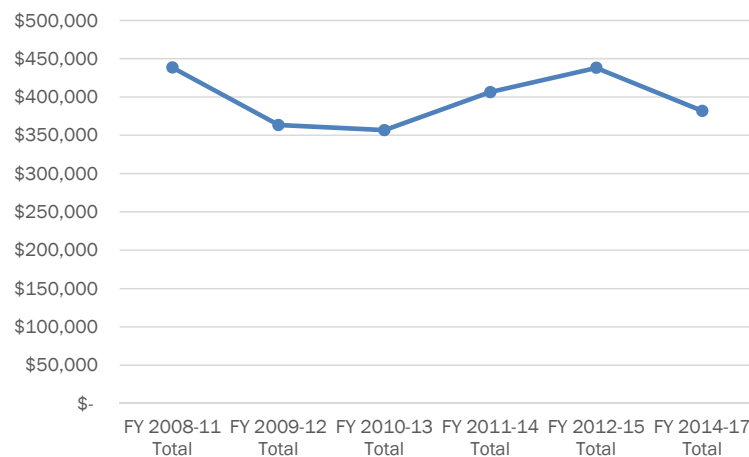
Continue to plan for and fund multimodal projects



The RTP called for the planning and funding of multimodal transportation projects. These are projects which transcend mode, incorporating roadway, nonmotorized and transit improvements.

As shown in the graph below, TIP funding for multimodal projects has stagnated (hovering just below \$400 million) since FY 2008. As a percentage of total funding, however, it has fallen from 26% in FY 2008 to 19% in FY 2014.

Multimodal Funding, Since FY 2008 TIP²⁴



Increase access to transit with technology, service expansion, park and rides, bus stop facilities, sidewalks and bicycle lockers

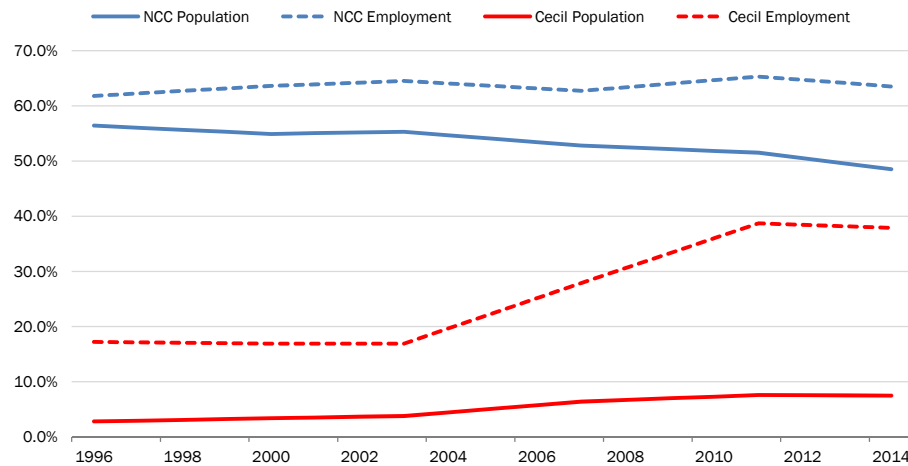


Increasing the accessibility to transit was an action in the RTP. A table showed that the percentage of New Castle County 's population within walking distance (a quarter-mile) to a bus stop declined between 1996 and 2004.

The graph below updates those data. In New Castle County, the percentage of jobs within walking distance to a bus stop has increased slightly between 1996 and 2014 – 61.8% to 63.5%. Meanwhile, the percentage of the county's population nearby a bus stop has steadily slid – 56.4% to 48.5%. In Cecil County, the percentages of employment and population within walking distance to a bus stop both doubled since 1996.

²⁴ Figures x \$1,000. Source: WILMAPCO

Population and Employment within Walking Distance to a Bus Stop, since 1996²⁵



Based on these data we can say that we are only partially meeting this action. Increased efforts are required to check and reverse the declining trend of population within walking distance of a bus stop in New Castle County.

Coordinate with implementing agencies on planning and design of complete streets, and implement a Complete Streets Policy through the TIP



The 2040 RTP urged WILMAPCO to coordinate with DOT partners in planning and designing complete streets, and implementing a Complete Streets policy through the TIP.

This action continues to be met. WILMAPCO sub-regional plans always consider multimodal options. Complete Streets policies have been adopted by MDOT (2011) and DeIDOT (2010). Neither agency, however, has completed their implementation plans. Management and Expansion roadway projects in the TIP are all reviewed for “appropriate” bicycle, pedestrian and transit elements except for those situated along expressways. Preservation projects include Americans with Disabilities Act (ADA)–compliant curb ramps when sidewalks are present but do not always include other complete street elements.

²⁵ Source: WILMAPCO

Improve facilities for walking in Pedestrian Priority Areas by funding pedestrian improvements within Pedestrian Priority Areas and work through the development process to complete projects



The RTP calls for funding projects within Pedestrian Priority Areas.

This action has seen a lot of activity. WILMAPCO produced a 2012 report "Top Pedestrian Priority Segments," which refined the Pedestrian Priority Area analysis. Segments of road were identified, then prioritized for their ability to generate pedestrian activity. With the passage of MAP-21, MPOs were empowered to select pedestrian/bicycle projects through the Transportation Alternatives Program (TAP). Our subsequent TAP Project Prioritization Process built upon the 2012 analysis. Actual funding dedicated to these projects, however, is weak – especially in Cecil County.

Work with transportation agencies to improve pedestrian crossing facilities



Improving pedestrian crossing facilities was an action in the RTP.

This action is redundant, being covered by the previous two actions.

Work with DOT, counties and municipalities to implement Multimodal Level of Service (LOS) Standards, and perform multimodal LOS analysis



The RTP challenged WILMAPCO to help implement multimodal LOS standards.

While the CMS continues to incorporate other modes, there has been no work on this action item.

Implement improved fixed route public transit service to identified Transportation Justice areas, where necessary



The RTP asked WILMAPCO to implement the fixed route transit recommendations identified in the 2007 Transportation Justice (TJ) Report, which considered the mobility challenges of seniors, the disabled and zero-car households.

The TJ report was shared with both of our region's public transit agencies, and was developed with feedback and guidance from the Delaware Transit Corporation. These agencies are responsible for implementing bus improvements. It is doubtful, however, that any of the improvements were implemented, given the lack of capital investment in public transit. On the positive side, proposed projects within TJ neighborhoods do receive additional points in WILMAPCO's overall project prioritization process. However, they are not considered in the state project prioritization process.

Implement recommended walkability enhancements within identified Transportation Justice areas, and continue to retrofit facilities to meet ADA standards



The RTP challenged WILMAPCO to implement the walkability recommendations found in the 2007 Transportation Justice Report.

As noted in the Pedestrian Priority Areas action above, there has been much activity surrounding the prioritization of pedestrian and bicycle projects by WILMAPCO. A project's presence within a TJ area triggers additional points in our various prioritization schemes. That said many of the pedestrian recommendations in the TJ report have been implemented through the standard ADA adherence policy during highway reconstruction.

Continually monitor the progress of recommended strategies to implement an address the transportation needs of identified Transportation Justice communities, especially households without access to an automobile



The RTP asked planners to continually monitor the progress of recommended strategies in the TJ Report.

This action continues to be met. TJ has been incorporated into all relevant documents, including the present report, as well as in the overall project prioritization and TAP project prioritization processes.

Begin a dialogue to address accessibility and mobility concerns raised by seniors in our region and improve public awareness of Transportation Justice



Raising awareness of TJ concerns was an action in the RTP. This included measures to have better representation of TJ groups on our Public Advisory Committee (PAC), developing ways to reach TJ populations, and more closely partnering with agencies who concern themselves with TJ.

This action continues to be met. The PAC has representation from TJ communities, staff conducts outreach in each county annually targeting seniors, and we have continued to partner with TJ agencies in planning.

Fund strategic improvements to our region's transit system to address the key issues and challenges facing our region

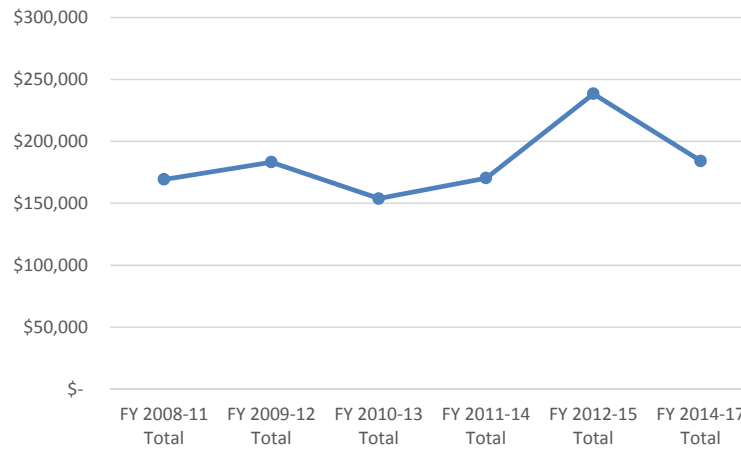


Funding strategic improvements to our regional transit system was an action of the RTP. The aim of the action was to curb reliance on private cars in the region.

This effort has been partially met. WILMAPCO has completed some extensive work related to transit – Downtown Wilmington Circulation Study, Claymont and Newport Train Stations, Elkton, North East, and Perryville TODs – and some of this work has funding in the current TIP.

Illustrated below, transit itself has seen only a slight uptick in total capital investment since FY 2008. As a percentage of total TIP spending, it has declined from 10% to 9% during the period. And, as shown in the "Core Trends" section of the present report, car use is higher than ever before and is projected to grow.

