



# 2005 Regional Progress Report



**Executive Summary**  
**January 2006**

# Introduction

- If you don't measure results, you can't tell success from failure
  - If you can't see success, you can't reward it
  - If you can't see failure, you can't correct it
- (From Reinventing Government, Osbourne & Gaebler; 1992)

In 1996, WILMAPCO adopted its first long range transportation plan that established goals for our region's future and called for an annual review of the progress made towards achieving these goals. This plan was updated in 2000 and again in 2003, with the adoption of our Regional Transportation Plan 2025 (RTP 2025). We recognize that all of our goals cannot be achieved at once. Therefore, the Regional Progress Report has been designed to track regional statistics on an annual basis, using specific performance indicators. We can now monitor a select group of criteria that pertain to each of the goals that were illustrated in the RTP and measure them against either established quantitative goals or national averages.

By using this format of data-driven, performance-based monitoring, we can annually compare the results of the indicators versus our RTP goals (listed below) to ensure we are on the right path. If we find areas where we are not progressing as hoped, we can incorporate mid-course corrections into our planning activities to put us back on the track. With the continued belt tightening of state governments, it is even more important to wisely expend the dollars allotted to us.

The 2005 Regional Progress Report brings together data and information from several agencies across our region that are:

- Reliable, relevant and regional in scope
- Easy to understand for the general public
- Available from public sources of data
- Available over a period of time
- Able to be tied to RTP goals/objectives

## Goal 1 – To Improve Quality of Life

### Objectives

1. To Protect the Public Health, Safety, and Welfare
2. To Preserve our Natural, Historic, and Cultural Resources
3. To Support Existing Municipalities and Communities
4. To Provide Transportation Opportunity and Choice

## Goal 2 – To Transport People and Goods

### Objectives

1. To Improve Transportation System Performance
2. To Promote Accessibility, Mobility, and Transportation Alternatives

## Goal 3 – To Support Economic Growth and Activity

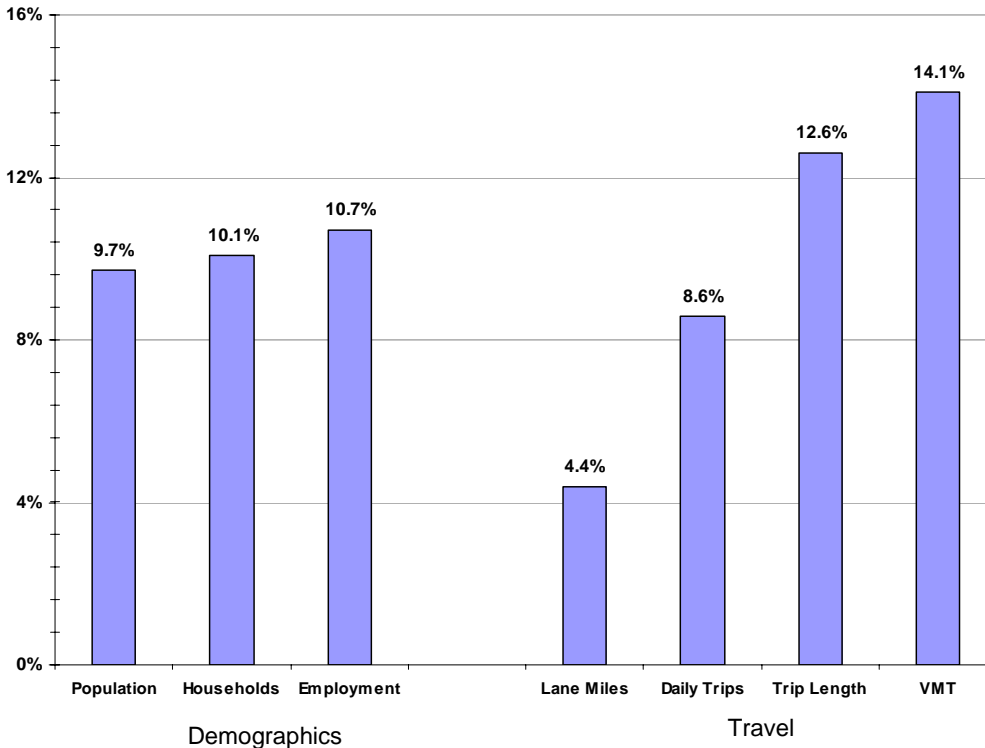
### Objectives

1. To Ensure a Predictable and Adequate Public Investment Program to Guide Private Sector Investment Decisions
2. To Plan and Invest to Promote the Attractiveness of the Region

