

# ***WILMAPCO***

2007

## ***Regional Progress Report***



**EXECUTIVE SUMMARY  
JANUARY 2008**

# Cooperation



The Wilmington Area Planning Council (WILMAPCO) is a federally mandated Metropolitan Planning Organization (MPO) consisting of two counties; Cecil County, Maryland and New Castle County, Delaware.

Our mission is to serve the citizens and stakeholders of the Wilmington region by carrying out a cooperative regional transportation planning process consistent with federal transportation legislation. To that end, WILMAPCO informs and involves the public on transportation planning decisions, guides the investment of federal transportation funds, coordinates transportation investments with local land use decisions, and promotes national transportation policy.

WILMAPCO is responsible to all the residents of the region to ensure the development of the best possible transportation plan. The implementation of the transportation plan is carried out by WILMAPCO's member agencies. We collect, analyze and evaluate demographic, land use and transportation-related data and seek public input to better understand transportation needs. Understanding these needs allows for the development of plans and programs that work towards efficient transport of people, goods and services.

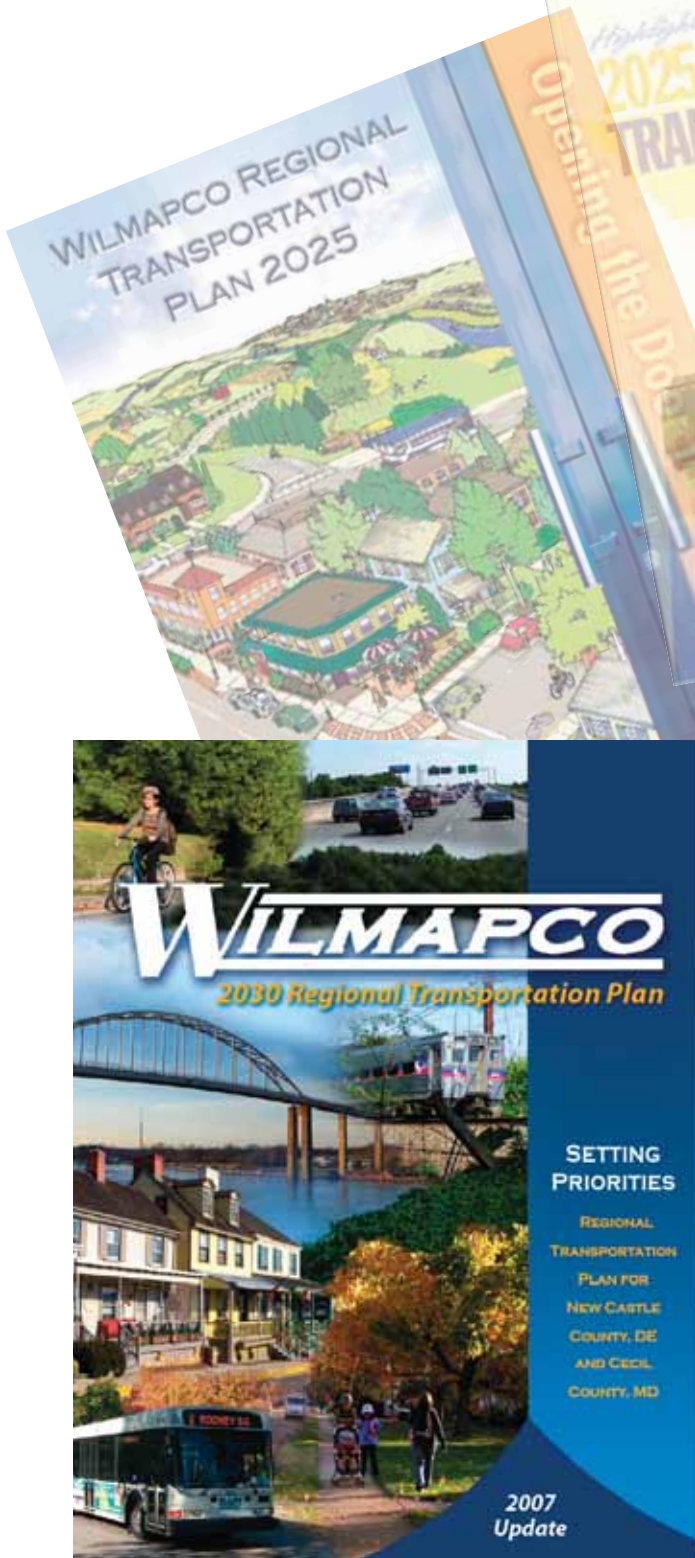


# Regional Transportation Plan

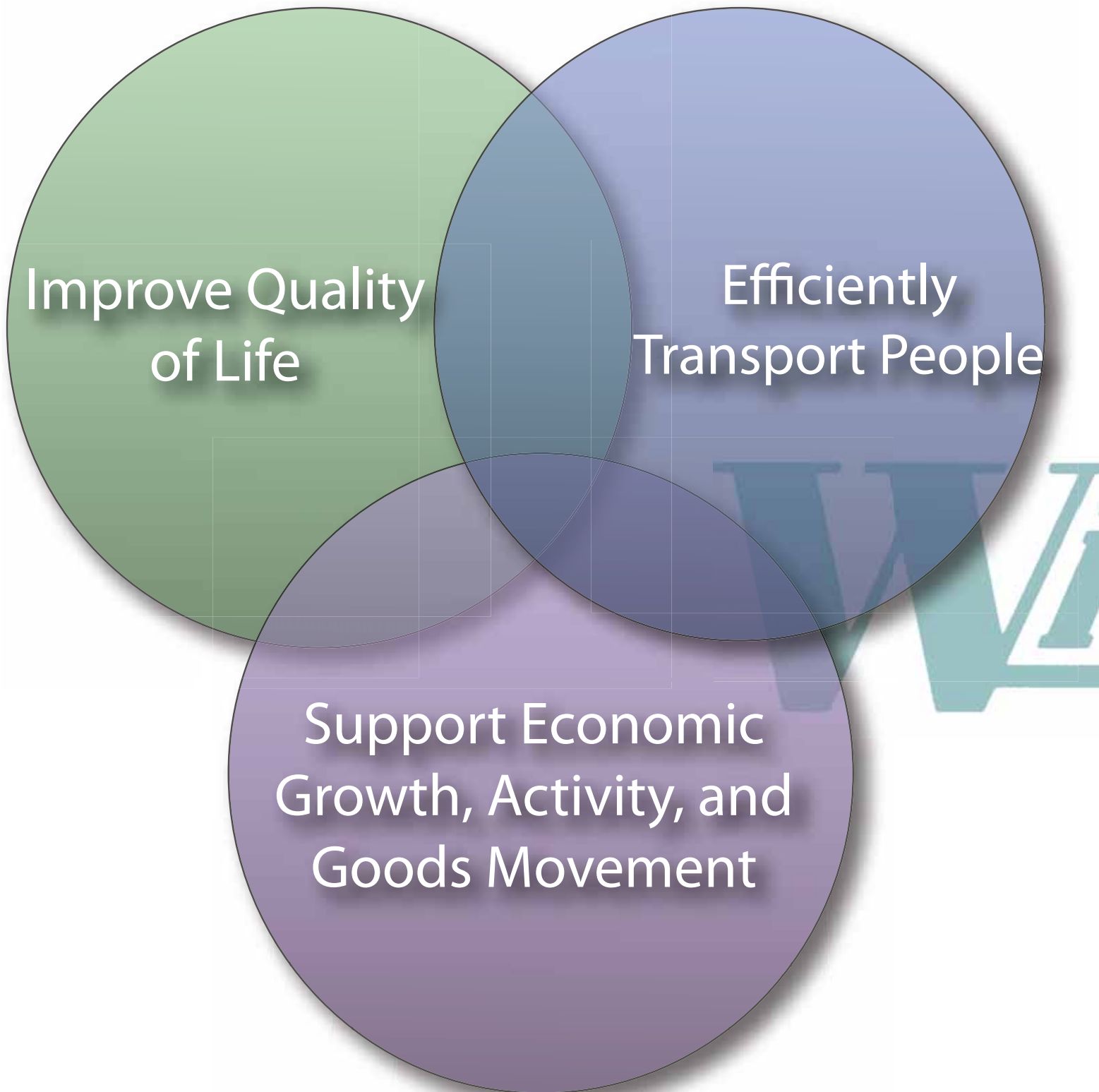
In 1996, WILMAPCO adopted its first long-range Regional Transportation Plan (RTP). The Plan established goals for our region's transportation future and strategies to see these goals realized. The RTP was updated in 2000, 2003, and most recently in 2007. While WILMAPCO recognizes that our long-range goals will take time to achieve, we hope to make progress in their attainment each year.

