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
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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 Measures

<table>
<thead>
<tr>
<th>Safety</th>
<th>Infrastructure Condition</th>
<th>Congestion Reduction</th>
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<tbody>
<tr>
<td>Serious injuries per VMT</td>
<td>Bridge condition on the NHS</td>
<td>Traffic congestion</td>
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<tr>
<td>Fatalities per VMT</td>
<td>Pavement condition on interstate system</td>
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<tr>
<td>Number of serious injuries</td>
<td>Pavement conditions on the NHS (excluding interstate)</td>
<td></td>
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<tr>
<td>Number of fatalities</td>
<td></td>
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<table>
<thead>
<tr>
<th>System Reliability</th>
<th>Freight Movement and Economic Vitality</th>
<th>Environmental Sustainability</th>
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<tr>
<td>Performance of the Interstate system</td>
<td></td>
<td>On-road mobile source emissions</td>
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<tr>
<td>Performance of the NHS (excluding Interstate)</td>
<td></td>
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</tbody>
</table>

| Reduced Project Delivery Days |

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.

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III. SYSTEM STATUS AND CORE TRENDS

The WILMAPCO region is home to some 660,600 people and 306,700 jobs, most of which are situated around the I-95 and commuter/freight rail corridor in the region’s north. The highways which run along this corridor, and those which connect it from the north and south, form the bedrock of the region's transportation system.

Regional Transportation Network

During the past century, land and transportation policies combined with affordable fuel and technology to enable the dispersion of population and jobs from the City of Wilmington. In 1920 more than 74% of New Castle County's residents lived within that city’s limits – today the figure is only about 13%. Housing developments along new suburban highways captured most of the in migration.

Car travel became the mode of choice for this increasingly dispersed population. Today, more workers drive alone to work than ever before, according to the U.S. Census. Cars, and the increasingly advanced web of highways on which they operate, have brought fast, efficient and unprecedented mobility to many of our region's residents and visitors.
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.
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 (TIAs\(^2\)) 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](image)

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.

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\(^2\) 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.
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.
Continued sprawl and VMT growth has correlated with a roadway-dominate Transportation Improvement Program (TIP) during the last decade. 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.

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

<table>
<thead>
<tr>
<th>Map ID</th>
<th>Project Name</th>
<th>TIP Years</th>
<th>Map ID</th>
<th>Project Name</th>
<th>TIP Years</th>
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<tr>
<td>1</td>
<td>Interstate Maintenance</td>
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<td>16</td>
<td>US 301 Major Investment</td>
<td>FY 2004 - 06</td>
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<td>Tyler McConnell Bridge</td>
<td>FY 2004 - 06</td>
<td>17</td>
<td>US 301 Expressway</td>
<td>FY 2011 - 14</td>
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<td>3</td>
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<td>FY 2009 - 12</td>
<td>18</td>
<td>US 301 Widening</td>
<td>FY 2011 - 14</td>
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<td>4</td>
<td>Interstate Maintenance</td>
<td>FY 2010 - 13</td>
<td>19</td>
<td>SR 1</td>
<td>FY 2002 - 04</td>
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<td>5</td>
<td>SR 141/I-95 Interchange</td>
<td>FY 2010 - 17</td>
<td>20</td>
<td>Rockland Rd to US 202</td>
<td>FY 2002 - 04</td>
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<td>6</td>
<td>Third Rail Track Expansion</td>
<td>FY 2014 - 17</td>
<td>21</td>
<td>US 202 Safety Improvement</td>
<td>FY 2002 - 04</td>
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<td>7</td>
<td>SR 2: Casho Mill Rd to Delaware Ave</td>
<td>FY 2010 - 13</td>
<td>22</td>
<td>SR 52 to Alopocas</td>
<td>FY 2002 - 04</td>
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<td>9</td>
<td>I-95 Fifth Lane Expansion</td>
<td>FY 2008 - 11</td>
<td>24</td>
<td>I-95 Viaduct, BR 748N &amp; 7</td>
<td>FY 2002 - 04</td>
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<td>10</td>
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<td>11</td>
<td>SR 1/I-95 Interchange</td>
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<td>R2 Commuter Rail Cars</td>
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<tr>
<td>12</td>
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<td>27</td>
<td>Wilmington Trolley</td>
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<td>13</td>
<td>SR 1: Tybouts Corner to SR 273</td>
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<td>Wilmington Riverfront Prog</td>
<td>FY 2008 - 11</td>
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<tr>
<td>14</td>
<td>I-95 Turnpike Toll Plaza</td>
<td>FY 2010 - 13</td>
<td>29</td>
<td>Christina River Bridge</td>
<td>FY 2012 - 15</td>
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<tr>
<td>15</td>
<td>US 40 Corridor Improvements</td>
<td>FY 2004 - 06</td>
<td></td>
<td></td>
<td>FY 2006 - 08</td>
</tr>
</tbody>
</table>
Major TIP Projects, since FY 2002