## I. - Executive Summary

Since the adoption of the first Long Range Plan in 1996, the WILMAPCO region has worked to meet the objectives of its Regional Transportation Plan (RTP). The latest version of this plan, the RTP 2025, was adopted in March 2003. This document is designed to summarize the efforts WILMAPCO and its member agencies have undertaken to fulfill the goals set out in our RTP. By providing performance indicators for each goal and objective, we can determine which aspects of the plan are moving in the right direction, as well as those that need attention. First, it is important to understand what has changed in the region between 1996 and 2004:

**Figure A: Demographic and Travel Changes: 1996-2004**



- Nearly 21,000 new households added
- Over 54,100 more people in the region
- 30,900 jobs created
- 140,100 additional daily trips made
- Average Trip lengths increased from 7.9 to 8.9 miles
- 2.78 million more daily vehicle miles of travel
- 4.4% increase in lane miles

The RTP 2025 established three goals: To Improve Quality of Life, To Transport People and Goods, and To Support Economic Activity and Growth. Below is a brief summary listing the areas in which we are moving forward to achieve these goals.

### Areas of Success

**VOC & NOx emissions remain below allowable levels** - Based on the budget set by the EPA, emissions in both Cecil County and New Castle County are currently below those levels. Through cleaner fuels, transit increases and several other mitigation strategies, we have achieved compliance, thereby reducing the emissions that cause ground level ozone.

**Ozone non-attainment status has improved** - As of October 2005 the Philadelphia ozone area, which includes the WILMAPCO region, has been reclassified from a “severe” non-attainment area to a “moderate” non-attainment area.

**Over 92,000 acres of open space and farmland preserved in both counties** - Through various state, county, municipal and nonprofit group efforts, thousands of acres of land have been protected (either temporarily or permanently) from development.

**Scenic Byway designations** – Since 2000, a total of 106 miles of roadways have been designated as scenic byways throughout our region, adding 27 miles since 2004. In September 2005, Delaware received its first National Scenic Byway designation for the Brandywine Valley Scenic Byway.

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***Increased use of carpooling in New Castle County*** – According to annual surveys, there has been a consistent increase in carpooling to work. The Transportation Management Association of Delaware (TMA) has aided in implementing the Rideshare Delaware program which has paired workers for van/carpooling. Since 1997, the TMA has estimated a reduction of nearly 1.7 million work trips through carpooling and vanpooling efforts, subsequently decreasing the vehicle miles traveled.

***Population growth remains highest in the desired Center/Community Investment Areas***

Since 1996, 70% of population growth has occurred in these two areas. This is in line with the goal of the RTP to focus investments within these locations, where roughly 85% of TIP spending has been allocated.

***Unemployment rate remains below regional and national trends*** - A low unemployment rate

is a solid measure of good job diversity within a region. Avoiding spikes in unemployment can be viewed as a result of having the right mix of employment types, minimizing the impacts of a downturn in any particular sector. With the exception of 1996 and 2000, the region has generally been below the rates of the surrounding metro areas as well as the nation.

### **Areas in need of improvement**

The items below are some indicators that show the strain being placed on the transportation system.

***Ozone exceedences are above the EPA 8-hour standards***– Under new regulations, we must meet tougher 8-hour standards, as opposed to the prior 1-hour standards. While we have reduced the number of ozone exceedences in recent years, we have yet to have a 3-year period in which we have met the requirements set by the EPA for ozone levels. As a result, both our counties are in non-attainment.

***Part of the region has been designated as a non-attainment area for PM2.5***– In addition to ozone, we must now reduce the amount of particulate matter in the air, caused by vehicle emissions, construction and road dust. As of April 2005, the New Castle County portion of the WILMAPCO region has been designated as a non-attainment area for exceeding the annual standard for particulate matter 2.5 (PM2.5 refers to particles equal to or less than 2.5 microns.)

***Slight decrease in population within ¼ mile of a transit stop*** – An increasing number of housing developments have broken ground in previously unsettled parts of our region, with little to no transit access. These auto-dependent neighborhoods make it very difficult to achieve our goals of reduced VMT, and improved air quality.

***Transit ridership growth falling below long range plan target trend*** – Since 2002 we have begun to fall below the target trend set by the DTC Long Range Plan. The plan called for a 130% increase in ridership by 2025. Fixed route ridership has been the source of the falloff, while SEPTA and paratransit ridership have increased.

