



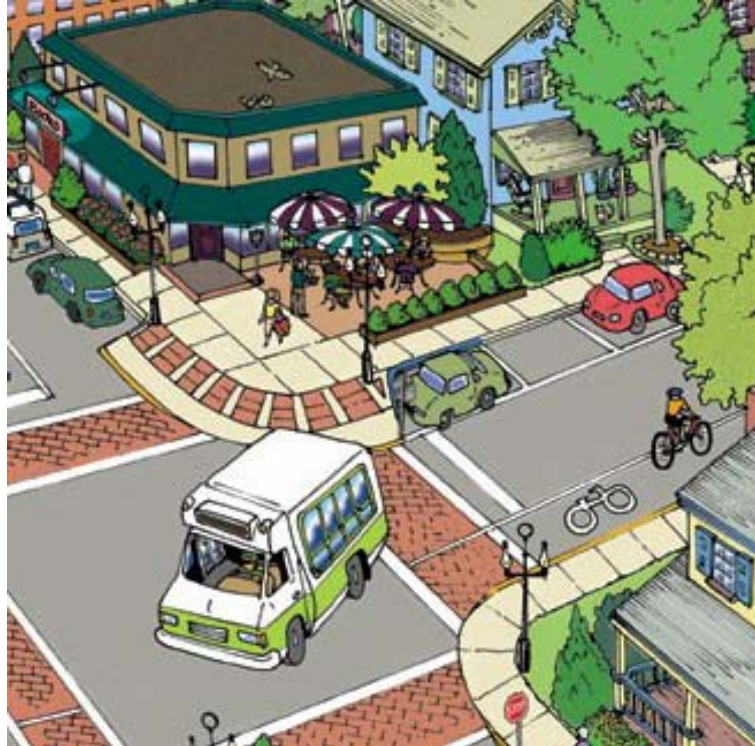
# 2005 Regional Progress Report



January 2006

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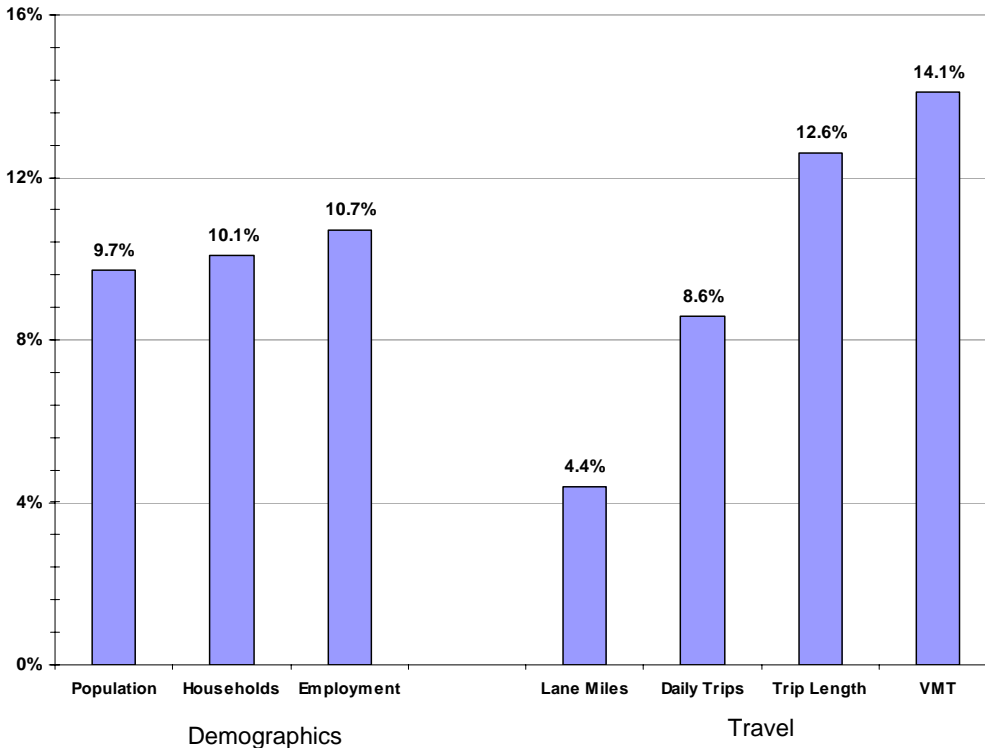


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# I. - Executive Summary

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.

## Executive Summary

***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.



## Executive Summary

***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 2005. 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, DelDOT 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 DelDOT. Initial requests were denied by DelDOT 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.





## II. - 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

# Introduction

## How the Report is Formatted

In order for our region to reach the vision that we have set, our actions and subsequent projects must keep these three goals in balance. We cannot allow a project to solely benefit one while hurting another. For example, if we build a bypass to solve a congestion problem in the short term, there will be lingering effects to the environment, as well as lasting effects to the quality of life of the local community. By selecting projects that keep all three goals in balance, we ensure the betterment of our region, now and in the future.

Our three goals, each identified by a color, have a total of eight objectives we hope to achieve. Each of the eight objectives has been assigned indicators that will show us the direction in which we are moving.

This diagram is an illustration of how our three goals are closely related. The three overlapping circles will show how many of our indicators overlap multiple goals.

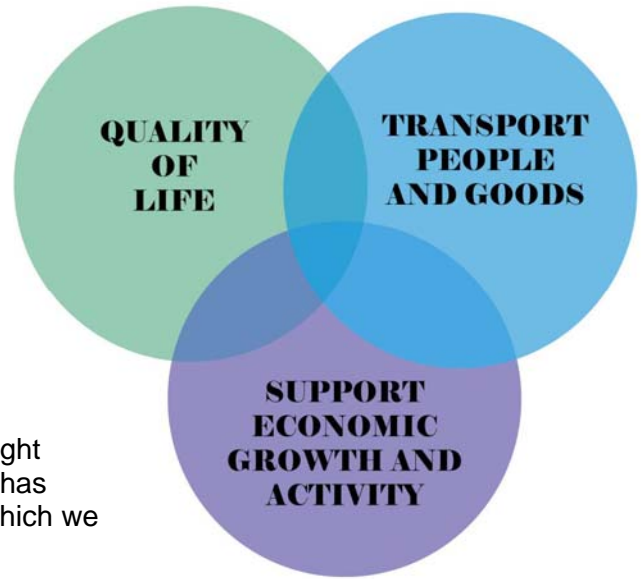
For each objective in this report we list:

- Strategies to accomplish this objective
- Regional Indicators that will identify our progress
- Knowledge Gaps that need to be closed in order to give us more relevant indicators in the future

The report is primarily made up of indicators, detailing the relevant trends we have identified. Using historic patterns (most data going back to 1996), we can see how indicators have changed through time. When possible, we have established performance targets for indicators. If a performance target is not available, we have used the national average as a target goal. With the addition of performance targets, a direct correlation between the current trends and desired future goals can be established. This allows us to see exactly where we are currently and if we are moving in the right direction towards meeting goals set by the 2025 RTP. This creates the opportunity to see where policy and actual conditions are not meeting and where we should direct additional resources to fill the gap. While it has only been a short time since the RTP was adopted, it is helpful to begin tracking to identify small shifts in direction as a result of decisions made directly from our Plan.

There is also a section that serves as a RTP status check, identifying any projects that were listed in the RTP that have changed in scope or in-service year. Given the volume of projects and funding constraints we normally experience, it may be necessary for projects scheduled far out in our planning horizon to be modified. This section allows us to identify them and state the reason for the revision, along with a new target date.

Finally, the report provides a summary of our findings and charts a course of action to be taken over the next year. It contains a variety of recommendations such as new UPWP activities to be undertaken, development of additional data sources for use as indicators, or the creation of Memoranda of Understanding between agencies to coordinate roles.



# Introduction

## **Tools of the Trade**

WILMAPCO creates three documents to guide us as we coordinate local and regional transportation plans: the Regional Transportation Plan (RTP), the Transportation Improvement Program (TIP), and the Unified Planning Work Program (UPWP). The RTP is a 25-year transportation plan for our region. The TIP outlines funding for the projects to be undertaken over the next three years. The UPWP is a one-year document that outlines planning activities for WILMAPCO staff and member agencies to undertake in the upcoming year. In addition, because one of our main tenets is to involve the public in transportation planning, we need to understand what the public wants. To accomplish this, we provide comment sheets with most of our programs and we conduct public opinion surveys. These help guide the direction of many of our planning documents. The following provides a more detailed description of each of these documents.

### **Regional Transportation Plan**

The purpose of a long-range transportation plan is to first examine the forecasted trends for the region, such as population, employment, housing, and trip making. We then identify the transportation challenges that these trends predict, and propose transportation investments that will mitigate these challenges. Its purpose is to steer our region into the transportation future that will provide the quality of life our citizens desire. The long-range transportation plan provides not only a framework for future decision making, in that all future proposed transportation projects must support the goals of the Plan, but it also lists all of the anticipated short and long term transportation projects. In this respect, the long-range transportation plan is both a policy document and an action document. The goals of the long-range plan will be accomplished through the efforts of our member Departments of Transportation, Transit Authorities, States, Counties and Municipalities.

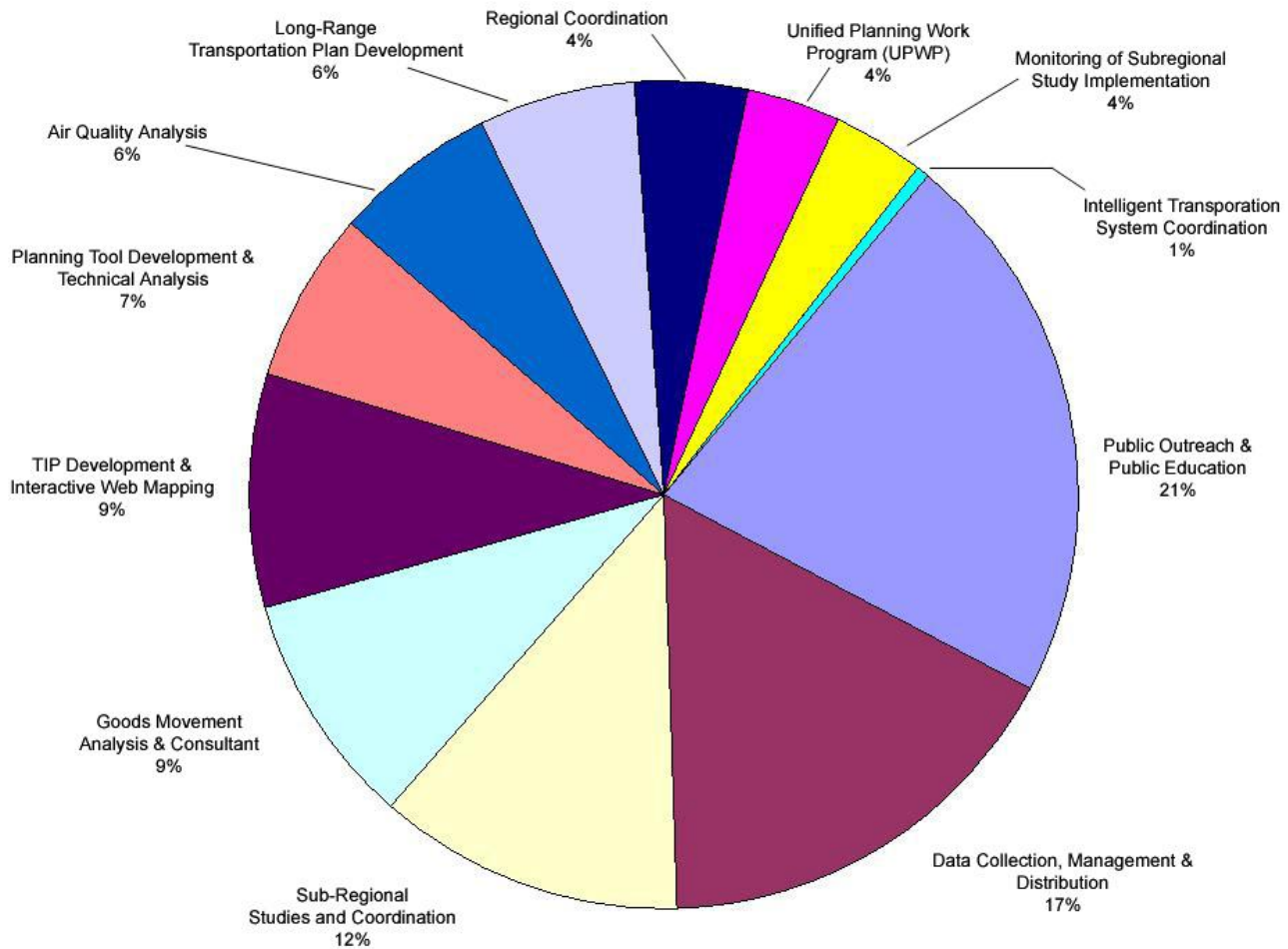
### **Transportation Improvement Program**

WILMAPCO is responsible for developing a TIP in cooperation with the Maryland Department of Transportation (MDOT), the Delaware Department of Transportation (DelDOT) and affected transit operators. Under the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), a collaborative process was developed wherein state, county and local governments and transportation providers are partners in the planning and programming process and the public is given a voice in the decision making. The program should be updated at least every two years and is approved by WILMAPCO and the Governors of each state. The Fiscal year 2006-2008 TIP contains transportation investments totaling more than \$1.17 billion, up from a total of \$998 million in the 2005-2007 TIP. Included is a mix of transportation options such as expansion of biking, pedestrian and transit facilities and bridge and roadway improvements. During FY 2005, 136 projects were completed in the region: 135 by DelDOT and 1 by MDOT. A total of nine safety projects were completed; however, safety and alternative mode elements were part of some highway corridor projects.

# Introduction

## Unified Planning Work Program

WILMAPCO's UPWP discusses the planning priorities facing our metropolitan area and describes all metropolitan transportation and transportation-related air quality planning activities anticipated within the next year. It indicates which agency will perform the work, the schedule for completing the work and the products that will be produced. Included are the sources for funding each work task and the allocation of funds to perform them. This chart shows the UPWP tasks to be performed by the WILMAPCO staff that were programmed in fiscal year 2005.



## Public Opinion Surveys

WILMAPCO conducts a variety of surveys to help us gauge whether our current policies are meeting the needs of the public.

Typically, in the spring of every year, we conduct a Public Opinion Survey using a telemarketing company who speaks with 500 residents (300 in New Castle County, 200 in Cecil County). This survey is currently under revision and was not conducted in 2005. The survey results provided in this report only provide data up through 2004. The survey is expected to be fully redeveloped by the spring of 2006. At that time, updated results will be included in subsequent progress reports.

In the fall, WILMAPCO has display tables at the Wilmington Transportation Day Festival and Newark's Community Day, providing transportation information to the public. At these events we typically survey 150-200 people using a two-page written survey. Due to the type of crowds these events attract, there is often a greater awareness of transportation issues among the respondents than among our telephone survey respondents. Where relevant, these results have also been included in the progress report.



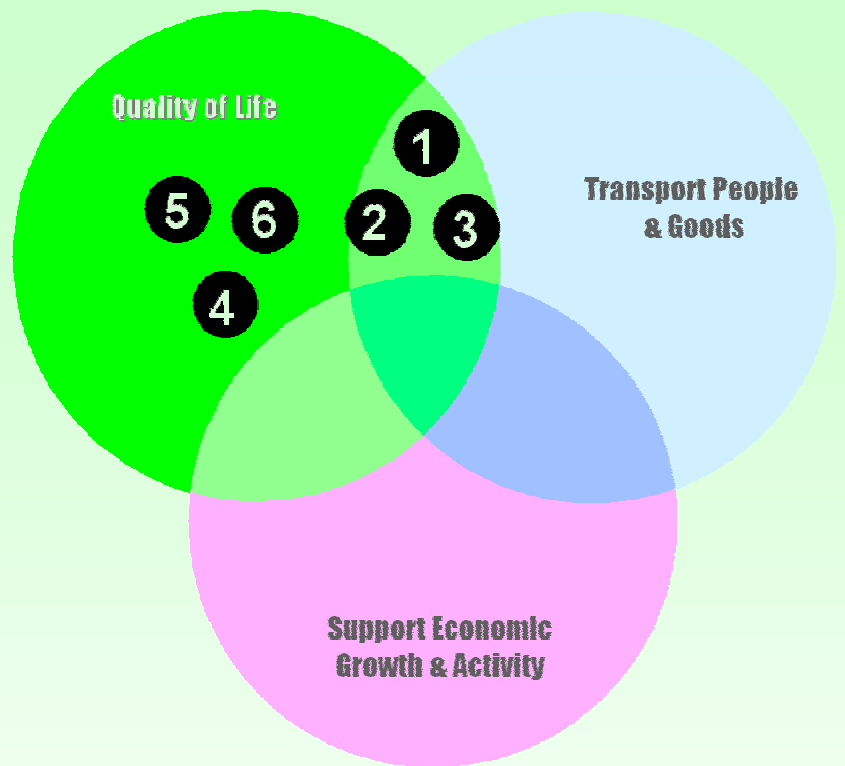
### III. – Regional Progress Report

#### Goal One – To Improve Quality of Life

##### Objective #1 Protect Public Health, Safety & Welfare

###### Strategies

- Identify and address safety issues on the transportation system
- Implement transportation projects and services consistent with the region's air quality improvement programs



The protection of the public's health and safety is paramount for WILMAPCO. By using measures such as accident statistics, air quality data, ozone exceedences and Highway Safety Improvement Program (HSIP) funded projects, we can get a sense of how well we are addressing this objective.

##### Regional Indicators:

1. **Auto Accidents:** Rates dropping in New Castle County..... page 6
2. **Bike/Ped Accidents:** Trending downward in region ..... page 6
3. **Safety Projects:** 112 completed in region between 1997 and 2004 ..... page 6
4. **Air Quality Emissions:** Continue to fall despite increasing VMT ..... page 7
5. **Ozone Exceedences:** Rate well above national 8 hour standards ..... page 8
6. **Particulate Matter:** Wilmington area exceeds allowed standards ..... page 8
- Public Opinion:** Conflicts with efforts to make roads safer..... page 9

##### Knowledge Gaps:

- Need to 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
- Develop information on the public's preference of transportation modes based on safety. For instance, how does public concern for safety influence mode use?
- Need to develop more detailed accident statistics for specific roadway segments to allow for increased aid in accident-prone areas
- NEW- Lack of access to adequate data sources to prioritize capital projects based on safety issues
- NEW- Need a better way to assess effectiveness of transportation security and evacuation plans

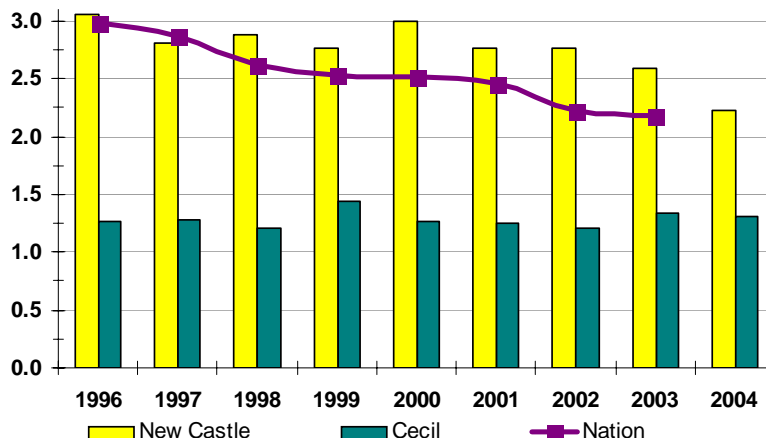


## Objective – Protect Public Health, Safety and Welfare

### Automobile Safety

Safety has always been a top priority in all of WILMAPCO's Long Range Plans and activities. Through programs like the Highway Safety Improvement Program (HSIP), funding has been allocated specifically to enhance safety along our region's roadways. The simplest measure of how well we are managing safety is the accident rate. **Figure 2** illustrates that over the last several years the crash rate has remained virtually unchanged in Cecil County but has fallen steadily in New Castle. Compared to the national average, New Castle County has historically been above the nation while Cecil County remains well below.

**Figure 2: Automobile Crashes per Million Miles Traveled**

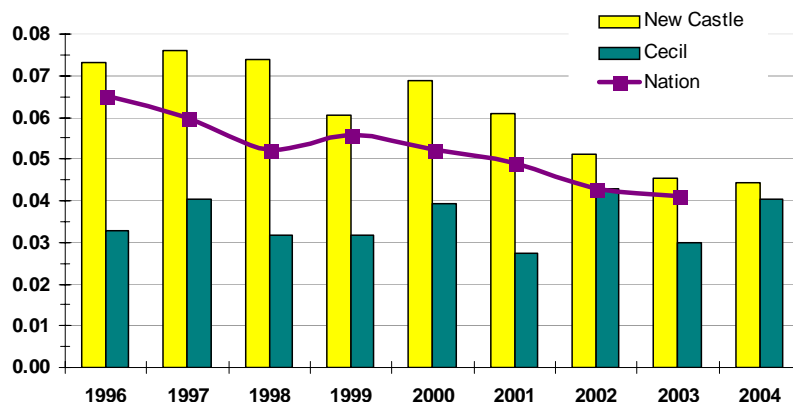


Source: MDSA, DelDOT, DE/MD State Police

### Bike/Ped Safety

**Figure 3** shows the crash rate of all accidents involving an automobile and a pedestrian or bicycle. Cecil County crash rates have risen in two of the past three years, however, it still remains below the national average. New Castle County has seen a steady decrease since 2000 and now is almost down to the national average.

**Figure 3: Crashes Involving Bicycle/Pedestrians per Million Miles VMT**



Source: MDSA, DelDOT, DE/MD State Police

### Safety Projects

Both counties have programs that deal specifically with addressing safety issues on our roadways. Funding is requested for selected safety improvements statewide, including intersection safety improvements, highway/rail crossing improvements, and Safe Routes to School. **Table 2** shows the number of projects and total funding allotted each year.

**Table 2: Safety Projects**

New Castle	Total Projects	Total Funding
FY 1997	20	\$704,150
FY 1998	17	\$135,500
FY 2000	21	\$844,450
FY 2001	17	\$324,950
FY 2002	18	\$1,161,500
FY 2003	24	\$768,974
FY 2004	20	\$841,200
FY 2005	8	\$984,500
Cecil	Total Projects	Total Funding
FY 2000	0	\$0
FY 2001	0	\$0
FY 2002	0	\$0
FY 2003	1	\$8,000
FY 2004	4	\$1,508,000
FY 2005	1	\$2,817,000

Source: WILMAPCO Transportation Improvement Program; DelDOT HSIP

## Objective – Protect Public Health, Safety and Welfare

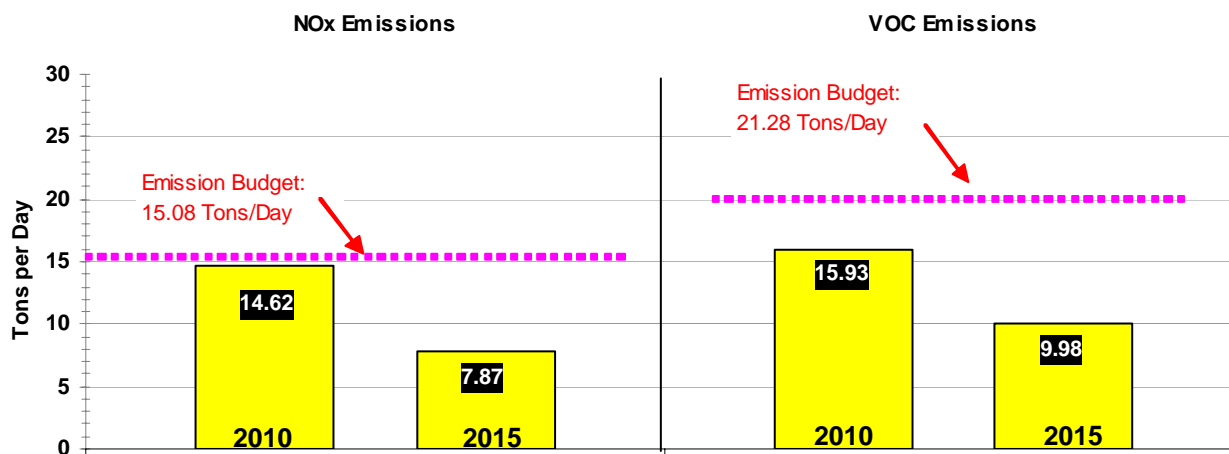
### Air Quality Emissions

One of the greatest challenges facing our region, as well as many others, is meeting the air quality standards set by the Environmental Protection Agency (EPA). Our region is now designated as a moderate non-attainment area for ozone.

Ground level ozone is a byproduct of vehicle emissions that, when exposed to sunlight, converts into a colorless, odorless gas that pollutes the air we breathe. In high concentrations, ozone can irritate the respiratory system and aggravate the symptoms of asthma sufferers and those with chronic lung disease. As you can see, improving air quality is not just an exercise in complying with federal requirements, it is a major health issue for all of us.

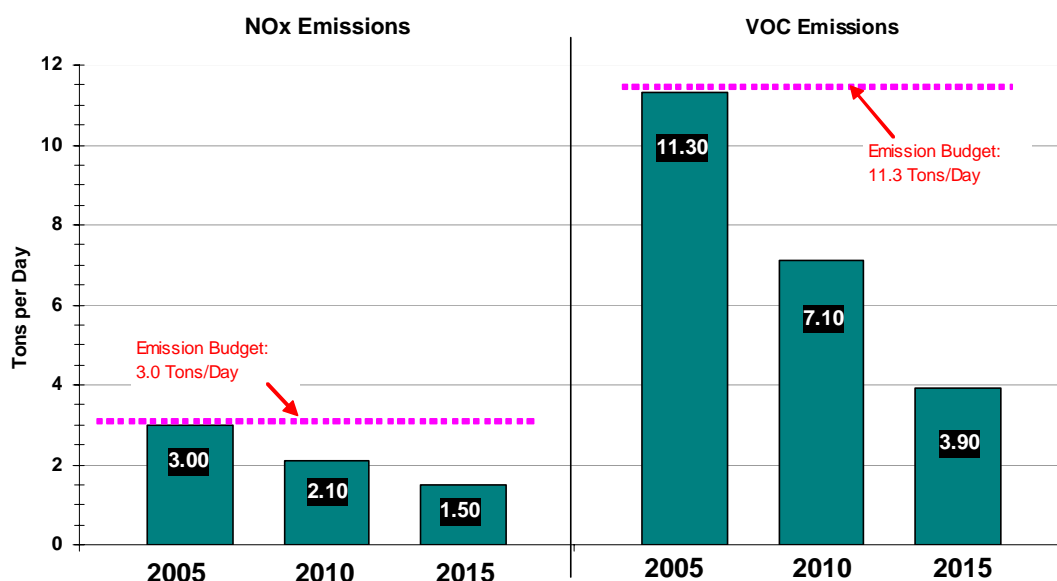
To demonstrate that we are meeting the EPA's regulations, we must remain below a determined budget for current and future emissions from vehicles for two pollutants: Nitrogen Oxides (NOx) and Volatile Organic Compounds (VOCs). Figures 4 and 5 show the current conformity analysis for Cecil and New Castle County. Currently, both counties are able to demonstrate conformity for VOC and NOx.

**Figure 4: New Castle County Emissions vs. Allowable Budgets**



Source: DelDOT, 2005 Delaware Rate-of-Progress Plan for Kent & New Castle counties, 2003

**Figure 5: Cecil County Emissions vs. Allowable Budgets**



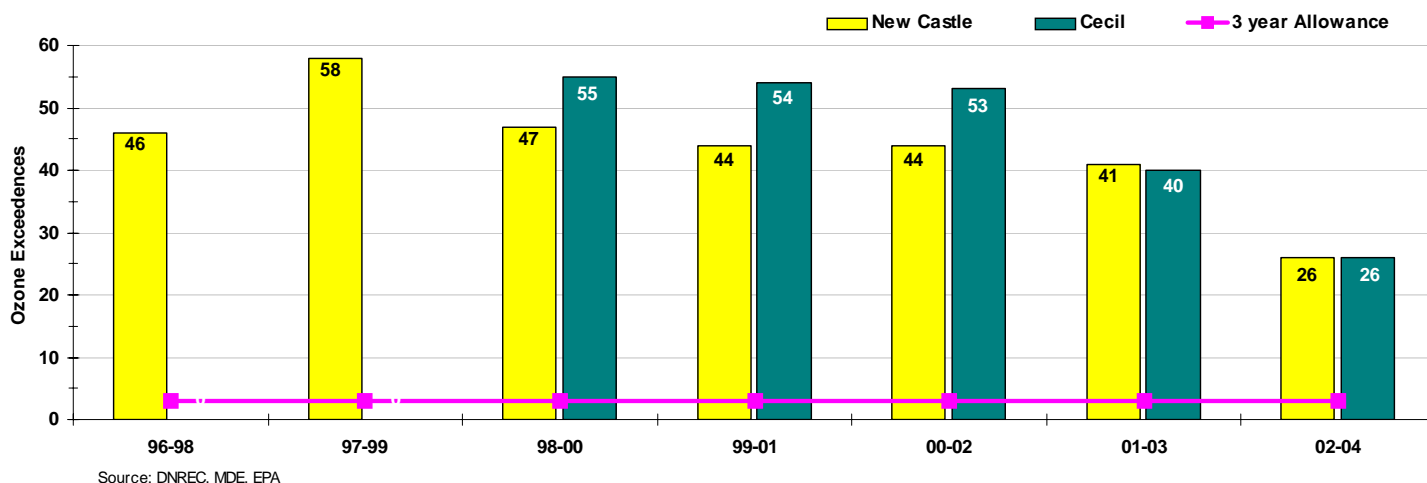
Source: MDOT Travel Demand Model, MD Dept. of the Environment 2005

## Objective – Protect Public Health, Safety and Welfare

### Ozone Exceedences

In 1997, a new 8-hour ozone standard was established. This new standard sets a threshold at 0.08 parts per million (ppm), which is more strict than the 1-hour standard of 0.12 ppm. As **Figure 6** indicates, our region has experienced far more ozone exceedence days than allowed under the new standard. Several short term and long term strategies are being developed to solve this problem, but it remains a difficult hurdle to clear.