Transportation Investment Areas
- Core
- Community
- Core
- Developing
- Rural

Project by Type
- Intersection/Interchange/Bridge
- Roadway/Pathway/Railway
- Area-wide

Source: WILMAPCO

*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](image)

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.
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 2003

1 Sources: SHA, DelDOT, DSP
Crash Fatality Rate per VMT, since 2003

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 1998

2 Sources: SHA, DelDOT, 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 DelDOT'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 DelDOT 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). 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 1980**

- **New Castle County**
- **Cecil County**
- **WILMAPCO region**

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

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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 2008**

![Graph showing funding trends]

**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 (PM2.5), 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 below, 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.

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

7 We measure ozone via emissions of Nitrogen Oxides (NOx) and Volatile Organic Compounds (VOC). Fine Particulate Matter (PM2.5) is measured in both direct and precursor (NOx) states.
On-road Mobile Source Ozone Projections in New Castle County

The chart shows projected NOx and VOC emissions in New Castle County from 2015 to 2040. The emission budget for NOx is 19.23 tons/day and for VOC is 9.89 tons/day. The data is sourced from DelDOT.

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

The chart illustrates projected PM2.5 emissions in New Castle County from 2008 to 2040. The base year emissions are 0.41 tons/day, and the emissions for 2015, 2020, 2030, and 2040 are 0.35, 0.27, 0.25, and 0.27 tons/day, respectively. The data is sourced from DelDOT.

On-road Mobile Source Ozone Projections in Cecil County

The chart displays projected NOx emissions in Cecil County from 2015 to 2040. The emission budget for NOx is 19.23 tons/day. The data is sourced from MDOT.

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8 Source: DelDOT
9 Source: DelDOT
10 Source: MDOT
NOx Emissions

VOC Emissions

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
- DelDOT 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 Areas\(^\text{11}\). 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.
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 areas\(^{13}\), 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.

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\(^{13}\) 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.

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2014 Regional Progress Report
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.

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.

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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.

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

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15 Source: BLS

16 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.

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16 See the 2013 EJ Report for more information: [www.WILMAPCO.org/ej](http://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.
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, DelDOT
One specific area of concern is Municipal Street Aid. Its funding has slid since the FY 2009 TIP.

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

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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” Condition**

![Graph showing the percentage of highway pavement in good condition over time for New Castle and Cecil.](image)

**Percentage of Structurally Acceptable Bridges along Highways**

![Graph showing the percentage of structurally acceptable bridges along highways over time for New Castle, Cecil, NCC, and National.](image)

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20 Sources: SHA, DelDOT
21 Data are missing between 2007 and 2010 in Cecil County. Sources: SHA, DelDOT.
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 2000

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, DelDOT
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 2000

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 TIP](image)

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

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2014 Regional Progress Report
Population and Employment within Walking Distance to a Bus Stop, since 1996\textsuperscript{25}

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 DelDOT (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.

\textsuperscript{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.
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.

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26 Figures x $1,000. Source: WILMAPCO
Those Walking to Work, since 1980\textsuperscript{27}

\begin{figure}
\centering
\includegraphics[width=\textwidth]{walking_to_work.png}
\caption{Percentage of people walking to work in New Castle County, Cecil County, WILMAPCO region, and the entire WILMAPCO region from 1980 to 2010–12.}
\end{figure}

\textsuperscript{27} Source: U.S. Census

Those Biking to Work, since 1990\textsuperscript{28}

\begin{figure}
\centering
\includegraphics[width=\textwidth]{biking_to_work.png}
\caption{Percentage of people biking to work in New Castle County, Cecil County, WILMAPCO region, and the entire WILMAPCO region from 1990 to 2010–12.}
\end{figure}

\textsuperscript{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 2004

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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 Delaware

30 All figures x$1,000. Source: DelDOT.
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 areas\textsuperscript{31}.

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.

\textsuperscript{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 2000

32 Source: DTC
Bus Ridership, Cecil County, since 2004\textsuperscript{33}

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{bus_ridership.png}
\caption{Bus Ridership, Cecil County, since 2004\textsuperscript{33}}
\end{figure}

\textsuperscript{33} Source: Cecil County

Train Ridership, since 2000\textsuperscript{34}

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{train_ridership.png}
\caption{Train Ridership, since 2000\textsuperscript{34}}
\end{figure}

\textsuperscript{34} Sources: DTC, MTA
Those Taking Mass Transit to Work, since 1980\textsuperscript{35}

Total route mileage trends adds nuance to the graphs above.