***Increased demand in paratransit routes straining DTC budget*** – Paratransit, while seeing the largest percentage increase in ridership since 1996, is the costliest transit service per trip to fund. With a cost of roughly \$28 per trip, DTC has had to increase its paratransit funding from \$7.3 million to \$15.7 million in 7 years, a 115% increase. If transit funding remains constant, this level of service may not be sustainable.



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***Park & Ride usage falling despite increased facilities*** – While there has been a successful effort to add Park & Ride facilities, they are not being used extensively. The overall usage decreased in recent years. Between 2000 and 2004, the overall usage for park and ride (and park & pool) facilities has fallen from 35.6% to 33.8%.

***Transportation funds insufficient to meet the goals of the RTP*** – Due to financial shortfalls in New Castle County, several projects are falling well behind the schedule set by the RTP. Because funding levels are not keeping pace with rising project costs and changing transportation needs of the region, we may be unable to achieve many of our goals.

Funding became a major issue this year. When we adopted the RTP 2025 in 2003 we made several assumptions that have since changed and may affect our rate of progress.

### ***Federal Transportation Legislation***

After almost two years delay, new transportation legislation, called SAFETEA-LU has been adopted. This replaces ISETEA with guidelines on federal transportation funding and transportation planning initiatives. Because of the delay, federal funding stayed at the original ISTEA level until it became an official part of the budget in October 2005. While the new increased funding will help us achieve our goals, it may have delayed some projects.

### ***Major Project Timelines***

In our Plan, several I-95 projects were to begin construction in 2025. These include: expanding a 5<sup>th</sup> lane around Churchman's Marsh, reconfiguring an interchange at the Route 1 and adding high speed E-ZPass lanes to the Newark toll plaza. In June 2005, the Delaware Legislature decided that I-95 work should be fully funded for construction in 2006. By moving the project up a year or two, it will push back a significant number of projects previously scheduled for FY2006-2007. These included many multi-modal projects that would have helped to advance our goals.

The Route 301 project has also been fast tracked. The various alternatives have been given extensive public review. DelDOT anticipates selecting a final alternative by the beginning of 2006, with construction beginning in late fall. This will be an enormous project requiring more funds than originally designated. DelDOT is considering alternative revenue propositions to fund this and many other projects.

### ***States' funding***

When DelDOT and the Governor's office reviewed the demands on funding and transportation, they realized that there was not enough revenue to advance many of the anticipated projects.

How will this affect our plan? Overall funding levels are on the decline and will hamper the progress made on capital investments for the region. The elimination of many multimodal projects, including transit and/or nonmotorized transportation alternatives in FY 2006 will have an impact on the Plan. On November 30, 2005 Governor Minner received a report from the Task Force created under Executive Order 69 that will be used to address the long term funding problems and development of the FY 2007 budget.




Several sections of this report will show how these changes may affect our ability to obtain the goals of our long range plan. It will also detail the progress we have made based on a variety of indicators identified last year.

# Executive Summary- Status of RTP Projects

Although we are only a few years into our 25-year plan, there has been some progress on completing projects detailed in the plan.

As of November 2005, 21 projects had been completed from the list. In addition, 4 projects scheduled to be completed within their targeted in-service date, 10 are schedule to be completed after their projected date and 60 projects are currently not funded for construction by their completion date noted in the RTP. Two projects have been cancelled. This is a result of the serious funding issues currently underway. **Table A** lists projects that have had some type of activity regarding their construction since the adoption of the RTP. For a listing of all projects in the RTP, please see Appendix A in the back of this document.