The plan's purpose is to steer our region into a 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, such 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 RTP can be viewed at [www.wilmapco.org/RTP](http://www.wilmapco.org/RTP)

The Regional Progress Report has been designed to track a group of criteria that pertain to each of the RTP's goals. It measures these criteria against either established quantitative goals or national averages. If we find areas that are not progressing as hoped, mid-course corrections may be implemented into our planning process. This document is a summary of the 2007 Regional Progress Report. It contains a selection of maps and graphs found in the full document. The full report can be viewed at [www.wilmapco.org/tip](http://www.wilmapco.org/tip)



# Regional Transportation Plan Goals



*If you don't measure results, you can't tell success from failure / If you can't see success, you can't reward it*

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The 2007 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
- Available from public sources of data
- Available over a period of time
- Tied to RTP goals/objectives

*If you can't see failure, you can't correct it / From Reinventing Government, Osbourne & Gaebler; 1992*



## Trends

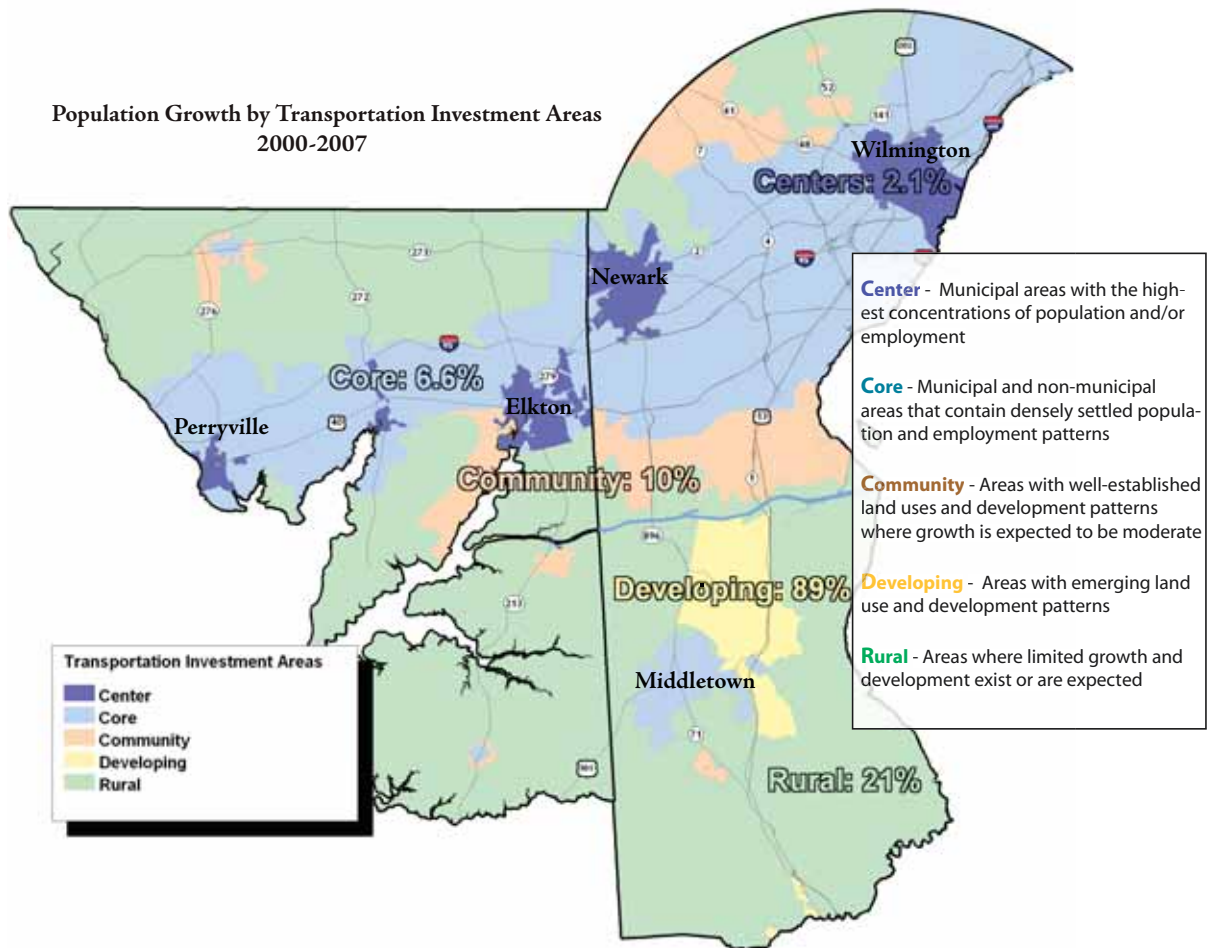
Population growth in Developing and Rural areas in the WILMAPCO region has spurred new TIP projects in these investment areas.