Bus Route Mileage, New Castle County, since 2000\textsuperscript{36}

\textsuperscript{35} Source: U.S. Census
\textsuperscript{36} Source: DTC
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
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.
<table>
<thead>
<tr>
<th>CMS Corridor(s)</th>
<th>Project Name</th>
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<tbody>
<tr>
<td>#1</td>
<td>Elkton Road: Casho Mill Rd to Delaware Ave, Reconstruction, Improve Intersection</td>
</tr>
<tr>
<td>#1</td>
<td>Elkton Road: MD Line to Casho Mill Rd, Reconstruction, Intersection Improvements</td>
</tr>
<tr>
<td>#1</td>
<td>Pomeroy Trail, Construction of Bicycle &amp; Pedestrian Pathway</td>
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<tr>
<td>#1, 4, 6</td>
<td>Third Rail Track Expansion, Newark to Wilmington</td>
</tr>
<tr>
<td>#2</td>
<td>US 40 and 896 interchange - Grade Separated Intersection</td>
</tr>
<tr>
<td>#3</td>
<td>Road A/SR7, Widening &amp; reconfiguration of intersections</td>
</tr>
<tr>
<td>#3</td>
<td>SR 7: Newtown Road to SR 273, Widen from 2 to 4 lanes</td>
</tr>
<tr>
<td>#4</td>
<td>Churchman's Crossing, Fairplay Station - Parking Expansion</td>
</tr>
<tr>
<td>#5</td>
<td>SR 141: Kirkwood Hwy to Faulkland Rd, Construct 4-Lane Arterial</td>
</tr>
<tr>
<td>#6</td>
<td>S Union Street, SR 2: Railroad Bridge to Sycamore St, Sidewalk &amp; Curb Replacement</td>
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<tr>
<td>#6</td>
<td>Wilmington Riverfront Initiatives</td>
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<td>#6, 7, 8</td>
<td>Wilmington Signal Improvements, Phase III</td>
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<td>#7</td>
<td>Wilmington Transit Hub</td>
</tr>
<tr>
<td>#8</td>
<td>I-95 and US 202 Interchange, Widening of Ramp</td>
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<tr>
<td>#9</td>
<td>I-295 Improvements, from I-295 to US 13</td>
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<tr>
<td>#10</td>
<td>No projects currently scheduled</td>
</tr>
<tr>
<td>#11</td>
<td>No projects currently scheduled</td>
</tr>
</tbody>
</table>
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 County

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.
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.

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.
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

<table>
<thead>
<tr>
<th>New Castle County</th>
<th>Certified/Adopted</th>
<th>Update in Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>County Comprehensive Plan</td>
<td>2012</td>
<td></td>
</tr>
<tr>
<td>Arden Village*</td>
<td>2012</td>
<td></td>
</tr>
<tr>
<td>Ardencroft Village*</td>
<td>2012</td>
<td></td>
</tr>
<tr>
<td>Ardentown Village*</td>
<td>2012</td>
<td></td>
</tr>
<tr>
<td>Bellefonte</td>
<td>2007</td>
<td></td>
</tr>
<tr>
<td>Clayton</td>
<td>2008</td>
<td></td>
</tr>
<tr>
<td>Delaware City</td>
<td>2008</td>
<td></td>
</tr>
<tr>
<td>Elsmere</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td>Middletown</td>
<td>2012</td>
<td></td>
</tr>
<tr>
<td>Newark</td>
<td>2008 X</td>
<td></td>
</tr>
<tr>
<td>New Castle</td>
<td>2009</td>
<td></td>
</tr>
<tr>
<td>Newport</td>
<td>2008 X</td>
<td></td>
</tr>
<tr>
<td>Odessa</td>
<td>2012</td>
<td></td>
</tr>
<tr>
<td>Smyrna</td>
<td>2006 X</td>
<td></td>
</tr>
<tr>
<td>Townsend</td>
<td>2010</td>
<td></td>
</tr>
<tr>
<td>Wilmington</td>
<td>Various Years</td>
<td></td>
</tr>
</tbody>
</table>

| 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**

<table>
<thead>
<tr>
<th>Cecil County</th>
<th>New Castle County</th>
</tr>
</thead>
<tbody>
<tr>
<td>103,629</td>
<td>530,170</td>
</tr>
</tbody>
</table>