Transit Funding, Since FY 2008 TIP²⁶



Establish a network of Pedestrian and Bicycle Facilities in partnership with member agencies



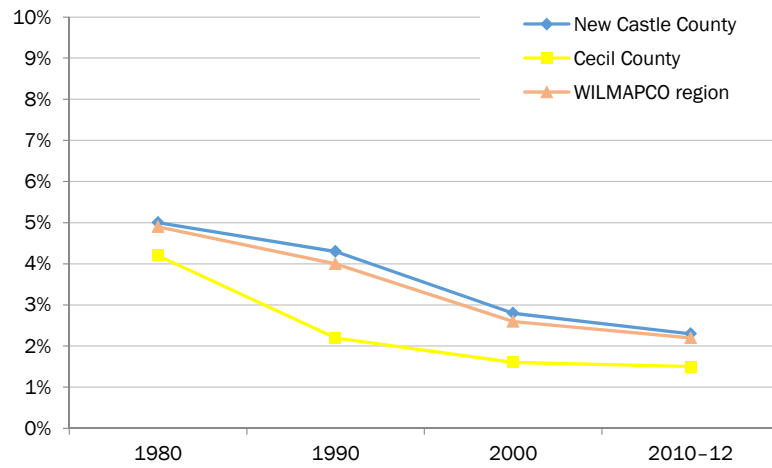
The 2040 RTP challenged WILMAPCO to establish a network of pedestrian and bicycle facilities in partnership with its member agencies.

This action continues to be met. Since the adoption of the RTP in 2011, new network projects have been identified in First State Trails and Pathway Plan, Cecil County Bicycle Plan, Wilmington Bicycle Plan, Perryville Greenway Plan and Newark Bicycle Plan. Recent implementation efforts include: Talley Road Pathway, New Castle Industrial Track Greenway, C&D Canal Trail, Pomeroy Trail, Hopkins Road Connector.

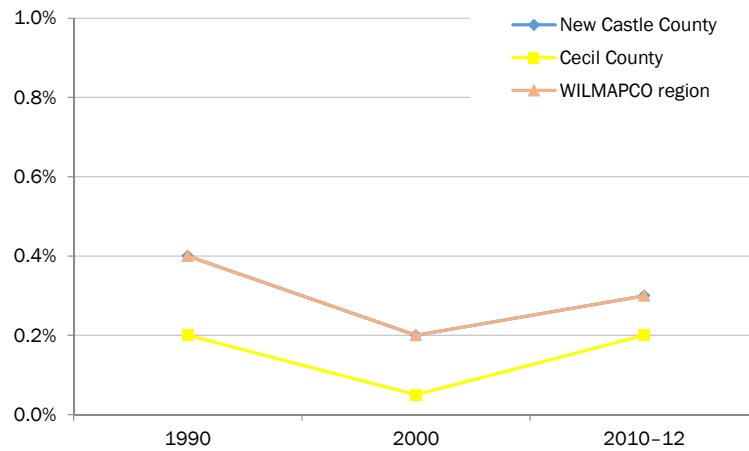
These efforts hope to stem the falling percentage of those walking to work over the past few decades, and increase the miniscule bicycling to work rate in the WILMAPCO region.

²⁶ Figures x \$1,000. Source: WILMAPCO

Those Walking to Work, since 1980²⁷



Those Biking to Work, since 1990²⁸



²⁷ Source: U.S. Census

²⁸ Source: U.S. Census

GOAL: SUPPORT ECONOMIC ACTIVITY, GROWTH AND GOODS MOVEMENT

Obj. 1: Ensure a Predictable Public Investment Program



Actions

- Adequately and appropriately invest in our designated Transportation Investment Areas
- Coordinate with DOTs and land use agencies in the Development and implementation of existing and future subregional plans
- Work with land use agencies to encourage future growth in areas with existing infrastructure to efficiently use our limited transportation resources

Actions (continued)

- Use WILMAPCO's approved project prioritization process to select projects for funding
- Seek additional and innovative funding sources for transportation improvements
- Identify dedicated funding sources for transit operating and capital budgets that will keep pace with inflation
- Examine transit funding levels to support changing ridership patterns and/or restructure paratransit to meet rising demand
- Continue to coordinate with community stakeholders on transportation decision making
- Develop specific performance measure targets
- Continue to complete annual Congestion Management System report and integrate findings into the TIP

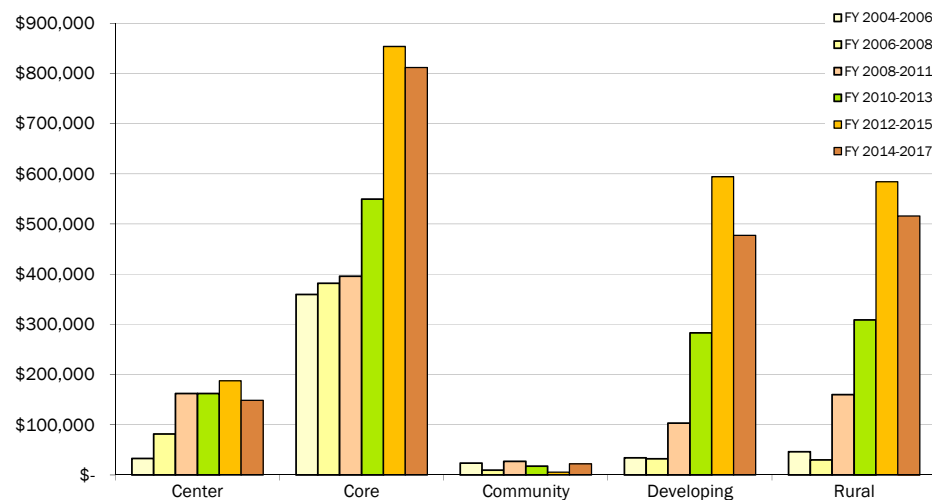
Adequately and appropriately invest in our designated Transportation Investment Areas



The RTP called for the adequate and appropriate investment of public funding within the various TIAs. A matrix in the Plan defines the desirability of various projects by TIA. The most intensive investments ought to occur within Centers, with gradually less intensive investments in Core, Community, Developing and Rural areas.

The graph below tracks investments in our TIAs within various TIPs. Project funding has increased overall for Core, Developing and Rural (driven by the US 301 Expressway). Investments within Developing and Rural areas have outpaced those in the Centers in recent TIPs. Because key improvements remain on the shelf in Centers, we can say this action has not been partially met.

Overall TIP Investments by TIA, Since FY 2004²⁹



²⁹ Figures x \$1,000. Projects are counted for each TIA they cross. Sometimes, therefore, a single project is counted in two or three TIAs. Source: WILMAPCO.

Coordinate with DOTs and land use agencies in the development and implementation of existing and future subregional plans



The RTP asked WILMAPCO to coordinate with our partners in developing and implementing subregional plans.

This action continues to be met. Subregional planning has become a mainstay of work at WILMAPCO. We have become the "go to" transportation agency for projects involving intensive community-based work, or just technical work at a corridor level. Projects such as the Cecil County and Wilmington Bicycle Plans, the Southbridge and Marshallton Circulation Studies, and the Newark Regional Transportation Center project come to mind.

Work with land use agencies to encourage future growth in areas with existing infrastructure to efficiently use our limited transportation resources



The RTP challenged planners to work with land use agencies in encouraging future growth in areas with existing transportation infrastructure. This translates into our Center and Core TIAs, largely along the I-95 corridor.

More work is required for this action. WILMAPCO tracks population growth by TIA. Between 2000 and 2011, half (50.4%) of our population growth occurred outside Center and Core TIAs, though Center and Core TIAs are today home to about 82% of the region's population. These 32,000 new or relocated residents helped compel extensions and capacity increases of highways and interchanges, many of the major investments graphed in the first action of this section. And, as we have already seen in the Core Trends section, projections indicate continued flight to the outer suburbs.

Examining data between 2008 and 2011, residential permitting increased in Developing and Rural TIAs, relative to population, with little permitting for nonresidential (read commercial) uses. This makes residents doubly reliant on highways to reach commercial uses, far from their homes. In Cecil County, we can show that population growth in Center and Core TIAs outpaced growth elsewhere between 2000 and 2011, and that building permitting was balanced across TIAs.

Use WILMAPCO's approved project prioritization process to select projects for funding



Using our project prioritization process to select projects for funding was an action in the RTP.

This action has developed quite a bit since the adoption of the RTP. Now, in addition to the overall project prioritization process, WILMAPCO has project prioritization processes for TAP and CMAQ as well. Crucially, the overall and CMAQ prioritization processes differ from those of Delaware's. This results in project choices which do not always reflect the top technical-scoring projects in our prioritization processes.

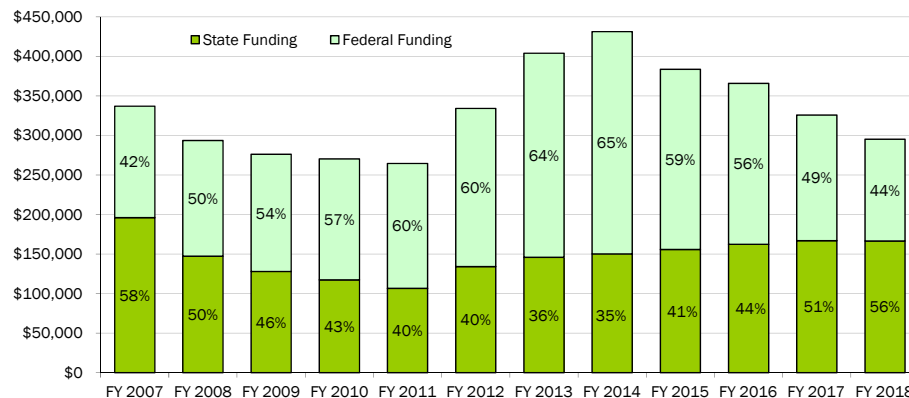
Seek additional and innovative funding sources for transportation improvements



The RTP challenged WILMAPCO to seek additional and innovative funding sources.

Our list of planned transportation projects continues to grow, while funding to implement them does not. And as we continue to expand the transportation network to serve an increasingly dispersed population, the amount of infrastructure increases.

Funding Identified for Capital Transportation Improvements in Delaware³⁰



³⁰ All figures x\$1,000. Source: DeIDOT.

WILMAPCO has researched some successful non-traditional funding mechanisms. While our work has not affected change in financial methods such as increased developer financing or congestion pricing, we have seen action in other areas³¹.

Overall, our efforts towards this action can be improved in order to meet evolving transportation needs. While we have completed a survey of best practices, broader use of innovative methods has not been achieved.

Identify dedicated funding sources for transit operating and capital budgets that will keep pace with inflation



The RTP asked WILMAPCO to research funding sources for transit that keep pace with inflation.

No research has been completed on this topic.