**Table A: RTP Project Status List**

	Project Not Completed or Funded for Construction by Schedule RTP In-Service Date		Project scheduled for completion AFTER RTP In-Service date		Project scheduled for completion BEFORE RTP In-Service date		Project Cancelled
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PROGRAM	Cost (x1,000)	Projected In-Service Date from RTP	Project Status
<b>Churchmans Crossing Plan</b>			
DE 4 / Harmony Road	\$2,500	2008	Construction Not Funded in FY 2006-08 TIP
DE 4/ Churchmans Road	\$2,200	2008	Construction Not Funded in FY 2006-08 TIP
DE 4 / DE 7 Christiana Center	\$2,500	2005	Construction Not Funded in FY 2006-08 TIP
DE 7 / DE 4/7 Split (Stanton)	\$1,700	2008	Construction Not Funded in FY 2006-08 TIP
Road A / SB DE 1 Ramps (Dual)	\$4,000	2008	Construction Not Funded in FY 2006-08 TIP
DE 273/ Harmony Rd	\$2,000	2005	Construction Not Funded in FY 2006-08 TIP
DE 273/W. Main St/ Christiana Connector East	\$2,000	2004	Construction Not Funded in FY 2006-08 TIP
DE 273/ Old Baltimore Pike	\$2,000	2003	Completed FY2005
DE 273/Chapman Rd	\$2,000	2005	Construction Not Funded in FY 2006-08 TIP
Transit-Supportive Pedestrian Improvements (sidewalk/bus stop improvements)	\$1,900	2008	Construction Not Funded in FY 2006-08 TIP
DE 2 / Harmony Rd	\$1,000	2006	Construction Not Funded in FY 2006-08 TIP
Christiana Bypass, I-95 to Road A	\$5,000	2008	Construction Not Funded in FY 2006-08 TIP
<b>I-95, Maryland Line to Churchmans Marsh</b>			
New Toll Booth on I-95		2005	Funded for construction in FY 2006-08 TIP
DE 1/I-95 Interchange Improvements - 2 lane ramps to & from the south		2015	Funded for construction in FY 2006-08 TIP
<b>Newark/Elkton Plan</b>			
Preserve Pomeroy Branch Corridor for potential multi-modal-use facility	\$2,000	2015	Right of way purchased in FY 2005, Federal Earmark - No match at current time
<b>Wilmington Initiatives Plan</b>			
Transportation Center Phase III	\$10,000	2008	Construction Not Funded in FY 2006-08 TIP
King / Orange Transit Corridor	\$2,912	2008	Construction Not Funded in FY 2006-08 TIP
Walnut Street Corridor Improvements	\$2,000	2008	Construction Not Funded in FY 2006-08 TIP
Water Street Gateway Project	\$1,500	2008	Construction Not Funded in FY 2006-08 TIP
9th Street Environmental Enhancements	\$800	2008	Construction Not Funded in FY 2006-08 TIP
Market Street Retail Corridor Improvements	\$3,000	2008	Completed FY 2005
Downtown 4th Street Project	\$2,000	2008	Construction Not Funded in FY 2006-08 TIP
Courthouse Area Improvements	\$3,000	2005	Completed FY 2005
<b>Port of Wilmington</b>			
<b>Access Management</b>			
I-495, Christina Ave, Terminal Ave. realignment	\$2,000	2008	Construction Not Funded in FY 2006-08 TIP
<b>Other Wilmington Improvements</b>			
Bulkhead Rehabilitation	\$3,400	2005	Completed FY 2005
Interstate Access	\$10,000	2005	Not Complete
Sidewalk on Market Street	\$1,000	2004	Completed FY 2005
Water Street East	\$2,400	2004	Completed FY 2005
West Street Connector	\$5,500	2005	PROJECT CANCELLED
Riverwalk VII	\$2,800	2009	Completed FY 2005