**Transportation Recommendations**

<table>
<thead>
<tr>
<th>Cecil County</th>
<th>New Castle County</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Improve designated roadways as shown in the WILMAPCO 2040 Regional Transportation Plan.</td>
<td>1. Extend MARC commuter rail service to North East and Elkton and possibly to Newark. 2. Extend SEPTA service from Newark to Elkton. 3. Develop a countywide transit system. 4. Promote and facilitate the extension of park and recreation facilities as they develop. 5. Encourage access to transit to commercial airports.</td>
</tr>
</tbody>
</table>

**Land Use / Zoning Recommendations**

<table>
<thead>
<tr>
<th>Cecil County</th>
<th>New Castle County</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Continue to concentrate development in the Designated Growth Area to bolster necessary transit ridership.</td>
<td>1. Maintain scenic byway program. 2. Continue general bridge rehabilitation and replacement. 3. Continue to concentrate development in the Designated Growth Area to bolster necessary transit ridership.</td>
</tr>
</tbody>
</table>

**Other Land Use Efforts**

<table>
<thead>
<tr>
<th>Cecil County</th>
<th>New Castle County</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Develop a watershed based land use framework. 2. Cluster residential development in designated areas. 3. Increase preserved land. 4. Coordinate land use between incorporated areas.</td>
<td>1. Develop a watershed based land use framework. 2. Create a trails network building on the Land Preservation Parks and Recreation Plan. 3. Continue to concentrate development in the Designated Growth Area to bolster necessary transit ridership.</td>
</tr>
</tbody>
</table>

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**Transportation Needs**

<table>
<thead>
<tr>
<th>Cecil County</th>
<th>New Castle County</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Widen I-95 through Cecil County. 2. Upgrade MD 272 through US 40 to Trenchtown Rd. to 4 lanes. 3. Upgrade MD 272 through US 40 to Lums Rd. to 4 lanes. 4. Complete North-South connection between MD 271 and US 40 to serve mixed use employment areas west of Elkton. 5. Continue general bridge rehabilitation and replacement.</td>
<td>1. Complete North-South connection between MD 7 and US 40 to Serve mixed use employment area west of Elkton. 2. Continue general bridge rehabilitation and replacement.</td>
</tr>
</tbody>
</table>

**Bike/Ped Needs**

<table>
<thead>
<tr>
<th>Cecil County</th>
<th>New Castle County</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Develop bicycle and pedestrian facilities in accordance to 2020 20 bike and 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. 4. Continue to concentrate development in the Designated Growth Area to bolster necessary transit ridership.</td>
<td></td>
</tr>
</tbody>
</table>

**Other Land Use Efforts**

<table>
<thead>
<tr>
<th>Cecil County</th>
<th>New Castle County</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Provide safe pedestrian and bicycle facilities in development review process. 2. Participate in articulating transportation investments priorities that ensure concurrent delivery of services. 3. Encourage expansion of commuter rail system by encouraging transit supportive density.</td>
<td>1. Support mixed use, mobility oriented growth and rail development. 2. Guide development in Northern New Castle County to use existing infrastructure and public resources as a transportation. 3. Coordinate with WILMAPCOC and DDOT to implement sub-regional plans.</td>
</tr>
</tbody>
</table>

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**Demographics**

<table>
<thead>
<tr>
<th>2010 Pop.</th>
<th>2010 Projections</th>
</tr>
</thead>
<tbody>
<tr>
<td>541,694</td>
<td>673,200 (2020)</td>
</tr>
</tbody>
</table>

**Transportation Recommendations**

<table>
<thead>
<tr>
<th>Cecil County</th>
<th>New Castle County</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Extend Center St. to Douglas Ln. to form connection to MD 213. 2. Add bus service to Elkton if commuter rail is reintroduced to Elkton.</td>
<td>1. Consider strategies to provide transportation access to interior town lots lacking access to MD 213 and MD 272. 2. Consider the development of Village Center. 3. Consider development on the river front.</td>
</tr>
</tbody>
</table>

**Land Use / Zoning Recommendations**

<table>
<thead>
<tr>
<th>Cecil County</th>
<th>New Castle County</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Encourage mixed use development of Village Center.</td>
<td>1. Include shared parking in new development areas.</td>
</tr>
</tbody>
</table>