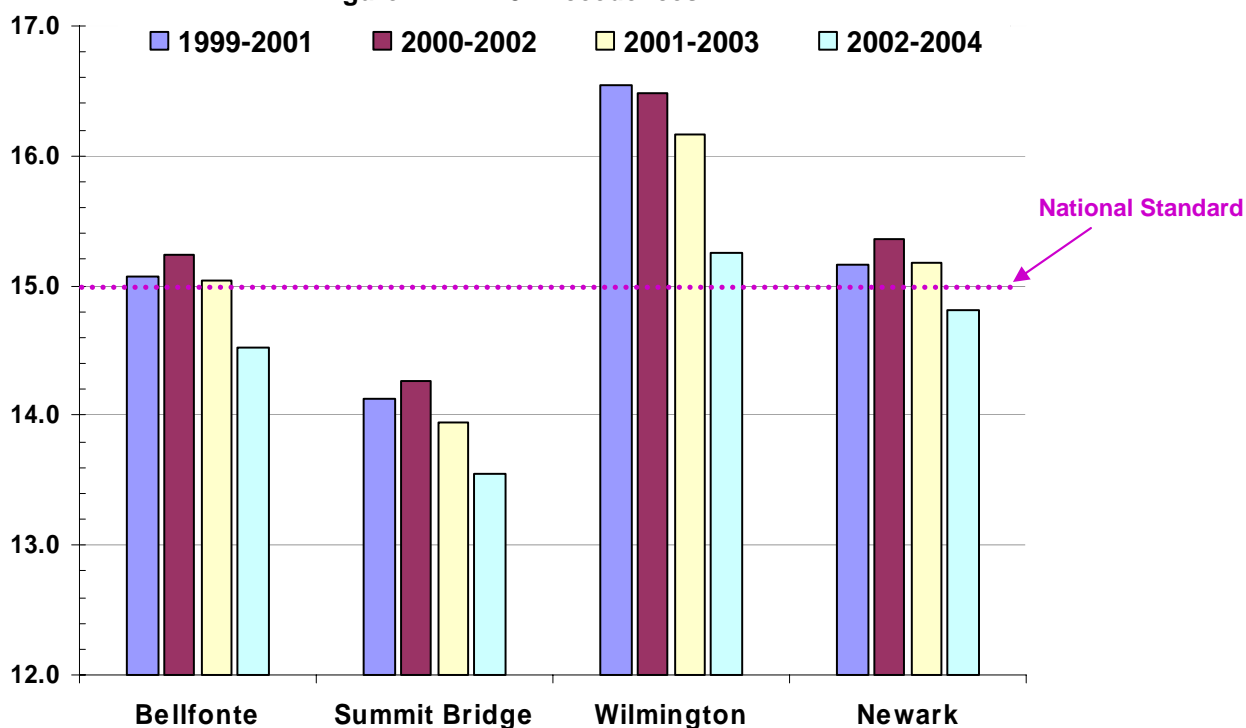
Figure 6: 8-hour Ozone Exceedences vs. EPA Allowance



### Particulate Matter (PM 2.5)

In July 1997, the EPA issued a new National Ambient Air Quality Standard (NAAQS) for particulate matter 2.5, meaning it has a diameter smaller than 2.5 microns. The new annual standard for PM<sub>2.5</sub> is 15 ug/m<sup>3</sup> (micrograms per cubic meter of air) and the new 24-hour standard is 65 ug/m<sup>3</sup>. As of 2005 the New Castle County portion of the WILMAPCO Region is in a PM 2.5 non-attainment area. The standard was set using a 3-year annual average, which is used as the benchmark to attainment. The site in Wilmington has yet to fall under this threshold since DNREC began data collection.

Figure 7: PM 2.5 Exceedences



Source: DNREC 2005



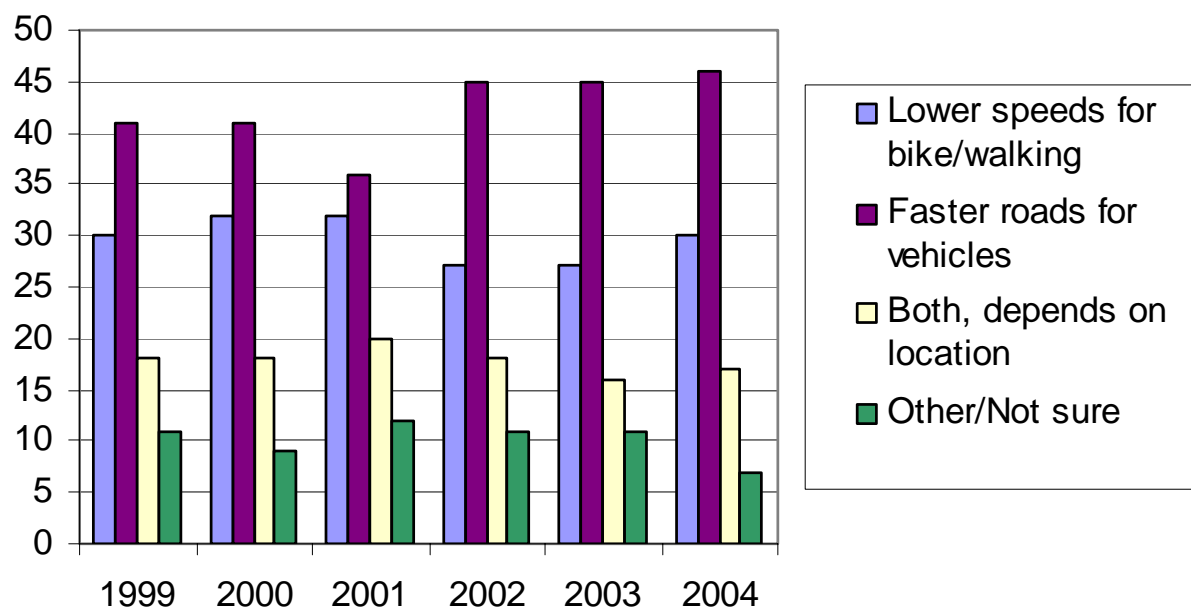
## Objective – Protect Public Health, Safety and Welfare

### Public Opinion Survey Results

As stated on page 4, the public opinion survey is under revision and was not conducted in 2005. Throughout this report, we have provided the results gathered from 1999-2004. Once the new survey is completed and administered, updated data will be introduced.

Our public opinion surveys ask a few questions that reflect how our residents feel about several safety issues pertaining to our transportation system. This helps monitor the trade-offs people will accept when balancing safety with convenience.

**2004 Public Opinion Survey:** In your opinion, should we design roads for lower speeds to allow safe bike and pedestrian travel, or should we design the roads for faster and less congested vehicle travel?



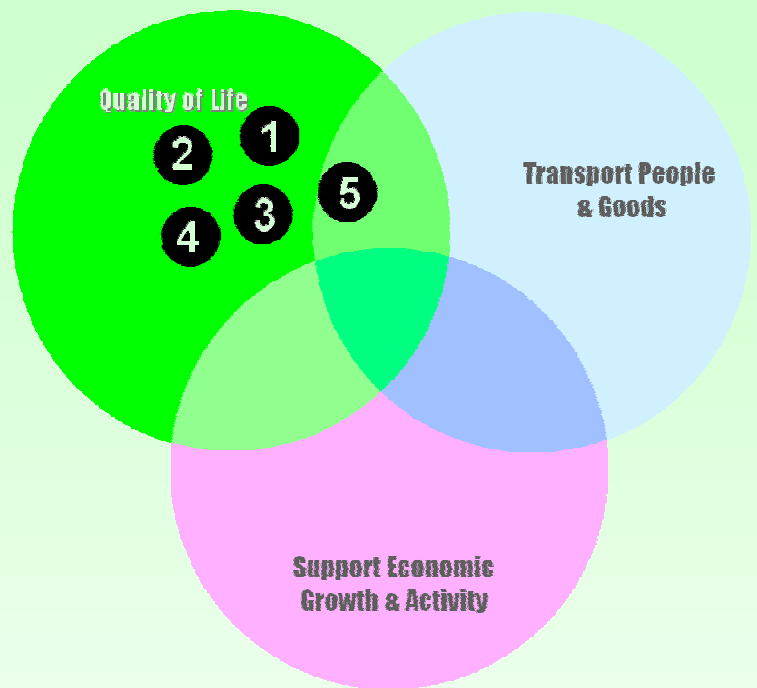
Though there is support for designing roads in favor of pedestrian and bike travel, more respondents favor designing roads for faster vehicle travel. This illustrates the challenges we face when trying to provide safe transportation alternatives while still satisfying the demands of drivers.

## Goal One – To Improve Quality of Life

### Objective #2 Preserve our Natural, Historic, and Cultural Resources

#### Strategies

- Coordinate transportation and land use planning in the region to preserve open space and farmland and protect environmentally sensitive areas
- Use environmentally sensitive and context sensitive design that protects natural, historic, and aesthetic features in the development of all projects



Largely a quality of life indicator, the preservation of our resources is important to the citizens of our region. With our predicted growth, it is critical to balance growth with the existing natural character of this region. From the historic landmarks in northern Delaware to our scenic routes along the Chesapeake, these treasures need to be preserved for future generations.

#### Regional Indicators:

1. **Land Preservation:** 92,100 acres of farmland/open space preserved.....page 11
  2. **Historical Resources:** Nearly 1,000 protected sites in the region .....page 12
  3. **Historic Projects:** 19 projects with historic characteristics have been funded in the TIP since FY2001.....page 12
  4. **Scenic Byways:** 106 miles designated in WILMAPCO region.....page 12
  5. **East Coast Greenway:** 13 miles completed out of 75 total miles planned....page 12
- Public Opinion Survey Results:**.....page 13



#### Knowledge Gaps:

- Need to gather more data on both public and private use of alternative fuel vehicles in the region

## Objective – Preserve our Natural, Historic and Cultural Resources

### Land Preservation

Farmland and open space play an important role in the quality of life in the WILMAPCO region. Recent national trends indicate that these resources are diminishing at an accelerating rate. Both Cecil and New Castle Counties have worked to ensure that these lands are protected. Through coordinated efforts with state, county and local governments, thousands of acres have been preserved in some fashion. The table below shows each county's efforts in preserving farmland. **Table 3** illustrates the locations of these lands. One thing to note is that the bulk of the preserved lands fall within our rural investment areas(**Figure 8**), which are where limited growth and development exist or are expected.

**Table 3: Protected Lands**

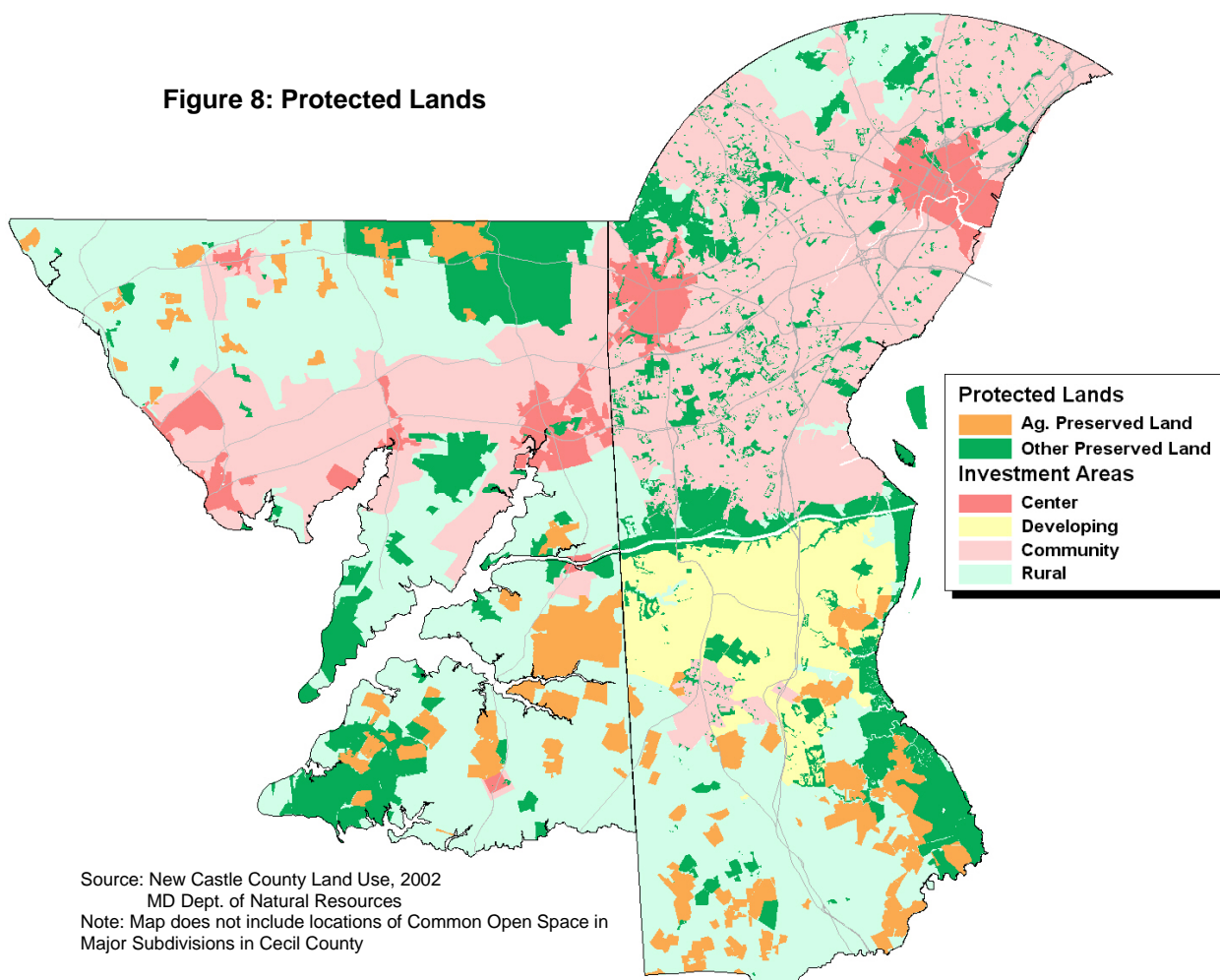
Farmland - New Castle		Cecil County	
	Acres		Acres
Active Farmland 2002	77,314	MD. Agricultural Land Preservation (MALPF)	12,154
Temporarily Protected*	6,204	Protected Farmland (Temporary)	7,375
Permanently Protected	6,407	Rural Legacy Program	1,210
Open Space - New Castle	Acres	Forest Legacy Program	668
County-Owned	14,151	Donated Easements	3,928
State-Owned	19,315	Forest Conservation Areas	4,362
Federally-Owned	5,759	Common Open Space in Major Subdivisions	2,725
Conservation Easements	3,815	Local Parkland	1,054
Municipally Owned	1,298	State/Federal Land	14,313
Total Open Space Acreage	44,338	Total Protected Acres	47,789

\* 10-Year Maximum

Source: New Castle County Land Use Dept. 2002

Source: Cecil County Office of Planning & Zoning June 2005

**Figure 8: Protected Lands**



Source: New Castle County Land Use, 2002

MD Dept. of Natural Resources

Note: Map does not include locations of Common Open Space in Major Subdivisions in Cecil County

## Objective – Preserve our Natural, Historic and Cultural Resources

### Historic Resources & Projects

From Swede's Landing in Wilmington to Port Deposit in Cecil County, the WILMAPCO region is rich in historic sites and structures. Efforts to preserve these sites and the areas surrounding them continue to be a priority for municipal and county governments. A recent 2003 count shows 913 historic buildings located in New Castle County as well as 74 historic overlay districts. In Cecil County, there are a total of 32 properties of historic significance along with 14 districts totaling 716 acres.

Measures in support of our goal to preserve historic resources can be seen annually in the Transportation Improvement Program (TIP). Construction projects that have historic characteristics are being identified and efforts are being made to rehabilitate roads and bridges without damaging their historic nature. **Table 4** shows the funding allocated to projects with historical value in the last six Transportation Improvement Programs.

**Table 4: Historic TIP Projects**

TIP year	# of projects	Total Funding
FY 2001-03	3	\$826,000
FY 2002-04	6	\$4,070,000
FY 2003-05	4	\$3,860,000
FY 2004-06	4	\$7,356,200
FY 2005-07	2	\$42,701,100
FY 2006-08	2	\$42,262,700

Source: WILMAPCO Transportation Improvement Program

### Scenic Byways & Greenways

The National and State Scenic Byways Programs recognize roads that are outstanding examples of scenic, historic, recreational, cultural, archeological and/or natural qualities. With the rich history and landscape of our region, several roads have qualified for this title. Several additional submissions have been made over the last two years including Route 9, Philadelphia Pike near Claymont, and Shipley Road. In 2005, Delaware added 27 miles of scenic byway and received national recognition for the Brandywine Valley byway.

**Table 5: Scenic Byway Mileage**

Cecil	Miles	Year Designated
Chesapeake Country*	13	2000
Atlantic to Appalachians	30	2000
Old Turkey Point Rd.	12	2000
Lower Susquehanna River	11	2000
<b>New Castle</b>		
Brandywine Valley**	13	2002
Red Clay Valley	27	2005
<b>Totals Scenic Byway mileage</b>	<b>106</b>	

Source: MDOT, WILMAPCO

\* Nationally designated in 2002; \*\* Nationally designated in 2005

The East Coast Greenway, a 2,600 mile auto-free path linking cities from Maine to Florida, will be the nation's first long-distance, city-to-city, multimodal transportation corridor. A portion of this route is scheduled to be built through the WILMAPCO region. So far, around 17% of the 75 miles of greenway that crosses our region has been completed. Nationally, 20% of the greenway is complete, with a goal of the entire stretch being completed by 2010.

**Table 6: East Coast Greenway Progress**

Sections & Mileage Completed	
Total Greenway miles planned within region	75
<b>Completed Sections:</b>	
Wilmington Riverfront	1.25
Newark Hall Trail	1.75
Northern DE Greenway	10.0
<b>Total Sections Completed</b>	<b>13.0 (17.3%)</b>

Source: Delaware Greenways, WILMAPCO

## Objective – Preserve our Natural, Historic and Cultural Resources

### Public Opinion

We wanted to gauge people's level of support for protecting farmland and open space preservation. Given the results we've seen in the WILMAPCO Public Opinion Survey over the last six years, it appears that the majority of our residents would like to see these initiatives succeed.

**Question:** Tell us if you agree or disagree with these statements: We should support farmland or open space preservation through tax incentives or subsidies to help direct development to other areas.

2004 Public Opinion Survey Results

	<b>Strongly Agree</b>	<b>Somewhat Agree</b>	<b>Somewhat Disagree</b>	<b>Strongly Disagree</b>	<b>Don't Know</b>	<b>% Agree</b>
Total	56	24	4	6	9	<b>80%</b>
New Castle	54	20	7	10	9	<b>74%</b>
Cecil	63	20	4	6	9	<b>83%</b>

**Question:** I support having my tax dollars go towards reserving farmland or open space

	<b>Strongly Agree</b>	<b>Somewhat Agree</b>	<b>Somewhat Disagree</b>	<b>Strongly Disagree</b>	<b>Don't Know</b>	<b>% Agree</b>
Total	56	20	6	10	9	<b>75%</b>
New Castle	54	20	7	10	9	<b>74%</b>
Cecil	63	20	4	6	9	<b>81%</b>

\* All figures provided are in percentages.

Support is slightly stronger in Cecil County than in New Castle County, but there is strong agreement that we should support preservation efforts. Results over the past six years have shown consistent support, and in fact, the *strongly agree* category has seen a steady increase from 45% to 56%.

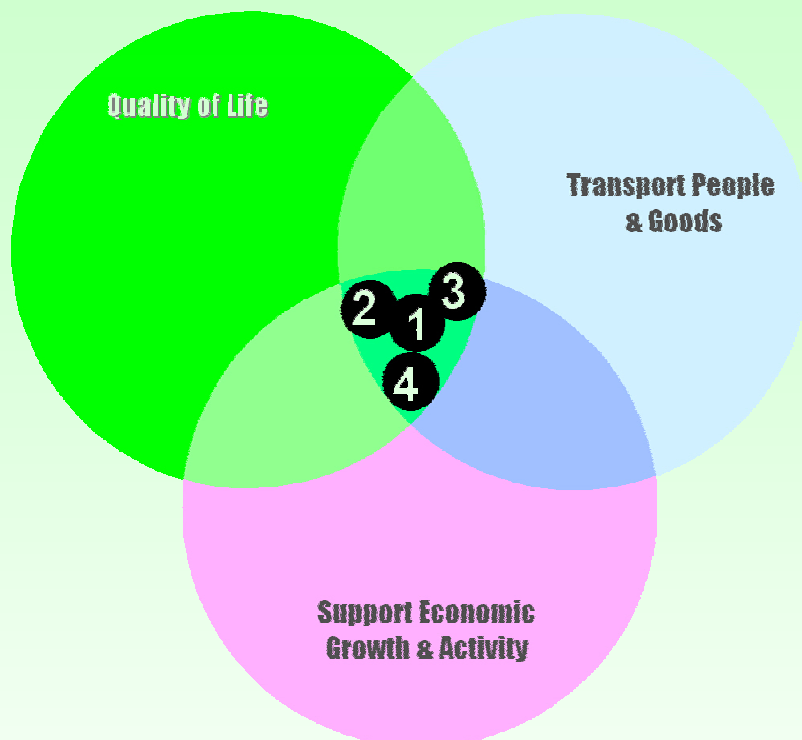


## Goal One – To Improve Quality of Life

### Objective #3 Support Existing Municipalities and Communities

#### Strategies

- Prioritize investments that enhance and redevelop existing municipalities and communities
- Implement transportation projects that recognize and enhance the intrinsic qualities of municipalities and communities
- Minimize negative impacts from transportation investments to low income and minority communities



Our region has a unique mix of densely settled municipalities, as well as very defined unincorporated communities. These areas serve as central locations in which citizens shop and gather and with which they identify. We refer to these areas as *Centers* and *Community* areas in our Transportation Investment Area map that encourages increased multimodal funding in designated areas. As our strategies indicate, we see this as a way to maintain or foster growth, while allowing communities to preserve their sense of place.

#### Regional Indicators:

1. **FY 2005 Completed Projects:** 139 completed throughout region.....page 15
  2. **Municipal Population:** Rises in Cecil County, falls in New Castle.....page 16
  3. **Municipal Funding:** Drops dramatically in FY 2006 .....page 16
  4. **Municipal Comprehensive Plans:** Largely completed as of 2005.....page 17
- Public Opinion Survey Results:**.....page 21



#### Knowledge Gaps:

- Need to better define boundaries for non-incorporated communities
- Need to develop a better system of reporting completed projects for use In this document

## Objective – Support Existing Municipalities and Communities

### FY 2005 Projects Completed

Over fiscal year 2005, a total of 136 projects have been completed in the WILMAPCO region. Projects range from larger roadway improvements to small scale community improvements (e.g. gutter/curb improvements, sidewalk additions/repairs, roadway patching). **Table 7** shows the number of projects completed by type.

Table 7: FY 2005 Completed Projects

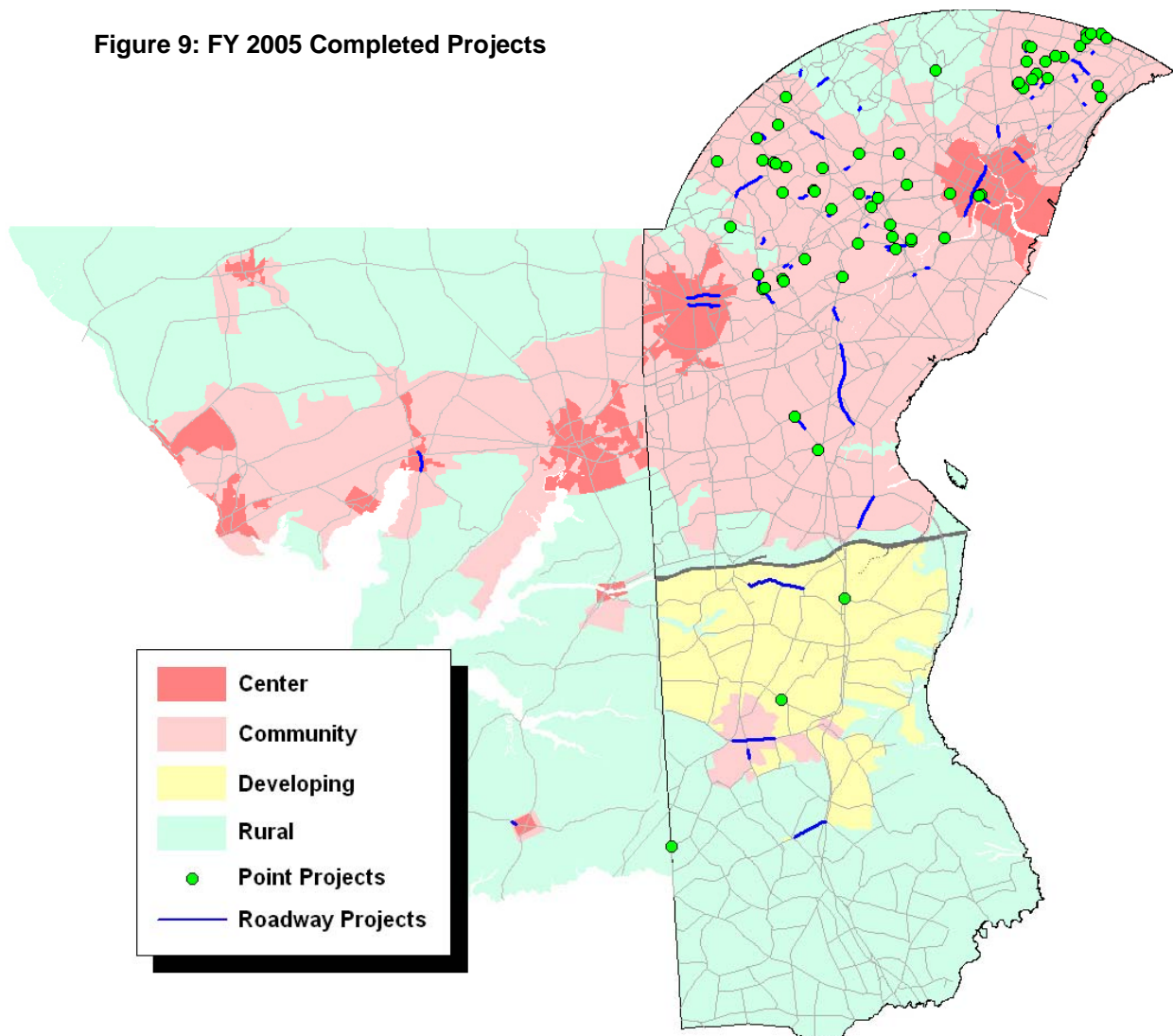
Project Type	New Castle	Cecil
Bridge Improvements	3	
Community Transportation Needs	87	1*
Pavement Rehabilitation	33	
Pedestrian Improvements	3	
Roadway Improvements	4	
Emergency Repairs	5	
<b>TOTAL</b>	<b>135</b>	<b>1</b>

Source: DelDOT, MDSHA

\* Project listed under "Community Safety & Enhancements" by MDSHA

**Figure 9** shows the location of all completed projects. As the figure indicates, the bulk of the projects have been focused in the Center/Community investment areas. Of the 136 projects, 93% were located in these areas. This is slightly higher than the annual TIP funding that has been traditionally allotted to these areas.

Figure 9: FY 2005 Completed Projects



## Objective – Support Existing Municipalities and Communities

### Municipal Population & Funding

Our Centers represent concentrations of infrastructure and investment that should be utilized to our advantage. Traditionally, our municipalities have served as hubs of economic growth and activity along with several tourist attractions. They serve as places of higher population and employment densities, mixed land uses, and diversity that support our policies and goals. As such, they have transit supportive patterns of land use that also promote walking, bicycling, and shorter trip distances. Their history, design, or other intrinsic qualities make these places treasures that should be supported.

**Table 8: Population Changes within Municipalities 1980-2004**

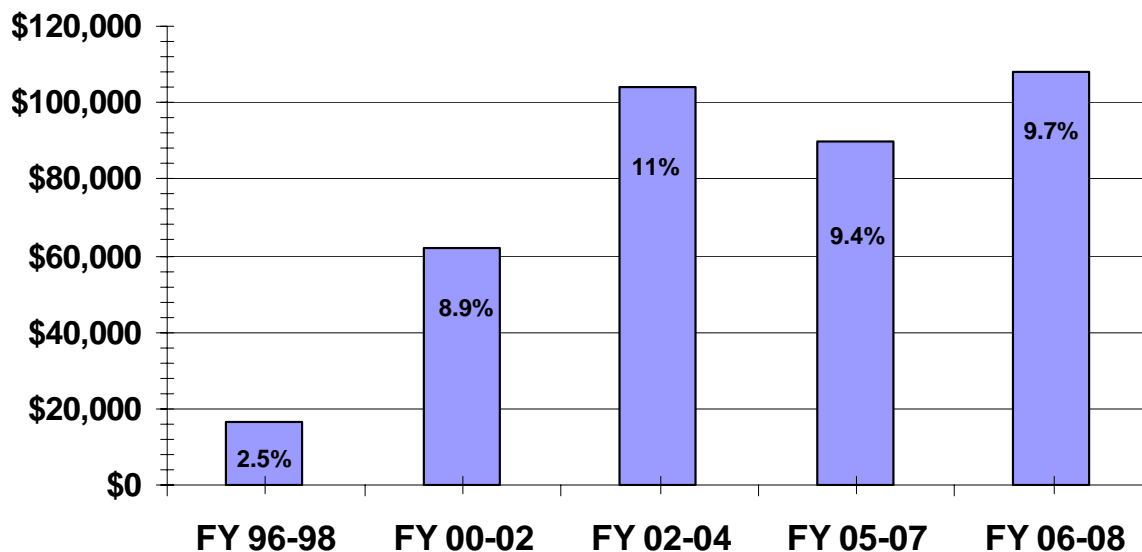
Place	1980	1990	2000	2004 Estimate	1980-2004 Changes	% Change 1980-2004
<b>Cecil County</b>	60,430	71,347	85,951	95,526	35,096	58.1%
Total Municipal Population	13,394	17,192	22,956	25,437	12,043	89.9%
Percent of County Living in Municipalities	22.2%	24.1%	26.7%	26.6%	4.5%	
<b>New Castle County</b>	398,115	441,946	500,265	519,396	121,281	30.5%
Total Municipal Population	116,055	117,107	123,531	126,432	10,377	8.9%
Percent of County Living in Municipalities	29.2%	26.5%	24.7%	24.3%	-4.8%	
<b>Regional Totals</b>	458,545	513,293	586,216	614,922	156,377	34.1%
Total Municipal Population	129,449	134,299	146,487	151,869	22,420	17.3%
Percent of County Living in Municipalities	28.2%	26.2%	25.0%	24.7%	-3.5%	

Source: U.S. Census

In recent years, incorporated areas in the New Castle County portion of the region have had difficulty keeping their populations growing. While the population has been rising in cities, it is being vastly outpaced by greenfield growth in New Castle County. Cecil County, on the other hand, has seen their municipal population nearly double since 1980.