## Executive Summary- Status of RTP Projects (cont.)

PROGRAM	Cost (x1,000)	Projected In-Service Date from RTP	Project Status
<b>US 301 MIS</b>			
Newtown Road (between DE 896 and DE 72) and DE 72 widened to 4 lanes (between between Newtown Road and Old Baltimore Pike) to include sidewalks and bicycle accommodation	\$7,439	2008	Construction Not Funded in FY 2006-08 TIP
US 13, US 301 and 896 Intersection Improvements (Boyd's Corner)	\$4,500	2005	Funded for Construction in FY 2006
DE 896, School House Road and Denny's Road realignment	\$6,000	2009	Construction Not Funded in FY 2006-08 TIP
<b>US 40 Plan (2003-2008)</b>			
<b>Intersection Improvements</b>			
Governor's Square/US 40/Glendale Plaza	\$1,000	2008	Construction Not Funded in FY 2006-08 TIP
DE 72/US 40	\$7,500	2008	Construction Not Funded in FY 2006-08 TIP
Del Laws Road/DE 72		2008	Construction Not Funded in FY 2006-08 TIP
Walther Road/US 40	\$6,000	2008	Completed in FY 2005 by Developer
<b>Interchange/Grade Separations</b>			
Newtown Road Ramps-Full interchange with DE 1	\$15,000	2005	PROJECT CANCELLED
<b>Arterial, Collector, and Local Road Improvements</b>			
DE 7 (US 40 to Newtown Road)	\$9,000	2008	Completed in FY 2006
DE 7 (Newtown Road to DE 273) *Cost included in DE7 - US 40 to Newtown Rd. project above			Construction Not Funded in FY 2006-08 TIP
Reybold Road, DE 72 to Salem Church Road	\$2,500	2008	Construction Not Funded in FY 2006-08 TIP
<b>US 40 Plan (2003-2008) (Cont'd)</b>			
<b>New Roads</b>			
Eden Square Connector	\$600	2008	Construction Not Funded in FY 2006-08 TIP
Scotland Dr. extension to Porter Road	N/A	2005	To be completed in FY 2006 by Developer
<b>Sidepaths</b>			
US 40 (DE 72 to DE 1)	\$9,401	2008	Partially Complete: No Construction Funding in FY 06-08 TIP
Old Baltimore Pike (DE 72 to DE 273)	\$5,000	2008	Construction Not Funded in FY 2006-08 TIP
<b>Sidewalks and Bike Lanes</b>			
Walther Road (Old Baltimore Pike to US 40)	\$2,680	2008	Construction Not Funded in FY 2006-08 TIP
Waterford pedestrian access to US 40 bus stop		2008	Completed in FY 2005
Wilton Boulevard and Appleby Road	\$2,317	2008	Completed in FY 2006
Songsmith Drive (McMullen Circle to Smalleys Dam Road)	\$790	2008	Completed in FY 2005
<b>Transit Improvements</b>			
Additional pedestrian connections to transit	\$825	2008	Construction Not Funded in FY 2006-08 TIP
Additional bus stop improvements		2008	Construction Not Funded in FY 2006-08 TIP
Preservation and expansion of park and ride capacity in the corridor	\$1,857	2008	Construction Not Funded in FY 2006-08 TIP
<b>Planning Studies</b>			
Old Baltimore Pike	\$500	2008	Construction Not Funded in FY 2006-08 TIP
Newtown Road transportation corridor	\$500	2008	Construction Not Funded in FY 2006-08 TIP
<b>New Roads</b>			
Scotland Drive extension to Porter Road	\$5,000	2025	Project under construction FY 2006 (Developer Funded)
<b>US 202 / DE 141 Area</b>			
Widen Tyler McConnell Bridge to 4 lanes	\$75,000	2005	Construction Not Funded in FY 2006-08 TIP
I-95/US 202 Interchange - Widen NB I-95 off-ramps to 2 lanes	\$10,000	2008	Construction Not Funded in FY 2006-08 TIP
DE 48 HSIP North of Valley Road to North of School House Rd.	\$7,000	2004	To be completed FY 2006
DE 141 and Old Barley Mill Road	\$1,000	2005	Construction Not Funded in FY 2006-08 TIP
DE 141 and DE 2 - Prices Corner Pedestrian Improvements	\$750	2003	Completed in FY 2004