Encouraging the infill and redevelopment of land along the I-95 corridor while checking growth outside our Core will make for a more sustainable future.

# Growth

## Population Growth

Support Economic Growth, Activity, and Goods Movement



Linking land use and transportation has been one of the greatest challenges for virtually all metropolitan areas. The decision of where to focus transportation dollars is critical to ensure that we are properly addressing the needs of our residents.

To aid in this, WILMAPCO has created Transportation Investment Areas (TIAs) to help prioritize funding and project types. The figure above illustrates the changes in population growth that have taken place in the five designated TIAs from 2000-2007.

While about 80% of our population lives in Center and Core TIAs, these areas have witnessed the weakest growth since 2000. Over 4,200 new residents have appeared in Community TIAs, about 4,700 in Developing TIAs, and almost 12,900 in our Rural TIAs.

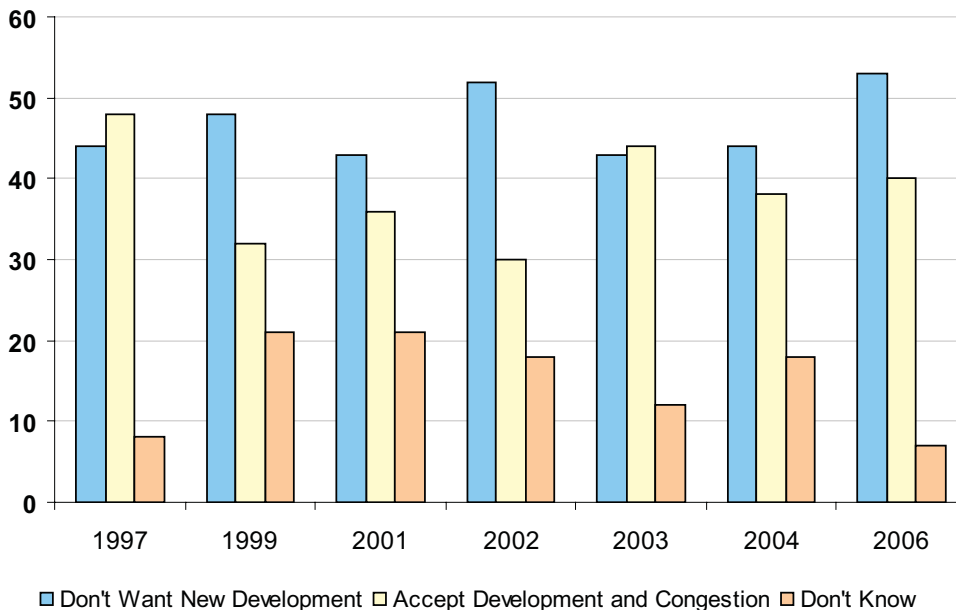
## Development and You

Support Economic  
Growth, Activity, and  
Goods Movement

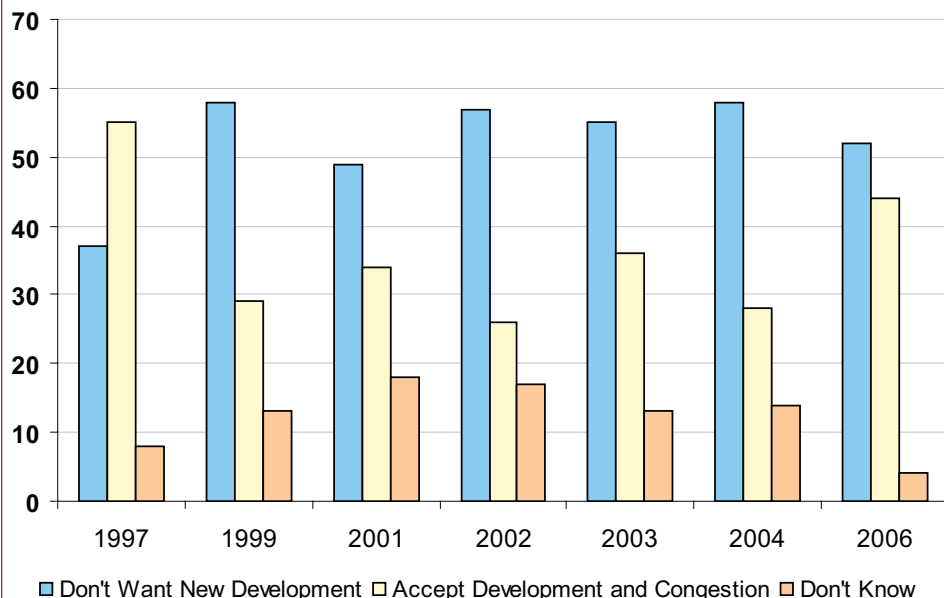


Some people say that they don't want any new development in their community because growth and congestion is out of control and has hurt the quality of life. Other people accept development and in a sense more congestion, because they feel the growth improves our economy.