Most municipalities in the area have transportation infrastructure dating back several decades. To maintain these facilities, we need adequate funding allocated to these locations. Funding devoted to projects within municipalities has been trending upwards since 1996.

**Figure 10: TIP Funding Allocated to Municipalities**



Source: WILMAPCO

NOTE- Does not include funding for I-95 rehabilitation

## Objective – Support Existing Municipalities and Communities

### Overview of Comprehensive Plans

Governmental coordination at all levels is key to developing a seamless and efficient transportation plan. WILMAPCO is actively seeking to work with various municipalities and both county governments in order to understand the transportation needs of all of the citizens of our region. With assistance from WILMAPCO and the University of Delaware, several small municipalities have completed comprehensive plans. These plans detail the long term land use projections and transportation issues that they face. The plans give WILMAPCO a starting point to begin to incorporate these needs into the metropolitan planning process.

**Table 9** shows the current status of all municipal and county comprehensive plans.

**Table 9: Status of Local Government Comprehensive Plans**

New Castle	Certified/ Adopted	Complete	Update in Progress
County Comprehensive Plan	X (2002)		X
Arden Village*	X (2002)		
Ardencroft Village*	X (2002)		
Ardentown Village*	X (2002)		
Bellefonte *	X (2002)		X
Delaware City		X (2001)	
Elsmere	X (2004)		
Middletown		X (2001)	X
Newark	X (2003)		
New Castle	X (2003)		
Newport	X (2003)		
Odessa		X (2001)	
Townsend	X (2003)		
Wilmington	X (various years)		
<b>Cecil County</b>			
County Comprehensive Plan	X(1998)		X
Cecilton	X(1998)		
Charlestown	X(1993)		
Chesapeake City		X (1998)	
Elkton		X (1998)	X
North East	X(2004)		
Perryville	X(1999)		
Port Deposit	X(1999)		
Rising Sun			X

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

County Department of Land Use

\*- Under County Jurisdiction

One of the tasks WILMAPCO listed in the “Future Challenges” section of the 2004 Progress Report was to review Municipal Comprehensive Plans. **Tables 10a, 10b, 10c, and 10d** on the following pages provide a summary of all available comprehensive plans for Cecil and New Castle County incorporated municipalities. The summary includes:

1. Current & Future Population estimates
2. Transportation Recommendations
  - Key Roadways & Corridors
  - Transit Needs
  - Bicycle/Pedestrian needs
3. Land Use/Zoning Recommendations
  - Proposed land use & transportation changes
  - Other general land use efforts

# Objective – Support Existing Municipalities and Communities

## Overview of Comprehensive Plans (cont.)

**Table 10a: Review of Cecil County Comprehensive Plans**

Demographics			Transportation Recommendations			Land Use / Zoning Recommendations	
2000 Pop.	Pop. Projections	Key Roadways to be Improved/Studied	Transit Needs	Bike/Ped Needs	Land Use & Transportation	Other Land Use Efforts	
Cecilton	474  466-547 (2010) 505-553 (2020)	1. Extend Center St. to Douglas Ln. 2. Introduce traffic calming devices on MD 213 at north and south entrances to town 3. If dualization of MD 213 occurs, consider a boulevard concept		1. Proposed greenway surrounding growth areas, anchored by Cecilton Park and Cecilton Elem. School 2. Extend sidewalk from Village Center to Cecilton Park 3. Provide safe ped. links to and from Cecilton Elem. School 4. Consider bike link from MD 282 to MD 213 via Cecilton Park 5. Consider bike access on all roadways, except where prohibited	1. Consider strategies to provide tranporation access to interior town lots without access to MD 213 and MD 282 2. Consider alley system to create parking opportunities	1. Promote the development of mixed use and planned neighborhoods	
Chesapeake City	787  900 (2010) 1,080 (2020)	1. Traffic calming devices on MD 286 extending east from Bohemia Ave. 2. Integrated signage network 3. Additional east-west capacity between MD 213 and DE line north and south of town 4. Connecting route between Old Telegraph Rd. in MD 342 in south 5. Connecting route between Knight's Corner Rd. and MD 213 in north 6. If dualization of MD 213 occurs, a new bridge span to support traffic	1. Possible water taxi across C&D Canal 2. Establish north-side docking area	1. Sidewalk study 2. Connect Greenway to historic district	1. Enhance town's parking capacity	1. Expand Village District 2. Establish design review standards 3. Direct growth into designed growth areas, using traditional neighborhood development standards 4. Possible annexations of properties	
North East	2,733  3,187 (2010) 3,306 (2020)	1. Reconstruct MD 272 bridge over Amtrak line 2. MD 7 from east Charlestown to MD 27 3. MD 272 from the north end of the couplet in the North East to Lums Rd 4. US 40 from MD 272 to the DE line	1. Possibly extend rail service from Perryville to Newark 2. Re-establish rail service to the town	1. Create a more pedestrian/bike friendly CBD 2. Extend sidewalks along Cecil Ave to connect with proposed Greenway 3. Extend other existing sidewalks, bike paths, etc. to connect with the County's proposed Greenway on the east side of town	1. Provide adequate parking, especially in the CBD 2. Streetscape improvements on Main St	1. Promote the development of mixed use "smart neighborhoods"	
Perryville	3,672  3,244 (2010)	1. Realignments of US 222 at US 40 intersection 2. Riverfront loop system 3. Resurface Broad St., Construct New River Rd.	1. Encourage use of MARC 2. Boat ramp/water taxi 3. Addition of AMTRAK service 4. Paint railroad bridge	1. Improve pedestrian access to the CBD 2. Boardwalk along shore at Rodgers Tavern 3. Greenway 4. Sidewalk improvements along MD 7 5. Bike loop to connect major community facilities 6. Cantilevered deck under US 40 bridge 7. Ped. bridge on old RR abutments which parallels AMTRAK bridge		1. Support growth and revitalization of CBD 2. Encourage waterfront development 3. Encourage clustered commerial areas 4. Possible community center at foot of West Broad St.	
Port Deposit	676  834 (2010) 896 (2020)		1. Possible docking facilities with water taxi service at Marina Park	1. Continue efforts to expand Greenway through town and to its north and south 2. Place appropriate signage to make drivers aware of pedestrian and bike traffic 3. Create riverwalk, Susquehanna Heritage Trail, and a buffer zone for the Greenway through town 4. Pedestrian trail to Bainbridge	1. Enhance town's parking capacity 2. Upgrade streetscape and lighting	1. Redevelopment of town waterfront, Tome school property, and the north end of town along Main St. (MD 222) 2. Possible annexation of Bainbridge, Anchor and Hope Farm, and Arundel Corp. property	
Rising Sun	1,702	1. Separate local and through traffic in town, possibly by diverting traffic from MD 274 to US 1 on an alternative route 2. Realign streets in commercial core to eliminate hazardous intersections 3. Develop outer loop system to divert east and westbound traffic on MD 273	1. Explore the possibility of public or private bus service across county 2. Cooperate with the state to plan and provide possible "park and ride" facilities	1. Allocate space for bike parking in non-residential developments 2. Plan for bikeways along town streets and pedestrian trails 3. Adopt proposed Greenways and Pedestrian trails	1. "Beautification scheme" for the town, including new street signage and pedestrian crossings 2. Set aside areas on the town's periphery as future off-street parking sites	1. Encourage commercial and industrial development within planned parks, minimizing strip growth	



# Objective – Support Existing Municipalities and Communities

## Overview of Comprehensive Plans (cont.)

**Table 10b: Review of New Castle County Comprehensive Plans**

	Demographics		Transportation Recommendations			Land Use / Zoning Recommendations		
	2000 Pop.	Pop. Projections	Key Roadways to be Improved/Studied	Transit Needs	Bike/Ped Needs	Land Use & Transportation	Other Land Use Efforts	
<b>Delaware City</b>	1,453		<ol style="list-style-type: none"> <li>1. Conduct traffic and parking study</li> <li>2. Possibly participate in Pavement Management Program</li> </ol>	<ol style="list-style-type: none"> <li>1. Survey senior residents to see if their transportation needs are being met. Present findings to DTC.</li> </ol>	<ol style="list-style-type: none"> <li>1. Conduct ranked sidewalk inventory</li> <li>2. Adopt regulations forcing developers to construct sidewalks</li> <li>3. Develop plan for bike and ped facilities</li> </ol>	<ol style="list-style-type: none"> <li>1. Retain public rights-of-way to provide off-street parking and bike/ped paths</li> </ol>	<ol style="list-style-type: none"> <li>1. Balance mix of retail uses so residents and tourists are served</li> </ol>	
<b>Elsmere</b>	5,800	5,926 (2010) 5,944 (2020) 5,828 (2030)	<ol style="list-style-type: none"> <li>1. Monitor noise/air pollution on Kirkwood Hwy</li> <li>2. Work to reduce speed on Kirkwood Hwy</li> <li>3. Rearrange traffic patterns on Kirkwood Hwy to accommodate new Main St.</li> </ol>	<ol style="list-style-type: none"> <li>1. Upgrade bus stops on Kirkwood Hwy</li> </ol>	<ol style="list-style-type: none"> <li>1. Enhance ped walkways, meeting standards for the disabled</li> <li>2. All intersections should have striped crosswalks</li> <li>3. Encourage ped travel</li> </ol>	<ol style="list-style-type: none"> <li>1. Implement a Main Street program</li> <li>2. Redesign downtown, better accessibility (for tourists and residents)</li> </ol>	<ol style="list-style-type: none"> <li>1. Encourage affordable housing</li> <li>2. Create re-greening of Elsmere program</li> <li>3. Prevent indiscriminate mixture of land uses</li> <li>4. Review zoning and subdivision codes</li> </ol>	
<b>Middletown</b>	6,161	33,382 (2005)* 43,123 (2020)*	<ol style="list-style-type: none"> <li>1. Possible investment in US 301 corridor and SR 299 and SR 1 interchange</li> <li>2. Properties to west should not have direct access to new roadway through the Middletown interchange</li> <li>3. Long term plan for SR 299 and SR 1 interchange</li> <li>4. SR 299 and SR 71 intersection</li> <li>5. Preserving capacity on US 301</li> </ol>	<ol style="list-style-type: none"> <li>1. Uses of the Northfolk Southern rail line</li> </ol>		<ol style="list-style-type: none"> <li>1. Control development along SR 299 corridor</li> <li>2. Preserve current US 301, provide a Ridge Rt. to upgrade 301</li> </ol>	<ol style="list-style-type: none"> <li>1. Complete the greenbelt surrounding the town</li> <li>2. Development along SR 299 corridor should follow urban boulevard pattern</li> </ol>	
<b>New Castle</b>	4,862	5,158 (2005) 6,894 (2030)	<ol style="list-style-type: none"> <li>1. Install signage on SR. 9 to direct through traffic</li> <li>2. Prohibit trucks from using local City streets</li> <li>3. Redesign SR. 9 gateway intersections to direct traffic away from residential areas</li> <li>4. Construct SR 9 bypass of the downtown (south of Dobbinsville and Washington Park)</li> <li>5. Implement a way-finding signage system</li> </ol>		<ol style="list-style-type: none"> <li>1. Improvements along SR 9 from 6th St. to the north</li> <li>2. Create bike path along former railbed from SR 273 to 7th St.</li> <li>3. Pedestrian crossing on 7th St. through Dobbinsville</li> <li>4. Add bike lanes throughout City</li> <li>5. Redesign portions of SR 9 and Ferry Cutoff as a ped.-oriented commercial district</li> </ol>	<ol style="list-style-type: none"> <li>1. Construct off street paths and sidewalks, connecting residential neighborhoods with other uses</li> <li>2. Incorporate these connections into East Coast Greenway</li> <li>3. Improve visitor lots at Battery Park</li> <li>4. Enhance downtown residential and business parking</li> </ol>	<ol style="list-style-type: none"> <li>1. Encourage mixed use land use</li> <li>2. Develop undeveloped parcels, brownfields, and redevelopment areas harmoniously with nearby lands</li> <li>3. Encourage the development of adjacent lands in a harmonious manner with nearby uses</li> </ol>	
			<ol style="list-style-type: none"> <li>6. Traffic calming on Washington St. (7th St. to SR 273); Ferry Cutoff (Del. St. to 6th St.); 6th St. (South St. to Chestnut St.); 7th St. (through Dobbinsville)</li> </ol>					

\* Middletown Odessa CCD

# Objective – Support Existing Municipalities and Communities

## Overview of Comprehensive Plans (cont.)

Table 10c: Review of New Castle County Comprehensive Plans (continued)

Demographics			Transportation Recommendations		Land Use / Zoning Recommendations	
2000 Pop.	Pop. Projections	Key Roadways to be Improved/Studied	Transit Needs	Bike/Ped Needs	Land Use & Transportation	Other Land Use Efforts
			<ol style="list-style-type: none"><li>Expand scope of TMA; increase TDM</li><li>Provide public vanpool service</li><li>Establish transit center downtown</li><li>Increase CBD circulation</li><li>Implement express Elkon-Newark-Wilmington bus service as well as additional and enhanced service to Elkon, and US 40</li><li>Corridor</li><li>Enhance bus stop facilities, intermodal connections at rail station</li><li>Potential extension of commuter rail</li><li>Study alternatives for CSX line</li></ol>	<ol style="list-style-type: none"><li>Develop Greenway/Bike route system</li><li>Develop an integrated bike system and enhance ped amenities downtown</li></ol>	<ol style="list-style-type: none"><li>Promote transit-friendly development</li><li>Develop new park and ride locations</li><li>Preserve Pomeroy Branch for bike/ped</li></ol>	<ol style="list-style-type: none"><li>Increase preservation and acquisition of Open Space</li></ol>
Newark	28,547  30,738 (2010) 31,371 (2030)	<ol style="list-style-type: none"><li>Implement traffic calming</li><li>Designate new DE 886 truck route</li><li>Evaluate feasibility of ITS in US 40 and MD 213 Corridors</li><li>Evaluate need to widen intersections</li></ol>				
			<ol style="list-style-type: none"><li>Periodically survey Town citizens to see if their mass transit needs are fulfilled. Report findings to DART.</li></ol>	<ol style="list-style-type: none"><li>Improve ped. accessibility along SR 4; install signalized ped. crossings through Market St. section of SR 4</li><li>Develop pathfinder signage throughout Newport</li></ol>	<ol style="list-style-type: none"><li>Consider bike/ped paths linking residential to commercial as well as to the boat ramp and nature center. Consider extending this path along the Christina River.</li><li>Possibly develop centrally located metered parking; explore shared parking amongst businesses; rear parking lots; and other partnerships to alleviate the Town's parking issues</li></ol>	<ol style="list-style-type: none"><li>Remake the downtown using smart growth (mixed use) design principles; market the town's accessibility to major roadways off the Bestfield Rd, Clover Cir, Cedar St., and Larch Ave border (37.6 acres) and long term annexation of additional land to the north, east, west, and southeast</li></ol>
Newport	1,122  34,837 (2005)** 32,830 (2020)**	<ol style="list-style-type: none"><li>Manage traffic on SR 141/41 and SR 4; limit speed through town, buffer noise creation, reduce pollution</li><li>Evaluate traffic calming methods, especially downtown, and development design standards (such as on street parking) to enhance non-motorized safety and mobility</li><li>Regularly monitor vehical traffic and air quality</li></ol>				
			<ol style="list-style-type: none"><li>Seasonal air quality monitoring program near US 13</li><li>Calming main street traffic via diversion to existing roads or construction of alternate ones</li></ol>	<ol style="list-style-type: none"><li>Improved access across US 13 to reach Memorial Park</li><li>Bike/Ped crossings at US 13 and SR 299 intersections</li><li>Designated pathways with signage throughout town</li></ol>	<ol style="list-style-type: none"><li>Impact of SR1 and SR 299 interchange</li><li>Improved access to/rezoning of commercial properties</li><li>Auto parking area for Memorial Park</li></ol>	<ol style="list-style-type: none"><li>Rehabilitation of homes to maintain/increase housing units</li><li>Possibly expanding Memorial Park</li><li>Possible annexation of properties to west and south</li><li>Prohibit building in enviro. sensitive areas</li></ol>
Odessa	286  33,382 (2005)* 43,123 (2020)*					
			<ol style="list-style-type: none"><li>Consider right-of-way within annexed parcels in NE and SE to allow for future connector roads to SR 71, reserve appropriate corridor and assure no homes front the street</li><li>Emergency access to SR 1</li><li>Extend: Ginn St., South St., and Walnut St. into the Dickinson Farm parcel, Jamie Lane to Wiggins Mill Rd., Niles St. into Townsend Station, Wilson or Gray St. from Chestnut St. into prospective municipal parcel</li><li>Gateway study of Main St. east of town to SR 71</li></ol>	<ol style="list-style-type: none"><li>Complete sidewalk system</li><li>Establish greenway/ bikeway between Noxontown Pond and Wiggins Mill Pond</li></ol>	<ol style="list-style-type: none"><li>Locate townhouses and duplexes near historic core to promote pedestrian travel</li><li>Maintain pedestrian orientation throughout town</li><li>Revise block lengths and update intersection requirements to discourage speeders</li></ol>	<ol style="list-style-type: none"><li>Consider creation of adult living communities</li><li>Consider allowing cluster development to preserve open space</li></ol>
Townsend	346  1,377 (2025)					

\* Middletown/Odessa CCD  
\*\* Lower Christina CCD

# Objective – Support Existing Municipalities and Communities

## Overview of Comprehensive Plans (cont.)

Table 10d: Review of Elkton/Wilmington Comprehensive Plans

Demographics			Transportation Recommendations			Land Use / Zoning Recommendations	
2000 Pop.	Pop. Projections	Key Roadways to be Improved/Studied	Transit Needs	Bike/Ped Needs	Land Use & Transportation	Other Land Use Efforts	
Elkton	11,893  12,051 (2010) 12,948 (2020)	<ol style="list-style-type: none"><li>1. Replace bridge 7052 over Big Elk Creek</li><li>2. Resurface U.S. 40 from MD 213 to DE Line and MD 213 Leeds Rd. to MD 273</li><li>3. Minor street reconstruction of Main St. and MD 268</li><li>4. Reverse direction of Main St. from MD 213 to South St.</li><li>5. Add north and southbound through lanes to MD 213 at U.S. 40</li><li>6. Add east and westbound through lanes on U.S. 40 at MD 213</li><li>7. Add east and westbound through lanes on U.S. 40 at Whitehall Rd. and connect to proposed MD 213 lanes</li><li>8. Add east and westbound through lanes on U.S. 40 at Maloney Rd.</li><li>9. Add east and westbound through lanes on U.S. 40 at MD 7 and connect to the proposed MD 213 lanes</li><li>10. Add east and westbound through lanes on U.S. 40 at MD 781</li><li>11. Add a southbound through lane to MD 213 at MD 281</li><li>12. Add east and westbound through lanes on U.S. 40 at MD 279/281</li><li>13. Connect proposed MD 213 southbound through lane from MD 281 to proposed southbound through lane on MD 213 at U.S. 40</li><li>14. Add east and westbound through lanes on U.S. 40 at Melbourne Blvd. and connect with proposed through lanes at Maloney Rd.</li><li>15. Replace the U.S. 40/MD 213 intersection with an interchange</li></ol>		<ol style="list-style-type: none"><li>1. Amend Zoning Ordinance to require space for bike parking in non-residential developments</li><li>2. Plan for bikeways along appropriate Town streets and pedestrian trails in the future</li><li>3. Install sidewalk connections from new residential areas south of U.S. 40</li><li>4. Consider pedestrian overpass across U.S. 40 and MD 279</li></ol>	<ol style="list-style-type: none"><li>1. Protect residential areas from excessive through traffic</li><li>2. Enhance the appearance and quality of U.S. 40, 213, and 279 corridors</li><li>3. Create an access management program</li><li>4. Require a traffic impact analysis for all major proposed projects</li></ol>	<ol style="list-style-type: none"><li>1. Prevent isolated residential development</li></ol>	
Wilmington	72,664  71,727 (2010) 70,445 (2020) 69,097 (2030)	<ol style="list-style-type: none"><li>1. Link 23rd and 25th St. as part of any future development of the B &amp; O tract</li><li>2. Apply ITS to Delaware Ave., West 4th St., West 2nd St., Washington St., and MLK through West Center City</li><li>3. Change direction of 6th St. to westbound between King St. and either Adams or Jackson St.</li><li>4. Change the direction of 5th St. to eastbound between King and Monroe St.</li><li>5. Change direction of Windsor St. to southbound between 6th and 9th St.</li><li>6. Improve signage for westbound traffic on 4th St. at Union St.</li><li>7. Upgrade (curbs, traffic control) "A" St. between Heald and Market St.</li><li>8. Implement alternative east-west routes in South Wilmington</li><li>9. Create a formal entrance to Todds Lane Business Park</li><li>10. Revisit the 12th St. Improvement Project</li><li>11. Improve intersection of 12th St. and Northeast Blvd. to include a southbound left-turning lane and signalization</li><li>12. Restrict traffic on the 1500 block of Heald St.</li><li>13. Restrict through and truck traffic on Vandever Ave.</li><li>14. Possibly implement ITS on Walnut St., East 10th St., East 4th St., East 2nd St., Church St., and Spruce St. in the East Side</li><li>15. Move forward with the 12th St./I-495 Connector</li><li>16. Close West 13th St. between Market and Bassett St. to vehicular traffic</li><li>17. Open Bassett St. so it links to 12th and 13th St.</li><li>18. Change Market St. from one way to two way between 12th St. and the Market St. Bridge</li><li>19. Improve the design of the intersection at Market, South Park Dr., 16th, and King St.</li></ol>	<ol style="list-style-type: none"><li>1. Realign all bus stops located along regular routes in West Center City, the East Side, and the Northwest</li><li>2. Implement Sunday bus service</li><li>3. Establish an unlimited ride monthly bus pass program with CBD employers to improve mobility within the CBD during the workday</li><li>4. DART should operate smaller buses in Wilmington to complement its tighter geometry</li></ol>	<ol style="list-style-type: none"><li>1. Develop a City-wide bike route plan</li><li>2. Coordinate with the East Coast Greenway Plan</li><li>3. Conduct a traffic engineering analysis of the Lea Blvd., Tamar St., Shipley St., and West Park Dr. intersections</li><li>4. Improve access to the Train Station</li><li>5. Enhance streetscape of Northern Walnut St. and East 4th Street in the East Side</li></ol>	<ol style="list-style-type: none"><li>1. Enhance West 4th St.'s streetscape through West Center City</li><li>2. Improve East 11th St.'s streetscape and pedestrian access</li><li>3. Beautify Walnut St. between Front St. and East 16th St.</li><li>4. Reconsider impacts of the Wilmington Transportation Center Improvements on East Side neighborhoods</li></ol>	<ol style="list-style-type: none"><li>1. Scores of re-zoning recommendations to better complement surrounding uses and the City's vision</li></ol>	

## Objective – Support Existing Municipalities and Communities

### Public Opinion

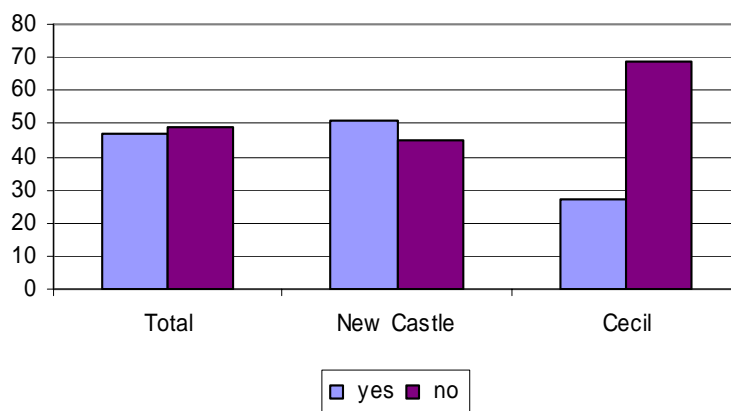
In our 2004 Public Opinion Survey, when we asked people what strategies may be effective in improving our transportation system, the second most frequent answer was “Design communities that make it easier for people to walk and bike to stores, schools and other public facilities and neighborhoods.” This supports WILMAPCO’s effort to encourage land use design that will reduce our dependency on the automobile.

In order to support our communities and municipalities, it is important that we maintain or improve our existing transportation facilities. Many improvements have been made recently, including the addition of bus stops and shelters along most major roads in New Castle County, providing bike lanes and sidewalks along Route 40, in Centreville and Porter Road, as well as numerous road projects. Has the public noticed? Not as much as we’d like.

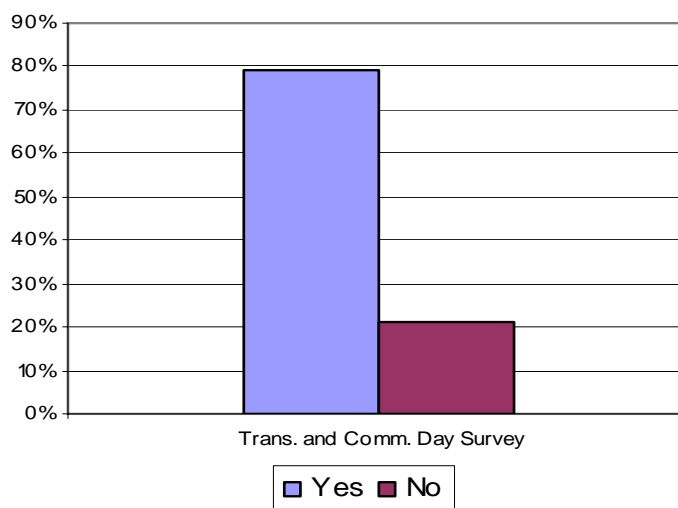
**Question:** The state has been working to make improvements to the transportation systems in the areas. Have you noticed any improvements in the last year, such as new bus shelters, bike lanes, sidewalks or other alternatives?

Because there are more transportation options in New Castle County than Cecil County, the disparity in the respondents noticing improvements is not surprising (51% vs. 27%).

2004 Public Opinion Survey



Transportation and Community Day Surveys



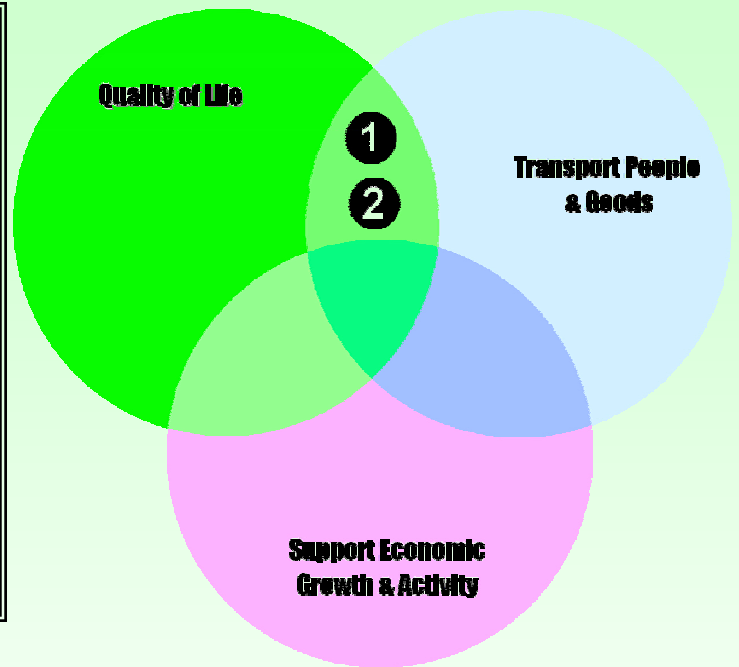
The surveys taken during community events have a much higher percentage of people who notice changes (79%), perhaps because the respondents are more involved in community activities and are more cognizant of changes.

## Goal One – To Improve Quality of Life

### Objective #4 Provide and Promote Transportation Opportunity & Choice

#### Strategies

- Ensure fair and equitable access to a range of transportation modes
- Coordinate the planning of transportation and land use to provide travel choices to the citizens of the region
- Ensure that pedestrian and bicycle facilities are an integral part of transportation project design
- Address the special transportation facility needs of the citizens of the region



By ensuring fair and equitable access to a range of transportation options for all areas of our region, we can achieve the Environmental Justice (EJ) standards set by the Federal Highway Administration. Although this objective contains several strategies, this section will deal exclusively with Environmental Justice. Measures that deal with pedestrian planning and transportation/land use planning will be addressed in other sections of this document.

#### Regional Indicators:

1. **TIP Projects in EJ Areas:** Funding falls significantly over last year's TIP.....page 24
2. **Transit Access in EJ Areas:** 75% fall within 1/4 mile of a transit stop.....page 24



#### Knowledge Gaps:

- Need to incorporate “Safe Routes to School” initiative results when complete
- Need to develop specific strategies that address the transportation needs of our aging population, which is projected to double by 2025
- Revisit RTP Goal & Objectives to more clearly define Environmental Justice Initiatives



## Objective – Provide and Promote Transportation Opportunity & Choice

### TIP Projects in Identified Environmental Justice Areas

When creating transportation projects, care must be taken to ensure minority and low income communities are not disproportionately affected by negative impacts brought by the changes. In 2002, WILMAPCO created a document that identified areas that have high concentrations of minority and low-income populations. Since then we have been tracking the transportation related activities located within these identified areas. As **Table 11** indicates, the total number of projects in the identified EJ areas has fallen over the past few years. Also, several of the projects within EJ areas are unfunded in the current FY 2006-08 TIP.