**Other Land Use Efforts**

<table>
<thead>
<tr>
<th>Cecil County</th>
<th>New Castle County</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Promote the development of mixed use and planned neighborhoods. 2. Complete regional demand projections. 3. Complete regional demand projections and incorporate projected land use and transportation needs. 4. Complete regional demand projections and incorporate projected land use and transportation needs.</td>
<td>1. Complete regional demand projections and incorporate projected land use and transportation needs. 2. Complete regional demand projections and incorporate projected land use and transportation needs. 3. Increase preservation and development of scenic roads. 4. Increase preservation and development of scenic roads.</td>
</tr>
<tr>
<td>Delaware</td>
<td></td>
</tr>
<tr>
<td>----------</td>
<td>-------------</td>
</tr>
<tr>
<td>City</td>
<td>Key Results and Recommendations</td>
</tr>
<tr>
<td>1. Pursue annexation of Governor Bacon/Fort DuPont site.</td>
<td>1. Balance mix of retail uses so residents and tourists are served</td>
</tr>
<tr>
<td>2. Minimize impact of suburban development</td>
<td>2. Improve parking and traffic enforcement</td>
</tr>
<tr>
<td>3. Many annexation plans will require vehicular, bike and walking connectivity with the rest of town</td>
<td>3. Explore streetscape improvements along the central business district (Brandywine Blvd.)</td>
</tr>
<tr>
<td>4. Create re-greening of Elsmere</td>
<td>4. Maintain and encourage mixed use in downtown, increase recycling participation, and protect natural resources through appropriate zones and protect existing housing choices</td>
</tr>
<tr>
<td>5. Create re-greening of Elsmere, Delaware City, Middletown, and Clayton</td>
<td>5. Create re-greening of Elsmere, Delaware City, Middletown, and Clayton</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>New Castle</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>City</td>
<td>Key Results and Recommendations</td>
</tr>
<tr>
<td>1. Maintain city’s compact size with a recreation area with greenway connection</td>
<td>1. Explore the installation of bicycle paths and greenway paths</td>
</tr>
<tr>
<td>2. Continue to preserve open space through subdivision and development dedication and maintain community accessibility</td>
<td>2. Implement series of proposals to increase bicycle and pedestrian circulation; Seek technical assistance through DEDO’s DE Main St. program</td>
</tr>
<tr>
<td>3. Create re-greening of Elsmere, Delaware City, Middletown, and Clayton</td>
<td>3. Implement traffic-calming, pedestrian and bicycle facilities</td>
</tr>
<tr>
<td>4. Continue with Citizens and Co-op assistance and allow some annexation plans to continue</td>
<td>4. Implement traffic-calming techniques; Seek technical assistance through DEDO’s DE Main St. program</td>
</tr>
</tbody>
</table>

2014 Regional Progress Report
<table>
<thead>
<tr>
<th>Transportation/Recreation</th>
<th>Bike/Ped Needs</th>
<th>Land Use &amp; Zone Recommendations</th>
<th>Other Land Use Efforts</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Install sidewalks on MD 213 between US widening plans</td>
<td>Prevent isolated residential through traffic</td>
<td>1. Protect residential areas from excessive alterations, improvements, and additions to transportation facilities that are needed to support their development</td>
<td>1. Protect residential areas from excessive alterations, improvements, and additions to transportation facilities that are needed to support their development</td>
</tr>
<tr>
<td>2. Intersection upgrade at US 40 and MD 213 to MD 279, through Elkton west to Marley Road and to US 40</td>
<td>Adopt an access management program to limit ridership by establishing and expanding park and ride lots</td>
<td>2. Require developers to pay for buffers and signage</td>
<td>2. Require developers to pay for buffers and signage</td>
</tr>
<tr>
<td>3. Extension of Chesapeake Boulevard to Greenway and Mason Dixon Trail plans and areas need repair or replacement</td>
<td>Revise parking plans into multi-modal development</td>
<td>3. Pedestrian improvements on US 40</td>
<td>3. Pedestrian improvements on US 40</td>
</tr>
<tr>
<td>4. Divided 2 to 4 lane on MD 213 from US 40 to MDOT</td>
<td>Require a traffic impact analysis for all major proposed projects</td>
<td>4. Enhance town's parking capacity in order to revitalize Old Town Port Deposit</td>
<td>4. Enhance town's parking capacity in order to revitalize Old Town Port Deposit</td>
</tr>
<tr>
<td>5. Ensure that residential areas are pedestrian friendly streets and streetscapes</td>
<td>Cooperate with the state to &quot;beautification scheme&quot; for the town, including new street signage, furniture, pedestrian trails and ridesharing by establishing and expanding park and ride lots</td>
<td>5. Amend Port Deposit Subdivisions to include &quot;beautification scheme&quot; for the town, including new street signage, furniture, pedestrian trails and ridesharing by establishing and expanding park and ride lots</td>
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</tr>
<tr>
<td>6. Cooperate with the state to &quot;beautification scheme&quot; for the town, including new street signage, furniture, pedestrian trails and ridesharing by establishing and expanding park and ride lots</td>
<td>Cooperate with the state to &quot;beautification scheme&quot; for the town, including new street signage, furniture, pedestrian trails and ridesharing by establishing and expanding park and ride lots</td>
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<tr>
<td>7. Ensure that residential areas are pedestrian friendly streets and streetscapes</td>
<td>Cooperate with the state to &quot;beautification scheme&quot; for the town, including new street signage, furniture, pedestrian trails and ridesharing by establishing and expanding park and ride lots</td>
<td>7. Amend Port Deposit Subdivisions to include &quot;beautification scheme&quot; for the town, including new street signage, furniture, pedestrian trails and ridesharing by establishing and expanding park and ride lots</td>
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<tr>
<td>8. Ensure that residential areas are pedestrian friendly streets and streetscapes</td>
<td>Cooperate with the state to &quot;beautification scheme&quot; for the town, including new street signage, furniture, pedestrian trails and ridesharing by establishing and expanding park and ride lots</td>
<td>8. Amend Port Deposit Subdivisions to include &quot;beautification scheme&quot; for the town, including new street signage, furniture, pedestrian trails and ridesharing by establishing and expanding park and ride lots</td>
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</tr>
<tr>
<td>9. Ensure that residential areas are pedestrian friendly streets and streetscapes</td>
<td>Cooperate with the state to &quot;beautification scheme&quot; for the town, including new street signage, furniture, pedestrian trails and ridesharing by establishing and expanding park and ride lots</td>
<td>9. Amend Port Deposit Subdivisions to include &quot;beautification scheme&quot; for the town, including new street signage, furniture, pedestrian trails and ridesharing by establishing and expanding park and ride lots</td>
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</tr>
<tr>
<td>10. Ensure that residential areas are pedestrian friendly streets and streetscapes</td>
<td>Cooperate with the state to &quot;beautification scheme&quot; for the town, including new street signage, furniture, pedestrian trails and ridesharing by establishing and expanding park and ride lots</td>
<td>10. Amend Port Deposit Subdivisions to include &quot;beautification scheme&quot; for the town, including new street signage, furniture, pedestrian trails and ridesharing by establishing and expanding park and ride lots</td>
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</tr>
</tbody>
</table>
**Newport**