Responses from New Castle County Residents



Responses from Cecil County Residents



Generally, over the past decade, a higher percentage of residents in New Castle County accepted development and the congestion it entailed than in Cecil County. In 2006, however, the trend reversed.

Source: 2006 WILMAPCO Public Opinion Survey

### Challenge

Under our “maintenance first” policy, WILMAPCO believes that keeping pace with required maintenance enhances the quality and efficiency of our transportation system.

## Your Voice

When we asked people what strategies may be effective for improving our transportation system, the majority said, “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 efforts to encourage land use design that will reduce our dependency on the automobile.

# Communities

Improve Quality of Life

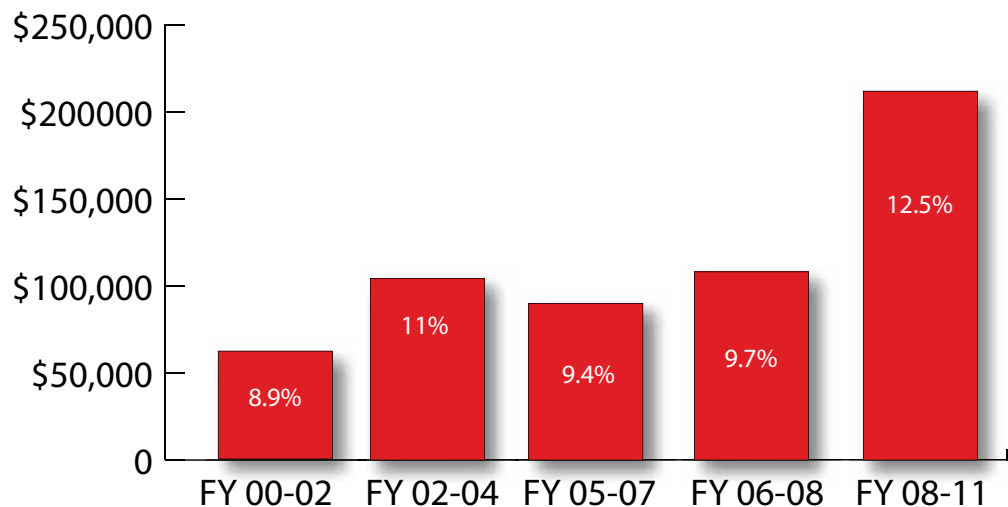
## Our Cities and Towns



Our region’s cities and towns represent concentrations of infrastructure and investment that should be used to our greatest advantage. They are centers of economic growth and activity, boasting high population and employment densities, mixed land uses, and economic and social diversity. The layout of most municipalities inherently promotes public transit, walking, bicycling, and shorter trip distances. Their history, design, or other intrinsic qualities make these places treasures that should be supported.

## Investing in our Communities

TIP Funding Allocated to Municipalities

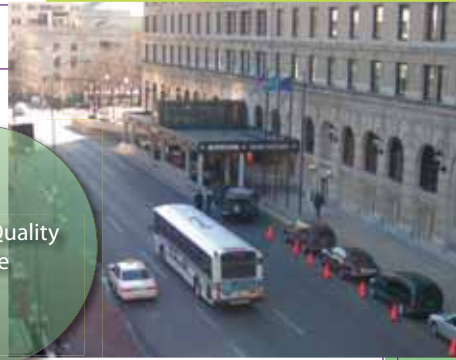


Most municipalities in the region have transportation infrastructure dating back several decades. To maintain these facilities, municipalities need adequate and sustained funding. Funding devoted to projects within municipalities has been trending upwards since 2000. However, project funding dedicated to cities and towns just topped 12%. More project consideration should be given to these economic and social hubs.



## Municipal Population

Improve Quality  
of Life



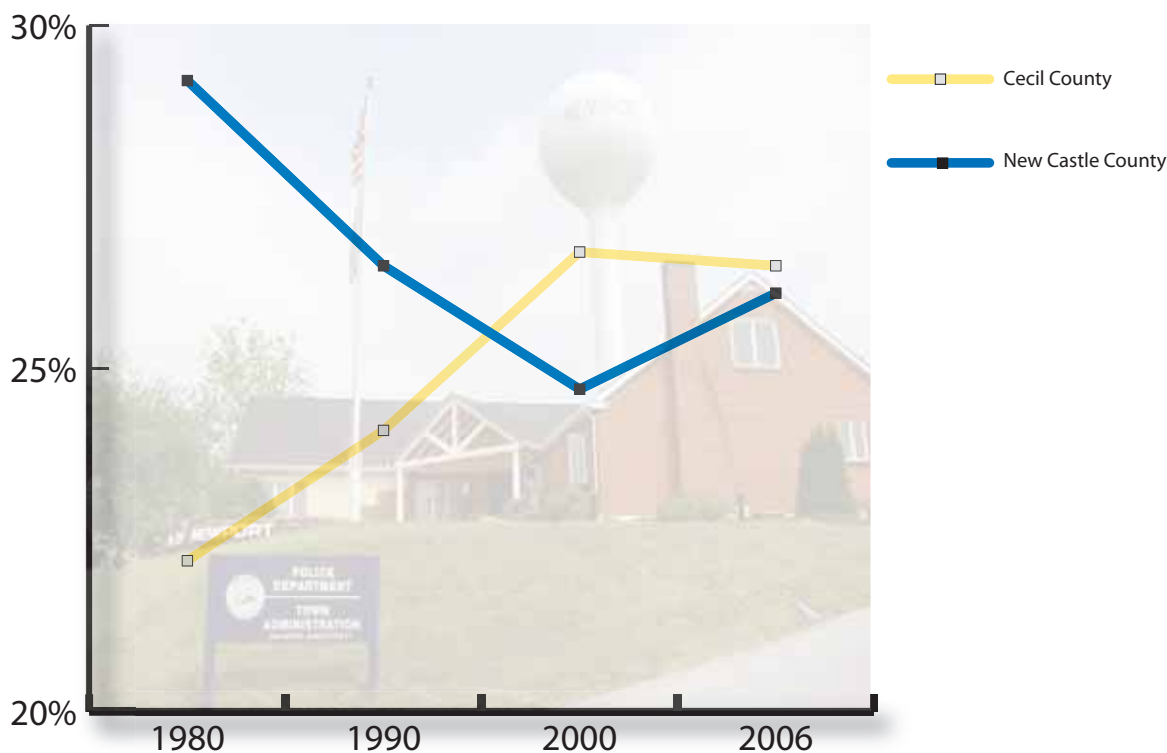
In recent years, incorporated areas in New Castle County have had difficulty attracting new residents.