**Table 11: TIP Projects within Identified Environmental Justice Areas**

TIP year	# of Projects	Preservation Projects	Management Projects	Expansion Projects	Preservation Funding	Management Funding	Expansion Funding	Total funding in Designated EJ Areas
FY 2004-06	33	6	21	6	\$ 60,039	\$ 109,169	\$ 32,400	\$ 201,674
FY 2005-07	19	11	6	2	\$ 89,120	\$ 129,228	\$ 24,263	\$ 242,611
FY 2006-08	16	6	6	4	\$ 7,100	\$ 25,700	\$0	\$ 32,800

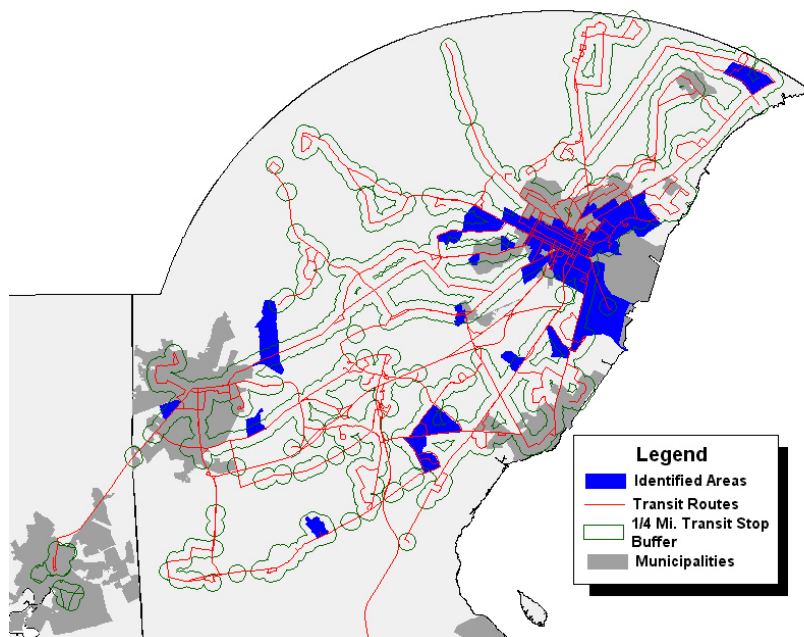
Source: WILMAPCO; \* Funding (X \$1,000)

### Transit Access in Environmental Justice Areas

When analyzing mobility within the identified areas, we must look at transit, as well as roads, since 60.3% of all those who use transit as their primary mode to work live within the identified areas. One way to evaluate the transit network is to overlay the identified areas with the area that falls within a ¼ mile radius of each transit stop. The map below provides an estimate of this measurement along the 2004 Delaware Transit Corporation's (DTC) fixed route bus service.

**Figure 11: Transit Access to Environmental Justice Areas – 2004**

The analysis shows that 75.6% of the EJ identified areas fall within ¼ mile of a transit stop. This, however, may not be the most accurate assessment of transit accessibility as there is no data to measure the actual walking distance to these stops. The true walking distance could be much longer. It has been noted in our knowledge gaps to look for a better way to calculate this.

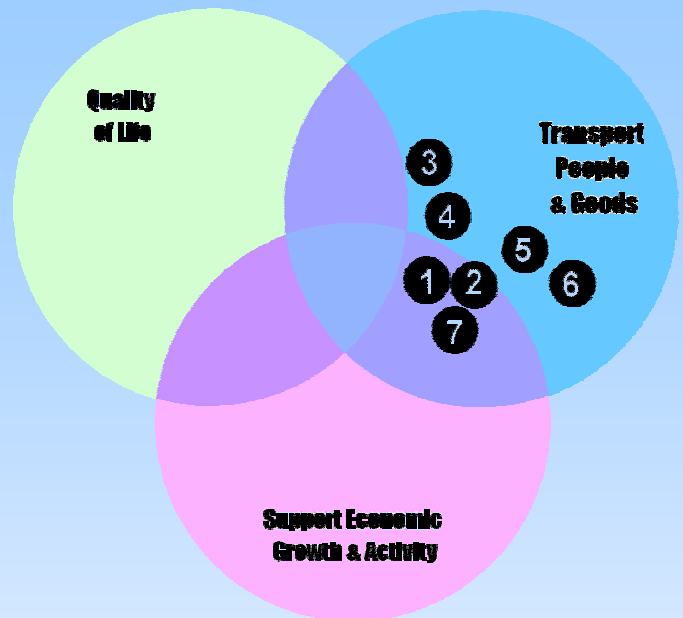


## Goal Two – To Transport People and Goods

### Objective #1 Improve Transportation System Performance

#### Strategies

- Maintain the existing system to maximize the effective lifespan of transportation investments
- Manage the existing system to maximize performance, including the use of new technologies
- Expand transportation system capacity where necessary to support existing centers, planned growth areas, and increased demand for goods movement



With the rapid increase in vehicle miles of travel, it is not feasible to believe we can build our way to a better transportation system. What we can do is utilize tools to maximize the efficiency and capacity of the current system. The goal is to keep the current system in good working order and to incorporate new technologies such as Intelligent Transportation Systems (ITS). By doing so, we can meet the transportation needs of our growing population and businesses while being fiscally responsible.

#### Regional Indicators:

1. **ITS Infrastructure:** 74 route miles in NCC with ITS fiber-optic cable.....page 26
  2. **E-ZPass/MTag Usage:** Rising steadily since 2001; reaches 50% on SR1...page 27
  3. **Park & Rides:** Spaces increase, but usage falls at some locations .....page 28
  4. **TMA-DE Impacts:** Reduces trips by 314,000 statewide in FY 2005.....page 30
  5. **Road Conditions:** Current conditions below targeted goals .....page 27
  6. **Bridge Conditions:** Currently meeting national standard levels. ....page 27
  7. **Transit Reliability:** Fixed route on-time service above targeted goal....page 30
- Public Opinion Survey Results:**.....page 28

#### Knowledge Gaps:

- Need to get more detailed updates on how ITS improves the overall performance of the existing highway system
- **NEW–** Need to address lack of consistent data on Park & Ride usage



## Objective – Improve Transportation System Performance

### ITS Infrastructure Improvements

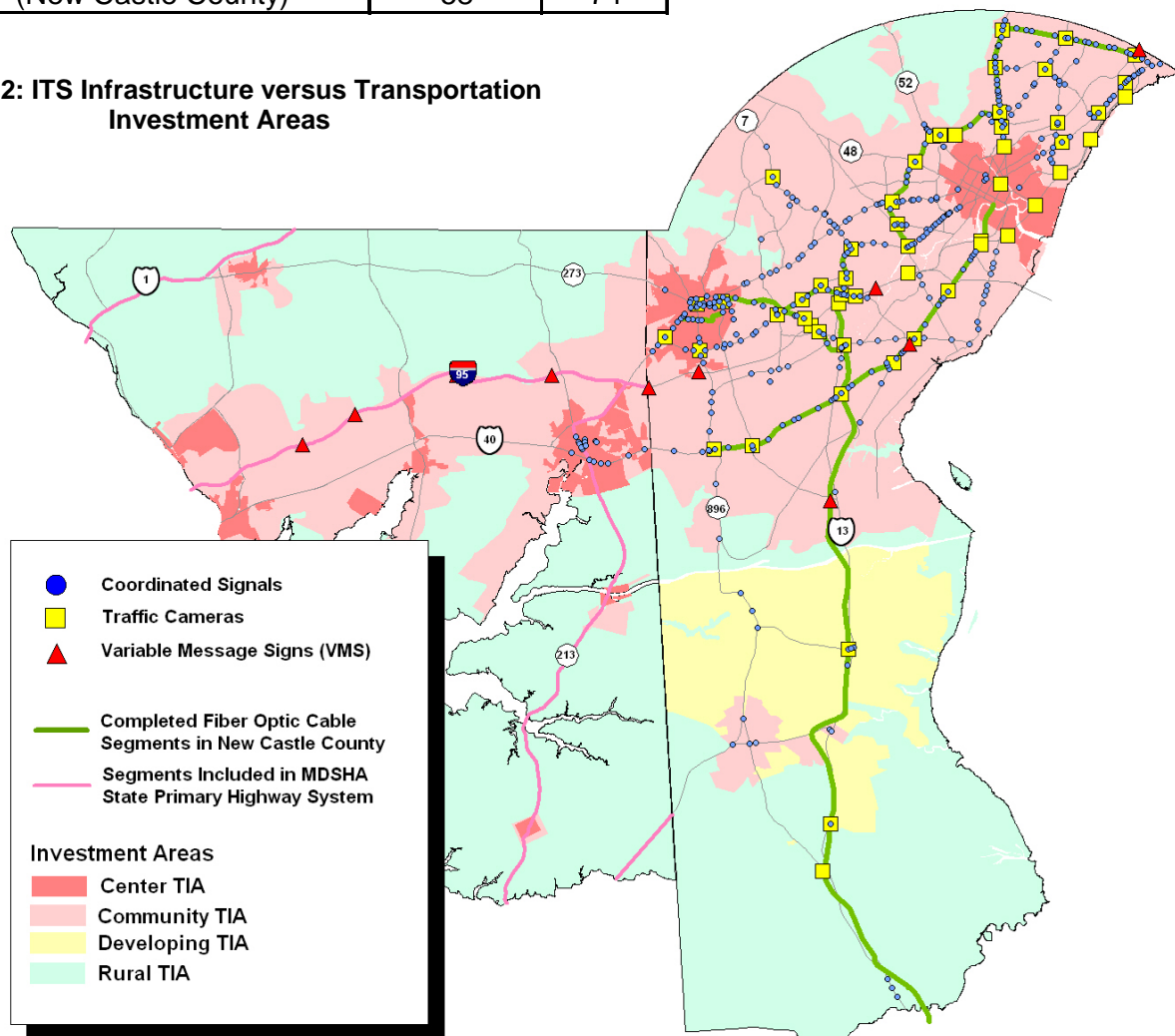
Intelligent Transportation Systems (ITS) play a vital role in the solution for traffic congestion. Many of the ITS strategies deal with the *management* of traffic capacity, not ways to increase it. As a result, most corridors have these strategies checked off as solutions to congestion. The value of ITS technology is that it can extend the time a roadway can function at an acceptable level of service given its current capacity while being less expensive than roadway expansion.

Another benefit of ITS is that it can help provide faster response times by emergency personnel. Not only does this help save lives, but on average, every minute saved in response time to an incident saves about 5 minutes in traffic delay. The bottom line is the faster the response to an incident, the less delay the incident will cause. Table 12 contains a summary of improvements made to the ITS infrastructure and Figure 12 shows the location of these. As shown on the map, much of this infrastructure is concentrated in the Center/Community investment areas.

**Table 12: Critical Miles Infrastructure**

Type	October 2003	March 2005
Coordinated Signals	370	367
Vairable Message Signs (VMS)	8	9
Live Traffic Cameras	50	54
Completed Miles of Fiber Optic Cable (New Castle County)	58	74

**Figure 12: ITS Infrastructure versus Transportation Investment Areas**

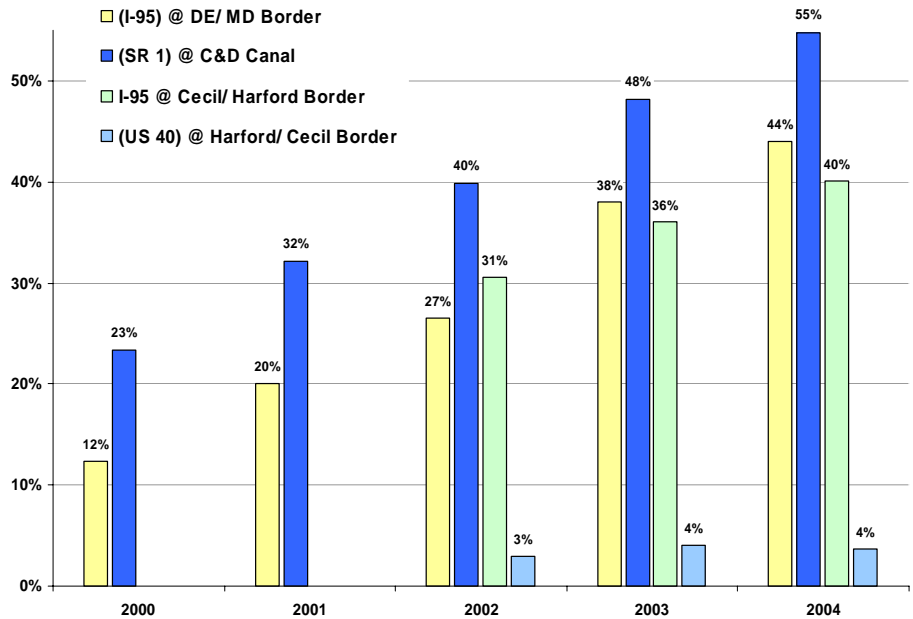


## Objective – Improve Transportation System Performance

### EZ Pass Usage

This technology has proven to be a valuable tool in reducing congestion along our region's toll facilities. E-ZPass lanes have the ability to process between 1200-1800 cars per hour for each lane, depending on whether they are a traditional or high speed facility. While records do not date back very far, we have seen the share of transactions made using E-ZPass increase at all locations. Usage at the I-95 Toll Plaza at the DE/MD line has grown four-fold since 2000 and nearly doubling at the Route 1 C & D Canal toll plaza.

Figure 13: E-ZPass/MTag Usage



### Road & Bridge Conditions

Although it is the DOT's responsibility to add infrastructure where needed, it also must maintain the existing network. Funding needs to be allocated on an annual basis and be adequate enough to deal with deteriorating bridges and roadways. **Figures 14 & 15** show the current condition of our roads and bridges. Both measures have corresponding targets set by the respective DOTs. Bridge conditions show both counties having high percentages of bridges meeting the federal standards. However, both counties have not been able to maintain their targeted goal for road conditions.

Figure 14: Percentage of Structurally Acceptable Bridges

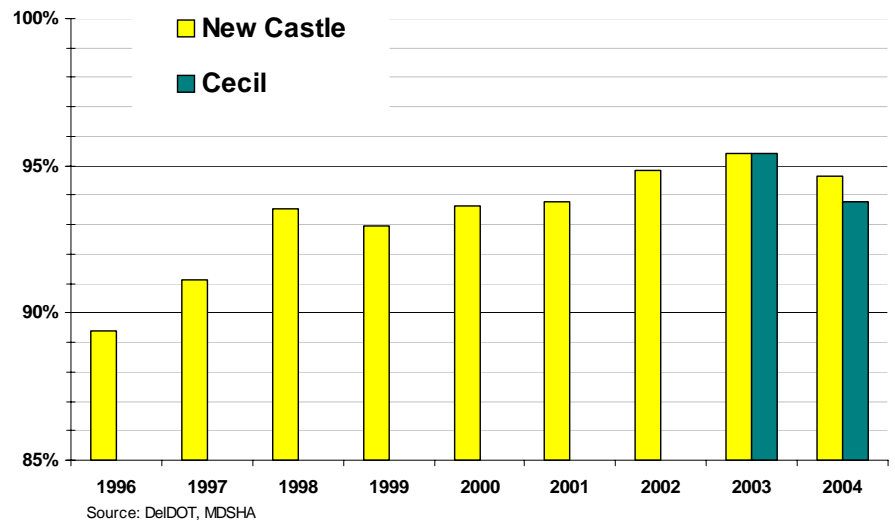
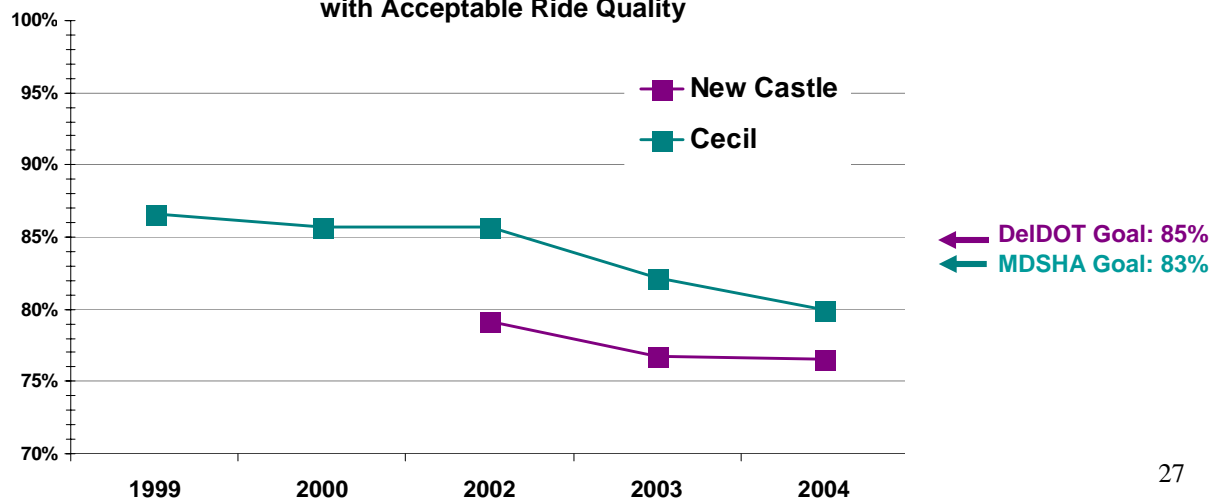


Figure 15: Percent of State Maintained Roads with Acceptable Ride Quality



## Objective – Improve Transportation System Performance

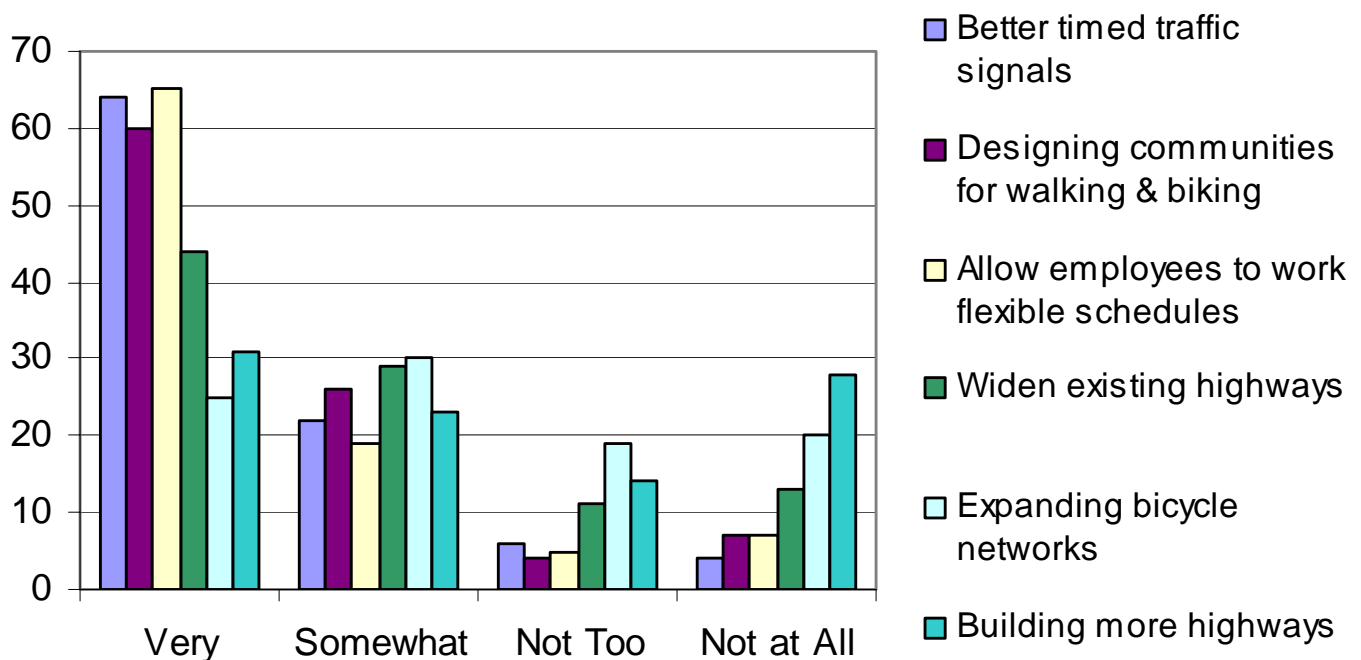
### Public Opinion

The most common complaint about our transportation system is that there is too much congestion on our roads. We ask several questions in our survey to measure the level of congestion people experience and how they define congestion. These help us in the development of our Congestion Management System (CMS) report.

In our Public Opinion Survey, we asked people what strategies may be effective in improving our transportation system. The chart below displays the top four answers and the final 2 answers.

Eighty-six percent of respondents answered that better timed traffic lights and better designed communities would be Very or Somewhat Effective. Only 54% felt building more highways would be Very or Somewhat Effective and 28% felt it would be Not at All Effective.

In addition, roughly 70% of the respondents feel that widening existing roadways would be very or somewhat effective in improving system performance





## Objective – Improve Transportation System Performance

### Park & Ride Facilities

One method used to help reduce congestion along the road network is to provide Park & Ride facilities. This creates regular meeting places where riders can carpool to work and other activities. Since 1996, considerable efforts have been made in Cecil and New Castle Counties to build new facilities. **Table 13** shows the changes in total facilities added over the period. With over 4,400 locations, there has been a 51% increase in facilities.

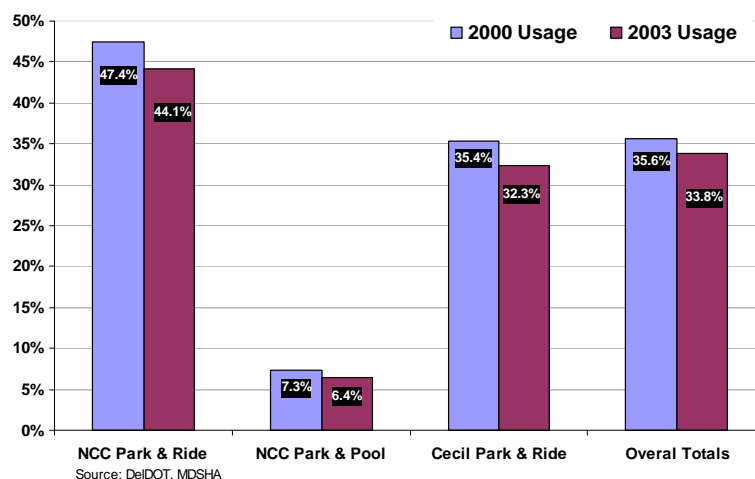
While there has been a concerted effort to add these facilities, their usage has not fared as well. The overall usage, or average lot capacity, has seen a decrease in recent years. **Figures 16 and 17** break down the location and percent usage of these facilities. While we have added more facilities we have not attracted more users at these facilities.

**Table 13: Park & Ride Capacity Changes 1996—2004**

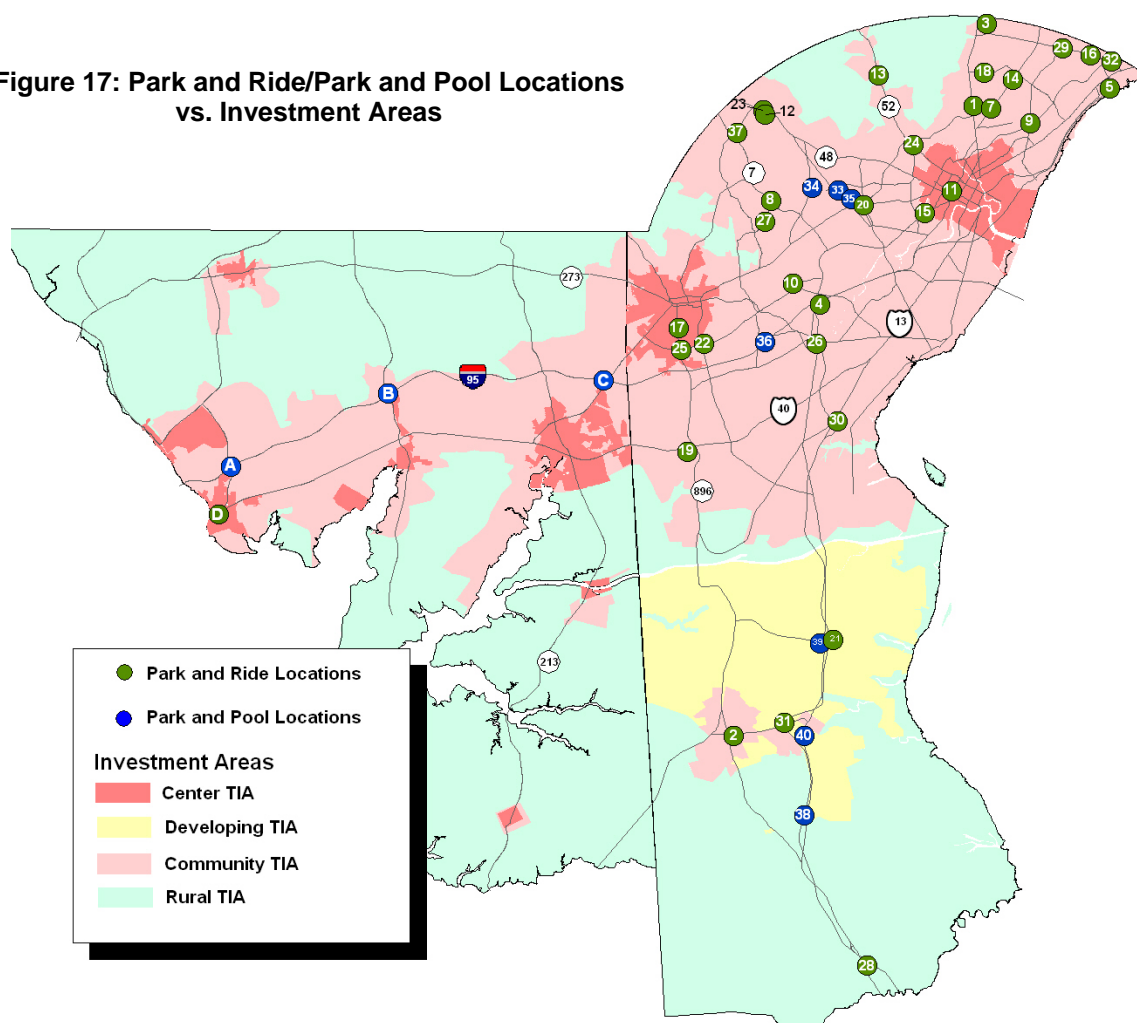
	1996	1999	2000	2004	1996-2004 Changes
NCC Park & Ride	1902	2550	2,736	3,268	71.8%
NCC Park & Pool	939	939	1,089	1,061	13.0%
Cecil Park & Ride	127	127	157	157	23.6%
Overall Totals	2,968	3,616	3,982	4,486	51.1%

Source: DelDOT, MDSA

**Figure 16: Changes in Usage at Park & Ride 1996-2003**



**Figure 17: Park and Ride/Park and Pool Locations vs. Investment Areas**

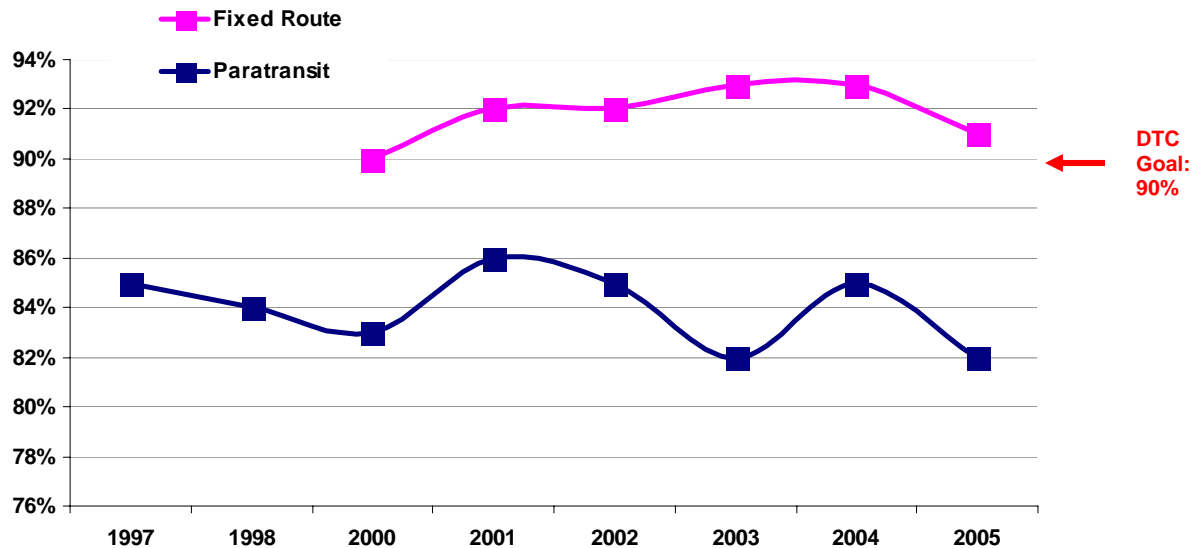


## Objective – Improve Transportation System Performance

### Transit Reliability

The DTC Long Range Plan listed performance targets for their on-time transit service. Through improved data collection, we can monitor the percent of time transit is running on schedule. Currently, fixed route service is consistently above the 2025 target goal. Paratransit still remains below this level.

Figure 18: On-Time Performance for DTC Bus Routes

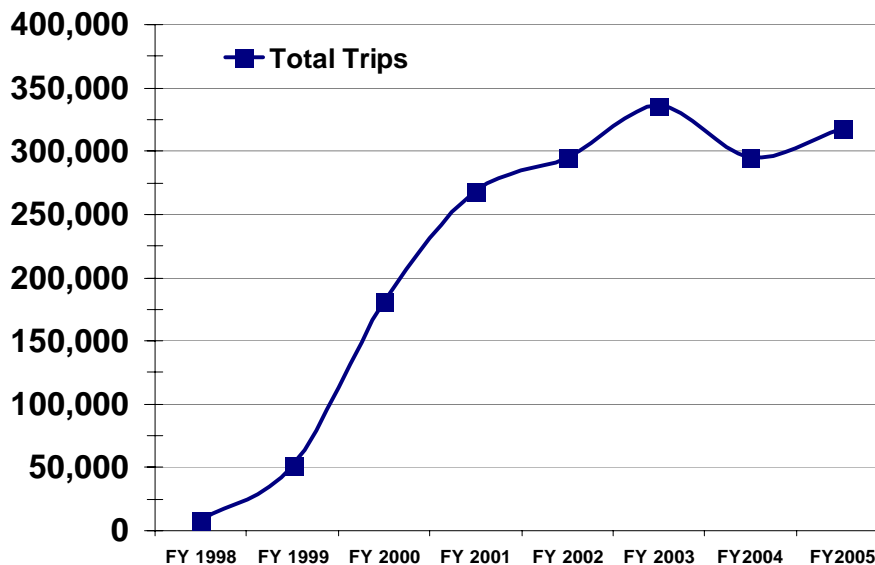


Source: Delaware Transit Corp.