- **2010 Pop.**: 1,005

<table>
<thead>
<tr>
<th>Key Roadways to be Improved/Status</th>
<th>Transit Needs</th>
<th>Bike/Ped Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Manage traffic on SR 141 and SR 6 by initiating roundabouts throughout town, buffer noise creation, reduce pollution</td>
<td>1. Improved accessibility along Commercial St.</td>
<td>1. Consider bike/ped paths linking residential to commercial areas as well as to the boat ramp and nature center. Consider extending this path along the Christina River.</td>
</tr>
<tr>
<td>2. Evaluate traffic calming methods, especially downtown, and development standards (such as on street parking) to enhance non-motorized activity and mobility</td>
<td>2. Establish one-way streets to reduce traffic and improve pedestrian safety</td>
<td>2. 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.</td>
</tr>
<tr>
<td>3. Regularly monitor traffic, air quality, and noise levels</td>
<td>3. Completing roundabouts on Main Street, Commercial St, and Wilson Ave to improve traffic flow and reduce pollution</td>
<td>3. Complete the sidewalk system and make sure that all new development is pedestrian-oriented.</td>
</tr>
<tr>
<td>4. Continuing to communicate with town officials and the DART Authority about the need for improved connectivity and access to key transit stops</td>
<td>4. Complete the sidewalk system and make sure that all new development is pedestrian-oriented.</td>
<td>4. Complete the sidewalk system and make sure that all new development is pedestrian-oriented.</td>
</tr>
<tr>
<td>5. Periodically survey town citizens to see if their transit needs are met with the existing bus routes</td>
<td>5. Develop park and ride facilities around town</td>
<td>5. Continue to work with the state and DART to improve the bus service.</td>
</tr>
</tbody>
</table>

**Odessa**

- **2010 Pop.**: 364

<table>
<thead>
<tr>
<th>Key Roadways to be Improved/Status</th>
<th>Transit Needs</th>
<th>Bike/Ped Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Coordinate with DelDOT to implement a transportation plan for the town</td>
<td>1. Improved crosswalks at key intersections</td>
<td>1. Ensure that new developments within the town coordinate with transportation network of existing Town</td>
</tr>
<tr>
<td>2. Improve SR 29 and U.S. 13 through town</td>
<td>2. Reduce impact of the car</td>
<td>2. Ensure that new developments within the town coordinate with transportation network of existing Town</td>
</tr>
<tr>
<td>3. Enhance connectivity to the eastern and western parts of the town through a corridor concept plan</td>
<td>3. Improve conditions on brick sidewalks</td>
<td>3. Improve conditions on brick sidewalks</td>
</tr>
<tr>
<td>4. Consider bike/ped paths linking residential to commercial areas as well as to the boat ramp and nature center. Consider extending this path along the Christina River.</td>
<td>4. 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.</td>
<td>4. 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.</td>
</tr>
</tbody>
</table>