³¹ In 2010, Delaware issued its first Grant Anticipated Revenue Vehicles (GARVEE) bonds to complete the final design and right-of-way acquisition for the new U.S. Route 301. GARVEEs permit states to pay debt service and other bond-related expenses with future federal-aid highway apportionments. GARVEE funding enables the state to accelerate construction and spread the cost of a transportation project over its useful life rather than just the construction period. In total, \$113.5 million in GARVEE bonds were sold.

In 2013, Delaware applied for funding for US 301 through Transportation Infrastructure Finance and Innovation Act (TIFIA) program. This federal program provides credit assistance for qualified projects of regional and national significance. The TIFIA credit program is designed to fill market gaps and leverage substantial private co-investment by providing supplemental and subordinate capital. Direct loans such as the one DelDOT is seeking offer flexible repayment terms and provide combined construction and permanent financing of capital costs.

In 2013, Maryland General Assembly passed the Transportation Infrastructure Investment Act. This increases transportation funding, to the state's transportation trust fund, through various means including a motor fuel tax increase. Effective July 1, 2013, there will be additional motor fuel taxes on all motor fuels except aviation gasoline and turbine fuel. The additional taxes adjust for inflation using the CPI and also a percentage of the average retail price of gasoline.

Federal Public-Private Partnerships (3Ps) have also been continuously touted on a variety of transportation projects, including planned transit facilities such as the Wilmington Transit Hub. Additionally, the MPO has been successful at obtaining Transportation Investment Generating Economic Recovery (TIGER) discretionary grant monies for a regional train station in Newark. TIGER is highly competitive and a unique opportunity to invest in projects of national significance. While grants are not atypical funding sources, pursuing this particular source was a step towards maximizing available funding.

Recent DTC proposals may help with this action. These include the doubling of transit fares and adjustments to Paratransit service operations, which may net an increase in operating funds. These changes will include fare increases above the base fare for Paratransit trips outside the ADA mandated area.

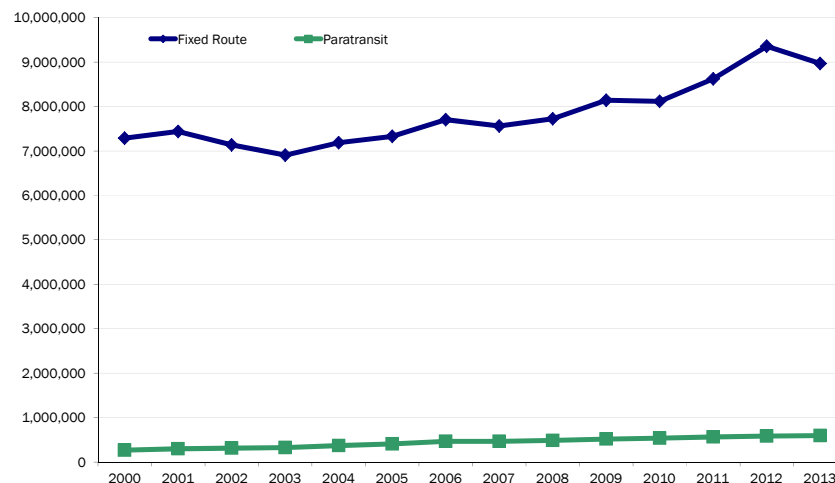
Examine transit funding levels to support changing ridership patterns



The RTP called for the re-examination of transit funding levels and/or the restructuring of paratransit services. Specific recommendations included the creation of a new Paratransit fare schedule and scheduled trip services for lower priority trips.

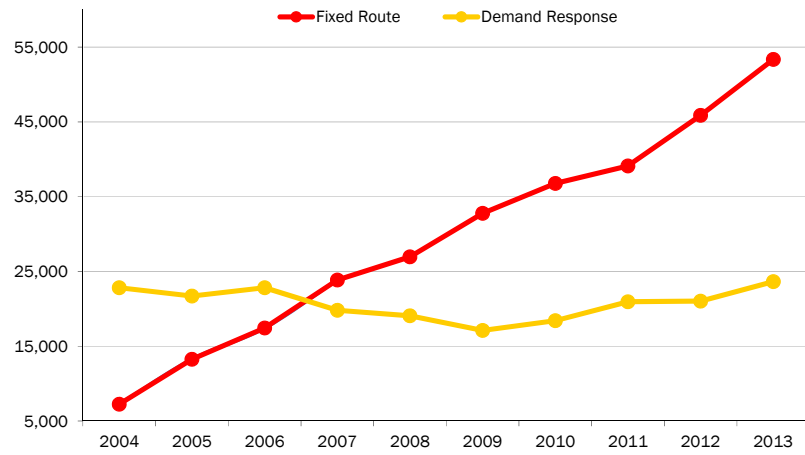
As previously shown, transit funding in the TIP has been largely stagnant – consistently capturing around 9% of capital spending. Bus and commuter train ridership is up in total numbers along with a slight uptick in the percentage of commuters using transit to reach their jobs since 1990. The graphs below illustrate these trends.

Bus Ridership, New Castle County, since 2000³²

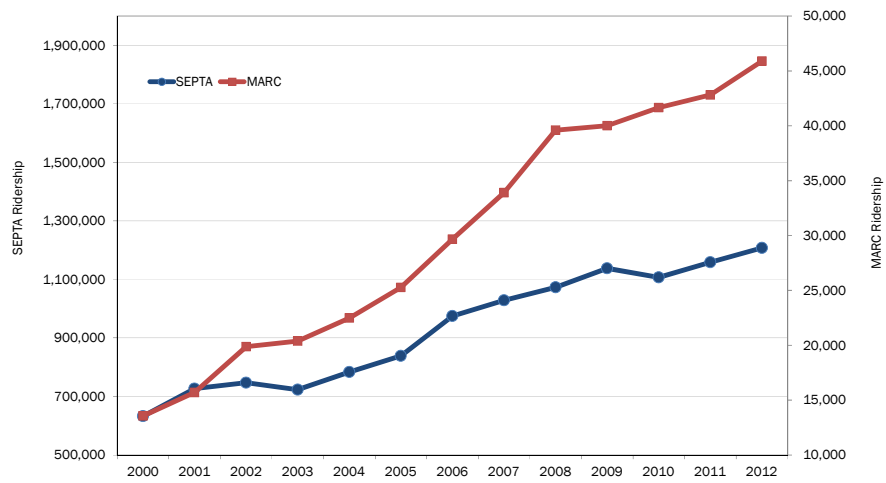


³² Source: DTC

Bus Ridership, Cecil County, since 2004³³



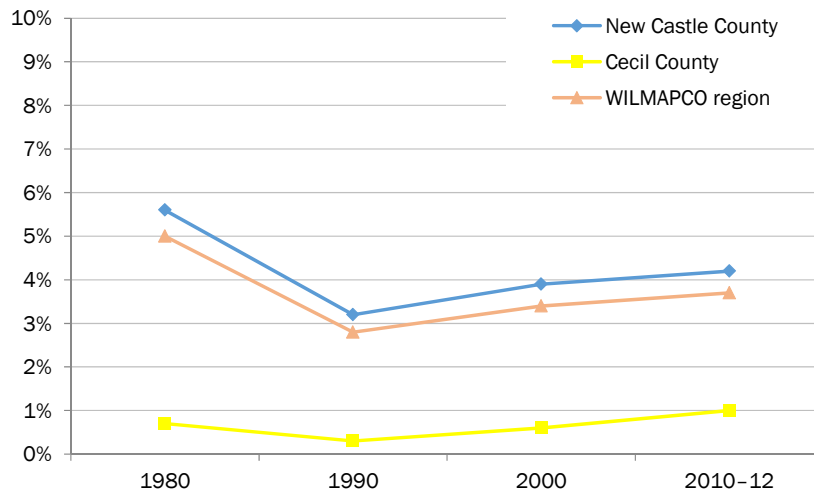
Train Ridership, since 2000³⁴



³³ Source: Cecil County

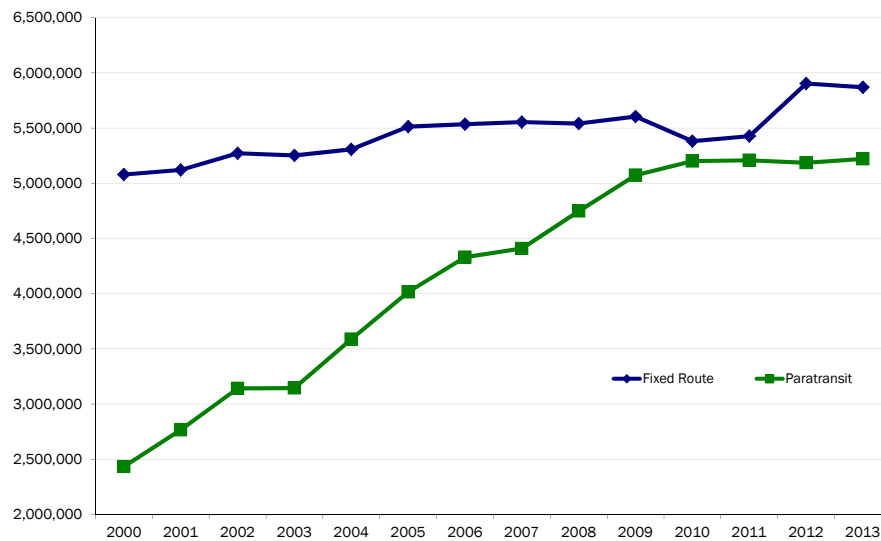
³⁴ Sources: DTC, MTA

Those Taking Mass Transit to Work, since 1980³⁵



Total route mileage trends adds nuance to the graphs above.