### TMA Impact

Mandated by the Federal Highway Administration based on our urban area size (greater than 200,000 people), the Transportation Management Association (TMA) has orchestrated a rapid increase in car/vanpooling throughout Delaware and into Cecil County. The TMA has been a major contributor in reducing the number of single occupant vehicles on our roadways. To date, the program has estimated a total of 1.7 million trips taken from the roadways since 1997.

Figure 19: Trips Reduced from TMA Car/Vanpooling



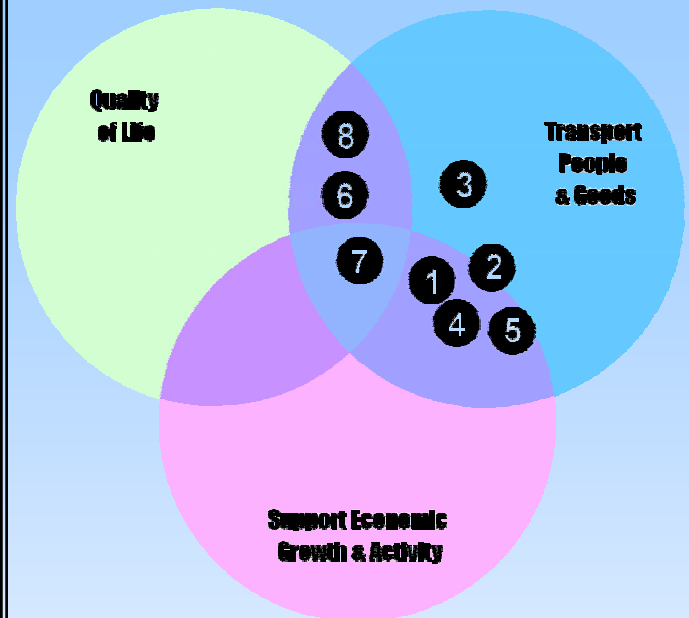
Source: TMA-Delaware

## Goal Two – To Transport People and Goods

### Objective #2 Promote Accessibility, Mobility and Transportation Alternatives

#### Strategies

- Ensure fair and equitable access to a range of transportation modes
- Coordinate the planning of transportation and land use to provide travel choices to the citizens of the region
- Address the special transportation facility needs of the citizens of the region
- Ensure that pedestrian and bicycle facilities are an integral part of transportation project design
- Plan for an integrated multimodal transportation system, including roadways, rail and bus services, bicycle and pedestrian facilities, and air and water transportation



Numerous indicators are available to measure our ability to provide transportation alternatives. More importantly, we have indicators with very solid long range performance targets. These will show us just exactly where we stand on those indicators and whether we need to make adjustments.

#### Regional Indicators:

1. **Transit Access:** Population within  $\frac{1}{4}$  of a transit stop falls since 1996.....page 32
  2. **Passenger Rail Miles:** Remain unchanged since 1996.....page 32
  3. **Mode Share:** Carpooling down in New Castle County from 2003 .....page 32
  4. **Transit Ridership:** Overall ridership slips in 2003 and 2004 .....page 33
  5. **Transit Operations:** Para-transit mileage surpasses fixed route.....page 33
  6. **Multimodal Projects:** Funding falls in the FY 06-08 TIP.....page 35
  7. **VMT per Household:** Both counties above national average.....page 35
  8. **Population to Autos Ratio:** Both counties above national average... ..page 35
- Public Opinion Survey Results:** .....page 36

#### Knowledge Gaps



- Need to develop better source for travel characteristics data for Cecil County
- Need a better measure of transit accessibility. Current methods do not account for actual bus service schedules or a true  $\frac{1}{4}$  mile access to transit stops

## Objective - Promote Accessibility, Mobility and Transportation Alternatives

### Transit Access

Using Geographic Information Systems (GIS) it is possible to develop a fairly accurate assessment of exactly how many citizens have reasonable access to transit. Using the generally accepted standard of ¼ mile distance from a transit stop, **Table 14** shows that, while New Castle County has increased the overall number of people having access to transit, the percentage has fallen slightly. Cecil County, on the other hand, has seen growth in overall population and the percentage that has access to transit.

**Table 14: Percent of population within ¼ mile of a transit stop 1996-2004**

County	1996	2000	2004
New Castle	272,913 (56.4%)	275,567 (54.9%)	284,404 (54.7%)
Cecil	2,193 (2.8%)	2,931 (3.4%)	3,441 (3.7%)
<b>Regional Total</b>	<b>275,106 (49.2%)</b>	<b>278,498 (47.3%)</b>	<b>287,845 (46.9%)</b>

Source: WILMAPCO, DTC, Cecil Dept. of Aging

### Passenger Rail Miles

The 2025 RTP laid out initiatives to increase overall rail service through Cecil County and toward the southern part of Delaware. So far no new rail has been added, but due to the large capital outlay, this cannot happen as quickly as other efforts.

**Table 15: Rail Mileage**

	1999	2025 Goal	Pct. Completed
New Castle*	20.82	66.53	0.0%
Cecil**	0.0	20.61	0.0%
<b>Total</b>	<b>20.82</b>	<b>87.14</b>	<b>0.0%</b>

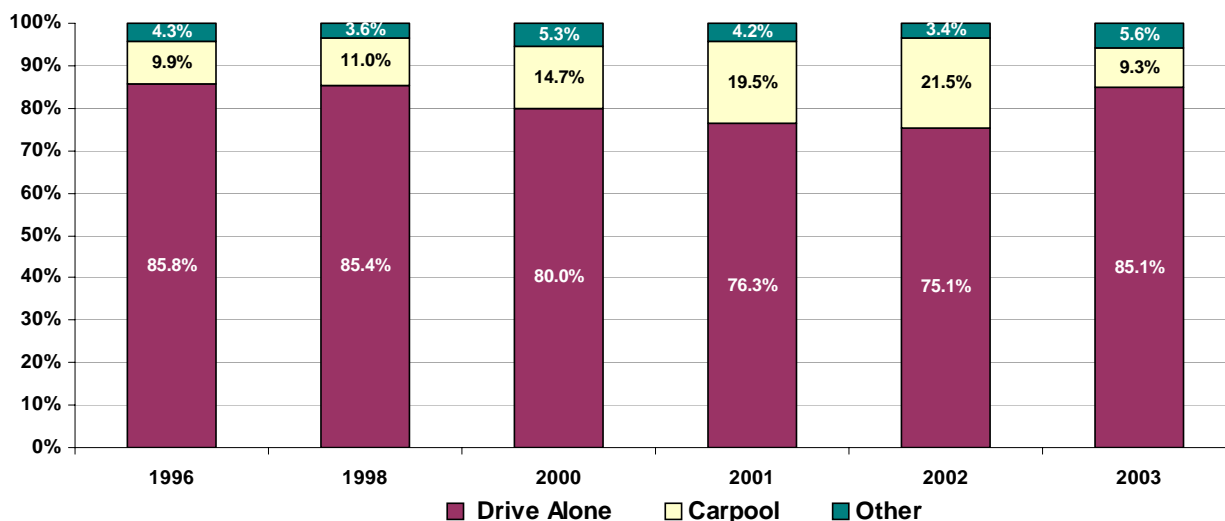
\* Includes Wilmington Connector & Rail to Dover "Newark Option" from RTP

\*\* Includes Newark to Elkton Rail Extension and MARC Extension from Perryville to Elkton

### Mode Share

In the past, most transportation agencies concentrated on meeting the needs of automobile traffic, often neglecting the needs of those who walk, bike, and use transit. Now, a renewed push to provide multimodal transportation options has been underway to reduce our auto dependency. Retrofitting many of our existing communities and providing multimodal planning and design for new projects are both important efforts for the future. Through data collected from a comprehensive household survey in New Castle County, we can see that there has been a change in travel habits. Current trends are showing that carpooling had been increasing, but has shown a decrease in 2003. Other modes (i.e. walking, biking and transit) have fluctuated, making some small gains between 2002 and 2003.

**Figure 20: Changes in New Castle County Mode Share 1996-2003**



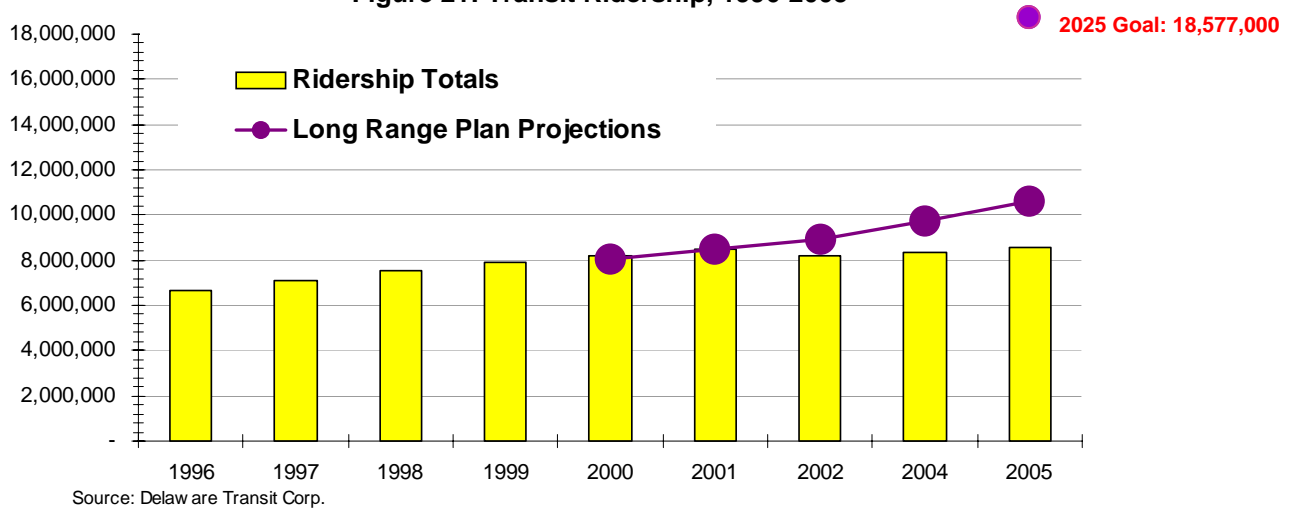
Source: Univ. of Delaware Center for Applied Demography & Survey Research, 2005

## Objective - Promote Accessibility, Mobility and Transportation Alternatives

### Transit Ridership

In 2001, the DTC adopted a long range plan to lay out their vision of transit in the future. A strong transit system is critical to help alleviate congestion along roads, help reduce harmful emissions and to give choices to residents who do not have the ability to drive. Our elderly population, which is expected to double by 2025, will depend on transit as a way to keep their mobility. DTC set a target to increase transit ridership by 130% by 2025. As a result of this plan, we have some very solid goals to monitor. **Figure 21** shows the annual ridership figures along with the estimated figures from the plan. In 2000 and 2001, the estimates were on track. Since 2002, however, we have fallen below the anticipated trend.

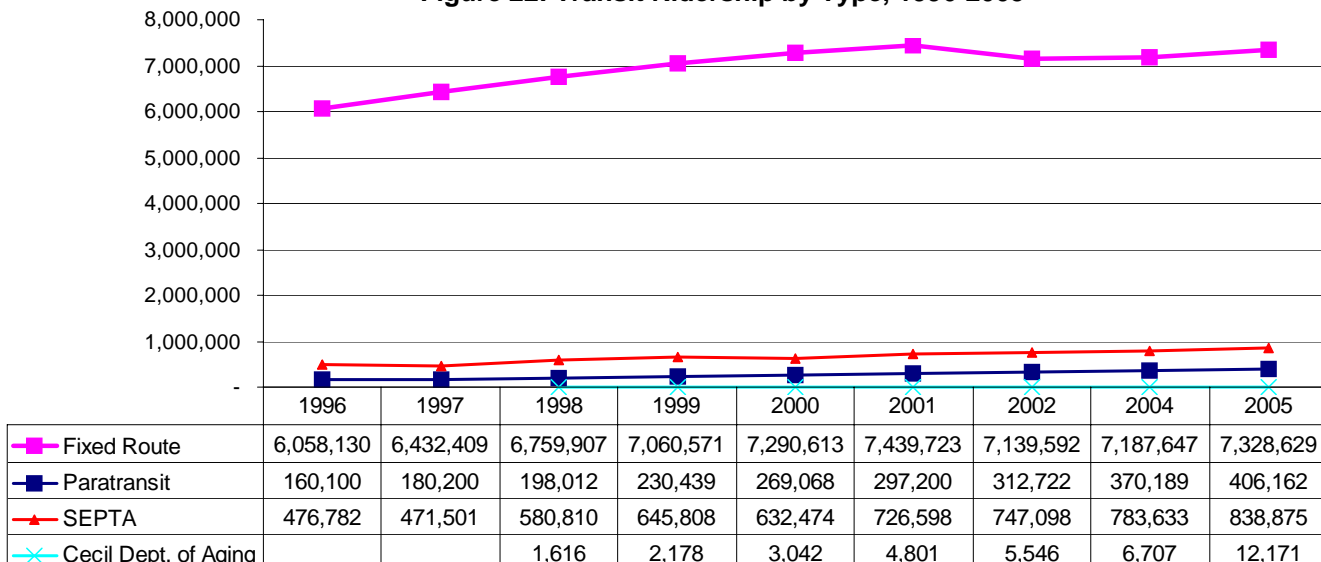
**Figure 21: Transit Ridership, 1996-2005**



Looking more closely at ridership trends, we can see some of the areas of concern illustrated in **Figure 22**. Traditional fixed route ridership represents the bulk of the transit users, hovering near the 7 million mark. After declining between 2001-2004, fixed route ridership has begun rising to its highest levels yet.

The other transit sectors have witnessed a more steady growth. Demand response transit, or paratransit, is a service provided for Americans with Disabilities Act (ADA)-eligible patients and the elderly. It has more than doubled in ridership since 1996. Ridership on the SEPTA rail service, which has 4 stations in New Castle County, has increased 75% in the same period. Although representing a small portion of transit service in the region, the Cecil County Department of Aging has vastly increased their ridership. As of 2005, just over 12,000 trips were made using their fixed route service.

**Figure 22: Transit Ridership by Type, 1996-2005**



Source: Delaware Transit Corp.; Cecil Dept. of Aging

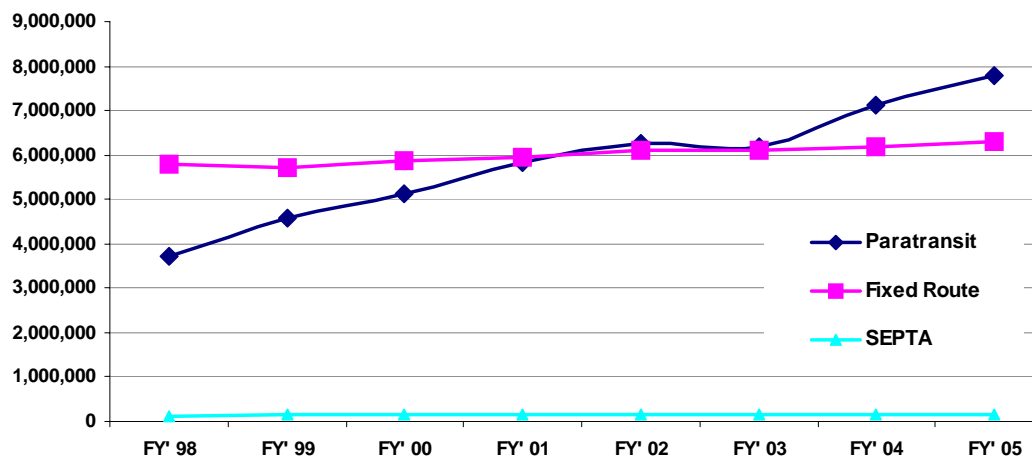
## Objective - Promote Accessibility, Mobility and Transportation Alternatives

### Transit Route Mileage

Between 2000 and 2025, the population of people over the age of 65 is projected to increase from 67,000 to nearly 132,000. Even now we are beginning to see some of these effects when it comes to transit demand. In Delaware, elderly persons are eligible to use “door-to-door” paratransit service. Since 1998 the route miles devoted to paratransit more than doubled, while fixed route service has increased roughly 8.5%.

SEPTA has seen a modest 14% increase in route miles in the same period. Based on the allotted funding, DTC has to make difficult decisions in determining which routes (and route types) to fund annually. In FY 2002, the total route miles for paratransit surpassed fixed route mileage.

Figure 23: Transit Route Miles 1998-2005

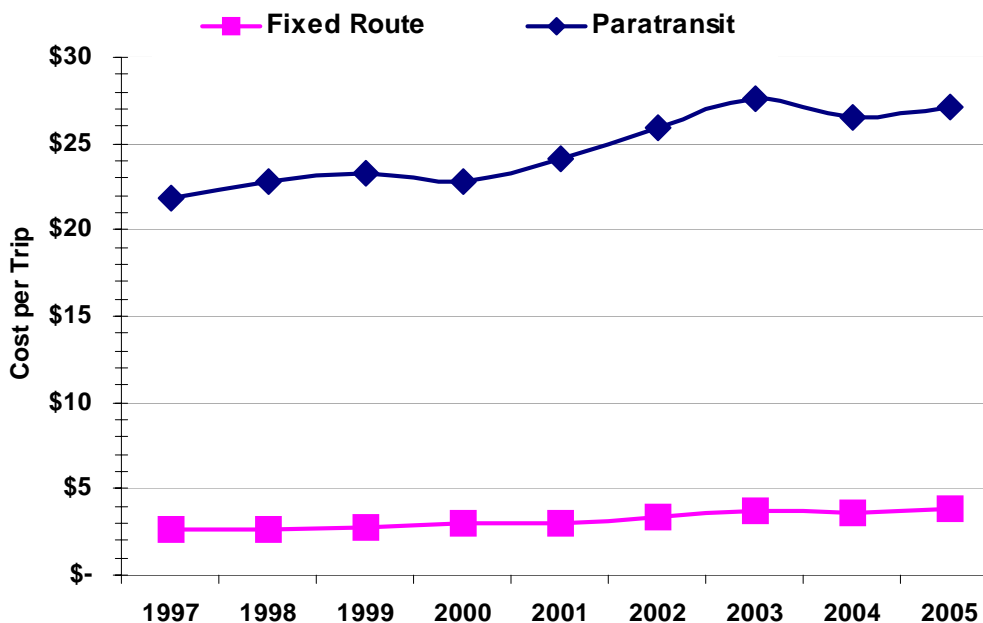


Source: Delaware Transit Corp. Figures are Statewide

### Transit Subsidies

While the effort must be made to accommodate the transit-dependent portion of our population, it does come at a high price. Paratransit represents by far the highest cost per trip subsidy of all types of public transit. As **Figure 24** indicates, paratransit requires over 6 times the subsidy of traditional fixed route transit. Since 1997, the per trip subsidy for fixed route service has risen about \$1 per trip while paratransit has risen over \$5 per trip since 1997.

Figure 24: Transit Costs per Trip



Source: Delaware Transit Corp.

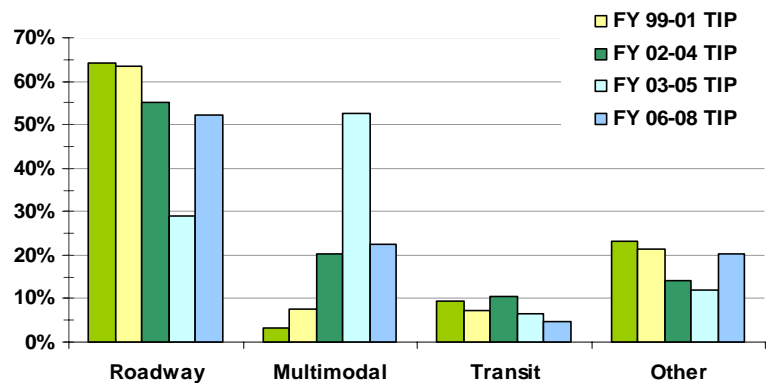


## Objective - Promote Accessibility, Mobility and Transportation Alternatives

### TIP Funding by Mode

To establish other transportation modes, we must invest in transportation choices. Through the Transportation Improvement Program (TIP) we can see a trend toward construction projects that address more than one mode. Instead of traditional road improvements, projects now contain sidewalks, bike paths and transit stops. Multi-modal projects now represent about 22% of the total transportation projects investment, falling from nearly 50% of the projects in the FY 05-07 TIP.

Figure 25: Percentage of TIP Funding by project Type

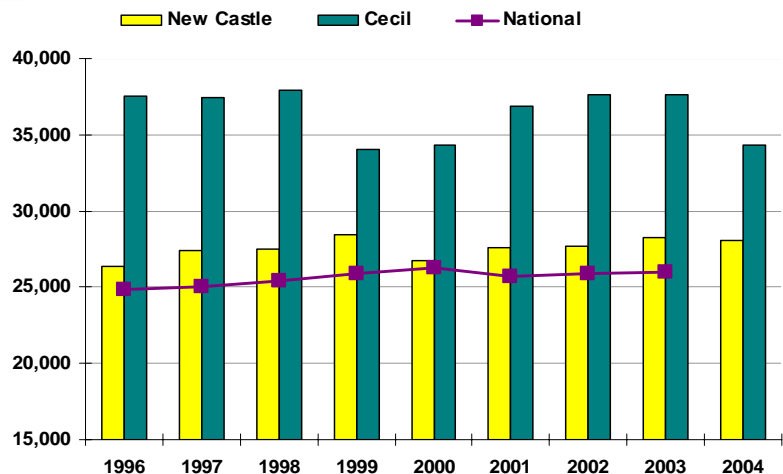


Source: WILMAFCO Transportation Improvement Program

### VMT per Household

Despite increasing transportation alternatives, Americans are driving more than they used to. **Figure 26** shows the annual VMT per household for both counties. Cecil County is well above the national average, while New Castle County hovers close to the national average. Overall, both counties have remained relatively flat in terms of growth. While this may look as if there is relatively little change, the population per household has been on a steady decline through the 1990's.

Figure 26: Annual Vehicle Miles Traveled Per Household

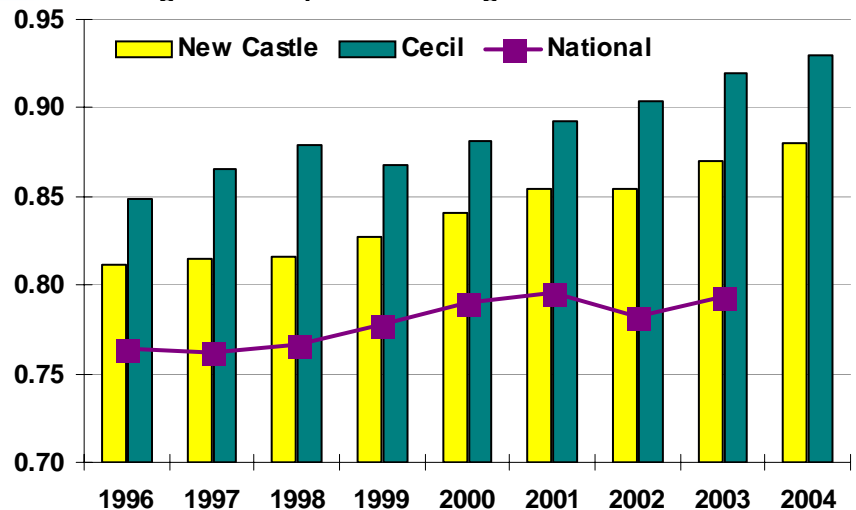


Source: DelDOT, MDOT, FHWA

### Available Vehicles

A measure that further demonstrates our growing dependence on the automobile is the ratio of population to registered vehicles. Since 1996 there has been a steady climb both regionally and nationally. With many people owning multiple vehicles, we are getting closer to having an average of one vehicle per person for the entire population. In the case of our region, Cecil County outpaces New Castle County and the nation, exceeding 0.9 vehicles per person.

Figure 27: Population to Registered Vehicles ratio



Source: DelDOT, MDOT, US DOT

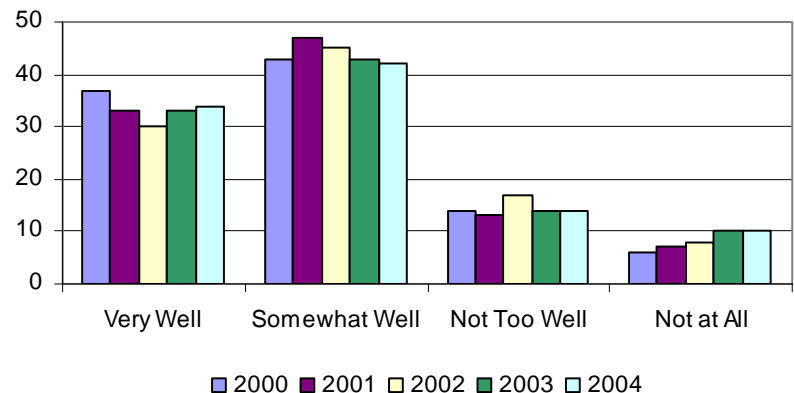
## Objective - Promote Accessibility, Mobility and Transportation Alternatives

### Public Opinion

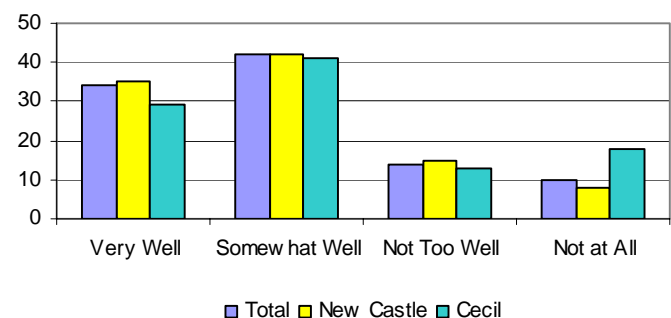
There are two questions in our telephone survey we use to determine how well we are servicing the public regarding our transportation options. We also ask them how we can improve our efforts.

**Question:** How well do you feel the transportation system meets your travel needs?

Results show the number of citizens responding either Very Well or Somewhat Well has remained fairly high over time, averaging 75%-80%.

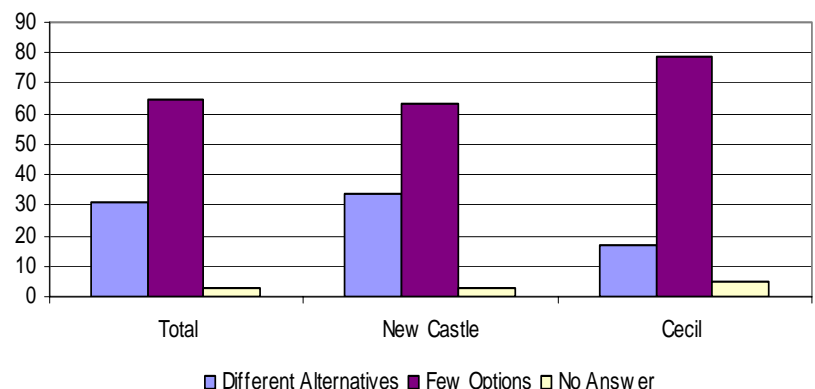


When comparing results by county, the majority of New Castle County and Cecil County residents feel that the transportation system meets their needs either Very Well or Somewhat Well. Slightly more New Castle County residents felt their needs were met Very Well while a larger percentage of Cecil County residents felt their needs were Not Met at All.



**Question:** Would you say you have many different transportation alternatives to choose from or would you say you have few options to choose from?

Again, it is evident that Cecil County residents currently have fewer choices available. While there is a study underway to determine the feasibility of expanding rail in Cecil County, the state has proposed to reduce bus service. With the lower satisfaction levels and fewer options available, Maryland may need to investigate what services their residents would most like to see added.



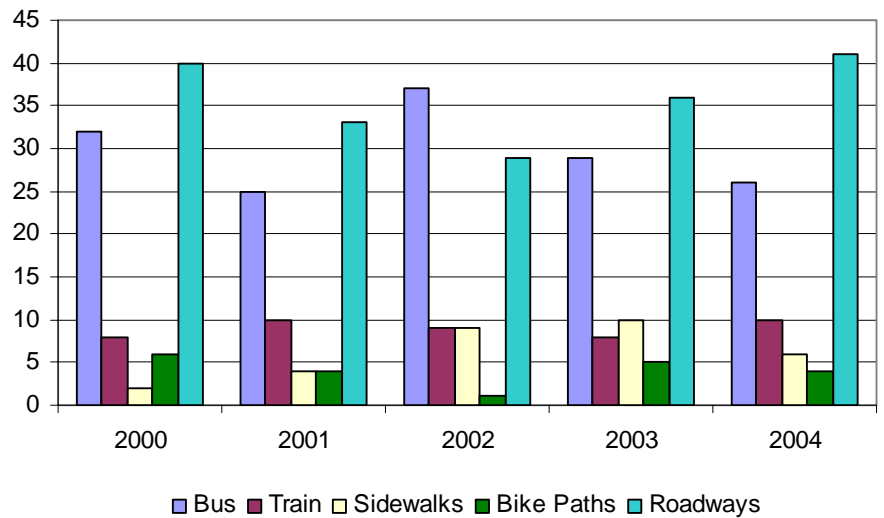
## Objective - Promote Accessibility, Mobility and Transportation Alternatives

### Public Opinion

WILMAPCO has tried to address the topic of increased accessibility.

**Question:** Which travel options would you like to be more accessible?

Over time, we have found the greatest demand for better roads and additional bus service. This result has been consistent over the past five years.