## Executive Summary- Status of RTP Projects (cont.)

PROGRAM	Cost (x1,000)	Projected In- Service Date from RTP	Project Status
<b>Blue Ball Area</b>			
West Side Roads	\$13,000	2003	Completed in FY 2005
US202, Augustine Cutoff to Independence Mall	\$29,000	2003	Completed in FY 2005
Utility Relocation	\$3,500	2002	Completed in FY 2005
East Side Roads	\$16,000	2004	To be completed in FY 2006
US202, Independence Mall to North of Powder Mill Road	\$9,000	2005	To be completed in FY 2006
DE141, Spur Road	\$11,000	2005	To be completed in FY 2006
US202, Broom Street to I-95	\$7,000	2005	Completed in FY 2005
Parks and Recreation Elements (Historic Preservation & Greenway) East Side, West Side Park Improvements and Wooded Pathway	\$7,366	2003	To be completed in FY 2006
<b>City of New Castle</b>			
<b>DE 9 Reconstruction</b>			
Rebuild Delaware Street/DE 9 Intersection	\$800	2008	Construction Not Funded in FY 2006-08 TIP
Traffic calm/rebuild 7th Street	\$800	2008	Construction Not Funded in FY 2006-08 TIP
Reconstruct Ferry Cutoff as 4 lanes	\$4,000	2008	Construction Not Funded in FY 2006-08 TIP
Rebuild 6th/Chestnut/DE 9 Intersection	\$800	2008	Construction Not Funded in FY 2006-08 TIP
Rebuild 3rd Street/DE 9 Intersection	\$800	2008	Construction Not Funded in FY 2006-08 TIP
Rebuild 7th/Washington Intersection	\$800	2008	Construction Not Funded in FY 2006-08 TIP
<b>Bicycles and Trails</b>			
Build East Coast Greenway downtown connection	\$380	2008	Completed in FY 2005
<b>Road Expansion and Management</b>			
Third Lane on I-295 from DE 141 to DE 9, I-95 to US 13 Weave Elimination, Lighting	\$10,400	2007	Construction Not Funded in FY 2006-08 TIP
DE 141 Safety Improvements - Limit access between DE 2 & DE 34 to create major arterial	\$1,000	2006	Scheduled for Construction for FY 2006
I-95 widening (a) - I-295 to DE 1 - Add 1 lane in each direction	\$45,000	2015	Scheduled for Construction for FY 2006
<b>Other Intersection / Road Improvements</b>			
DE 2 and Red Mill Road Intersection Improvements	\$1,000	2005	Construction Not Funded in FY 2006-08 TIP
US 13 and School Lane Pedestrian Crossing	\$500	2004	Construction Not Funded in FY 2006-08 TIP
Limestone Road from Arundel to Greenwood Drive	\$330	2005	Construction Not Funded in FY 2006-08 TIP
Churchmans Road Bridge - Replacement and New Capacity	\$20,000	2005	Completed FY 2005
DE 72 from Cleveland Ave to Ebenezer Church Road	\$4,000	2003	Completed FY 2004
Harvey Road Traffic Calming	\$850	2004	Completed FY 2004
Frenchtown Road at DE 9	\$1,000	2006	Construction Not Funded in FY 2006-08 TIP
DE 2 - South Union from RR Bridge to Sycamore Street	\$1,000	2004	Construction Not Funded in FY 2006-08 TIP
DE 7 North of Valley Road to PA line	\$10,000	2005	Construction Not Funded in FY 2006-08 TIP
US 13 and DE 273 Intersection Improvements	\$25,000	2005	Construction Not Funded in FY 2006-08 TIP
Airport Road and Old Churchmans Road Intersection	\$18,000	2005	Under Construction FY 2006
Brackenville Road, Lancaster Pike to Barley Mill Road	\$2,000	2004	Project Scheduled for Construction in FY 2007
Choptank Road from Bunker Hill Road to Bethel Church Road	\$7,000	2005	Construction Not Funded in FY 2006-08 TIP
Mill Creek Road / McKennan's Church Road Intersection Improvements	\$1,200	2005	Construction Not Funded in FY 2006-08 TIP
Mill Creek Road / Stoney Batter Roads Intersection	\$1,454	2006	Construction Not Funded in FY 2006-08 TIP



## Executive Summary- Status of RTP Projects (cont.)

PROGRAM	Cost (x1,000)	Projected In- Service Date from RTP	Project Status
<b>Greenways/Bikeways</b>			
Newark Bikeways	NA	2008	Partially Complete
Northern Delaware Greenway-East Link - Cauffeil Connector, US 202 Pedestrian Crossing, Wilmington Connection	NA	2008	Construction Not Funded in FY 2006-08 TIP
Iron Hill Bikeway	\$261	2003	Construction Not Funded in FY 2006-08 TIP
<b>Transit</b>			
<b>Bus Service</b>			
STUDY: Other Interstate Linkages (Salisbury, MD; Delaware Co., PA)	NA	2008	Construction Not Funded in FY 2006-08 TIP
10 Regional Express Bus Routes – Statewide System	\$5,400	2008	Construction Not Funded in FY 2006-08 TIP
<b>Rail Service</b>			
Commuter Rail Improvement - Third rail line from Newark to Wilmington so that the R2 SEPTA train and AMTRAK can run concurrently. This improvement could possibly relocate the Newark rail station.	\$6,000	2007	Federal Funding has been earmarked, but requires local matching funds
<b>Transit (Cont'd)</b>			
<b>Increase R2 Service:</b>			
1,000+ New Parking Spaces at Existing Rail Stations	\$4,320	2008	Construction Not Funded in FY 2006-08 TIP
<b>High-Capital / High-Capacity</b>			
STUDY: Downstate Corridor	NA	2008	Federal Funding has been earmarked, but requires local matching funds
STUDY: Commuter Rail, Light Rail, Bus Rapid Transit or Monorail, with possible service to Dover, Middletown, Lums Pond area, Bear, New Castle, Wilmington, Northeast Corridor communities and Philadelphia	NA	2008	Federal Funding has been earmarked, but requires local matching funds
<b>Cecil County</b>			
<b>Rail Projects</b>			
STUDY: Evaluate Potential Extension of Commuter Rail Service	NA	2008	Completed in FY 2005

Source: DelDOT, MDOT, WILMAPCO 2005

# Executive Summary– Conclusions and Future Challenges

## Review of Conclusions and Future Challenges

Over the past year, WILMAPCO staff has been able to make some headway in addressing identified areas of concern. **Table B** contains an update on the list of future challenges in the 2004 Regional Progress Report. The columns have been color-coded to indicate which items have been addressed (shown in **GREEN**) and which ones still need attention (shown in **RED**). Overall, we have made steps to address 13 of the 23 issues since the adoption of the 2004 Progress Report.