**Smyrna**

- **2010 Pop.**: 1,023

<table>
<thead>
<tr>
<th>Key Roadways to be Improved/Status</th>
<th>Transit Needs</th>
<th>Bike/Ped Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Upgrade Carter Rd from Sunnyside Rd to Route 200</td>
<td>1. Promote protection of forested 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, west, east, and southeast.</td>
<td>1. Promote the development of smart growth (mixed use) design principles, market the town's accessibility to major highways.</td>
</tr>
<tr>
<td>2. Construct Carter Rd to SR 1 Greenwood and Green Meadow Local Street Connector</td>
<td>2. 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, west, east, and southeast.</td>
<td>2. 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, west, east, and southeast.</td>
</tr>
<tr>
<td>3. Possible widening and improvements to Sunnyside Rd</td>
<td>3. Promote protection of forested 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, west, east, and southeast.</td>
<td>3. Promote protection of forested 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, west, east, and southeast.</td>
</tr>
<tr>
<td>4. Enhance Downtown Street Network and reconfigure Main St/Commerce St. Intersection</td>
<td>4. Continue negotiations with the rail line to mitigate pedestrian conflicts and potentially redesign the confluence of Main Street and the railroad tracks</td>
<td>4. Continue negotiations with the rail line to mitigate pedestrian conflicts and potentially redesign the confluence of Main Street and the railroad tracks</td>
</tr>
<tr>
<td>5. Route 13 improvements consistent with a Commercial Corridor Concept Plan</td>
<td>5. Improve conditions on brick sidewalks</td>
<td>5. Improve conditions on brick sidewalks</td>
</tr>
<tr>
<td>6. Conduct a Regional Westside Connection Study to address traffic congestion, including new connector bypass west of the railroad</td>
<td>6. Continue its partnership with UD for the Southern Development Area Study</td>
<td>6. Continue its partnership with UD for the Southern Development Area Study</td>
</tr>
</tbody>
</table>

**Townsend**

- **2010 Pop.**: 2,049

<table>
<thead>
<tr>
<th>Key Roadways to be Improved/Status</th>
<th>Transit Needs</th>
<th>Bike/Ped Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Traffic-caliing improvements to Brook Road/Lane and conduct a traffic survey of the new Townsend Early Childhood Center</td>
<td>1. Conduct Southern Development Area Study</td>
<td>1. Conduct Southern Development Area Study</td>
</tr>
<tr>
<td>2. Coordinate with DelDOT regarding the U.S. Rt. 301 connector project and how it will affect traffic in Townsend</td>
<td>2. Encourage in-fill of vacant land parcels and encourage the town to develop planned residential development.</td>
<td>2. Encourage in-fill of vacant land parcels and encourage the town to develop planned residential development.</td>
</tr>
<tr>
<td>3. Annexation of park at intersection of South and Commerce Streets and replacing it with a surface parking area with access to traffic</td>
<td>3. Annexation of the town's boundary within the recommended growth areas.</td>
<td>3. Annexation of the town's boundary within the recommended growth areas.</td>
</tr>
<tr>
<td>4. Crossing of Route 71 and Main Street intersection through crosswalk and turning lane</td>
<td>4. Continue its partnership with UD for the Southern Development Area Study</td>
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</tr>
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<td>5. Continue to communicate with county and DART Authority about the need for improved connectivity and access to key transit stops</td>
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</tr>
</tbody>
</table>

**Land Use & Zoning Recommendations**

- **Transportation Recommendations**
  - Consider bike/ped paths linking residential to commercial areas as well as to the boat ramp and nature center. Consider extending this path along the Christina River.
  - Promote protection of forested 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, west, east, and southeast.

- **Effective Use of Existing Open Space Area**
  - Promote protection of forested 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, west, east, and southeast.

- **Bike/Ped Needs**
  - Continue to communicate with the town officials and the DART Authority about the need for improved connectivity and access to key transit stops.

- **Land Use & Transportation**
  - Complete the sidewalk system and make sure that all new development is pedestrian-oriented.