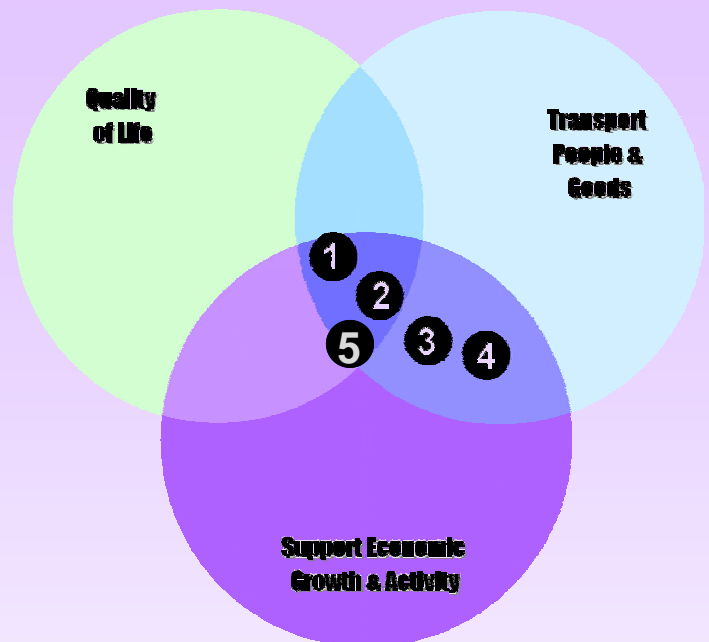


## Goal Three - To Support Economic Activity and Growth

### Objective #1 Ensure a Predictable Public Investment Program

#### Strategies

- Integrate land use and transportation planning to ensure adequate infrastructure to support priority investment and growth areas
- Coordinate planning among government jurisdictions to promote regional planning consistency, communication, and cooperation



To support growth and vitality within our region, we need a systematic approach to investment. Coordinated investment into designated areas is needed to help support desired development patterns. These Transportation Investment Areas (TIAs) are designated Center, Community, Developing and Rural, each with a different emphasis on investment. To initiate smart growth development designs like Transit Oriented Development (TOD) we will require the cooperation of multiple agencies and the public.

#### Regional Indicators:

1. **Population Growth:** 70% Concentrated in Center/Community TIA's.....page 39
  2. **TIP Funding by TIA:** Community TIA still receives bulk of funding ... .....page 39
  3. **Traffic Volumes:** Growing quickly on Interstate and major arterials.....page 40
  4. **TIP Funding by Type:** Preservation remains largest funding type.....page 41
  5. **Capital Funding:** Current funding sources not keeping up with demands..page 42
- Public Opinion Survey Results**.....page 47

#### Knowledge Gaps:

- Need to gain consensus on a revised Transportation Investment Area map that better illustrates areas of focus
- Additional effort needed to plan, fund and implement a comprehensive goods movement program
- **NEW-** Work with state and local agencies on more comprehensive system for project prioritization

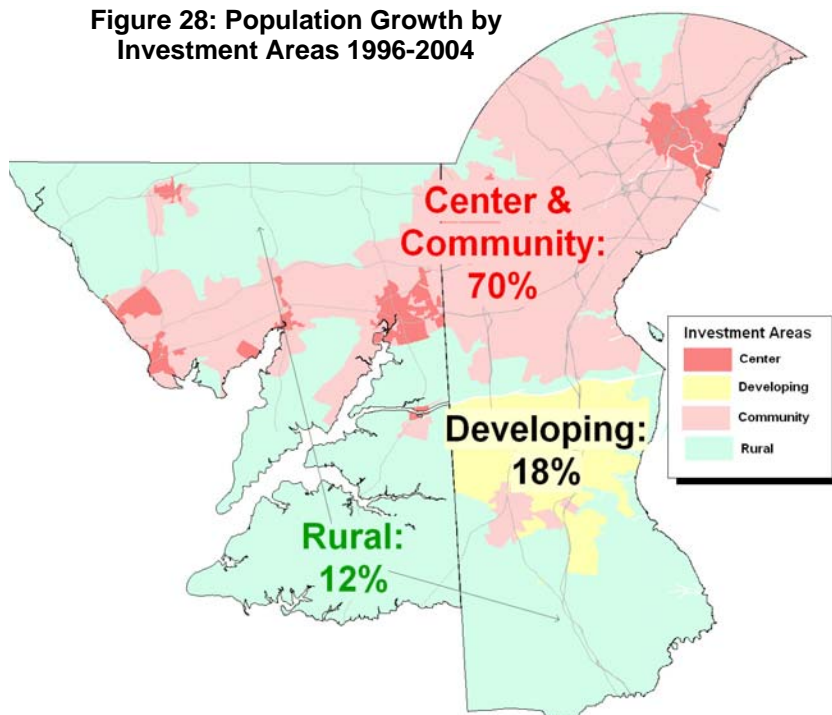


## Objective - Ensure a Predictable Public Investment Program

### Population Growth by TIA

Linking land use and transportation has been one of the greatest challenges for virtually all growing metropolitan areas. The decision on where to focus our transportation dollars is critical to ensure that we are properly addressing the needs of our citizens. To aid in this, WILMAPCO has created Transportation Investment Areas (TIAs) to help prioritize funding and project types that should be permitted in these areas. **Figure 28** illustrates the changes in population growth that have taken place in the four designated TIAs. In the seven year period, the Center/Community investment areas have added approximately 29,000 people while the Developing and Rural areas have added 7,700 and 5,100 people respectively

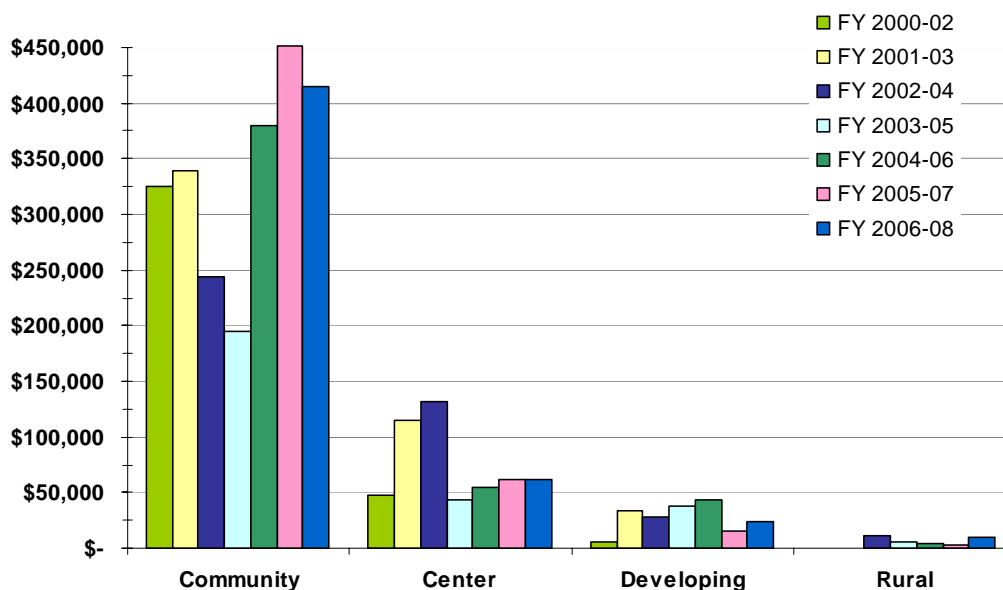
**Figure 28: Population Growth by Investment Areas 1996-2004**



### TIP Funding

Based on this information, it is logical to properly fund the management and maintenance of the Center/Community areas for the continued efficient movement of people and goods. **Figure 29** shows how TIP funding has been allocated since FY1999. On average, roughly 85% of all TIP projects lie within the Center/Community investment areas.

**Figure 29: TIP Funding by TIA**



Source: WILMAPCO Transportation Improvement Program

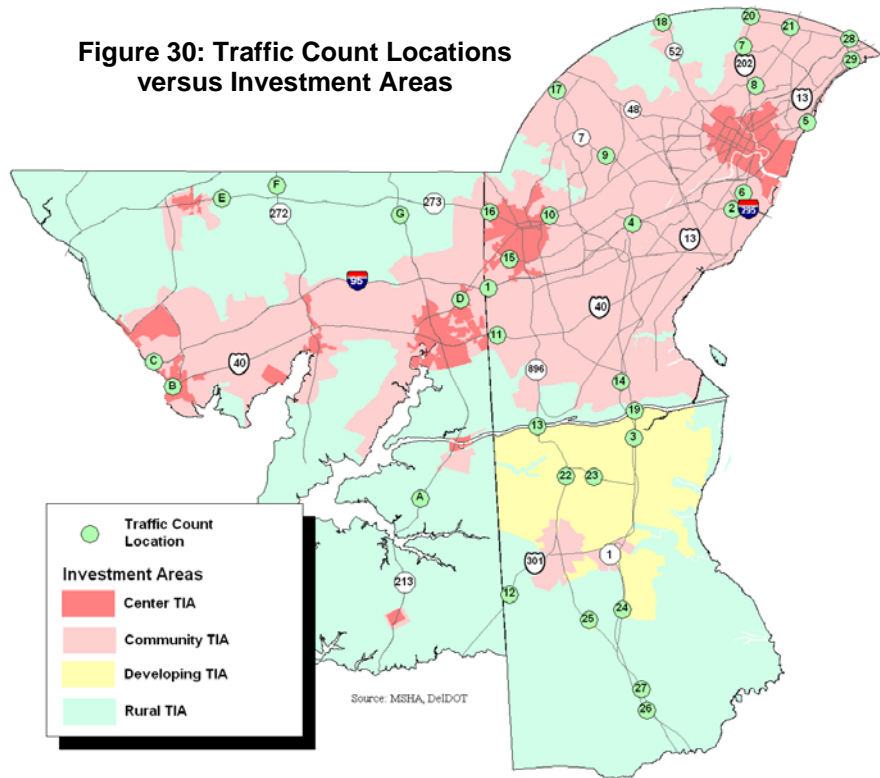
## Objective - Ensure a Predictable Public Investment Program

### Traffic Volumes

Transportation improvements should be made where we are experiencing the greatest growth in traffic volumes. Both Departments of Transportation count annual traffic volumes, otherwise known as AADT, along key road segments.

**Table 16** is a breakdown of the changes in AADT between 1996 and 2004. Interstates have seen the largest absolute increases, but significant increases have occurred at locations in the Rural and Developing investment areas.

**Figure 30: Traffic Count Locations versus Investment Areas**



**Table 16: Traffic Volume Changes 1996-2004**

Site	New Castle	TIA	1996 AADT	2004 AADT	Change	% Change	Legend
1	I-95 @ Toll Plaza	Cent/Comm	66,529	77,730	11,201	16.8%	<div>Center/ Community TIA</div> <div>Developing TIA</div> <div>Rural TIA</div>
2	I-295, Del. Mem. Br.	Cent/Comm	79,687	97,003	17,316	21.7%	
3	SR 1 at Biddles Corner Toll Plaza	Developing	N/A	41,465	N/A	N/A	
4	I-95, east of SR 7	Cent/Comm	135,962	191,067	55,105	40.5%	
5	I-495, near Blvd Body Shop	Cent/Comm	43,922	70,942	27,020	61.5%	
6	SR 9, North of I-295	Cent/Comm	18,540	18,289	-251	-1.4%	
7	US 202, near Widner College	Cent/Comm	43,226	51,189	7,963	18.4%	
8	SR 261, N. of Blue Ball	Cent/Comm	16,392	13,257	-3,135	-19.1%	
9	SR 7, North of Milltown Rd.	Cent/Comm	37,961	37,438	-523	-1.4%	
10	SR 2, East of Windy Hills	Cent/Comm	35,188	32,062	-3,126	-8.9%	
11	US 40 near MD Border	Cent/Comm	26,520	32,415	5,895	22.2%	
12	US 301, west of Middletown	Rural	4,707	14,613	9,906	210.5%	
13	SR 896, Summit Bridge	Developing	21,363	29,448	8,085	37.8%	
14	US 1 Bridge @ C & D Canal	Developing	N/A	63,759	N/A	N/A	
15	SR 4 at Chrysler Entrance	Cent/Comm	22,772	22,620	-152	-0.7%	
16	SR 273, near MD border	Cent/Comm	8,148	9,087	939	11.5%	
17	SR 7, near PA border	Cent/Comm	12,749	13,723	974	7.6%	
18	SR 52, near PA border	Rural	10,573	11,650	1,077	10.2%	
19	US 13, St. Georges Bridge	Developing	2,367	8,303	5,936	250.8%	
20	US 202 North of Naamans Rd.	Cent/Comm	36,484	44,806	8,322	22.8%	
21	SR 92, East of US 202	Cent/Comm	25,717	28,049	2,332	9.1%	
22	US 301 south of NC 15	Developing	18,275	17,875	-400	-2.2%	
23	SR 896 East of Mt Pleasant Rd.	Developing	11,838	11,628	-210	-1.8%	
24	US 13 North of Blackbird Rd.	Rural	37,535	12,332	-25,203	-67.1%	
25	SR 71, North of US 13	Rural	5,942	5,329	-613	-10.3%	
26	US 13, N. of Blackbird	Rural	37,535	19,428	-18,107	-48.2%	
27	SR 1, N. of KC Border	Rural	N/A	38,820	N/A	N/A	
28	I-95, near Naamans Rd	Cent/Comm	41,416	58,261	16,845	40.7%	
29	I-495, near Naamans Rd	Cent/Comm	43,922	32,958	-10,964	-25.0%	
Site	Cecil	TIA	1996 AADT	2004 AADT	Change	% Change	
A	MD 213 North of Cayots Corner Rd.	Rural	9,354	10,829	1,475	15.8%	
B	US 40 @ Cecil/ Harford Line	Cent/Comm	23,033	30,233	7,200	31.3%	
C	I-95 @ Harford/Cecil Line	Cent/Comm	69,038	82,185	13,147	19.0%	
D	MD 279 South of I-95*	Cent/Comm	12,425	14,250	1,825	14.7%	
E	MD 273 East of Rising Sun*	Rural	5,725	6,675	950	16.6%	
F	MD 272 @ PA Line*	Rural	4,350	6,375	2,025	46.6%	
G	MD 213 South of MD 273*	Rural	4,750	5,625	875	18.4%	

\* Not a permanent counter location

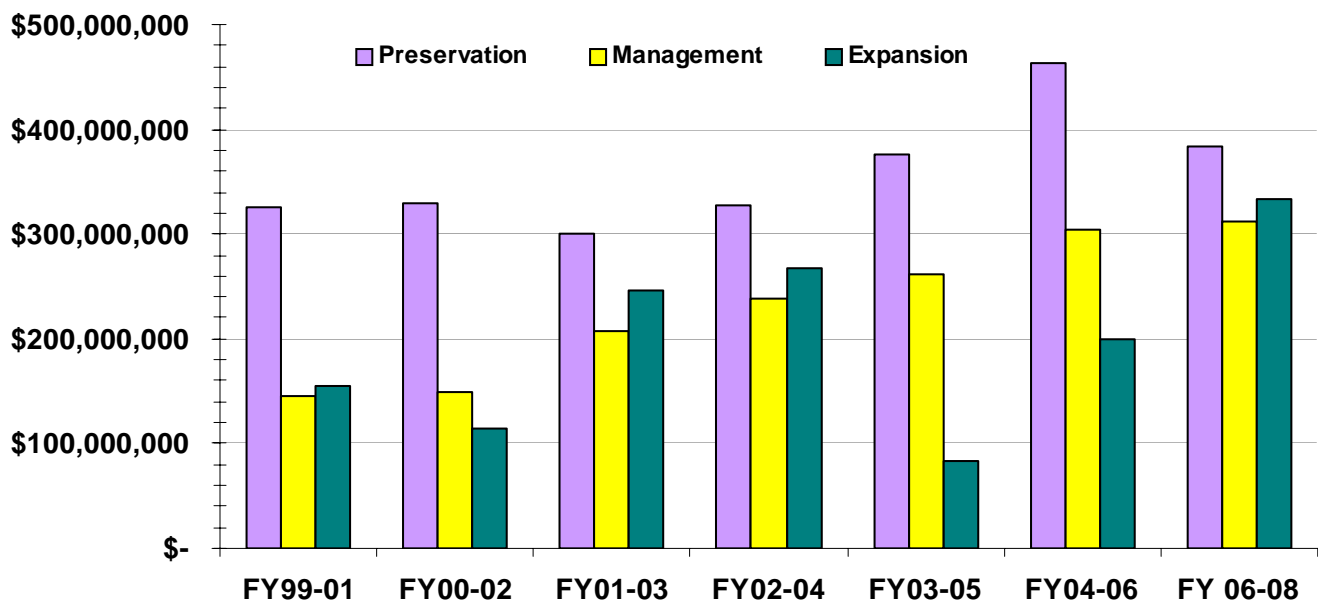


## Objective - Ensure a Predictable Public Investment Program

### TIP Funding

The bulk of development and growth is still taking place in our core investment areas. These areas are also the more mature portions of our region with well established infrastructure. Considerable funding must be reserved for the preservation of our existing transportation infrastructure. Aging infrastructure will require an increasing amount of care and attention. Traditionally the largest share of funding is being devoted to the preservation of our transportation system. After generally rising since the FY1999 TIP, the FY2006-08 TIP shows a decrease in the share of funding devoted to system preservation. At the same time, the total funding for system expansion is at its highest level at any time since 1996. Much of this money (\$283 million) is directed toward the improvement to I-95 including the toll plaza, the addition of a third lane between Route 1 and I-295 and an interchange at Route 1 and I-95.

Figure 31: TIP Spending by Project Type



Source: WILMAPCO Transportation Improvement Program

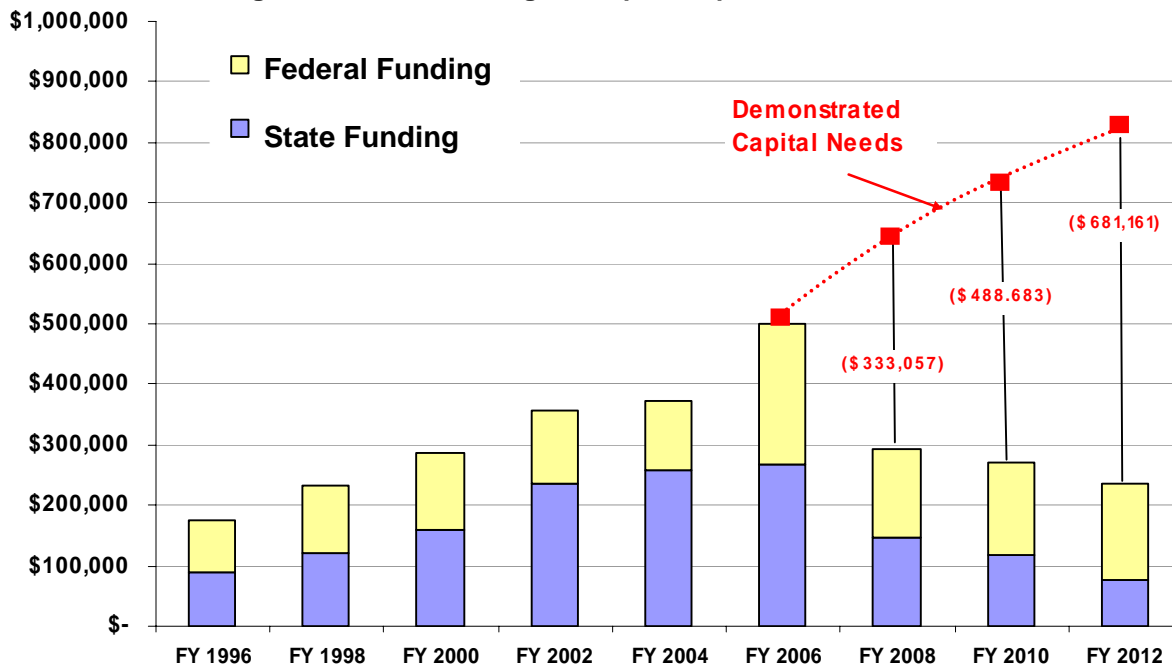
## Objective - Ensure a Predictable Public Investment Program

### Current and Future Funding Situation for Delaware

Many of the projects previously programmed in our RTP are now not scheduled for completion. Why such a large change? Significant funding issues have arisen in Delaware, causing a shift in our project list. Below are a few issues and trends that may help explain what has put us in such a difficult financial position.

Over the past 10 years, an estimated \$2.9 billion has been spent in capital improvements across Delaware. This is an average of \$270 million invested in the infrastructure annually. Based on the needs brought forward by the region, it will take an estimated \$700 million annually to adequately fund all of the projects requested by the state. Most of the funding for capital improvements comes from Federal and State sources, with a small percentage coming from private developer contributions. **Figure 32** shows the breakdown of past and estimated future capital expenditures by source, illustrating the shortfall in revenue we expect to experience.

**Figure 32: Total Funding for Capital Improvements: FY 1996 - 2012**



Source: DelDOT Master Spending Summary October 2005

In short, our future funding outlook leaves us roughly \$438 million/year short of the state's annual needs over the next 6 years. What is causing the shortfall? In part, it is because we need nearly \$1.3 billion dollars to build the following six projects in **Table 17** alone.

**Table 17: Major Construction Projects in New Castle County Scheduled for completion by FY 2012**

Project	Approx. Cost
I-95 / US 202 Ramp Reconstruction	\$ 35,000,000
I-95 Toll Plaza, Lane Widening and SR 1	\$ 274,000,000
I-295 Improvements	\$ 238,000,000
Christina Riverfront*	\$ 146,118,000
US 301	\$ 533,500,000
Tyler McConnell Bridge	\$ 40,000,000
Westtown Transportation Improvements	\$ 33,000,000
<b>TOTAL</b>	<b>\$ 1,299,618,000</b>

\* Includes I-95/Riverfront Interchange

Source: DE Governor's Transp. Development and Funding Options Task Force Report, November 2005

#### Average Annual Funding Required for Capital Improvements FY 2007– 2012:

\$151 million avg. annual federal funding available  
 +\$127 million avg. annual state funding available  
**\$278 million/yr. for capital expenditures (\$1.67 billion available)**  
 - \$716 million/yr total revenue needed (\$4.3 billion total)  
**\$438 million/yr. avg. annual funding shortfall (\$2.7 billion total)**

Source: DE Governor's Trans. Development and Funding Options Task Force; November 2005

## Objective - Ensure a Predictable Public Investment Program

### Future Funding Situation for Delaware: Revenue Sources

As shown on the previous page, the current revenue streams are simply not keeping up with the transportation needs of Delaware. The state's largest source of revenue, the Transportation Trust Fund (TTF) has increased much slower than funds for other state functions. For example, the General Fund has grown much more quickly than the TTF since FY 1996, as shown in **Table 18**. As a result, the share of funding has been declining as well.

**Table 18: Revenue Growth of the General Fund vs. the Transportation Trust Fund**

Total Funding	FY 1996	FY 2005	Change
General Fund	\$ 1,656.2	\$ 2,877.6	73.7%
Transportation Trust Fund	\$ 371.7	\$ 486.6	30.9%
Total	\$ 2,027.9	\$ 3,364.2	

% of Funding	FY 1996	FY 2005
General Fund	81.7%	85.5%
Transportation Trust Fund	18.3%	14.5%

Source: DE Governor's Transp. Development and Funding Options Task Force Report, November 2005

### Rising Material, Labor and Land Costs

Portions of the funding problem are beyond our control. With the global economy expanding, costs for raw materials have risen quickly over the past 5 years alone. On average, a project today costs roughly 20% more than it did just 5 years ago. From general labor to land acquisition, all aspects of construction have increased. Even if the capital improvement budget were to remain steady, the money available will not go as far as it did in the past.

**Table 19: Labor/Land Costs**

Labor (per hr.)	FY 2000	FY 2005	2000-2005 Change
Laborer	\$13.51	\$17.97	33%
Cement Finisher	\$21.28	\$27.17	28%
Equipment Operator	\$21.35	\$23.95	12%
Truck Driver	\$20.42	\$21.48	5%
<b>Avg.</b>	<b>\$19.14</b>	<b>\$22.64</b>	<b>18%</b>

Material	FY 2000	FY 2005	2000-2005 Change
Hot Mix (per ton)	\$35.07	\$44.90	28%
Asphalt (per ton)	\$162.36	\$202.22	25%
Steel (per lb.)	\$0.85	\$1.70	100%
Concrete (per ton)	\$80.50	\$92.50	15%
<b>Avg.</b>	<b>\$69.70</b>	<b>\$85.33</b>	<b>22%</b>

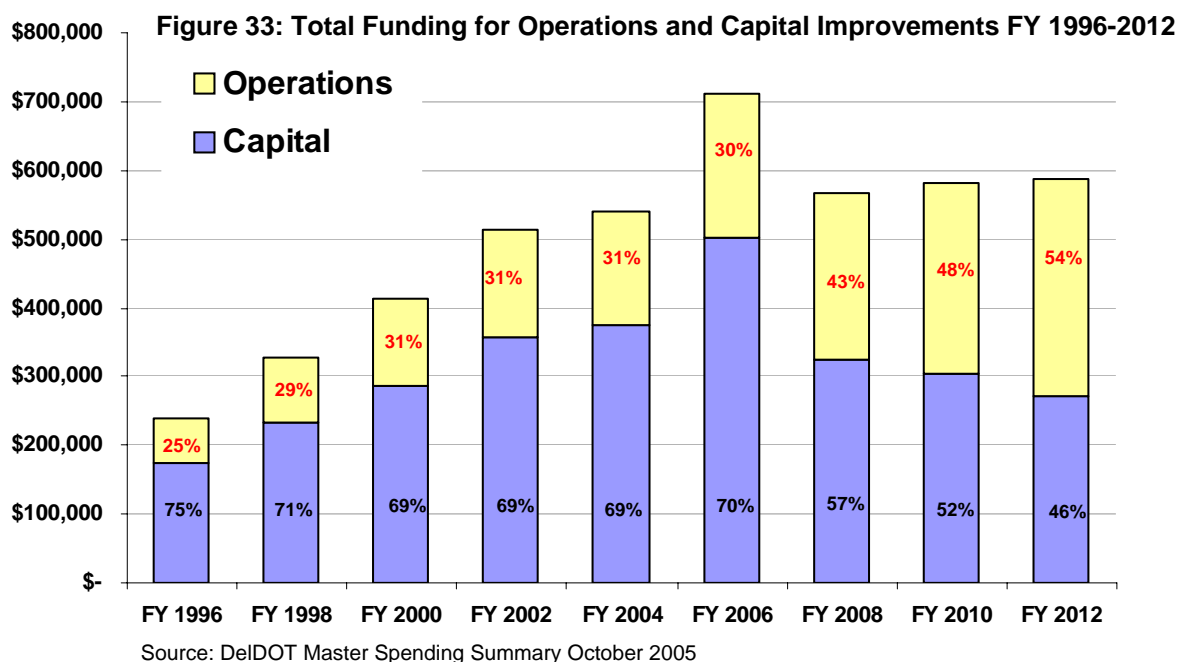
Land (per acre)	FY 2000	FY 2005	2000-2005 Change
Raw Land	\$350,000	\$405,000	16%
Commercial Land	\$520,000	\$650,000	25%

Source: DelDOT Capital Budget Hearing April, 2005

## Objective - Ensure a Predictable Public Investment Program

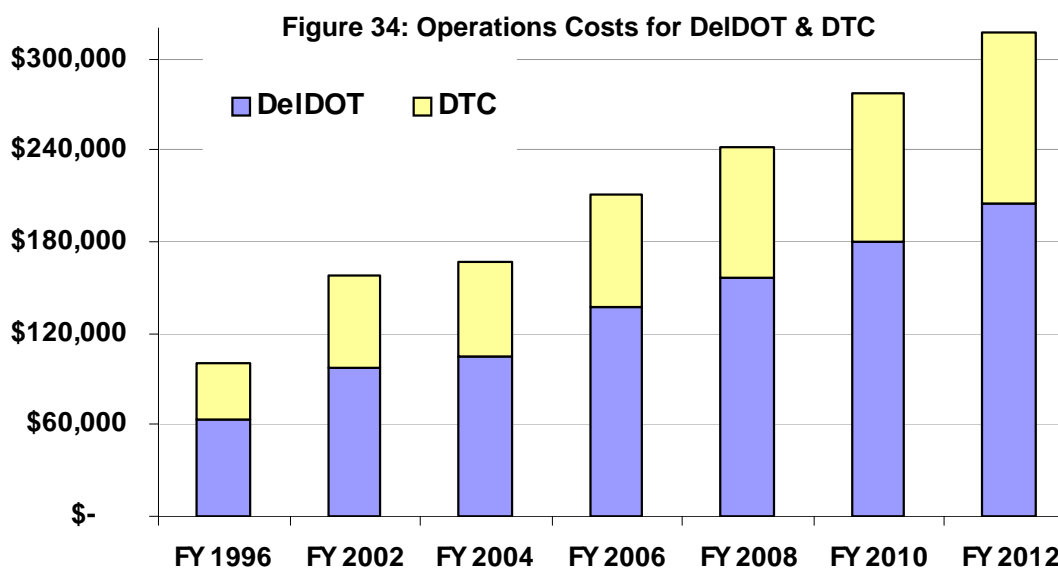
### Increasing Operating Costs

To further illustrate the increasing demand that the operations budget has on the ability to fund capital projects, **Figure 33** shows how much of the total transportation spending is going toward capital improvements versus operations. Funding for operations now comes from the Transportation Trust Fund, which had originally been dedicated solely to capital improvements. In addition to DeIDOT operations, DTC and DMV were incorporated into DeIDOT, further stretching their budget to pay for the operation of those facilities from the Trust Fund. As the chart shows, operation expenses have become a much larger share of the overall spending. For example, in FY 1996, operation expenses accounted for 25% of spending. According to the current estimates, it will reach almost 55% of the total expenditures by FY 2012.



Over the past 10 years, the cost to operate the Department of Transportation has increased. The state has over 2,400 maintenance vehicles, 404 transit vehicles, 171 buildings (totaling 1.1 million square feet) and 12,600 lanes miles of roadway to maintain. With the rapid growth of paratransit services roughly doubling ridership, DTC has seen a sharp increase in operation expenses, which requires a subsidy of nearly \$28 per trip.

**Figure 34** shows the total operations expenditures by the department since 1996 along with estimated costs to 2012. Between 1996 and 2006 the cost of operating DeIDOT and DTC has more than doubled and could triple by 2012.



## Objective - Ensure a Predictable Public Investment Program

### Additional Revenue Sources

With waning returns from the Transportation Trust Fund and rising costs per project, all options for closing the gap are open for discussion. In response to this issue, the Governor has signed Executive Order #69 to form a task force to look for ways to increase revenue for transportation projects. **Table 20** lists the Findings from the Governor's Transportation Development and Funding Options Task Force, which was submitted to the Governor on November 30, 2005.