While the population within municipalities is on the rise, it has been vastly outpaced by growth in unincorporated areas. Cecil County, on the other hand, has seen its municipal population nearly double since 1980.

### Challenge

Our municipalities and surrounding communities represent concentrations of infrastructure and investment, which boast transit supportive patterns of land use, while also promoting walking, biking, and shorter trip destinations. These communities should be utilized to our advantage.

Percentage of Population Living in Municipalities



Source: U.S. Census

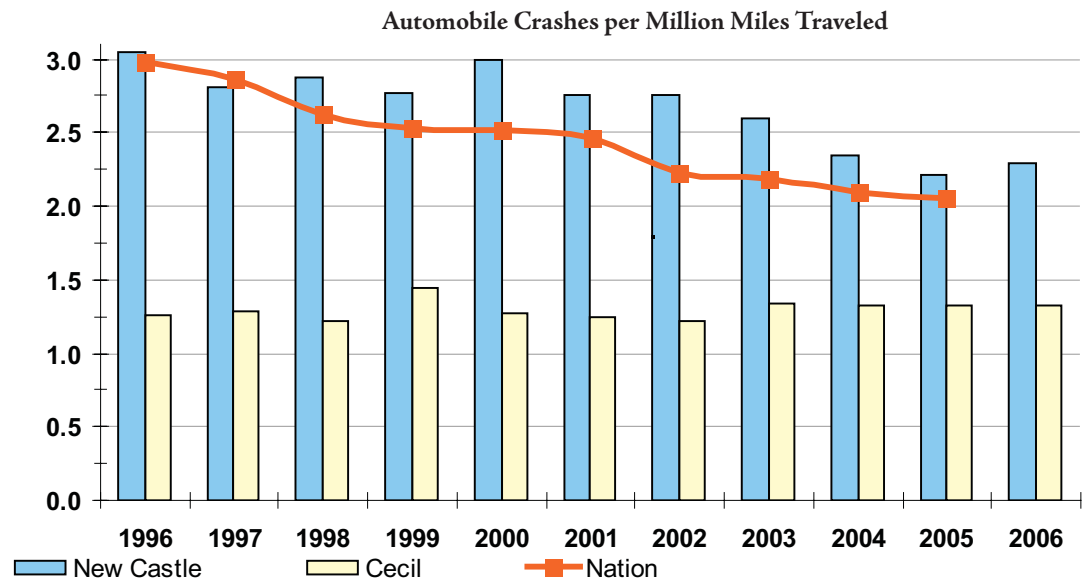
Auto crashes and bicycle/pedestrian fatalities in New Castle County are generally higher than the national average. We must continue to work with partner agencies to address safety concerns on our infrastructure.

# Travel



## Crash Rates

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 specifically allocated to improve safety along our region’s roadways. The simplest measure of how well we are managing safety is the crash rate.



Source: MDSHA, DelDOT, DE/MD State Police

The above figure illustrates that over the last decade the crash rate in Cecil County is well below the national average, while New Castle County edges just over it. New Castle County has witnessed a decline in its crash rate over the ten-year period and Cecil County’s rate has remained steady.

## Traffic Congestion



Efficiently  
Transport People

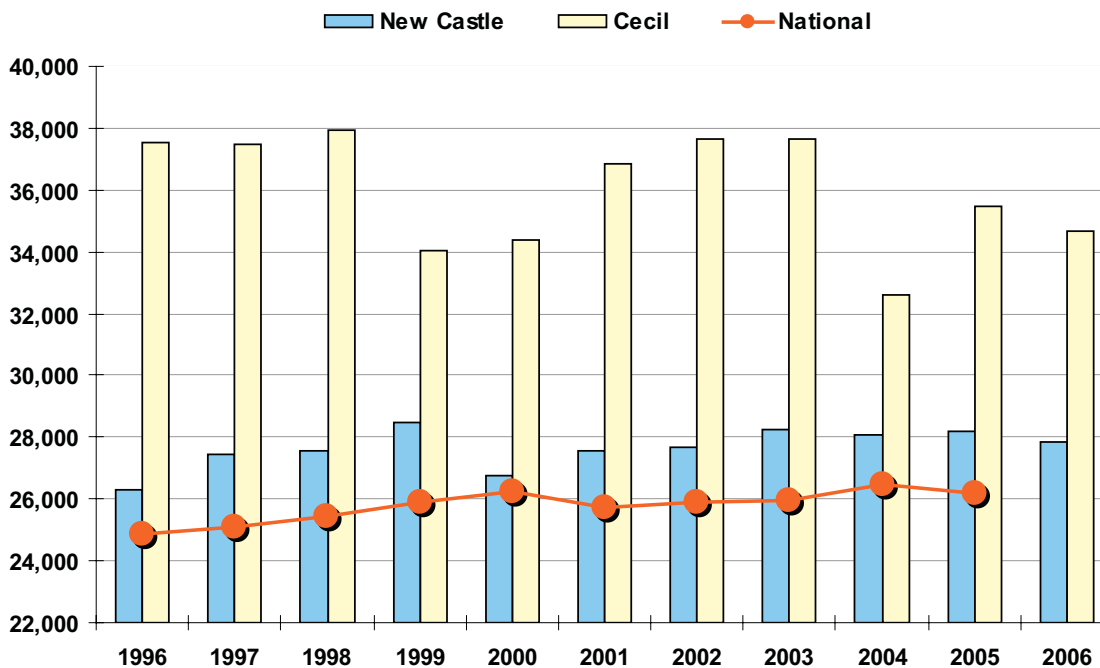


### *Trends*

Dispersed land use patterns, high rates of single occupancy trips, and our substantial rate of automobile ownership contribute to congestion on our region's highways.