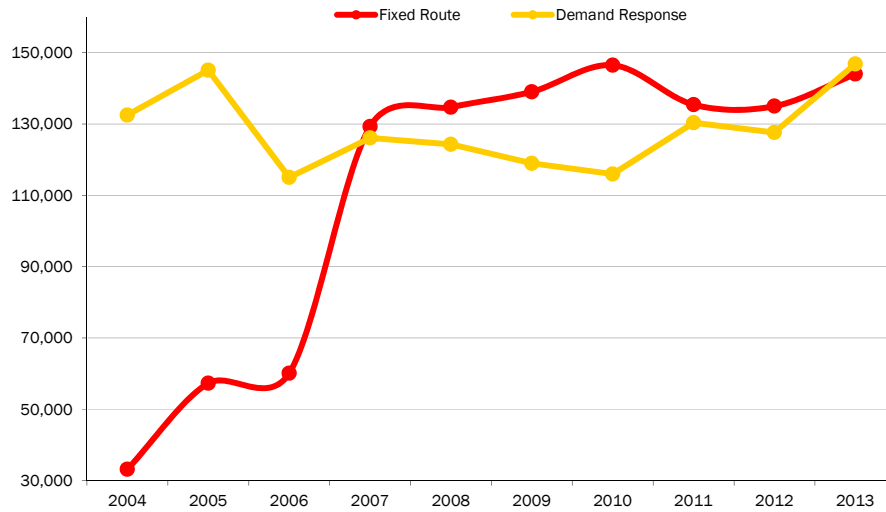
Bus Route Mileage, New Castle County, since 2000³⁶



³⁵ Source: U.S. Census

³⁶ Source: DTC

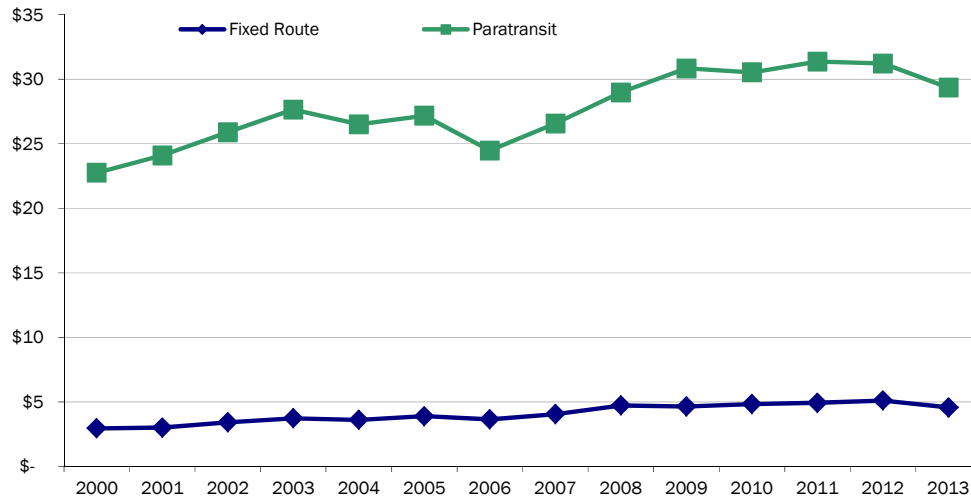
Bus Route Mileage, Cecil County, since 2004³⁷



Delaware's Paratransit service has expanded to unsustainable levels over the past decade. While Paratransit riders only accounted for 6% of total ridership in 2013, the service contributed about half of total route miles. This is a problem as the average Paratransit trip is far more costly than fixed route, as shown below. The end result is that Paratransit consumes about half of DTC's operational budget. In addition to raising fares, DTC is considering changes to the Paratransit service which may help reduce these costs.

³⁷ Source: Cecil County

Average Cost per Trip, New Castle County, since 2000³⁸



Overall, a major restructuring of the existing service is needed, along with heavy targeted investment in enhanced and expanded fixed-route services to increase ridership and reduce VMT. While DTC has begun the Paratransit restructuring process to partially meet this action, work is still required on the fixed-route investment side.

Continue to coordinate with community stakeholders on transportation decision making



Coordinating with community stakeholders in transportation decision-making was an action in the RTP. Additionally, the RTP stipulated that staff ought to seek out new forums to provide education and information about the transportation planning process.

This objective has been largely met. Community leaders are routinely engaged in sub regional plans, though sometimes not throughout the planning process as is optimal. WILMAPCO has also reached underrepresented groups at festivals and gatherings, through our EJ and TJ outreach efforts, and conducts extensive (though primarily government inclusive) outreach in preparation for RTP overhauls. We have expanded our use of technology through virtual workshops, social media and radio advertisements.

³⁸ Source: DTC

Develop specific performance measure targets



The RTP asked us to develop performance measure targets.

As detailed in the Core Trends section of this document, this is also a requirement of MAP-21, the new federal transportation legislation. Guidance on these targets has not yet been released, however. We have decided to wait until this release before developing targets for various performance measures.

Continue to complete annual Congestion Management System report and integrate findings into the TIP



Free flowing traffic conditions help move goods around and beyond the WILMAPCO region. The annual Congestion Management System (CMS) report identifies the most congested corridors and intersections in the regional system and targets them for strategic mitigation improvements. The most recent 2012 CMS analysis identified fourteen congested corridors.

As previously mentioned, the CMS is integrated into the overall WILMAPCO planning process, primarily via the project prioritization process. Beyond that, a listing of funded projects is tracked annually within identified congested corridors, shown below. We have been successful at incorporating the CMS findings into the Transportation Improvement Project (TIP) process. Sixteen management and expansion projects are scheduled within the current four-year TIP. The listing also helps to easily point out which corridors are left without proposed improvements.

TIP Projects within CMS Corridors

CMS Corridor(s)	Project Name
#1	Elkton Road: Casho Mill Rd to Delaware Ave, Reconstruction, Improve Intersection
#1	Elkton Road: MD Line to Casho Mill Rd, Reconstruction, Intersection Improvements
#1	Pomeroy Trail, Construction of Bicycle & Pedestrian Pathway
#1, 4, 6	Third Rail Track Expansion, Newark to Wilmington
#2	US 40 and 896 interchange - Grade Separated Intersection
#3	Road A/SR7, Widening & reconfiguration of intersections
#3	SR 7: Newtown Road to SR 273, Widen from 2 to 4 lanes
#4	Churchman's Crossing, Fairplay Station - Parking Expansion
#5	SR 141: Kirkwood Hwy to Faulkland Rd, Construct 4-Lane Arterial
#6	S Union Street, SR 2: Railroad Bridge to Sycamore St, Sidewalk & Curb Replacement
#6	Wilmington Riverfront Initiatives
#6, 7, 8	Wilmington Signal Improvements, Phase III
#7	Wilmington Transit Hub
#8	I-95 and US 202 Interchange, Widening of Ramp
#9	I-295 Improvements, from I-295 to US 13
#10	No projects currently scheduled
#11	No projects currently scheduled

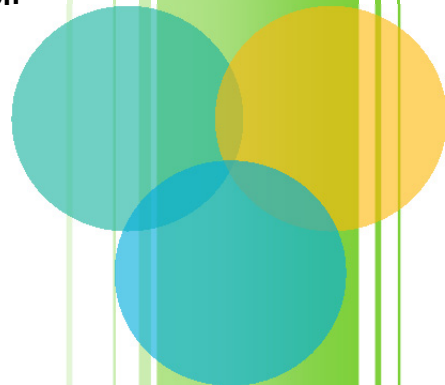
GOAL: SUPPORT ECONOMIC ACTIVITY, GROWTH AND GOODS MOVEMENT

**Obj. 2: Plan and Invest to Promote Attractiveness
of the Region**



Actions

- Work with economic development, tourism and Transportation agencies to establish a better relationship between transportation and tourism
- Continue to evaluate intracounty rapid transit for New Castle County
- Continue to work towards intercounty transit with Cecil County and filling the regional transit gap with passenger rail service from Perryville to Newark



Actions (continued)

- **Support efforts to extend passenger rail services from Wilmington to Dover, including the creation of transit supportive development along the intended corridor**
- **Continue our Partnership with ridesharing agencies**
- **Plan, fund and implement a comprehensive goods movement program based upon the findings of the WILMAPCO Freight Plan**
- **Enhance the Freight/Goods Movement Analysis Capacity**
- **Enhance our goods movement capabilities**

Work with economic development, tourism and transportation agencies to establish a better relationship between transportation and tourism

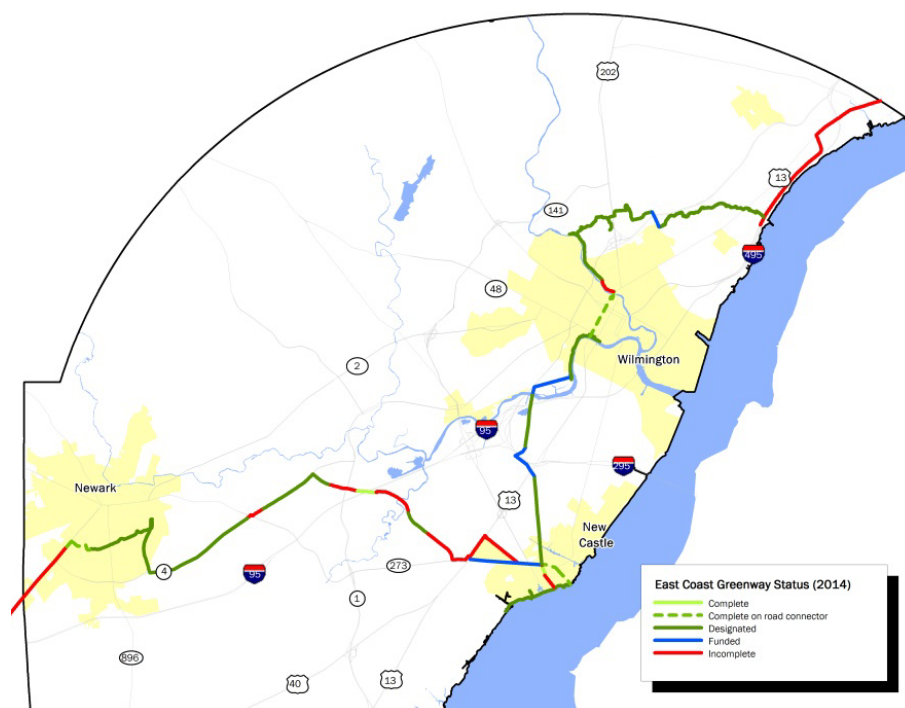


The RTP called for establishing a better relationship between transportation and tourism. Enhancing public transit, improve quality of life, and providing enhanced transportation communication through technology were identified as the means to do this.

Results of this action have been largely positive. While public transit has not been advanced through new major routes or expansions, technology has been made available to help commuters plan better car and transit trips. WILMAPCO has helped plan for local parking improvements in studies such as the Chesapeake City Parking Study, and have continued our support of scenic byway planning.