- **Bike/Ped Needs**
  - Continue to communicate with the town officials and the DART Authority about the need for improved connectivity and access to key transit stops.
Includes right-of-way for bicycles in

2. Install sidewalks on MD 213

3. Construct Northern loop around Elkton, from MD 781 to MD 279, through Elkton west to Marley Road and to US 40

4. Bicycle improvement projects as outlined by MDOT

5. Support development of East Coast Greenway and trails on Deuce Trail, plans and create a trail network

6. Ensure multi-modal connectivity across US 40, MD 213, and MD 279

7. Optimize residential areas from excessive through traffic

8. Install sidewalks, bike lanes, and traffic signals in商务

9. Enhance streetscape of Northern

10. Implement alternative east-west routes in South Wilmington

11. Create a formal entrance to Todds Lane Business Park

12. Revise the 12th St. Improvement Project

13. Improve intersection of 12th St. and Northeast Blvd. to include a left turn lane and signalization

14. Reduce traffic on the 1500 block of Heald St.

15. Upgrade traffic signals on the 1500 block of Heald St.

16. Augment Saturday and Sunday bus service

17. Establish an enhanced ride

18. Develop a City wide bike route plan

19. Coordinate with the East Coast Greenway Plan

20. Approve development of East Coast Greenway and trails in the City Center

21. Improve intersection of 12th St. and Northeast Blvd. to include a left-turning lane and signalization

22. Implement enhancement of sidewalks, bike lanes, and traffic signals in Wilmington

23. Enhance streetscape of Northern

24. Implement streetscape enhancement projects on N Market St. and Northeast Blvd. to improve pedestrian accessibility

25. Improve intersection of Traffic and Parking regulations in Wilmington and Plains Run

26. Enhance Trolley Square with more bike developments and streetcar improvements

27. Install median islands, crosswalks, and other streetscape improvements in segments of Pennsylvania Ave

28. Beautify Walnut St. between Front St. and 13th St.

29. Reconsider impacts of the Wilmington Transportation Center improvements on East Side neighborhoods

30. Support expansion of MARC, SEPTA and bus transit service

31. Support future mixed use and transit-oriented development around the Elkton train station

32. Encourage designs for residential neighborhoods that include common open spaces, streetscapes, sidewalks, trails, and biking

33. Enhancement of US 40 as the primary commercial corridor

34. Enhance streetscape of Northern

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54. Beautify Walnut St. between Front St. and 13th St.

55. Reconsider impacts of the Wilmington Transportation Center improvements on East Side neighborhoods

Demographics

2010 Pop.

2014 Regional Progress Report

1. 15,443

2. 14,409 (2010)

3. 18,277 (2020)

4. 22,070 (2030)

5. 7,051

6. 17,777 (2010)

7. 20,465 (2020)

8. 22,127 (2030)

9. 71,727

10. 70,445 (2010)

11. 70,851 (2020)

12. 69,097 (2030)

Transportation Recommendations

Key Roadways to be Improved/Studied

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 3rd St., Washington St., and Multh through West Center City.

3. Change direction of 4th St. to two-way between King and Adams or Jackson St.

4. Change the direction of 9th St. to eastbound between King and Monroe St.

5. Change the direction of Windsor St. to southbound between 4th and 9th St.

6. Improve sidewalks on 4th St. at Union St.

7. Upgrade (curbs, traffic control) “A” St. between Head and Market St.

8. Implement alternative east-west routes in South Wilmington

9. Create a formal entrance to Todds Lane Business Park

10. Revise the 12th St. Improvement Project

11. Improve the intersection of 12th St. and Northeast Blvd. to include a left turn lane and signalization

12. Reduce traffic on the 1500 block of Heald St.

13. Restrict through and truck traffic on Vandever Ave.

14. Possibly incorporate ITS on Walnut St., East 10th St., East 4th St., East 3rd St., Church St., and Spruce St. in the East Side

15. Move forward with the 30th St. 3400 Connector

16. Close West 13th St. between Market and Bassett St. to vehicular traffic

17. Open Bassett St. south 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 of Market, South Paw Dr., 16th St., and King St.

20. ITS should also be approrriate on Market St., Northwest Blvd., E 13th St., E 30th St., North Thatcher St., Locust St., and Claymont St.

21. Increase enforcement of Traffic and Parking regulations in the City’s wilson

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Land Use / Zoning Recommendations

1. Include right-of-way for bicycles in the 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 trails on Deuce Trail, plans and create a trail network

5. Ensure multi-modal connectivity across US 40, MD 213, and MD 279

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19. Reconsider impacts of the Wilmington Transportation Center improvements on East Side neighborhoods

20. Includes limiting residential areas to accommodate the City’s vision

21. Prevents isolated residential development

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