Despite increasing transportation alternatives, Americans are driving more now than in the past. The figure below shows the annual Vehicle Miles Traveled (VMT) per household for both counties. Cecil County is well above the national average, while New Castle County edges just over it.

Vehicle Miles Traveled per Household



Sources: DelDOT, MDOT, US DOT, US Census

## Challenge

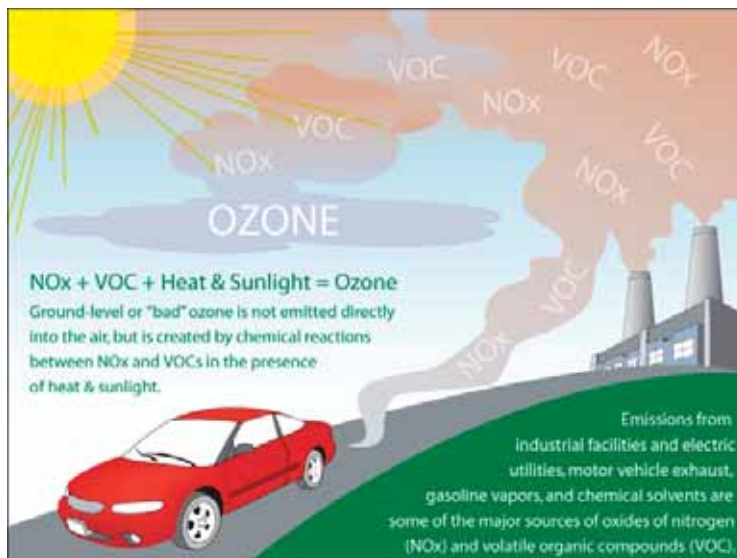
Failing to meet our air quality standards for ozone and fine particulate matter not only places our federal transportation funding in jeopardy, but also risks the health of our region's residents.

Auto transportation releases a significant amount of greenhouse gas emissions into our atmosphere, speeding global climate change. Through the promotion of alternative forms of travel and sensible land use decisions, we can reduce the amount of miles residents in our region drive and help us work towards a more sustainable future.

# Environment

Improve Quality of Life

## Ozone

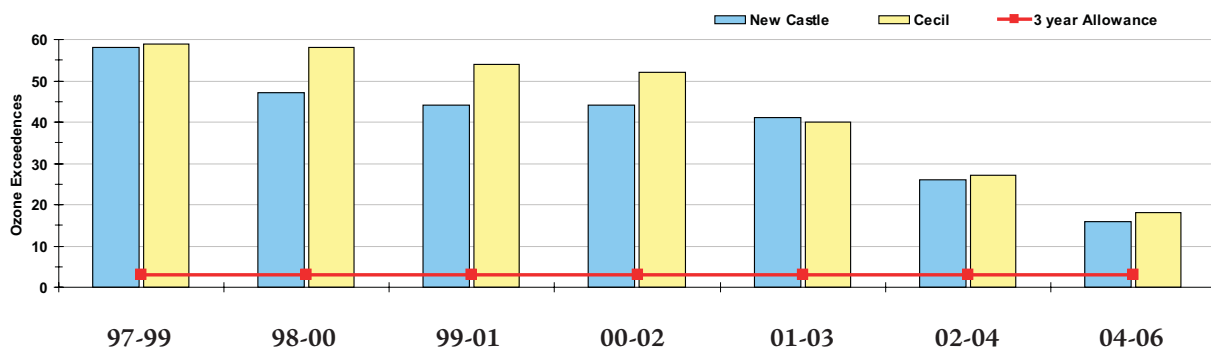


Ozone is a gas that occurs both in the Earth's upper atmosphere and at ground level. Ozone can be "good" or "bad" for people's health and for the environment, depending on its location in the atmosphere.

In the troposphere, the air closest to the Earth's surface, ground-level or "bad" ozone is a pollutant that is a significant health risk, especially for children with asthma. It also damages crops, trees, and other vegetation. It is a main ingredient of urban smog.

## Breathing Easier

8-hour Ozone Exceedences vs. EPA Allowance



Source: DNREC, EPA

Our region must ensure that the levels of ozone stay below a certain level, as determined by federal and state legislation. Our region still has not met the 8-hour ozone standard (0.08 parts per million), but the levels have been falling steadily, as the graph shows above.



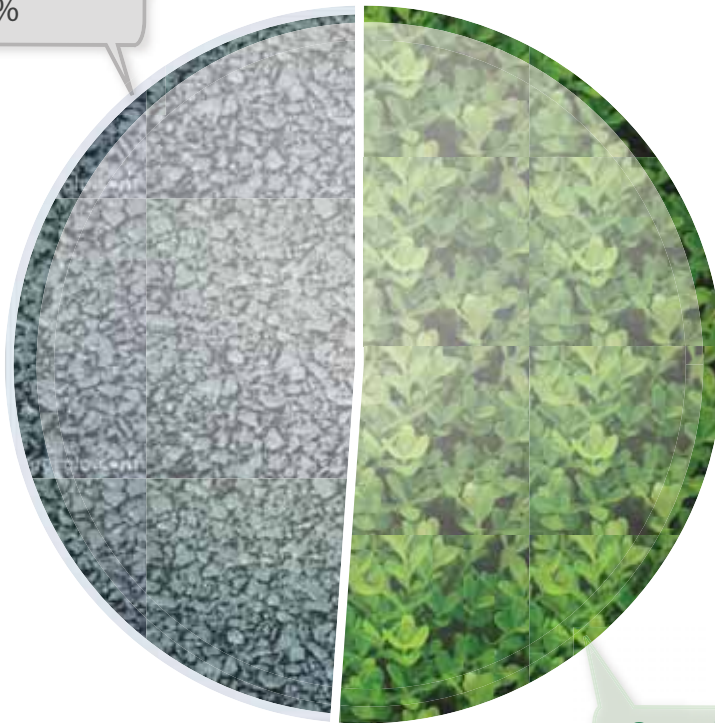
Improve Quality  
of Life



## The East Coast Greenway

The East Coast Greenway, a 2,600 mile auto-free path linking cities from Maine to Florida, hopes to be the nation's first long-distance, city-to-city, multimodal transportation corridor. A portion of the proposed route falls within the WILMAPCO region. So far, around 51% of the 36.7 miles of planned Greenway in New Castle County has been completed.