**Table B: Progress on the 2004 Regional Progress Report Recommendations**

Short Term (1-3 years)	Action
Revisit Transportation Investment Areas	Staff has researched and developed several alternative scenarios. Findings were presented to WILMAPCO Council in January 2005 and will continue to be developed through the next RTP update.
Review and report on findings from recent municipal comprehensive plans	Staff has reviewed all adopted comprehensive plans for Cecil and New Castle counties. Findings can be found on page 14 and 15 of this report.
Begin work on transportation equity analysis addressing the needs of the elderly	Will be addressed as part of the a report titled "2006 Accessibility and Mobility Report- An Environmental Justice study of the WILMAPCO Region" dealing with the mobility issues related to the elderly and other mobility limited populations. (Summer 2006)
Continue to plan for multimodal projects	No direct staff activity
Examine transit funding levels to support changing ridership patterns	No direct staff activity
Long Term (4+ years)	Action
Help keep the Port of Wilmington competitive in the world market	In the fall of 2004, DeIDOT re-opened the 116 year-old Shellpot Bridge. At a cost of \$13.9 million, this project is designed to improve the volume and speed of freight moving to and from the Port of Wilmington. Aside from being beneficial to Port activity, it will also help divert some truck activity off of the local road system. In the wake of massive hurricane damage along the Gulf Coast, Wilmington's Port usage will increase, yielding a greater need for more efficient truck traffic.

Addressing Identified "Knowledge Gaps"	Action
Quantify the impact of auto-dependency and how health data (e.g., incidence of asthma or obesity) can be used as a measure for this objective	No direct staff activity
Develop information on the public's preference of transportation modes based on safety. For instance, why do people resist certain modes of transportation due to safety concerns	No direct staff activity
Develop more detailed accident statistics for specific roadway segments to allow for increased aid in accident-prone areas	WILMAPCO Staff has requested more detailed accident data from DeIDOT. Initial requests were denied by DeIDOT staff.
Determine how to incorporate the new Particulate Matter (PM 2.5) standards into our air quality conformity efforts.	Now that the New Castle County portion of our region is in non-attainment for PM 2.5, the Regional Progress Report will now include the annual PM 2.5 readings at all locations within the MPO region. Data has been collected by DNREC since 2000.
Gather more data on both public and private use of alternative fuel vehicles in the region	No direct staff activity
Better define boundaries for non-incorporated communities	No direct staff activity
Incorporate findings from local government comprehensive plans into RTP	Staff has reviewed all adopted comprehensive planes for Cecil and New Castle counties. Findings can be found on page 14 and 15 of this report.
Develop a better system of reporting completed projects for use in this document	No direct staff activity
Incorporate "Safe Routes to School" initiative results when complete	Staff has started work on a pilot project with Downes E.S. to analyze student locations and current bike/ped facilities surrounding the school.
Develop specific strategies that address the transportation needs of our aging population	Will be addressed as part of the a report titled "2006 Accessibility and Mobility Report- An Environmental Justice study of the WILMAPCO Region" dealing with the mobility issues related to the elderly and other mobility limited populations. (Summer 2006)
Revisit RTP Goal & Objectives to more clearly define Environmental Justice initiatives	Will be addressed as part of the a report titled "2006 Accessibility and Mobility Report- An Environmental Justice study of the WILMAPCO Region" (Summer 2006)
Get more detailed updates on how ITS improves the overall performance of the existing highway system.	Will be address as part of the WILMAPCO CMS Subreports (2006)
Develop better source for travel characteristics data for Cecil County	No direct staff activity
Better measure of transit accessibility. Current methods do not account for actual bus service schedules or a true ¼ mile access to transit stops	No direct staff activity
Gain consensus on a revised Transportation Investment Area map that better illustrates areas of focus.	Staff has researched and developed several alternative scenarios. Findings were presented to WILMAPCO Council in January 2005 and will continue to be developed through the next RTP update.
Additional effort needed to plan, fund and implement a comprehensive goods movement program	Will be addressed as part of the WILMAPCO Freight & Goods Movement report (Fall 2006)
Establish better relationship between transportation and tourism	No direct staff activity

## Executive Summary– Conclusions and Future Challenges (cont.)

The chart below contains the revised list of efforts placed on WILMAPCO to address. Through the UPWP, Regional Transportation Plan and other member agency efforts, a concerted effort is needed to address these issues in our region. This list will serve as a guide for future staff efforts and time allocations for the next few years as well as our other MPO functions. Items shown in **RED** are new to this version of the Regional Progress Report.