**Table 20: Potential Sources for Increased Revenue**

Options	Potential Revenue Generated (Annually)
<b>Traditional Sources</b>	
<b>Toll Collection Options</b>	
- Raise all axle classes on I-95 by \$1.00 per axle	\$29.5 Million
- Eliminate EZ Pass discount on cars in I-95	\$2.0 Million
- Raise tolls on all cars to \$1.00	\$25 Million
- Raise toll on all commercial vehicles to \$1.60 an axle	\$7.5 Million
- Eliminate EZ Pass discount on cars	\$2.0 Million
- Tie Toll schedule to price inflator	\$0.6 - \$2.0 Million
<b>Other Traditional Options</b>	
- Increase motor fuel tax \$0.05/gallon for both diesel & gasoline	\$25.0 Million
- Eliminate Document Fee Trade discount	\$13.6 Million
- Increase motor vehicle document fees by 0.25%	\$6.1 Million
- Increase motor vehicle registration fees by \$10	\$11.0 Million
- Increase DART fees 5%	\$0.8 Million
- Increase drivers license fees by \$1.00	\$2.1 Million
<b>New Sources</b>	
- New Developer/Impact fees	\$6.0 Million
- Revoke county share of realty transfer tax for new developers that occurs outside of livable DE perimeters	\$7.0 Million
- Increase Utility fees	\$2.0 Million
- Tire removal tax of \$1.00 per tire	\$1.0 Million
- Eliminate Community Transportation Fund (CTF) & Municipal Street Aid funding	\$26.1 Million
- Increase drivers license fees by \$1.00	\$2.1 Million
- Long-term concession leasing of toll roads	\$1.0-\$4.0 Billion

Source: DE Governor's Transp. Development and Funding Options Task Force Report, November 2005

Note- These options represent examples only. Selected options may require further review of unit cost and/or flexible revenue structures

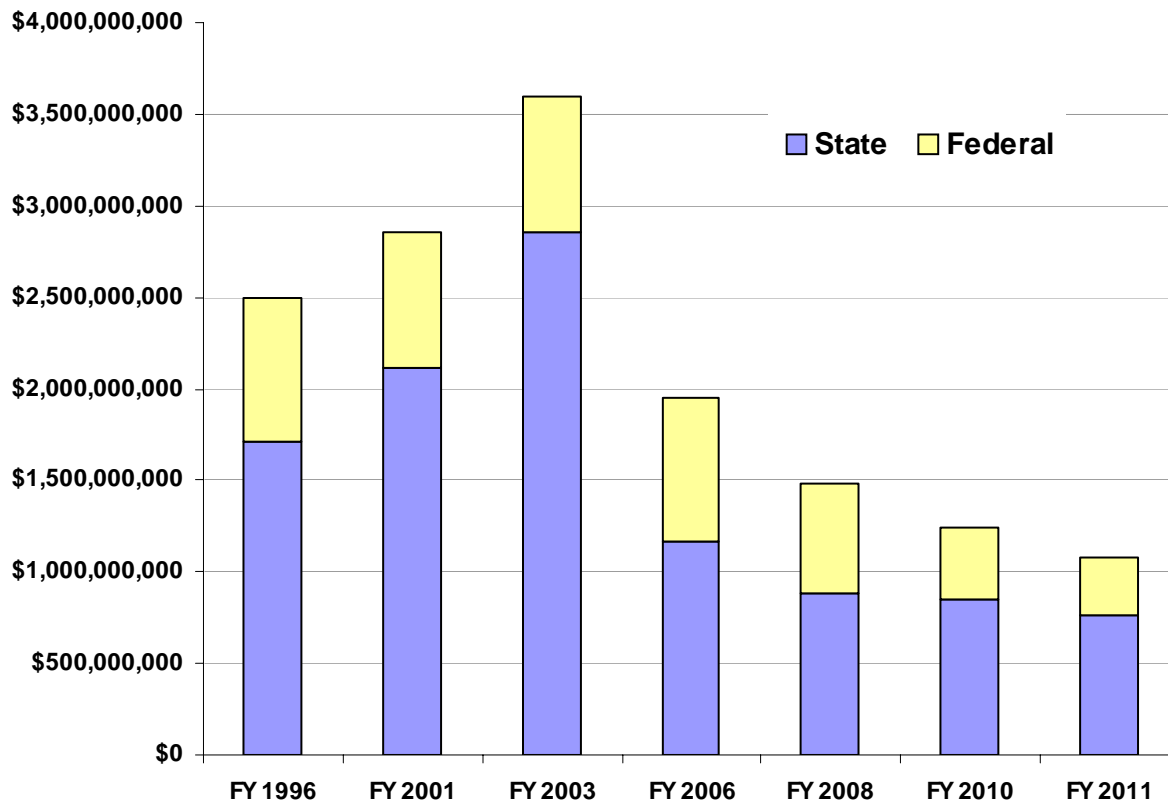
Looking more closely at the potential revenue increases, if all of options were enacted (excluding the toll road concession option) the total revenue generated would be \$170 million per year, or \$1.02 billion in additional funding over the next 6 years. This still leaves us short of filling the \$2.7 billion dollar gap in funding for the FY 2007-2012 time period. In addition, if the long-term concession option were to be used, it would likely result in the loss of all toll revenues that are currently collected by the state. In FY 2005, toll revenues on SR1 and I-95 reached \$90.7 million, which makes it the second-largest source of revenue to the DeIDOT Transportation Trust Fund. While the concession may help alleviate funding issues in the near term, longer term it may hamper additional projects as the toll revenue from the leased roadways would no longer go to the Trust Fund.

## Objective - Ensure a Predictable Public Investment Program

### Revenue Sources- Maryland

Currently, the state of Maryland is in a much better position than the State of Delaware when it comes to capital expenditures. While Delaware is running roughly \$2.8 billion short on funding its projects, Maryland is about \$128 million short statewide over the next 6 years. **Figure 36** illustrates the capital expenditures in the State of Maryland from FY 1996 to FY 2011. As the chart indicates, overall spending on capital improvements is trending downward in similar fashion as Delaware. However, Maryland will still have the majority of their funding coming from state sources.

**Figure 36: Funding Sources for Capital Improvements: FY 1996 - 2011**



Source: MDOT Draft FY 2006 CTP Program Summary.

State funding includes all funding received from any other minor sources of funding

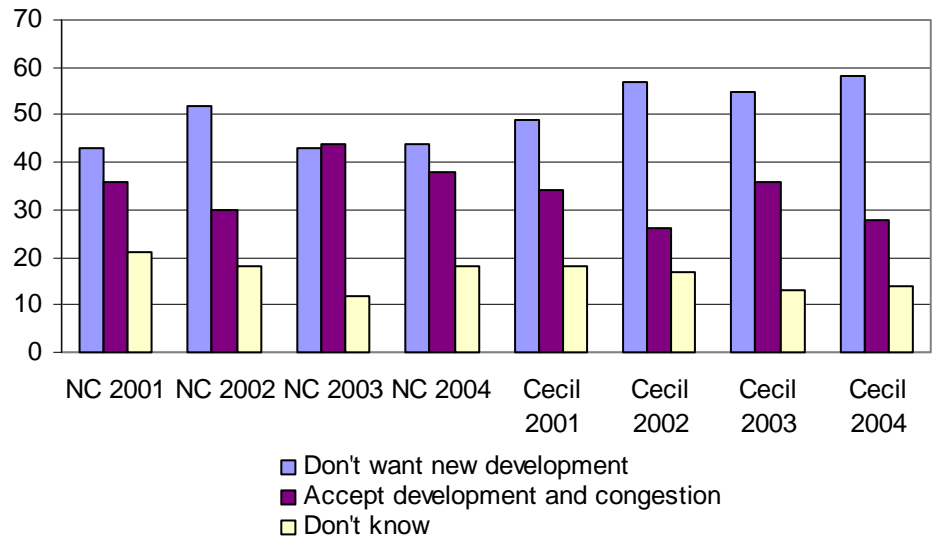


## Objective - Ensure a Predictable Public Investment Program

### Public Opinion

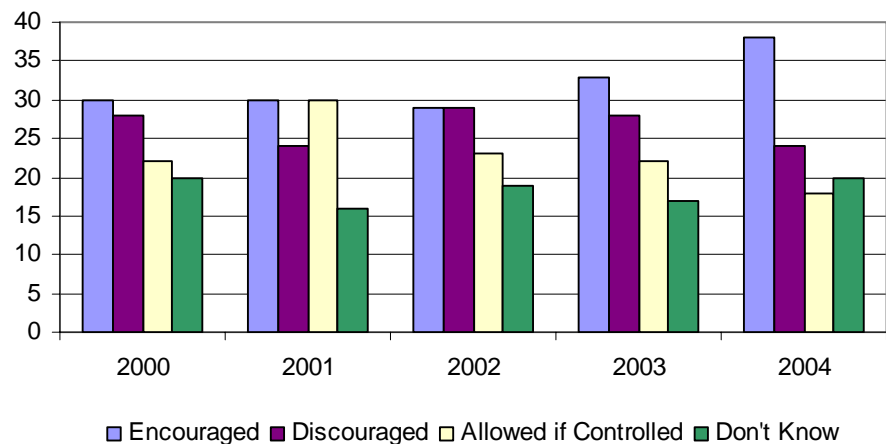
In order to provide predictable investments over time, we need to ensure new development patterns match the desires of the public. To do this we ask several land use questions in our survey.

**Question:** Some people say that they don't want any new development in their community because growth and congestion is out of control and has hurt the quality of life. Other people accept development and somewhat more congestion, because they feel the growth improves our economy. Which side do you agree with most?



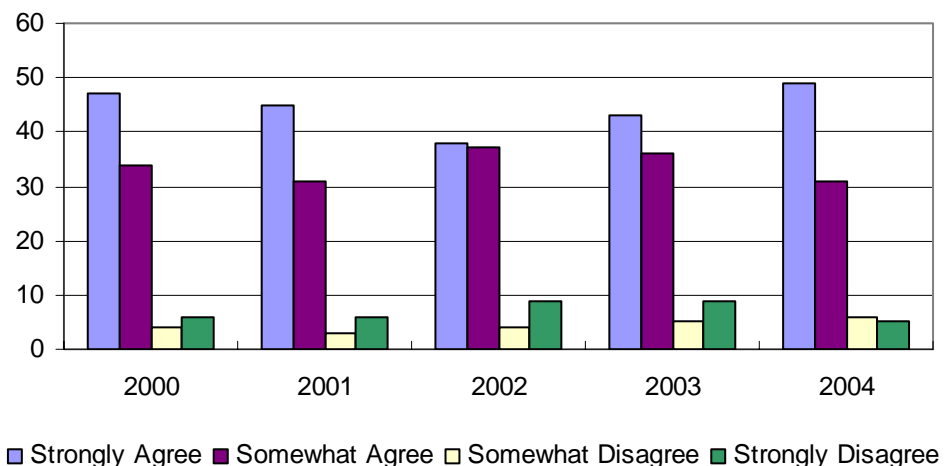
**Question:** Do you feel residential and commercial growth below the C and D Canal should be...? Encouraged, Discouraged or Allowed if Controlled

The stigma against growth in lower New Castle County appears to be dissipating, as more and more residents feel growth below the Canal should be encouraged.



**Question:** Should we revise zoning codes to promote land uses and site designs that better support transit use, bicycling and walking?

The public is strongly in favor of ensuring that developers do not have restrictions that prevent them from creating multimodal communities.

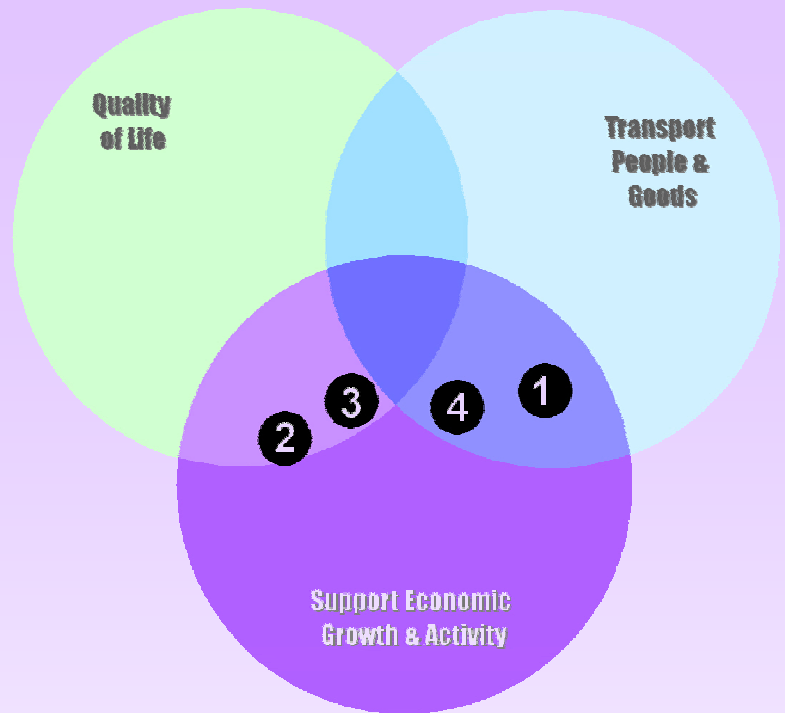


## Goal Three – To Support Economic Growth and Activity

### Objective #2 Plan and Invest to Promote Attractiveness of the Region

#### Strategies

- Identify the investment needs required to ensure the economic attractiveness and competitiveness of the region, and work with citizens, elected leaders, and the private sector to identify funding alternatives
- Plan to meet the transportation and information needs of tourists and recreational travelers, including pedestrian and bicycle facilities
- Identify and respond to the changing transportation needs of employers and employees through planning and effective public and private sector communication



One of the strengths of our region is its diverse and vibrant economy. In order to attract businesses, our transportation system needs to be free flowing for movement of goods and employees going in and out of the region. Also, enhancing the attractiveness of our communities by providing adequate transportation choices will aid in promoting growth and development along with establishing a sense of community pride.

#### Regional Indicators:

1. **Employment Transit Access:** Gains in New Castle, falls in Cecil.....page 49
2. **Job Diversity:** Region still losing manufacturing jobs, gain in IT fields ...page 49
3. **Unemployment:** Remains low in comparison to region and nation.....page 49
4. **Goods Movement:** Port tonnage dipped in 2001, but has risen since.....page 50



#### Knowledge Gaps:

- Need to establish better relationship between transportation and tourism

## Objective – Plan and Invest to Promote the Attractiveness of the Region

### Employment Access to Transit

Employment within ¼ mile of a transit stop was calculated to show alternative access to work.

**Table 17** shows that New Castle County has seen a rise in employment that is close to transit. With the I-95 corridor still representing the core of commercial/ industrial land in the county, employment has not seen the kind of migration that housing has undergone. Cecil County has remained fairly steady since 1996.

**Table 17: Employment within ¼ mile of a Transit Stop**

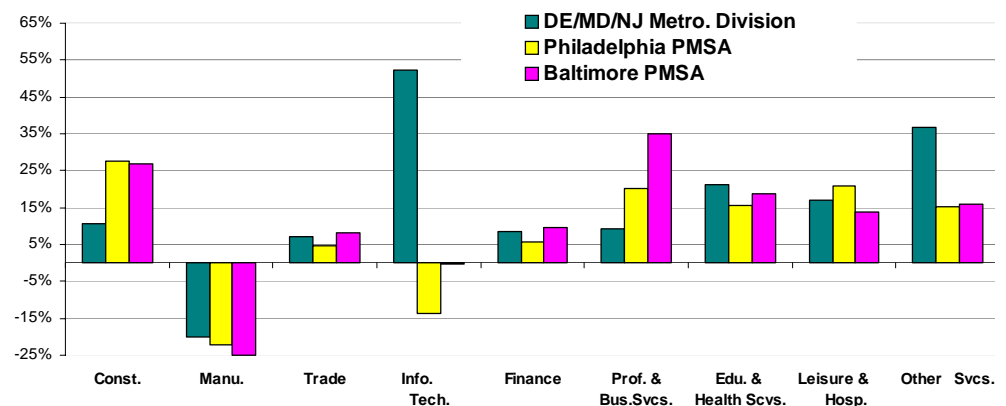
County	1996	2000	2003	2004
New Castle	61.8%	63.6%	64.5%	64.5%
Cecil	17.2%	16.9%	16.9%	16.8%
<b>TOTAL</b>	<b>57.6%</b>	<b>59.0%</b>	<b>59.7%</b>	<b>59.6%</b>

Source: WILMAPCO, Delaware Transit Corp.

### Job Diversity

A sign of a healthy and stable economy is having a variety of employment types, thus avoiding a sharp drop in jobs. While somewhat difficult to compare in terms of overall numbers, we can gauge the diversity of our job growth. Since 1996, the WILMAPCO region has seen healthy gains in several sectors, in particular the information technology sector. This represents the highest salaried sector out of the 11 sectors reported by the Bureau of Labor Statistics.

**Figure 32: Changes in Employment by sector 1996-2004**

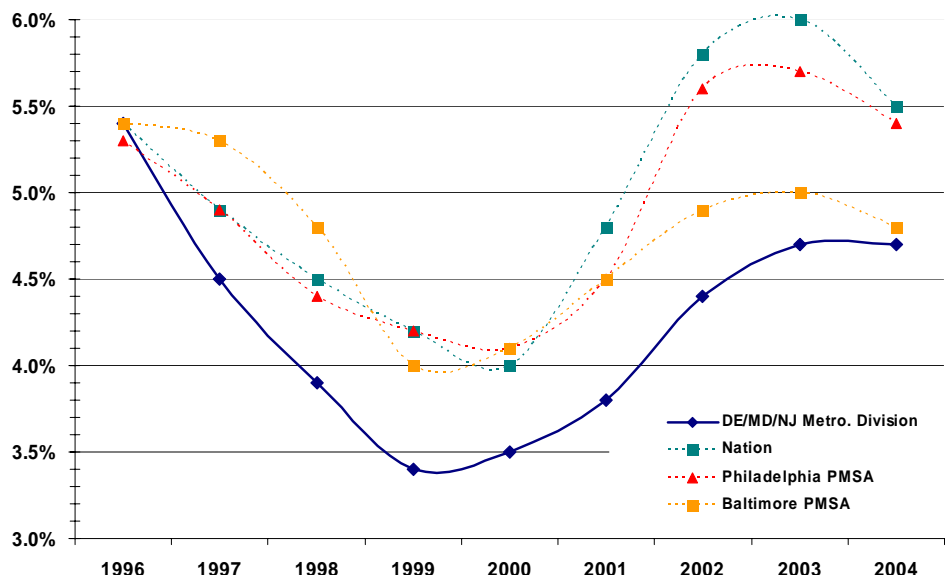


Source: Bureau of Labor Statistics; DE/MD/NJ Metropolitan Division includes the counties of New Castle (DE), Cecil County (MD) and Salem County (NJ)

### Unemployment Rate

A low unemployment rate can also signal good job diversity within a region. Avoiding large spikes in unemployment demonstrates the right mix of employment types, minimizing the impact of a downturn in a particular sector. With the exception of 1996, the unemployment rate in the region has been below the averages of our neighboring metropolitan areas as well as below the national average.

**Figure 33: Annual Unemployment Rate 1996-2004**



Source: Bureau of Labor Statistics; DE/MD/NJ Metropolitan Division includes the counties of New Castle (DE), Cecil County (MD) and Salem County (NJ)

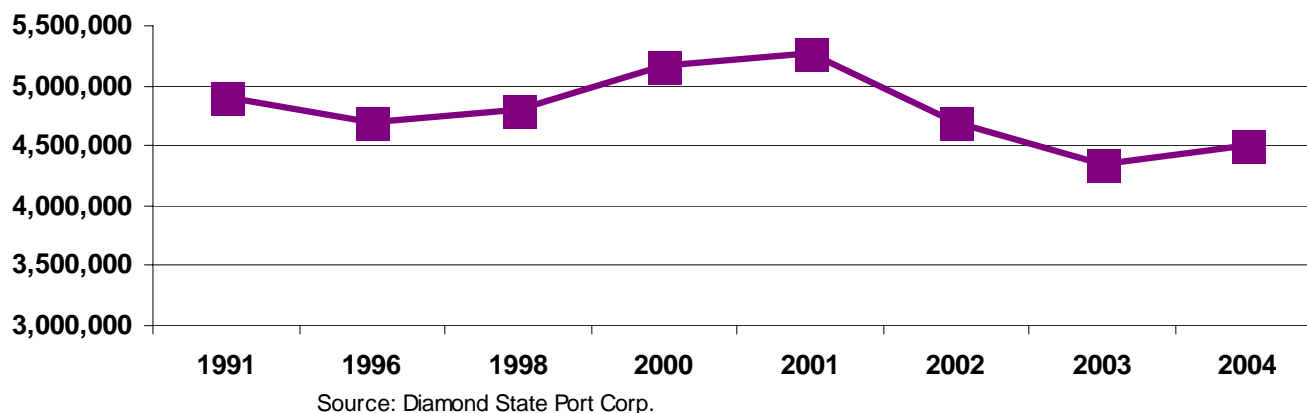
## Objective – Plan and Invest to Promote the Attractiveness of the Region

### Goods Movement

Our transportation system is not only designed to move people, but also to transport commodities needed for businesses and consumers. An estimated \$38 billion of goods totaling 57 million tons originates in the WILMAPCO region, making freight a vital portion of our economy. Ensuring that there is adequate infrastructure in place for it to remain a fixture in our economy is critical.

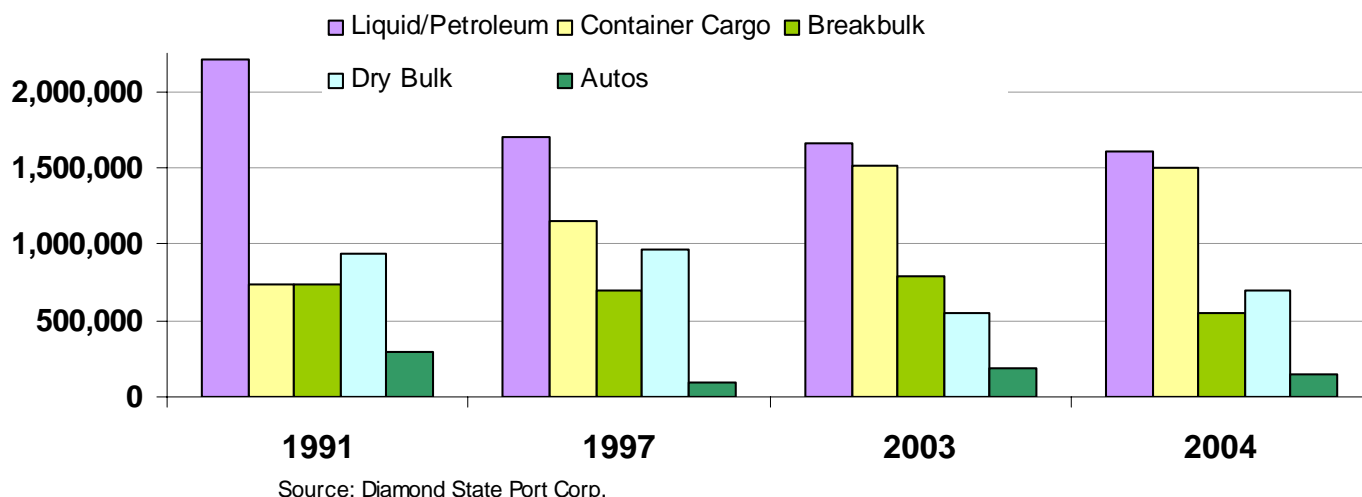
When we think of our transportation system, water-borne commerce sometimes does not get the attention it deserves. The Port of Wilmington serves as our largest generator of goods in our region. **Figure 34** shows the annual tonnage the port receives annually. After having several years of growth, port tonnage declined in 2002 and 2003 but rebounded in 2004.

**Figure 34: Port of Wilmington Annual Tonnage, 1991-2004**



As with the overall employment statistics, diversity is a plus when it comes to a healthy port facility. Over the past decade, the port has seen its commodities shift from a liquid/petroleum domination to a more balanced mix, with breakbulk and container cargo increasing their share of the total tonnage received at the port. Automobiles, buoyed by the addition of the autobirth, have rebounded somewhat from their drop off in 1997.

**Figure 35: Port of Wilmington Cargo by Type, 1991-2004**



## V. – Conclusions and Future Challenges

“Opening the Door to Change” was the title of our latest long range regional transportation plan. Its goal was to lay the groundwork for changing policies and spending priorities within our region. With what may seem to be an endless list of challenges that face our region, we only have a finite level of funding to address them. Timely, efficient planning is critical to achieve the goals set forth by the plan.

This progress report was designed to review these challenges and to gain a better understanding of which areas need the most attention. Since this report will be produced annually, it can serve as a catalyst to initiate modifications to planning activities such as data collection, regional studies and research analysis. These activities allow for continuous course correction as needs are identified, rather than waiting on the four-year RTP cycle. Based on the findings from this year’s effort, our indicators show that the following items need to be addressed, since they represent some of the more pressing issues:

### **Significant Trends**

- The new stricter ozone standards will continue to challenge our ability to meet conformity. Beginning next year, additional requirements will be set for Particulate Matter (PM 2.5). New measures will need to be introduced to ensure we reach conformity for all air quality standards under the Clean Air Act.
- Auto crashes and bicycle and pedestrian accidents in New Castle County remain higher than the national average. We need to work with our agencies to determine the causes and how we can reverse this trend. According to our residents, fear of accidents is their primary reason for not bicycling more. As our statistics show, this is a valid concern.
- In New Castle County, bus ridership has finally began to increase beyond the 2001 levels. In FY 2005 ridership reached 7.3 million riders. This is the highest level since 2001 when 7.4 million riders used fixed transit. In order to meet DTC’s goal of 18.57 million riders by 2025, we will need to begin promoting transit more or provide services that will attract more riders. So far, the first quarter of FY 2006 has been much better than FY 2005. With the help of higher gas prices, DTC has seen an 8.5% increase in overall ridership compared to the same period in FY 2005, with nearly a 20% gain in ridership for SEPTA rail usage in New Castle County alone.
- “The Bus” ridership in Cecil County has seen a steady increase since 1998. That year ridership stood at 1,600; by 2003 it swelled to 5,700.
- Respondents to our surveys are steadily accepting growth below the C and D Canal. But according to the other land use questions we have asked, they would like to see developments that provide better design for walking and biking and more access to transit, while preserving farmland and open space.
- The financial concerns that arose this year will continue to affect our transportation planning far into the future. This will have a significant impact on the projects that will move forward and will require difficult choices regarding project prioritization.

Many of these trends may be the result of our current development pattern. By rethinking how new neighborhoods and communities are built, we can provide safe multimodal alternatives. This will require our agencies to encourage new land use patterns that reduce our dependency on the automobile, while still providing adequate services to maintain our much needed roadway system.

## Conclusions and Future Challenges

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 maintain a status on these and what activity is occurring with each.