Not yet completed  
49%



Completed  
51%

Close to 28 miles of the East Coast Greenway is proposed through Cecil County, however no sections exist today. Nationally, 21% of the Greenway exists, with a goal to substantially complete the Greenway by 2010.

### *Challenge*

Residents in the WILMAPCO region drive more than the American average. Reducing trips by automobile will lower our region's ozone, fine particulate matter, and greenhouse gas emissions.

## Trends

Our low-income and minority residents are underserved by the transportation system. For example, accessibility to bus stops is difficult for many, especially south of the C&D Canal. Working through our Environmental Justice initiative, we must highlight strategies to identify these inequities.

# Transportation Equity



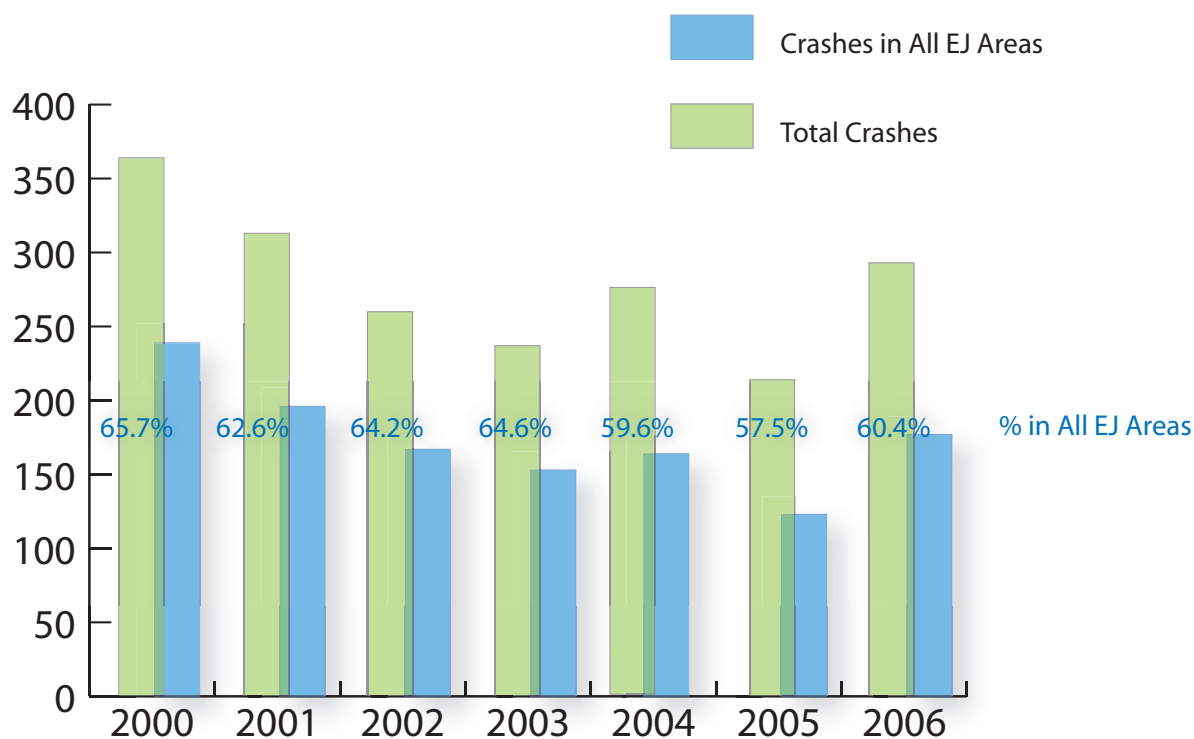
Improve Quality of Life

## Disproportionate Crash Rate



Ensuring that easy and safe non-motorized connections exist within our low-income and minority, or Environmental Justice (EJ), areas is important. Trends in pedestrian and bicycle crashes within EJ areas are explored below. While the number and percentage of crashes in EJ neighborhoods has been trending downwards, they still account for a disproportionate amount of all crashes. While about one-third of New Castle County's population lives in EJ areas, over the past six years, well over 60% of all pedestrian and bicycle crashes have occurred in EJ neighborhoods.