Another key initiative which helps promote local mobility and tourism is the East Coast Greenway (ECGW). The Greenway is a 3,000 mile trail network linking Canada to Key West; it passes through the WILMAPCO region. New Castle County has completed over 61% of the network, while Cecil County lags behind in completing and designating its segments. These figures are largely unchanged from the 2011 Progress Report.

East Coast Greenway Status in New Castle County³⁹



³⁹ Source: WILMAPCO

Continue to evaluate intracounty rapid transit for New Castle County



The RTP called for the continued evaluation of intracounty Bus Rapid Transit (BRT) for New Castle County.

WILMAPCO participated in a University of Delaware study which examined the feasibility of BRT in New Castle County, and has continued discussions with DTC regarding the topic. There has, as yet, been no implementation.

Continue to work towards intercounty transit with Cecil County and filling the regional transit gap with passenger rail service from Perryville to Newark



Working towards improving intercounty mass transit was an action in the RTP. This primarily involves connecting Baltimore (MARC: currently terminating in Perryville) and Philadelphia (SEPTA: currently terminating in Newark) regional rail services.

Talks have been established to connect the MARC and SEPTA passenger rail services, but an official agreement has not been reached. There have been, however, some positive developments. The Newark Regional Transportation Center project, which will improve and expand the Newark Train Station, will resolve space issues which currently prohibit MARC trains from serving the station. The new Newark station is set to open in 2017. Another development is the siting of a new MARC train storage and maintenance facility just north of Perryville. This yard will allow the overnight storage of MARC trains at the northern terminus of the train service, lowering the operational cost to expand service farther north, to Elkton and Newark.

As with many of the actions in the RTP relating to infrastructure, implementation has been delayed due to insufficient funding. The table below illustrates the struggle in completing major interregional projects. Since these projects were first identified in 2007, only 5 of the 21 have been completed. And most of the others, while still planned, lack any funding.

Major Interregional Projects, WILMAPCO Region

ID	State	Project	2014 Status	Current Funding*	Outyear Funding*	Source
1	DE	I-95 Fifth Lane Expansion	Completed			WILMAPCO
2	DE	I-95 Toll Plaza & Rehab	Completed			WILMAPCO
3	DE	I-95 & SR1 Interchange	Planned	\$40,594	\$0	WILMAPCO
4	DE	US 40 Corridor Improvements	Planned	\$13,070	\$11,000	WILMAPCO
5	DE	New Castle County Rail Improvements	Planned	\$39,500	\$0	WILMAPCO
6	DE	SR 7, North of SR 72 to PA line	Planned	\$0	\$0	WILMAPCO
7	DE	Blue Ball Properties Improvements	Completed			WILMAPCO
8	DE	US 301, MD State Line to SR 1	Planned	\$468,304	\$136,102	WILMAPCO
9	DE	SR 41, Lancaster Pike	Planned	\$0	\$0	WILMAPCO
10	DE	Track A Feasibility Study	Completed	\$0	\$0	WILMAPCO
10	MD	I-95, Susquehanna River to Delaware State Line	Planned	\$0	\$0	WILMAPCO
11	DE	Passenger Rail Study	Completed	\$0	\$0	WILMAPCO
11	MD	MARC Commuter Rail Extension: Perryville to Elkton	Planned	\$0	\$0	WILMAPCO
12	DE	U13/US113 Concept Plan	Planned	\$0	\$0	WILMAPCO
12	NJ	I-295, Paulsboro Brownfields Access	Planned	\$1,000	\$0	DVRPC
13	MD	MTA- I-95 Master Plan	Planned	\$0	\$0	WILMAPCO
13	NJ	I-295, Rehabilitation	Planned	\$0	\$0	DVRPC
14	NJ	I-295 (Northbound)	Planned	\$0	\$0	NJDOT
15	PA	PA 41 Study	Planned	\$2,615	\$0	DVRPC
16	PA	US 1 Reconstruction	Planned	\$0	\$0	DVRPC
17	PA	US 322 Study	Planned	\$8,711	\$50,950	DVRPC
18	PA	US 202 (Section 100)	Planned	\$0	\$0	DVRPC
19	PA	PA 896 Corridor Safety Improvements	Planned	\$350	\$0	Chester Cnty
20	PA	I-95, Moderate Rehabilitation	Planned	\$0	\$0	DVRPC
21	PA, NJ	Delaware River Tram	Removed	\$0	\$0	DVRPC

*Figures x 1,000

Support efforts to extend passenger rail services from Wilmington to Dover, including the creation of transit supportive development along the intended corridor



The RTP called for supporting efforts to extend passenger rail services from Wilmington to Dover, including the creation of transit friendly development along this corridor.

This effort has been met through the completion of a feasibility study. The study showed that density levels are not high enough along the corridor to support passenger rail service.

Continue our Partnership with ridesharing agencies

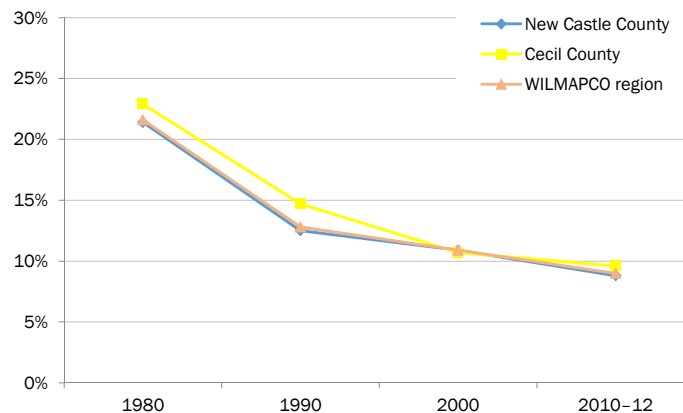


The 2040 RTP asked WILMAPCO to continue its partnership with ridesharing agencies.

This action continues to be met. On the Delaware side, our partnership with RideShare Delaware has continued. RideShare Delaware has been an active partner on several WILMAPCO-led Safe Routes to School programs, promoting their school-pool program, which encourages carpooling to and from schools. RideShare Delaware is also working with us to improve air quality through the outreach and education of the Air Quality Partnership of Delaware. The partnership encourages the use of alternative modes of transportation and carpooling as a means of improving air quality in the region. Cecil County does not have a TMA or ride share agency; however, we have worked with individuals and state agencies to encourage ridesharing throughout the region.

These efforts, however, have not been enough to stem the continuing fall in regional carpooling to work rates.

Those Carpooling to Work, since 1980⁴⁰



Plan, fund and implement a comprehensive goods movement program based upon the findings of the WILMAPCO Freight Plan



The 2040 RTP called for the planning, funding and implementation of a comprehensive goods movement program.

⁴⁰ Source: U.S. Census

This action has been met. In 2007, WILMAPCO produced a Freight Plan which identified specific freight bottlenecks and laid out an action plan to improve the movement of goods through and within the WILMAPCO region. Freight has subsequently figured into the WILMAPCO project prioritization process.

Enhance the Freights/Goods Movement Analysis Capacity



The 2040 RTP asked WILMAPCO to increase its freight data collection activities.

This action was substantially completed with the 2007 Freight Plan, and has subsequently been enhanced by continuing data collection efforts. These efforts include the collection of better truck (and car) data along Interstates and improved understanding of rail freight through the Chesapeake Connector Study and the Delmarva Freight Study.

APPENDIX



I. COMPREHENSIVE PLAN REVIEWS

WILMAPCO works with local and county governments in our region to understand the transportation needs of residents. With assistance from WILMAPCO and other agencies, all municipalities and both Cecil County and New Castle County have completed comprehensive plans. Among other things these plans detail local land use and transportation opportunities. They give us a starting point to begin incorporating local needs into the metropolitan transportation planning process. The table below provides the status of comprehensive plans in the region.

Status of Local Government Comprehensive Plans

New Castle County	Certified/ Adopted	Update in Progress
County Comprehensive Plan	2012	
Arden Village*	2012	
Ardencroft Village*	2012	
Ardentown Village*	2012	
Bellefonte	2007	
Clayton	2008	
Delaware City	2008	
Elsmere	2010	
Middletown	2012	
Newark	2008	X
New Castle	2009	
Newport	2008	X
Odessa	2012	
Smyrna	2006	X
Townsend	2010	
Wilmington	Various Years	
Cecil County		
County Comprehensive Plan	2010	
Cecilton	2010	
Charlestown	2008	
Chesapeake City	2009	
Elkton	2010	
North East	2004	X
Perryville	2010	
Port Deposit	2009	
Rising Sun	2010	

Source: University of Delaware, Cecil County Office of Planning & Zoning, New Castle County Department of Land Use

*- Under County Jurisdiction

The tables on the following pages summarize these comprehensive plans, with special attention to population estimates and projections, transportation recommendations, and land use/zoning recommendations.

	Demographics	Transportation Recommendations			Land Use / Zoning Recommendations	
		Key Roadways to be Improved/Studied	Transit Needs	Bike/Ped Needs	Land Use & Transportation	Other Land Use Efforts
Cecil County	2010 Pop. 110,828 Pop. Projections 120,986 (2020) 154,954 (2030)	<ol style="list-style-type: none"> 1. Widen I-95 through Cecil County 2. Upgrade MD 213 from US 40 to Frenchtown Rd. to 4 lanes 3. Upgrade MD 272 from US 40 to Lums Rd. to 4 lanes 4. Complete North-South connection between MD 7 and US 40 to serve mixed use employment area west of Elkton 5. Continue general bridge rehabilitation and replacement. 	<ol style="list-style-type: none"> 1. Extend MARC commuter rail service to North East and Elkton 2. Provide a commuter rail service from Newkirk to Elkton 3. Develop a countywide transit system 4. Promote ridesharing through expanded park and ride locations 5. Encourage accessible transit to area commercial airports 	<ol style="list-style-type: none"> 1. Develop bicycle and pedestrian facilities in accordance to 2020 20+ Year Pedestrian Access Master Plan 2. Develop pedestrian access to new community facilities as they are developed 3. Create a trails network, building on the Land Preservation Parks and Recreation Plan. 	<ol style="list-style-type: none"> 1. Continue to concentrate development in the designated Growth Area to bolster necessary transit ridership 2. Maintain scenic land uses to maintain scenic byway program. 	<ol style="list-style-type: none"> 1. Develop a watershed based, land use framework 2. Create an effective TDR program 3. Cluster residential development to preserve open space 4. Coordinate land use between towns and counties to avoid haphazard development
New Castle County	2010 Pop. 538,170 Pop. Projections 567,764 (2020) 589,267 (2030) 606,881 (2040)	<ol style="list-style-type: none"> 1. Improve designated roadways as shown in the WILMAPCO 2040 Regional Transportation Plan. 	<ol style="list-style-type: none"> 1. Coordination with DelDOT and DART to identify bus stop and Park and Ride facilities in development review process 2. Participate in articulating transportation investment priorities that ensure concurrent delivery of services 3. Encourage expansion of commuter rail system by encouraging transit supportive density 	<ol style="list-style-type: none"> 1. Revise the UDC to improve walkability and interconnectivity and support mobility friendly development and design 2. Promote walking and bicycling by enhancing pedestrian and bicycle connections in the county 3. Coordinate with DelDOT in producing a statewide pedestrian action plan 	<ol style="list-style-type: none"> 1. Support mixed-use, mobility oriented growth and infill development 2. Guide development in Northern New Castle County to use existing infrastructure and public resources such as transportation 3. Coordinate with WILMAPCO and DelDOT to implement sub-regional plans 	<ol style="list-style-type: none"> 1. Create open space districts to preserve and protect land from development 2. Guide residential development in Southern New Castle County to designated growth areas and incorporated areas 3. Increase preserved land through TDR program