# **Appendix A**

## **Complete Listing and Status of 2025 RTP Projects**

## Appendix A: Status of RTP Projects (As of November 2005)

PROGRAM	Range	1999 Cost (x1,000)	Projected In- Service Date	Project Status
<b>New Castle County</b>				
<b>Churchmans Crossing Plan</b>				
<b>Intersection Improvements</b>				
DE 4 / Harmony Road	ST	\$2,500	2008	Construction Not Funded in FY 2006-08 TIP
DE 4/ Churchmans Road	ST	\$2,200	2008	Construction Not Funded in FY 2006-08 TIP
DE 4 / DE 7 Christiana Center	ST	\$2,500	2005	Construction Not Funded in FY 2006-08 TIP
DE 7 / DE 4/7 Split (Stanton)	ST	\$1,700	2008	Construction Not Funded in FY 2006-08 TIP
Road A / SB DE 1 Ramps (Dual)	ST	\$4,000	2008	Construction Not Funded in FY 2006-08 TIP
DE 273/ Harmony Rd	ST	\$2,000	2005	Construction Not Funded in FY 2006-08 TIP
DE 273/W. Main St/ Christiana Connector East	ST	\$2,000	2004	Construction Not Funded in FY 2006-08 TIP
DE 273/ Old Baltimore Pike	ST	\$2,000	2003	Project Completed FY2005
DE 273/Chapman Rd	ST	\$2,000	2005	Construction Not Funded in FY 2006-08 TIP
Transit-Supportive Pedestrian Improvements (sidewalk/bus stop improvements)	ST	\$1,900	2008	Construction Not Funded in FY 2006-08 TIP
DE 2 / Harmony Rd	ST	\$1,000	2006	Construction Not Funded in FY 2006-08 TIP
DE 2 / Churchmans Road Extended	MT	\$800	2015	xx
<b>New Roadway Connections</b>				
Christiana Bypass, I-95 to Road A	ST	\$5,000	2008	Not Funded in FY 2006-08 TIP
Churchmans Road Extension, DE 4 to DE 2	MT	\$30,000	2015	xx
<b>Total Churchmans Crossing Plan</b>		<b>\$59,600</b>		
<b>I-95, Maryland Line to Churchmans Marsh</b>				
New Toll Booth on I-95	ST		2005	Funded for construction in FY 2006-08 TIP
DE 1/I-95 Interchange Improvements - 2 lane ramps to & from the south	MT		2015	Funded for construction in FY 2006-08 TIP
I-95 widening (b) - DE 1 to MD Line - Add 1 lane in each direction	LT		2025	xx
<b>Total I-95, Maryland Line to Churchmans Marsh</b>		<b>\$200,000</b>		
<b>Newark/Elkton Plan</b>				
Christina Parkway - add 1 additional lane east of DE 2 from Elkton Road to DE 89€	MT	\$2,500	2015	xx
DE 2 Safety, Pedestrian and Transit improvements from the MD line to Delaware Avenue	MT	\$5,000	2009	xx
<b>Increased Roadway Connections</b>				
Preserve Pomeroy Branch Corridor for potential multi-modal-use facility	MT	\$2,000	2015	Right of way purchased in FY 2005, Federal Earmark No match at current time
<b>Total Newark/Elkton Plan</b>		<b>\$9,500</b>		

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LT = Long Term ( FY 2016 - 2025)

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xx = Unable to determine status of project schedule

## Appendix A: Status of RTP Projects (As of November 2005)

PROGRAM	Range	1999 Cost (x1,000)	Projected In-Service Date	Project Status
PROGRAM	Range	1999 Cost (x1,000)	Projected In-Service Date	Project Status
<b>Wilmington Initiatives Plan</b>				
Transportation Center Phase III	ST	\$10,000	2008	Construction Not Funded in FY 2006-08 TIP
King / Orange Transit Corridor	ST	\$2,912	2008	Construction Not Funded in FY 2006-08 TIP
Walnut Street Corridor Improvements	ST	\$2,000	2008	Construction Not Funded in FY 2006-08 TIP
Water Street Gateway Project	ST	\$1,500	2008	Construction Not Funded in FY 2006-08 TIP
9th Street Environmental Enhancements	ST	\$800	2008	Construction Not Funded in FY 2006-08 TIP
Market Street Retail Corridor Improvements	ST	\$3,000	2008	Completed FY 2005
Downtown 4th Street Project	ST	\$2,000	2008	Construction Not Funded in FY 2006-08 TIP
Courthouse Area Improvements	ST	\$3,000	2005	Completed FY 2005
<b>Total Wilmington Initiatives Plan</b>		<b>\$25,212</b>		
<b>Port of Wilmington</b>				
<b>Access Management</b>				
I-495, Christina Ave, Terminal Ave. realignment	ST	\$2,000	2008	Construction Not Funded in FY 2006-08 TIP
Gate Reconfiguration	ST	\$2,000	2008	xx
<b>Internal Circulation</b>				
Hausel Road, Gist Road realignment	ST	NA	2008	xx
On-Site filling station and weigh scales	ST	NA	2008	xx
Lobdell Canal disposition	ST	NA	2008	xx
<b>Rail</b>				
Service Expansion	MT	NA	2015	xx
<b>Total Port of Wilmington</b>		<b>\$4,000</b>		
<b>Wilmington Urban Corridor Plan</b>				
<b>Corridor 1</b>				xx
4th Street Traffic Calming, Union Street to Greenhill Avenue	LT	\$1,637	2025	xx
Lancaster and Greenhill Avenue Intersection Improvements	LT	\$345	2025	xx
Woodlawn Avenue Traffic Calming	LT	\$79	2025	xx
Wawaset Heights Neighborhood Traffic Calming	LT	\$342	2025	xx
Lancaster Avenue, from N. Dupont to Greenhill Avenue	LT	\$1,281	2025	xx
Greenhill Avenue Improvements, Lancaster Ave. to 7th St.	LT	\$1,162	2025	xx
Lincoln Street and Union Street between Lancaster Ave. and 4th St	LT	\$3,930	2025	xx

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xx = Unable to determine status of project schedule

## Appendix A: Status of RTP Projects (As of November 2005)

PROGRAM	Range	1999 Cost (x1,000)	Projected In- Service Date	Project Status
Fourth Street between Broom St. and Lincoln St.	LT	\$4,661	2025	xx
I-95 Gateway North Improvements	LT	\$2,835	2025	xx
Lancaster Avenue Pedestrian Improvements, Greenhill Ave. to Union St.	LT	\$531	2025	xx
Lancaster Ave. & 2nd St. Environmental Enhancements, Lincoln St. to Jackson St	LT	\$3,581	2025	xx
<b>TOTAL Corridor 1</b>		<b>\$20,384</b>		
<b>Corridor 2</b>				
Maryland Avenue at Broom Street	LT	\$1,526	2025	xx
South Broom Street Traffic Calming, Maryland Avenue to Lancaster Avenue	LT	\$1,408	2025	xx
Maryland Avenue Environmental Enhancements, Broom St. to Jackson St.	LT	\$1,615	2025	xx
Browntown / Hedgeville Connections to the Riverfront	LT	\$792	2025	xx
Browntown Traffic Calming	LT	\$770	2025	xx
I-95 Gateway South	LT	\$1,857	2025	xx
<b>TOTAL Corridor 2</b>		<b>\$7,968</b>		
<b>Corridor 3</b>				
Brandywine Village Improvements	LT	\$2,742	2025	xx
North Market Environmental Enhancements 1 between 22nd and 31st Streets	LT	\$4,637	2025	xx
North Market Environmental Enhancements 2 between 31st and 43rd Streets	LT	\$2,739	2025	xx
Lea Boulevard Intersection and Access Improvements	LT	\$925	2025	xx
<b>TOTAL Corridor 3</b>		<b>\$11,043</b>		
<b>Wilmington Urban Corridor Plan (Cont'd)</b>				
<b>Corridor 4</b>				
Concord Avenue Gateway Enhancements	LT	\$1,418	2025	xx
Concord Avenue Environmental Enhancements	LT	\$2,496	2025	xx
Vandever Avenue Environmental Enhancements	LT	\$3,102	2025	xx
Jessup and Pine Streets Environmental Enhancements	LT	\$496	2025	xx
<b>TOTAL Corridor 4</b>		<b>\$7,512</b>		
<b>Corridor 5</b>				
Church Street / Spruce Street Enhancements	LT	\$4,243	2025	xx
New Brandywine Connector	LT	\$6,254	2025	xx
<b>TOTAL Corridor 5</b>		<b>\$10,497</b>		

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xx = Unable to determine status of project schedule

### Appendix A: Status of RTP Projects (As of November 2005)

PROGRAM	Range	1999 Cost (x1,000)	Projected In- Service Date	Project Status
<b>Corridor 6</b>				
Southbridge Environmental Enhancements	LT	\$4,465	2025	xx
East Fourth Street Environmental Enhancements	LT	\$2,517	2025	xx
D Street Traffic Circulation Improvements and Environmental Enhancements	LT	\$1,109	2025	xx
New Castle Avenue Gateway Median	LT	\$1,346	2025	xx
C Street / New Castle Avenue / Claymont Street Circulation Improvements	LT	\$182	2025	xx
<b>TOTAL Corridor 6</b>		<b>\$9,619</b>		
<b>WILMINGTON URBAN CORRIDOR PLAN TOTAL</b>				
		<b>\$67,023</b>		
<b>Other Wilmington Improvements</b>				
Bulkhead Rehabilitation	ST	\$3,400	2005	Completed FY 2005
Interstate Access	ST	\$10,000	2005	Not Complete
Sidewalk on Market Street	ST	\$1,000	2004	Completed FY 2005
Water Street East	ST	\$2,400	2004	Completed FY 2005
West Street Connector	ST	\$5,500	2005	PROJECT CANCELLED
Riverwalk VII	MT	\$2,800	2009	Completed FY 2005
<b>Total Other Wilmington Improvements - (Riverfront)</b>		<b>\$25,100</b>		
<b>US 301 MIS</b>				
Newtown Road (between DE 896 and DE 72) and DE 72 widened to 4 lanes (between Newtown Road and Old Baltimore Pike) to include sidewalks and bicycle accommodation	ST	\$7,439	2008	Construction Not Funded in FY 2006-08 TIP
US 13, US 301 and 896 Intersection Improvements (Boyd's Corner)	ST	\$4,500	2005	Funded for Construction in FY 2006
DE 896, School House Road and Denny's Road realignment	MT	\$6,000	2009	Construction Not Funded in FY 2006-08 TIP
Bicycle and pedestrian path on the west side of DE 896 between DE 71 and Glasgow	LT	\$5,000	2025	xx
Middletown Collector Streets, Bicycle, and Pedestrian Improvements	LT	\$5,000	2025	xx
Local Glasgow Circulator Roads - to include sidewalks and bicycle accommodations	LT	\$10,000	2025	xx
Frontage Rd on west side of DE 896 between Glasgow Ave & Old Baltimore Pike to include sidewalks & bicycle accommodations	LT	\$16,640	2025	xx
I-95/DE 72 partial interchange - northbound entrance, southbound exit only	LT	\$15,000	2025	xx
Southern New Castle County local roadway improvements	LT	\$65,000	2025	xx
Widen DE 1 to six lanes between US 13 (Tybouts Corner) and I-95	LT	\$20,606	2025	xx

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xx = Unable to determine status of project schedule

## Appendix A: Status of RTP Projects (As of November 2005)

PROGRAM	Range	1999 Cost (x1,000)	Projected In-Service Date	Project Status
Draft EIS to determine:				
New limited access roadway between US 301 in MD and DE 1 (access at MD line, to Middletown, and at DE 1)	LT	\$117,000	2025	xx
Widen DE 896 to 6 lanes - between Old Baltimore Pike and I-95	LT	\$14,540	2025	xx
<b>Total US 301 MIS</b>		<b>\$286,725</b>		
<b>US 40 Plan (2003-2008)</b>				
<b>Intersection Improvements</b>				
Governor's Square/US 40/Glendale Plaza	ST	\$1,000	2008	Construction Not Funded in FY 2006-08 TIP
DE 72/US 40	ST	\$7,500	2008	Construction Not Funded in FY 2006-08 TIP
Del Laws Road/DE 72	ST		2008	Construction Not Funded in FY 2006-08 TIP
Walther Road/US 40	ST	\$6,000	2008	Completed in FY 2005 by Developer
<b>Interchange/Grade Separations</b>				
Newtown Road Ramps-Full interchange with DE 1	ST	\$15,000	2005	PROJECT CANCELLED
<b>Arterial, Collector, and Local Road Improvements</b>				
DE 7 (US 40 to Newtown Road)	ST	\$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	ST	\$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	ST	\$600	2008	Construction Not Funded in FY 2006-08 TIP
Scotland Dr. extension to Porter Road			2005	To be completed in FY 2006 by Developer
<b>Sidepaths</b>				
US 40 (DE 72 to DE 1)	ST	\$9,401	2008	Patially Complete: No Funding FY 06-08
Old Baltimore Pike (DE 72 to DE 273)	ST	\$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)	ST	\$2,680	2008	Construction Not Funded in FY 2006-08 TIP
Waterford pedestrian access to US 40 bus stop	ST		2008	Completed in FY 2005
Wilton Boulevard and Appleby Road	ST	\$2,317	2008	Completed in FY 2006
Songsmith Drive (McMullen Circle to Smalleys Dam Road)	ST	\$790	2008	Completed in FY 2005

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xx = Unable to determine status of project schedule



## Appendix A: Status of RTP Projects (As of November 2005)

PROGRAM	Range	1999 Cost (x1,000)	Projected In- Service Date	Project Status
<b><i>Transit Improvements</i></b>				
Additional pedestrian connections to transit	ST	\$825	2008	Partially Complete, Additional Construction Not Funded in FY 2006-08 TIP
Additional bus stop improvements	ST		2008	Partially Complete, Additional Construction Not Funded in FY 2006-08 TIP
Preservation and expansion of park and ride capacity in the corridor	ST	\$1,857	2008	Construction Not Funded in FY 2006-08 TIP
<b><i>Access Management</i></b>				
Access management on selected development properties	ST	\$929	2008	xx
Access management on properties as they are developed or redeveloped	ST	\$929	2008	xx
<b><i>Other Improvements</i></b>				
Landscaping, streetscaping and signing along US 40	ST	\$2,844	2008	Partially Complete, Additional Construction Not Funded in FY 2006-08 TIP
<b><i>Planning Studies</i></b>				
Old Baltimore Pike	ST	\$500	2008	Not Funded in FY 2006-08 TIP
Newtown Road transportation corridor	ST	\$500	2008	Not Funded in FY 2006-08 TIP
<b>Total US 40 Plan (2003-2008)</b>		<b>\$70,172</b>		
<b>US 40 Plan (2009-2015)</b>				
<b><i>Intersection Improvements</i></b>				
Pleasant Valley Road/US 40	MT	\$3,000	2015	xx
Salem Church Road/US 40/Porter Road	MT	\$3,000	2015	xx
DE 1 southbound ramp/US 40	MT	\$3,000	2015	xx
<b><i>Widening of US 40</i></b>				
DE 72 to Scotland Drive	MT	\$5,000	2015	xx
Church Road to Walther Road	MT	\$5,000	2015	xx
Walther Road to Governors Square	MT	\$5,000	2015	xx

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## Appendix A: Status of RTP Projects (As of November 2005)

PROGRAM	Range	1999 Cost (x1,000)	Projected In- Service Date	Project Status
<b><i>Interchange/Grade Separations</i></b>				
US 40/DE 896 interchange	MT	\$30,000	2015	xx
US 40/DE 7 interchange	MT	\$39,000	2015	xx
US 40 overpass of Norfolk Southern railroad tracks	MT	\$30,000	2015	xx
US 40/US 13 interchange	MT	\$15,000	2005	Construction Not Funded in FY 2006-08 TIP
<b><i>Arterial, Collector, and Local Road Improvements</i></b>				
Old Porter Road (Porter Road to DE 71)	MT	\$1,000	2015	xx
<b><i>Sidepaths</i></b>				
US 40 (DE 896 to DE 72))	MT	\$2,000	2015	xx
US 13 (US 40 to Tybouts Corner)	MT	\$2,000	2015	xx
DE 896 (Old Baltimore Pike to Porter Road)	MT	\$2,000	2015	xx
<b><i>Sidewalks and Bike Lanes</i></b>				
Salem Church Road (I-95 to US 40)	MT	\$1,000	2015	xx
Del Laws Road	MT	\$1,000	2015	xx
School Bell Road from DE 7 to US 40	MT	\$1,000	2015	xx
Old County Road (Glasgow Avenue to Frazer Road)	MT	\$1,000	2015	xx
DE 72 sidewalks (US 40 to DE 71)	MT	\$1,000	2015	xx
<b>US 40 Plan (2009-2015) (Cont'd)</b>				
<b><i>Transit Improvements</i></b>				
Preservation and expansion of park and ride capacity in the corridor	MT	\$500	2015	xx
<b><i>Access Management</i></b>				
Access management on selected development properties	MT	\$1,000	2015	xx
Closure of all median openings that are not or will not be signalized	MT	\$1,000	2015	xx
<b><i>Planning Studies</i></b>				
Glasgow Avenue "Main Street"	MT	\$500	2015	xx
US 13 Corridor Study, DE 1 to Wilmington	MT	\$500	2015	xx
<b>Total US 40 Plan (2009-2015)</b>		<b>\$153,500</b>		

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xx = Unable to determine status of project schedule

## Appendix A: Status of RTP Projects (As of November 2005)

PROGRAM	Range	1999 Cost (x1,000)	Projected In- Service Date	Project Status
<b>US 40 Plan (2016-2025)</b>				
<b>Intersection Improvements</b>				
Scotland Drive/US 40	LT	\$2,000	2025	xx
DE 1 northbound ramp/US 40	LT	\$2,000	2025	xx
Glasgow Avenue/US 40	LT	\$2,000	2025	xx
<b>Widening of US 40</b>				
Scotland Drive to Salem Church Road	LT	\$3,000	2025	xx
Salem Church Road to Church Road	LT	\$3,000	2025	xx
DE 896 to DE 72	LT	\$10,000	2025	xx
<b>Arterial, Collector, and Local Road Improvements</b>				
DE 7 (US 40 to DE 71)	LT	\$2,000	2025	xx
DE 72 (Reybold Road to US 40)	LT	\$10,000	2025	xx
Church Road (Wynnfield to DE 71)	LT	\$2,000	2025	xx
<b>New Roads</b>				
Scotland Drive extension to Porter Road	LT	\$5,000	2025	Project under construction FY 2006
Local Glasgow circulator roadways	LT	\$15,000	2025	xx
<b>US 40 Plan (2016-2025) (Cont'd)</b>				
<b>Sidepaths</b>				
US 40 (MD/DE state line to DE 896)	LT	\$5,000	2025	xx
US 40 (DE 1 to US 13)	LT	\$5,000	2025	xx
<b>Access Management</b>				
Closure of all median openings that are not or will not be signalized	LT	\$1,000	2025	xx
<b>Total US 40 Plan (2016-2025)</b>		<b>\$67,000</b>		
<b>Total US 40 Plan</b>		<b>\$290,672</b>		
<b>US 202 / DE 141 Area</b>				
Widen Tyler McConnell Bridge to 4 lanes	ST	\$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	ST	\$10,000	2008	Construction Not Funded in FY 2006-08 TIP
DE 48 HSIP North of Valley Road to North of School House Road	ST	\$7,000	2004	To be completed FY 2006
DE 141 and Old Barley Mill Road	ST	\$1,000	2005	Construction Not Funded in FY 2006-08 TIP
DE 141 and DE 2 - Prices Corner Pedestrian Improvements	ST	\$750	2003	Completed in FY 2004
DE 141 and DE 34 - Grade Separation	MT	\$10,000	2015	xx
<b>Total US 202 / DE 141 Area</b>		<b>\$103,750</b>		

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xx = Unable to determine status of project schedule

## Appendix A: Status of RTP Projects (As of November 2005)

PROGRAM	Range	1999 Cost (x1,000)	Projected In- Service Date	Project Status
<b>Blue Ball Area</b>				
West Side Roads	ST	\$13,000	2003	Completed in FY 2005
US202, Augustine Cutoff to Independence Mall	ST	\$29,000	2003	Completed in FY 2005
Utility Relocation	ST	\$3,500	2002	Completed in FY 2005
East Side Roads	ST	\$16,000	2004	To be completed in FY 2006
US202, Independence Mall to North of Powder Mill Road	ST	\$9,000	2005	To be completed in FY 2006
DE141, Spur Road	ST	\$11,000	2005	To be completed in FY 2006
US202, Broom Street to I-95	ST	\$7,000	2005	Completed in FY 2005
Parks and Recreation Elements (Historic Preservation & Greenway) East Side, West Side Park Improvements and Wooded Pathway	ST	\$7,366	2003	To be completed in FY 2006
<b>Total Blue Ball Area</b>		<b>\$95,866</b>		
<b>City of New Castle</b>				
<b>DE 9 Reconstruction</b>				
Rebuild Delaware Street/DE 9 Intersection	ST	\$800	2008	Construction Not Funded in FY 2006-08 TIP
Traffic calm/rebuild 7th Street	ST	\$800	2008	Construction Not Funded in FY 2006-08 TIP
Reconstruct Ferry Cutoff as 4 lanes	ST	\$4,000	2008	Construction Not Funded in FY 2006-08 TIP
Rebuild 6th/Chestnut/DE 9 Intersection	ST	\$800	2008	Construction Not Funded in FY 2006-08 TIP
Rebuild 3rd Street/DE 9 Intersection	ST	\$800	2008	Construction Not Funded in FY 2006-08 TIP
Rebuild 7th/Washington Intersection	ST	\$800	2008	Construction Not Funded in FY 2006-08 TIP
<b>Bicycles and Trails</b>				
Designate safe, signed, on-street routes	ST	\$10	2008	
Build East Coast Greenway downtown connection	ST	\$380	2008	Completed in FY 2005
Washington Street Sidewalks and Bikeway	ST	\$3,000	2008	Construction Not Funded in FY 2006-08 TIP
Rebuild trail to State DE 9 and Dobbinsville	MT	\$70	2015	xx
<b>Parking</b>				
Develop way-finding program	ST	\$250	2008	xx
Expand/optimize existing facilities	ST	\$250	2008	xx
Improve condition of 3rd Street Parking	ST	\$50	2008	xx
Expand trailhead parking facility on State DE 9	MT	\$75	2015	xx
Construct new distributed lots as needed	LT	\$150	2025	xx
<b>Total City of New Castle</b>		<b>\$12,235</b>		

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xx = Unable to determine status of project schedule

### Appendix A: Status of RTP Projects (As of November 2005)

PROGRAM	Range	1999 Cost (x1,000)	Projected In- Service Date	Project Status
<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	ST	\$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	ST	\$1,000	2006	Scheduled for Construction for FY 2006
I-95 widening (a) - I-295 to DE 1 - Add 1 lane in each direction	MT	\$45,000	2015	Scheduled for Construction for FY 2006
DE 141 from Jay Drive to Newport including I-95 Ramp at Commons Boulevard	MT	\$10,130	2015	xx
I-95 NB off ramp relocation to EB Chapman Road - New Ramp	LT	\$15,000	2025	xx
US 13 - Tybouts Corner to Wilmington - Add additional capacity	LT	\$35,000	2025	xx
<b>Total Road Expansion and Management</b>		<b>\$116,530</b>		
<b>Other Intersection / Road Improvements</b>				
DE 2 and Red Mill Road Intersection Improvements	ST	\$1,000	2005	Construction Not Funded in FY 2006-08 TIP
US 13 and School Lane Pedestrian Crossing	ST	\$500	2004	Construction Not Funded in FY 2006-08 TIP
Limestone Road from Arundel to Greenwood Drive	ST	\$330	2005	Construction Not Funded in FY 2006-08 TIP
Churchmans Road Bridge - Replacement and New Capacity	ST	\$20,000	2005	Completed FY 2005
DE 72 from Cleveland Ave to Ebenezer Church Road	ST	\$4,000	2003	Completed FY 2004
Harvey Road Traffic Calming	ST	\$850	2004	Completed FY 2004
Frenchtown Road at DE 9	ST	\$1,000	2006	Construction Not Funded in FY 2006-08 TIP
DE 2 - South Union from RR Bridge to Sycamore Street	ST	\$1,000	2004	Construction Not Funded in FY 2006-08 TIP
DE 7 North of Valley Road to PA line	ST	\$10,000	2005	Construction Not Funded in FY 2006-08 TIP
US 13 and DE 273 Intersection Improvements	ST	\$25,000	2005	Construction Not Funded in FY 2006-08 TIP
Airport Road and Old Churchmans Road Intersection	ST	\$18,000	2005	Under Construction FY 2006
Brackenville Road, Lancaster Pike to Barley Mill Road	ST	\$2,000	2004	Project Scheduled for Construction in FY 2007
Choptank Road from Bunker Hill Road to Bethel Church Road	ST	\$7,000	2005	Construction Not Funded in FY 2006-08 TIP
Mill Creek Road / McKennan's Church Road Intersection Improvements	ST	\$1,200	2005	Construction Not Funded in FY 2006-08 TIP
Mill Creek Road / Stoney Batter Roads Intersection	ST	\$1,454	2006	Construction Not Funded in FY 2006-08 TIP
I-95 at Old Baltimore Pike, Intersection Improvements	ST	\$5,000	2003	xx
Possum Park Road from Possum Hollow Road to Old Possum Park Road	MT	\$2,850	2009	xx
DE 72 from McCoy Road to DE 71	MT	\$2,500	2009	xx
<b>Total Other Intersection / Road Improvements</b>		<b>\$103,684</b>		

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xx = Unable to determine status of project schedule

### Appendix A: Status of RTP Projects (As of November 2005)

PROGRAM	Range	1999 Cost (x1,000)	Projected In- Service Date	Project Status
<b>Greenways/Bikeways</b>				
Newark Bikeways	ST	NA	2008	Partially Complete
Northern Delaware Greenway-East Link - Cauffeil Connector, US 202 Pedestrian Crossing, Wilmington Connection	ST	NA	2008	Completed FY 2005
Iron Hill Bikeway	ST	\$261	2003	Construction Not Funded in FY 2006-08 TIP
Cooch's Bridge/Old Baltimore Pike Greenway	MT	NA	2015	xx
East Coast Greenway-New Castle County: PA line-Wilmington-New Castle-Churchmans Crossing-Newark-DE line	MT	\$10,530	2015	xx
Mill Creek/Hockessin Greenway	MT	NA	2015	xx
Powder Mill Greenway	MT	NA	2015	xx
Wilmington Bikeways: Urban Environmental Center, Urban Corridor Studies, Baynard Boulevard Connector/Miller Road	MT	NA	2015	xx
Christina River Bikeway	LT	NA	2025	xx
<b>Total Greenways / Bikeways</b>		<b>\$10,791</b>		
<b>Transit</b>				
<b>Bus Service</b>				
STUDY: Other Interstate Linkages (Salisbury, MD; Delaware Co., PA)	ST	NA	2008	Not Funded in FY 2006-08 TIP
Extensions of Bus Routes into Pennsylvania (e.g., Routes 41, 52)				
10 Regional Express Bus Routes – Statewide System	ST	\$5,400	2008	Not Funded in FY 2006-08 TIP
1,400+ New Park-and-Ride Spaces at Statewide Express Bus Stops	MT	\$6,048	2015	
Timed-Transfer "Pulse" System With 10 Dedicated Transit Centers	MT	\$3,840	2015	xx
50% Expansion of Service Coverage Area (77.4 New Square Miles)	MT		2015	xx
Expand Service to Southern New Castle County	LT	\$2,240	2025	xx
New Evening and Weekend Bus Service, as Appropriate	LT	\$960	2025	xx
25% More Metropolitan Area Bus Service	LT	\$2,560	2025	xx
<b>Paratransit Service</b>				
40% Increase in Paratransit Service	MT	\$4,810	2015	xx
Significantly Improved Paratransit Dispatching / Real-Time Scheduling	LT	\$1,333	2025	xx

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xx = Unable to determine status of project schedule



### Appendix A: Status of RTP Projects (As of November 2005)

PROGRAM	Range	1999 Cost (x1,000)	Projected In- Service Date	Project Status
<b><i>Amenities / Perception</i></b>				
Improved Cyclist Facilities	ST		2008	
Improved Waiting Areas	ST		2008	xx
Real-Time Travel Information	MT		2015	xx
Improved Fare Collection (Stored Value Cards, "Smart" Cards, etc.)	LT		2025	xx
Improved Pedestrian Facilities and Connections	LT		2025	xx
Greatly Enhanced Marketing	LT	\$3,893	2025	xx
Improved Vehicles (Low-floor, disabled accessible, smaller sizes)	LT	NA	2025	xx
<b><i>Rail Service</i></b>				
Rail - Newark to Elkton	LT	NA	NA	
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.	ST	\$6,000	2007	Fed Funding has been earmarked, but requires local matching funds
<b><i>Transit (Cont'd)</i></b>				
<b><i>Increase R2 Service:</i></b>				
1,000+ New Parking Spaces at Existing Rail Stations	ST	\$4,320	2008	Partially Complete, Additional Construction Not Funded in FY 2006-08 TIP
STUDY: MARC Extension to Wilmington	ST	NA	2008	Fed Funding has been earmarked, but requires local matching funds
8 Additional Weekday Trains to Wilmington and Newark (Elkton)	MT	NA	2015	xx
New Weekend Service to Newark (Elkton)	MT	NA	2015	xx
<b><i>High-Capital / High-Capacity</i></b>				
STUDY: Downstate Corridor	ST	NA	2008	Fed 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	ST	NA	2008	Completed in FY 2005
<b><i>System Preservation and Management</i></b>				
Continually Pursue New Technologies (Fuels, Vehicles, Propulsion, Security, Scheduling, Information, etc.)	LT	NA	2025	xx
Maintain and Preserve Existing Services and Facilities	LT	NA	2025	xx
Plan for and Manage New Capital Assets	LT	NA	2025	xx
Preserve New Capital Assets	LT	NA	2025	xx
<b>Total New Castle County Transit Cost</b>		<b>\$41,404</b>		

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### Appendix A: Status of RTP Projects (As of November 2005)

PROGRAM	Range	1999 Cost (x1,000)	Projected In- Service Date	Project Status
<b>Cecil County</b>				
<b>Rail Projects</b>				
Rail - Newark to Elkton	LT	NA	NA	xx
Rail - Perryville to Elkton (including North East)	LT	NA	NA	xx
STUDY: Evaluate Potential Extension of Commuter Rail Service	ST	NA	2008	Completed in FY 2005
<b>Total Rail Projects</b>		<b>NA</b>		
<b>Road Expansion</b>				
MD 272 - S. of I-95 to begin one-way pair in NorthEast	MT	\$18,300	2015	xx
I-95 widening - Susquehanna River to DE Line - Add 1 lane in each direction plus bridge expansion	LT	\$423,000	2020	xx
MD 213 - Frenchtown Road to US 40	LT	\$13,100	2025	xx
<b>Total Road Expansion</b>		<b>\$454,400</b>		
<b>Non-Motorized Transportation Projects</b>				
Elk Neck Greenway	ST	TBD	2008	Partially Complete
Lower Susquehanna Heritage Greenway	ST	TBD	2008	Partially Complete
Susquehanna River Pedestrian/Bicycle Crossing	MT	TBD	TBD	xx
Elkton Greenway	MT	TBD	2015	xx
East Coast Greenway-Cecil County: DE line-Elkton, Elkton-North East, North East-Charlestown, Charlestown-Perryville, Perryville-Havre De Grace. Right of Way costs are not included.	LT	\$5,750	2025	xx
<b>Total Non-Motorized Transportation Projects</b>		<b>\$5,750</b>		

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### Appendix A: Status of RTP Projects (As of November 2005)

PROGRAM	Range	1999 Cost (x1,000)	Projected In- Service Date	Project Status
<b>Transit</b>				
Construction of 25 Bus Shelters	ST	NA	2008	xx
Replacement Vehicles and Facilities	LT	\$3,200	2025	xx
Bus Maintenance Facility	LT	\$1,900	2025	xx
Construction of an Additional 25 Bus Shelters	LT	NA	2025	xx
Park-and-Ride Lots	LT	\$2,000	2025	xx
On-Board-Technology	LT	\$400	2025	xx
Increase Bus Service	LT	\$700	2025	xx
Bus Transfer Facility	LT	\$500	2025	xx
Smart Card Equipment	LT	\$100	2025	xx
New Bus Service	LT	\$1,400	2025	xx
<b>Total Cecil County Transit Cost</b>		<b>\$10,200</b>		
<b>SUMMARY - CECIL COUNTY</b>				
<b>Total CC Rail Projects</b>		<b>NA</b>		
<b>Total CC Road Expansion</b>		<b>\$261,400</b>		
<b>Total CC Non-Motorized Transportation Projects</b>		<b>\$198,750</b>		
<b>Total CC Transit</b>		<b>\$10,200</b>		
<b>TOTAL CECIL COUNTY</b>		<b>\$470,350</b>		
<b>Total Cecil County Revenue</b>		<b>\$504,300</b>		
<b>Total Cecil County Revenue Over Cost</b>		<b>\$33,950</b>		
<b>Total Cecil County Percent Revenue Over Cost</b>		<b>6.73%</b>		
<b>SUMMARY - REGIONWIDE</b>				
<b>Total Regionwide Cost</b>		<b>\$1,922,442</b>		
<b>Total Regionwide Revenue</b>		<b>\$1,923,485</b>		
<b>Total Regionwide Revenue Over Cost</b>		<b>\$1,043</b>		
<b>Total Regionwide Percent Revenue Over Cost</b>		<b>0.05%</b>		

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#### 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

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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

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