### Short-Term (1-3 years)

- **Continue to revisit Transportation Investment Areas:** WILMAPCO will continue discussions with state, county and local governments on possible revisions to our Transportation Investment Areas.
- **Review and report on findings from recent municipal comprehensive plans:** With virtually all municipalities completing comprehensive plans in the past 2 years, staff needs to review the plans and work with the municipalities to get their transportation goals implemented.
- **Begin work on transportation equity analysis addressing the needs of the elderly:** WILMAPCO is planning to produce a second Environmental Justice report dealing with the mobility issues of our aging/transit dependent population. It will review current and future demographic patterns and attempt to get a firm handle on how to address the needs of this growing group in our region.
- **Continue to plan for multimodal projects:** Efforts must continue to make transportation projects as multimodal as possible in order to reduce auto dependency by making options available.
- **Examine transit funding levels to support changing ridership patterns:** The growth of paratransit has created a strain on the operations budget, causing its portion of the total budget to rise from 26% (\$7.3 million) to 33% (\$15.7 million) since 1997. At this current rate, service cuts for this or other transit services may occur if funding levels do not match demand.
- **Enhance the Freight/Goods Movement Analysis Capacity:** With freight movement expected to increase between 50-70% over the next 20 years, capital improvements must be made to reduce congestion, increase mobility for freight and to ensure the safety of other motorists.
- **Conform to Particulate Matter (2.5):** In early 2005, the EPA designated New Castle County a "Non-attainment" area for PM 2.5. By April 2006, New Castle County must demonstrate conformity of face a "conformity lapse", risking the loss of federal funds for transportation improvements.
- **Revise Regional Transportation Plan Project List:** With anticipated revenue shortfalls, the RTP has fallen well behind in completing projects according to the current schedule. A clearer picture of the financial outlook will happen late in 2005 as Executive Order #69 will produce its findings on possible increased revenue.

### Long-Term (4+years)

- **Help keep the Port of Wilmington competitive in the world market:** In the highly competitive shipping industry, ports must remain accessible and convenient for a variety of goods and vessels. Efforts should be made to provide assistance to keep the port an active part of our economy.
- **Continue efforts to address "Knowledge Gaps":** Throughout the document, there are identified areas that are important to monitor for which there is inadequate data. Efforts should be made to locate (or create) data that helps us track changing conditions. A section will be included in subsequent Progress Reports to monitor the status and progress of these knowledge gaps.

#### WILMAPCO Council

Nelson K. Bolender	Chair – Cecil County Commissioner
Stephen Kingsberry	Delaware Transit Corporation
James M. Baker	City of Wilmington, Mayor
Christopher A. Coons	New Castle County, County Executive
Nathan Hayward III	Delaware Department of Transportation
John F. Klingmeyer	Mayor of New Castle
Lee Ann Walling	Delaware Governor's Office
Joseph L. Fisona	Mayor, Town of Elkton
Michelle D. Martin	Maryland Department of Transportation

#### WILMAPCO Staff

Tigist Zegeye	Executive Director
Heather Dunigan	Principal Planner
Betty Reeder	Director of Administration
Alison Burris	Outreach Manager
Daniel Blevins	Sr. Transportation Planner
Ginny Craig	Secretary
Burt Samuelson	Transportation Planner
David Gula	Sr. Transportation Planner
William Swiatek	Transportation Planner

Thank you for taking the time to read the WILMAPCO 2005 Regional Progress Report. This document is designed to give the public an overview of what WILMAPCO is looking to accomplish. If you have any questions or comments on ways we can improve the effectiveness of this report, we would like to hear from you. Below is contact information for WILMAPCO. Please provide your ideas for future reports.



#### WILMAPCO

850 Library Ave., Suite 100, Newark, DE 19711  
(302) 737-6205 Toll Free (888) 808-7088 Fax (302) 737-9584  
[www.wilmapco.org](http://www.wilmapco.org) [wilmapco@wilmapco.org](mailto:wilmapco@wilmapco.org)