	Demographics	Transportation Recommendations			Land Use / Zoning Recommendations	
		Key Roadways to be Improved/Studied	Transit Needs	Bike/Ped Needs	Land Use & Transportation	Other Land Use Efforts
Cecilton	2010 Pop. 663 Pop. Projections 541 (2010) 673 (2020) 800 (2030)	<ol style="list-style-type: none"> 1. Extend Center St. to Douglas Ln. to form connection to MD 213 2. Traffic calming devices on MD 213 at north and south entrances to town 3. If dualization of MD 213 occurs, consider a boulevard concept that is compatible with growth patterns 		<ol style="list-style-type: none"> 1. Proposed greenbelt system surrounding green areas, anchored by Cecilton Park and Cecilton Elem. School 2. Consider bike link from MD 282 to MD 213 via Cecilton Park 3. Provide safe ped. links to and from Cecilton Elem. School 4. Implement network of ped. trails and greenway's 5. Improve sidewalks 	<ol style="list-style-type: none"> 1. Consider strategies to provide transportation access to interior town lots lacking access to MD 213 and MD 282 2. Consider alley system to create parking opportunities away from main arterials 	<ol style="list-style-type: none"> 1. Promote the development of mixed use and planned neighborhoods 2. Require new residential developments to provide bike and ped. access to existing adjacent neighborhoods/Town Center where possible
Charlestown	2010 Pop. 1,183 Pop. Projections 900 (2010) 1,080 (2020)	<ol style="list-style-type: none"> 1. Increase route choices by providing for additional access to Route 40 		<ol style="list-style-type: none"> 1. Improve pedestrian connectivity to activity centers (e.g., waterfront, town hall, Recreation areas, shopping) 2. Recommended pedestrian link between the subdivisions Scott Gardens, Trinly Woods, and Cool Springs 	<ol style="list-style-type: none"> 1. Residential streets should be narrow, discourage through traffic, and be well-landscaped 2. Signage should be informative without being intrusive 3. Alleys should be considered for all residential neighborhoods 4. Traffic calming techniques should be used in neighborhoods 	<ol style="list-style-type: none"> 1. All Annexations must be consistent with the Town's MGE 2. Promote Mixed-Use Development by revising town's zoning ordinance
Chesapeake City	2010 Pop. 673 Pop. Projections 900 (2010) 1,080 (2020)	<ol style="list-style-type: none"> 1. Add southern route to Biddle St. 2. Add roundabout at Lock and Hemphill Streets 3. Add connection to Boat Yard Rd. 4. Extend Hemphill Street eastward to provide direct access to Rt. 213 5. Access management along Rt. 213 6. Traffic study to identify improvements needed for Boat Yard Rd., Biddle St., & Lock St. 	<ol style="list-style-type: none"> 1. Add bus service to Elkton if commuter rail is re-introduced to Elkton 	<ol style="list-style-type: none"> 1. Develop town-wide trail network plan 2. Require that roads in growth areas include bike and ped. facilities 3. Include bike lanes along Hemphill Rd. & Bridgeway Dr. extension 4. Sidewalk study 5. Expand C&D Canal greenway 	<ol style="list-style-type: none"> 1. Include shared parking in new development areas 	<ol style="list-style-type: none"> 1. Encourage mixed use development of Village Center

	Demographics 2010 Pop.	Transportation Recommendations			Land Use / Zoning Recommendations	
		Key Roadways to be Improved/Studied	Transit Needs	Bike/Ped Needs	Land Use & Transportation	Other Land Use Efforts
Belleville	1,193 1,361 (2010) 1,452 (2020) 1,507 (2030)	<ol style="list-style-type: none"> 1. Implement traffic calming techniques 2. Improve safety and traffic efficiency 3. Add a traffic light and signs at the intersection of Philadelphia Pike and Bacon Rd. 4. Regularly inspect streets and identify improvement projects 5. Explore streetscape improvements along the central business district (Brandywine Blvd.) 	<ol style="list-style-type: none"> 1. Improve non-motorized modes and safety by adding sidewalks and crosswalk signs 2. Promote public transit, carpool, and explore the use of a local shuttle service 	<ol style="list-style-type: none"> 1. Explore the installation of bicycle paths and greenway paths 	<ol style="list-style-type: none"> 1. Maintain and encourage mixed use in appropriate zones and protect existing housing choices 2. Monitor the need to expand the central business district and access impact before expansion 3. Encourage greening of the town, increase recycling participation, and protect natural resources through environmental monitoring 	<ol style="list-style-type: none"> 1. Explore annexation of four properties to smooth the town's boundary 2. Update and adopt a new zoning ordinance and ensure it is strictly enforced 3. Rebrandize the town park, develop a recreation program, and explore purchasing vacant lots to establish pocket parks 4. Encourage greening of the town, increase recycling participation, and protect natural resources through environmental monitoring
Delaware City	1,695 2,053 (2010) 2,372 (2020) 2,616 (2030)	<ol style="list-style-type: none"> 1. Implement traffic-calming, pedestrian and bicycle elements to SR 9 2. Improve the corridor proposal 3. Seek state improvements to SR 9 and SR 72 for evacuation purposes 	<ol style="list-style-type: none"> 1. Coordinate with DART to extend Route 25 and 72 transit service into Delaware City 	<ol style="list-style-type: none"> 1. Implement series of proposals to increase bicycle and pedestrian facilities 2. Adopt regulations requiring developers to construct sidewalks 3. Encourage bike/ped connections to adjacent developments 	<ol style="list-style-type: none"> 1. Strengthen access to C&D Canal recreation area with greenway connection 2. Maintain city's compact size with a surrounding greenbelt buffer 	<ol style="list-style-type: none"> 1. Balance mix of retail uses so residents and tourists are served 2. Preserve city's historic nature while allowing private or public uses 3. Pursue annexation of Governor Bacon/Fort DuPort site. 4. Minimize impact of suburban development
Clayton	2,918 2,456 (2008)	<ol style="list-style-type: none"> 1. Consider re-opening the RR crossing at Old Duck Creek Rd and Duck Creek Pkwy 2. Improvements at the intersection of the railroad and Main St. 3. Evaluate on and off-street parking areas for efficiency 	<ol style="list-style-type: none"> 1. Investigate possibility of rehabilitating and operating one of the railroad stations 2. Provide additional bus service 	<ol style="list-style-type: none"> 1. Find opportunities to use unused Main St. North and Clayton-Easton railroads right-of-way for hiking/biking trails 2. Development of two bike routes to connect with the Smyrna trails 3. Installation of sidewalks in the area east of S. Bassett St. 4. Conduct a sidewalk inventory and ranking system for ped improvements 5. Continue the bicycle route from Industrial Way to Main St. 	<ol style="list-style-type: none"> 1. Strengthen the town center as a focal point (including improved ped and bicycle safety, parking areas, and traffic circulation). Seek technical assistance through DEDO's DE Main St. program 2. Create street patterns that minimize speeding 3. Improve street furniture and signage 	<ol style="list-style-type: none"> 1. Many annexation plans will require vehicular, bike and walking connectivity with the rest of town
Elsmere	6,131 5,687 (2010) 5,559 (2020) 5,441 (2030)	<ol style="list-style-type: none"> 1. Address safety and noise issues associated with North Dupont Road 2. Work to reduce speed on Kirkwood Hwy by decreasing posted speed limits 3. Rearrange traffic patterns on Kirkwood Hwy to accommodate new Main St. 	<ol style="list-style-type: none"> 1. Upgrade bus stops on Kirkwood Hwy 2. Continue to monitor activities of CSX 	<ol style="list-style-type: none"> 1. Revise code to require sidewalks in all new residential and non-residential development 2. Implement a sidewalk-inspection-and-repair program 3. Review right-of-way maintenance programs 4. Update sidewalks to ADA standards and add striped crosswalks at necessary intersections 	<ol style="list-style-type: none"> 1. Implement a Main Street program 2. Redesign downtown, better accessibility (for tourists and residents) 3. Create connectivity between parks and open space 4. Build relationship with WILMAPCO and become a part of their Transportation Planning Program 5. Develop greenway trail along the existing rail line to connect Maple Ave. Park and Fairgrounds Park 	<ol style="list-style-type: none"> 1. Encourage affordable housing program 2. Create re-greening of Elsmere program 3. Prevent indiscriminate mixture of land uses 4. Review zoning and subdivision codes (complete) 5. Monitor for brownfield redevelopment opportunities
Middletown	18,871 23,000-33,000 (2020)	<ol style="list-style-type: none"> 1. Create a new limited access highway for US 301 from the state line to SR1 and a spur from the Armstrong Corner Rd and Summit Bridge Rd vicinity. 2. Construct new connector road from Bunker Hill Rd to St. Anne's Church Rd. and Industrial Dr. to Lee's Rd. 3. Reconstruct portions of US 301, Bunker Hill Rd., Lee's Rd., St. Anne's Church Rd., and Wiggins Mill Rd. 4. Project Development for SR 299 from Silver Lake Rd. to SR 1 5. Reconstruct Cedar Lane Rd from Main Plt rd to Boyds Corner Rd. 6. Creation of a connection to the planned scenic byway along the Chesapeake and Delaware Canal. 	<ol style="list-style-type: none"> 1. Explore a rail route from Wilmington and Newark to Middletown (Study Complete) 2. Provide passenger rail service south to Dover as development along SR 1 continues 	<ol style="list-style-type: none"> 1. Develop a Multi-Modal plan that identifies per/bike routes 2. Brick sidewalks downtown should be repaired 3. Maximize pedestrian and bicycle interconnectivity and new and existing development 4. Discuss with Odesa and Townsend regarding bikeways and trains connecting the three towns. 	<ol style="list-style-type: none"> 1. Continue Main Street revitalization program 2. Maintain sufficient land appropriate for industrial zoning and future employment uses 3. Adhere to mobility-friendly design standards in Westtown. 	<ol style="list-style-type: none"> 1. Continue to preserve open space through subdivision and development dedication and maintain community accessibility. 2. Review existing land uses and identify areas suitable for mixed uses. 3. Review projects proposed in Middletown that are reviewed through the Preliminary Land Use Service (PLUS) 4. Annexation of areas within and around Middletown

	Demographics		Transportation Recommendations			Land Use / Zoning Recommendations	
	2010 Pop.	Pop. Projections	Key Roadways to be Improved/Studied	Transit Needs	Bike/Ped Needs	Land Use & Transportation	Other Land Use Efforts
Elkton	15,443	14,403 (2010) 18,277 (2020) 22,070 (2030)	1. Construct Northern loop road around Elkton, from MD 281 to MD 279, through Elkton west to Manley Road and to US 40	1. Support expansion of MARC, SEPTA and bus transit service	1. Include right-of way for bicycles in road widening projects 2. Install sidewalks on MD 213 between US 40 and MD 279 and along MD 7 from US 40 to Main St. 3. Bicycle improvement projects as outlined by MDOT 4. Support development of East Coast Greenway and Mason Dixon Trail plans and create a trail network 5. Ensure multiple safe crossings across US 40, MD 213, and MD 279	1. Protect residential areas from excessive through traffic 2. Support future mixed use and transit-oriented development around the Elkton train station 3. Encourage designs for residential neighborhoods that include common open spaces, streetscapes, sidewalks, trails, buffers and signage 4. Enhancement of US 40 as the primary commercial corridor 5. Promote Ozone Action Days and redesigning by establishing and expanding park and ride lots 6. Require a traffic impact analysis for all major proposed projects 7. Ensure that residential areas are	1. Prevent isolated residential development 2. Require developers to pay for alterations, improvements, and additions to transportation facilities that are needed to support their development
			6. Highway reconstruction projects as outlined by MDOT 7. Beautification project for US 40 8. Adopt an access management program to limit the number of new entry points along US 40 9. Improve north-south connections between US 40 and I-95				
North East	3,572	3,187 (2010) 3,306 (2020)	1. Reconstruct MD 272 bridge over Amtrak line 2. MD 7 from east Charlestown to MD 272 3. MD 272 from the north end of the couplet in the North East to Lums Rd. 4. US 40 from MD 272 to the DE line	1. Re-establish rail service to the town	1. Create a more pedestrian/ bike friendly CBD 2. Extend sidewalks along Cecil Ave to connect with proposed Greenway 3. Extend other existing sidewalks, bike paths, etc. to connect with the County's proposed Greenway on the east side of town	1. Provide adequate parking, especially in the CBD 2. Streetscape improvements on Main St.	1. Promote the development of mixed use "small neighborhoods"
Perryville	4,361	4,691 (2010) 5,783 (2020) 6,336(2025)	1. Create an improved access road that bears off to the left from KEX Way and continues across Mill Creek to the Perryville Community Park 2. Create a Riverfront loop system beginning on Broad St. at MD 222 3. Resurface Broad St.: Construct New River Rd. driveway is located 4. New access street where current municipal MD222 5. Extension of Coudon Boulevard Across US40 to MD222 6. Reserve a right-of-way, redirect MD 222, and extend Alken Ave to 4 lanes to better handle traffic at the MD 222/US 40 intersection 7. Widen and extend Front St. to Susquehanna Ave. 8. Connect the west ends of Franklin and Charles Streets	1. Redesign MARC station with additional parking and bike paths 2. Extended MARC service times and routes and consider links with SEPTA 3. Pier/Boat ramp/water taxi 4. Addition of AMTRAK service	1. Create pedestrian and bicycle travel over the Susquehanna river 2. Build boardwalk along shore at Rodgers Tavern 3. Adopt greenway plans, specifically the Lower Susquehanna Heritage Greenway 4. Improve sidewalk along MD 7 5. Create a bike loop to connect major community facilities 6. Create a pedestrian and bike path that follows most of the proposed loop road 7. Undertake a sidewalk study to find which areas need repair or replacement	1. Amend zoning ordinance to require space for bicycle parking in non-residential developments 2. All new streets should have required tree planting 3. Consolidate individual highway access/entry points	1. Avoid leap frog development 2. Encourage waterfront development
Port Deposit	653	834 (2010) 896 (2020)	1. 3000 slot machine casino on the west side of MD 275 will generate large amounts of traffic in the area	1. Water taxi at Marina Park	1. Bike route from I-95 underpass, Frenchtown Road to MD 222 2. Bike route along MD 222 to Main Street Port Deposit 3. Bike route alternative from MD 222 connect with old access road to Tomes School for Boys 4. Marina Park pedestrian route 5. Amend Port Deposit Subdivision regulations to incorporate design guidelines for sidewalks	1. Enhance town's parking capacity in order to evaluate Old Town Port Deposit 2. Planned segments of the Lower Susquehanna Heritage Greenway, Trail should be incorporated into development plans	1. Encourage waterfront development
Rising Sun	2,781	1,913 (2010) 2,106 (2020) 2,252 (2030)	1. Control truck traffic on MD 274, possibly by diverting traffic from MD 274 to US 1 on an alternative route 2. Secure a "roundabout" intersection at MD 1 and N. Walnut St. 3. Develop outer loop system to divert east and westbound traffic on MD 273 4. Investigate issues with the intersection at MD 273 and 274	1. Cooperate with the state to plan and provide possible "park and ride" facilities	1. Amend zoning to require bike parking in non-residential developments 2. Plan for bikeways along town streets 3. Adopt proposed Greenways and Pedestrian trails 4. Develop abandoned railroad right of way as per bicycle path 5. Pay special attention to creating pedestrian friendly streets and streetscapes	1. "Beautification scheme" for the town, including new street signage, furniture, ped crossings and landscaping 2. Protect residential areas from through traffic 3. Create two off-street parking areas on the periphery of town 4. Prepare a transportation systems management program 5. Create an access management program	1. Avoid strip growth

	Demographics	Transportation Recommendations			Land Use / Zoning Recommendations	
		Key Roadways to be Improved/Studied	Transit Needs	Bike/Ped Needs	Land Use / Transportation	Other Land Use Efforts
Newport	2010 Pop. 1,055	<ol style="list-style-type: none"> Manage traffic on SR 141/141 and SR 4; limit speed through town, buffer noise creation, reduce pollution Evaluate traffic calming methods, especially downtown, and development design standards (such as on street parking) to enhance non motorized safety and mobility Regularly monitor vehicle traffic and air quality 	<ol style="list-style-type: none"> Periodically survey Town citizens to see if their mass transit needs are fulfilled. Report findings to DART. 	<ol style="list-style-type: none"> Improve ped. accessibility along SR 4, install signalized ped. crossings through Market St. section of SR 4 Develop path/route signage throughout Newport 	<ol style="list-style-type: none"> Consider bike/ped paths linking residential to commercial as well as to the boat ramp and nature center. Consider extending this path along the Christina River Possibly develop centrally located metered parking, explore shared parking amongst businesses; near parking lots; and other partnerships to alleviate the Town's parking issues 	<ol style="list-style-type: none"> Remake the downtown using smart growth model as design principles to mark the town's accessibility to major roadways The short-term annexation of lands off the Bestfield Rd. Clover Cir, Cedar St., and Larch Ave border (37.6 acres) and long-term annexation of additional land to the north, east, west, and southeast
Odessa	364	<ol style="list-style-type: none"> Coordination with DelDOT to implement a transportation plan for the town. Improve SR 299 and U.S. 13 through Town Explore a creating a connection to the proposed SR 9 scenic byway 	N/A	<ol style="list-style-type: none"> Improved crosswalk signals across U.S. 13 Reduce impact of the car Add additional pathways through the town, especially to Memorial Park Improve conditions of brick sidewalks Creation of a pedestrian path along river 	<ol style="list-style-type: none"> Ensure that new developments within the town coordinate with transportation network of existing Town Review and update Land Use Codes to ensure consistency with town's transportation network Explore using county owned land near American Legion as town parking area for visitors. 	<ol style="list-style-type: none"> Promote preservation of forested and open-space areas Preserve historic character of the Town Designate "downtown commercial uses" Possible annexation of properties to the west and north Maintain community design and character in new construction.
Smyrna	10,023	<ol style="list-style-type: none"> Upgrade Carter Rd. from Sunnyside Rd. to Route 300 and traffic improvements to Route 300/ Glenwood Ave. Construct Carter Rd. to SR 1 Connector and Green Meadows/ Local Street Connector Possible widening and improvements to Sunnyside Rd. Extend downtown Main Street Network and reconfigure Main St/Commerce St. Route 13 improvements consistent with a Commercial Corridor Concept Plan Conduct a Regional Western Connection Study to address traffic congestion, including a new connector/bypass west of the railroad. 	<ol style="list-style-type: none"> Conduct a transit study that identifies potential services Recreate DART bus stop from community closer to walk/bike and park/route options Identify and develop potential locations for a Park and Ride Plan 	<ol style="list-style-type: none"> Improvements to Duck Creek Parkway and North Main Street Extended to accommodate all user types Establish a Bike and Pedestrian Plan 	<ol style="list-style-type: none"> Develop new zoning classifications to enhance the town's appearance and facilitate mobility 	<ol style="list-style-type: none"> Conduct Southern Development Area Study Encourage in-fill of vacant land parcels and encourage cluster of planned residential developments Encourage mixed downtown use and commercial corridors Annexation of the town's boundary within the recommended growth areas
Townsend	2,049	<ol style="list-style-type: none"> Traffic-calming improvements to Brook Ramble Lane and conduct a traffic survey of the new Townsend Early Childhood Center Coordinate with DelDOT regarding the U.S. Rt. 301 connector project and how it will affect traffic in Townsend Annexation of park at Intersection of South and Commerce Streets and replacing it with a safe intersection with a new traffic pattern Crossing at Route 71 and Main Street Intersection address through crosswalk and a turning lane Coordinate with DelDOT to secure emergency access to SR 1 north at Pine Tree Corners 	<ol style="list-style-type: none"> Continue to communicate with county and DART First State concerning the acquisition of public transportation stops and routes servicing Townsend Completion of a feasibility study of what types of public transportation would be appropriate for the area Continue the multi-year study to determine feasibility, cost, and preliminary planning to restore passenger-rail service between New Castle County and Dover 	<ol style="list-style-type: none"> Complete the sidewalk system and make sure that all new development is pedestrian-oriented Consider extending the sidewalks on Main Street in front of the fire hall or paint in an extended crosswalk Investigate a pedestrian cut-through or trailhead from the end of Gray Street west toward the proposed park Petition DelDOT to install a well-marked and signalized crosswalk at the intersection of Main Street and the Mill Bridge Coordinate with the rail line to mitigate pedestrian conflicts and potentially redesign the confluence of Main Street and the rail road tracks Re-strip and nominally realign the town's crosswalks to ensure they are readily visible to pedestrians and drivers Consult with DelDOT and hire an engineering firm to scope out the feasibility of large-scale streetscaping to bury utilities, widen sidewalks, etc. Mark bicycle lanes on Main Street and Wiggins Mill Rd 	<ol style="list-style-type: none"> Continue its partnership with UD for the Healthy Walkable Communities Project and secure funding to complete the Main Street streetscape to ensure walkability Extend Main Street into the Regional Greenway that serves as a pedestrian or bicycle path to connect the open spaces in the M-C-T area Consider the annexation of properties on the eastern side of town fronting Main Street in order to facilitate the installation of sidewalks where there are currently gaps Work closely with the county to assure that the proposed park is connected to Townsend's transportation network Due to truck traffic, consider reserving right-of-way within the annexed, but undeveloped, parcels to the northeast and/or southeast to allow for connector roads to SR 71 Create a network of nature trails, walkways, and shared pathways connecting Main Street, the historic section, open areas, the new Municipal park, the future Carter F. Howard area, and the school Attempt to use the church property on Railroad Ave. to provide access to the new Municipal park Coordinate with Middletown to create a greenway 	<ol style="list-style-type: none"> More open spaces should be planned to include trails that enhance the connectivity of these open spaces Amend the zoning code to allow for agricultural and or agribusiness uses to be specified in the future greenbelt Promote protection of forested areas by prohibiting clearing and require reforestation of open space with appropriate plantings Encourage appropriate use of the newly annexed lands including floodplains, wetlands, and dedicated open space as "preservation" Consider changes to the comprehensive plan and Unified Development Ordinance to encourage a more vibrant and varied mix of businesses along Main Street Build livable communities Preserve historic resources

	Demographics	Transportation Recommendations			Land Use / Zoning Recommendations	
		Key Roadways to be Improved/Studied	Transit Needs	Bike/Ped Needs	Land Use & Transportation	Other Land Use Efforts
Elkton	2010 Pop. 15,443	<ul style="list-style-type: none"> 1. Construct Northern loop road around Elkton, from MD 781 to MD 279, through Elkton west to Marley Road and to US 40 2. Intersection upgrade at US 40 and MD 213 3. Extension of Chesapeake Boulevard to Fritchtown Rd. 4. Widened 2 to 4 lane on MD 213 from US 40 to Fritchtown road 5. Highway reconstruction projects as outlined by MDOT 6. Rainwater management drainage on Delaware Avenue between Main St. and Whitehall Road 7. Beautification project for US 40 8. Adopt an access management program to limit the number of new entry points along US 40 9. Improve north-south connections between US 40 and I-95 10. Improve east-west connections on MD 279, 281 and US 40 	<ul style="list-style-type: none"> 1. Support expansion of MARC, SEPTA and bus transit service 	<ul style="list-style-type: none"> 1. Include right-of-way for bicycles in road widening plans 2. Install sidewalks on MD 213 between US 40 and MD 279 and along MD 7 from US 40 to Main St. 3. Bicycle improvement projects as outlined by MDOT 4. Support development of East Coast Greenway and Mason Dixon Trail plans and create a trail network 5. Ensure multiple safe crossings across US 40, MD 213, and MD 279 	<ul style="list-style-type: none"> 1. Protect residential areas from excessive through traffic 2. Support future mixed use development around the Elkton train station 3. Encourage designs for residential neighborhoods that include common open spaces, streetscapes, sidewalks, trails, buffers and signage 4. Enhancement of US 40 as the primary commercial corridor 5. Promote Ozone Action Days and ridesharing by establishing and expanding park and ride lots 6. Require a traffic impact analysis for all major proposed projects 7. Ensure that residential areas are compact, attractive and well-designed with an arrangement that support pedestrian and bicycle activity 	<ul style="list-style-type: none"> 1. Prevent isolated residential development 2. Require developers to pay for additional improvements and facilities that are needed to support their development
	14,403 (2010) 18,277 (2020) 22,070 (2030)					
Wilmington	2010 Pop. 70,851	<ul style="list-style-type: none"> 1. Link 23rd and 25th St. as part of any future development of the B & O tract 2. Apply ITS to Delaware Ave., West 4th St., West 2nd St., Washington St., and MLK through West Center City. 3. Change direction of 6th St. to westbound between King St. and either Adams or Jackson St. 4. Change the direction of 5th St. to eastbound between King and Monroe St. 5. Change direction of Windsor St. to southbound between 6th and 9th St. 6. Improve signage for westbound traffic on 4th St. at Union St. 7. Upgrade (curbs, traffic control) "A" St. between Heald and Market St. 8. Implement alternative east-west routes in South Wilmington 9. Create a formal entrance to Todds Lane Business Park 10. Revisit the 12th St. Improvement Project 11. Improve intersection of 12th St. and Northeast Blvd. to include a southbound left-turning lane and signalization 12. Restrict traffic on the 1500 block of Heald St. 13. Restrict through and truck traffic on Vandever Ave. 14. Possibly implement ITS on Walnut St., East 10th St., East 4th St., East 2nd St., Church St., and Spruce St. in the East Side 15. Move forward with the 12th St./I-495 Connector 16. Close West 13th St. between Market and Bassett St. to vehicular traffic 17. Open Bassett St. so it links to 12th and 13th St. 18. Change Market St. from one way to two way between 12th St. and the Market St. Bridge 19. Improve the design of the intersection at Market, South Park Dr., 18th, and King St. 20. ITS should also be applied on N. Market St., Northeast Blvd., E 12th St., E 30th St., North Thatcher St., Locust St., and Claymont St. in Riverside. 21. Increase enforcement of Traffic and Parking regulations in Riverside and Price's Run. 	<ul style="list-style-type: none"> 1. Realign all bus stops located along regular routes in West Center City, the East Side, Riverside, and the Northwest 2. Augment Saturday and Sunday bus service 3. Establish an unlimited ride city bus pass program with CDOT riders to improve mobility within the CBD during the workday 4. DART should operate smaller buses in Wilmington to complement its tighter geometry 5. Establish Transit On Patrol neighborhood watch program. 	<ul style="list-style-type: none"> 1. Develop a City-wide bike route plan 2. Coordinate with the East Coast Greenway Plan 3. Conduct a traffic engineering analysis of the Lea Blvd., Tainall St., Shipley St., and West Park Dr. intersections 4. Improve access to the Train Station 5. Enhance streetscape of Northern Walnut St. and East 4th Street in the East Side 6. Implement streetscape enhancement projects on the N. Market St. and Northeast Blvd. corridors to enhance pedestrian accessibility. 	<ul style="list-style-type: none"> 1. Enhance Trolley Square with mixed use developments and streetscape improvements 2. Install median islands, crosswalks and other streetscape improvements to segments of Pennsylvania Ave between Front St. and East 16th St. 3. Beautify Walnut St. 4. Reconsider impacts of the Wilmington Transportation Center Improvements on East Side neighborhoods 	<ul style="list-style-type: none"> 1. Scores of re-zoning recommendations to better complement surrounding use and the City's vision
	71,727 (2010) 70,445 (2020) 69,037 (2030)					

II. MATRIX OF DESIRABLE PROJECTS BY TRANSPORTATION INVESTMENT AREA (TIA)

TRANSPORTATION INVESTMENT AREA PROJECT MATRIX

Investment Type	Center Investment Area	Core Investment Area	Community Investment Area	Developing Investment Area	Rural Investment Area
Preservation					
Safety Projects	x	x	x	x	x
Transportation Enhancements	x	x	x	x	x
Pavement Rehabilitation	x	x	x	x	x
Bridge Rehabilitation	x	x	x	x	x
Drainage Improvements	x	x	x	x	x
Scenic Byway Easement Purchasing					x
Management					
Truck Weigh Station Facilities			x	x	x
Intersection Capacity Improvements	x	x	x	x	
Increase/enhance park & ride facilities	x	x	x	x	
Access Management	x	x	x	x	
Minor Roadway Improvements (small-scale lane/shoulder widening)	x	x	x	x	
Enhance the movement of Freight	x	x	x		
Retro-fitting of sidewalks	x	x	x		
Expand existing rail stations	x	x			
ITS Facilities expansion	x	x			
Development/Enhancement of Transit Centers	x				
Expansion					
Pathways	x	x	x	x	x
Sidewalks	x	x	x	x	x
Bikelanes	x	x	x	x	x
Pedestrian Facilities Expansion	x	x	x	x	
New Roadway Construction	x	x	x	x	
Major Roadway Widening/Addition of Capacity	x	x	x		
New Train Station Expansion	x	x			
Frequent Bus Service (1 bus/10 min.)	x	x			
Bus Rapid Transit	x	x			
Commuter Rail Service Expansion	x	x			
Regional Rail Service Expansion	x	x			
Express Bus Service	x	x			
Light Bus Service (1bus/hr.)			x	x	
Interchanges/Grade Separations		x			
Intermediate Bus Service (1bus/30 min.)		x			