Pedestrian and Bicycle Crashes in Environmental Justice Areas

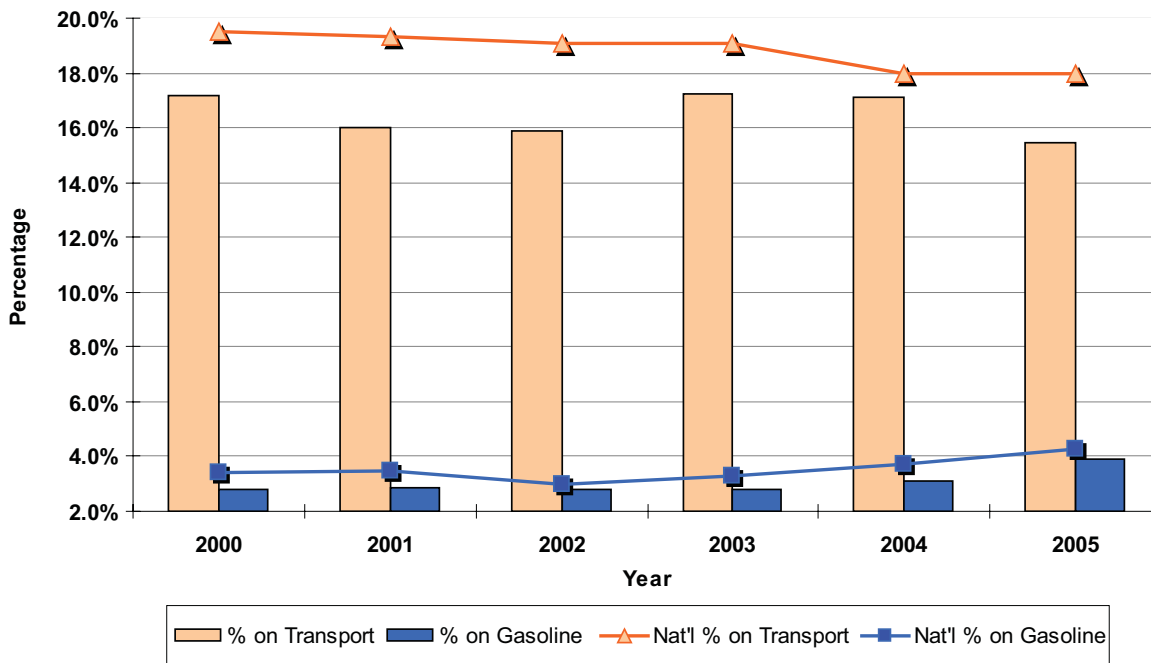


Improve Quality  
of Life



## Commuter Cost Crunch

Percentage of Annual Expenditures on Transportation and Gasoline, Philadelphia Area\*



\* The Philadelphia Metropolitan Statistical Area (MSA) includes Bucks, Chester, Delaware, Montgomery and Philadelphia Counties in Pennsylvania; Burlington, Camden, Gloucester, and Salem Counties in New Jersey; New Castle County in Delaware; and Cecil County in Maryland.

Source: Bureau of Labor Statistics

Providing affordable transportation options to our region's low-income residents is essential. A general way to measure transportation affordability is the percentage of the average person's annual expenditures that were spent on transportation. The above figure depicts trends in transportation and gasoline expenditures in the Philadelphia metropolitan area and the U.S. The graph shows that while expenditures on transportation have been trending downwards, the percentage of expenditures going towards gasoline are on the rise.



### Your Voice

We asked residents if they felt that they had many different transportation alternatives to choose from. About 60% of the region's residents felt that they had very few transportation alternatives to choose from, according to our annual public opinion survey.

## Trends

A costly and expanding Paratransit service throughout Delaware limits the necessary improvement and expansion of existing fixed-routes. Limiting Paratransit service to simply meet (and not exceed) federal requirements may free funding to enhance the fixed-route network.

# Transit

Efficiently  
Transport People



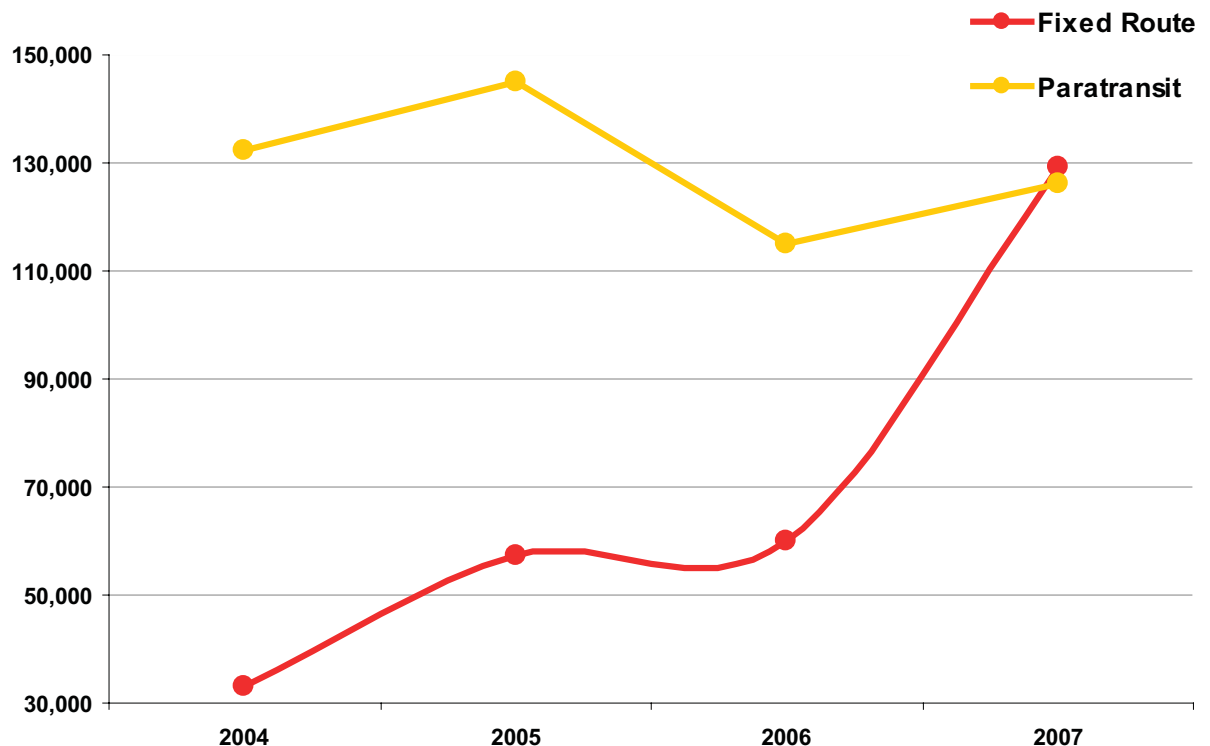
## Expanding Bus Service



An expanded fixed-route service in Cecil County has led to substantially increased ridership in the county. New services include additional trips/times to Glasgow in Delaware, and a cross-county route between Elkton and Perryville.

Route mileage for both New Castle County's fixed-route and Paratransit buses witnessed an increase during the past three years. Fixed-route buses logged an additional 457,000 miles between 2004 and 2007. The rapidly-expanding Paratransit service increased by over 820,000 miles during the same period.

Cecil County Transit Route Miles, 2004-2007

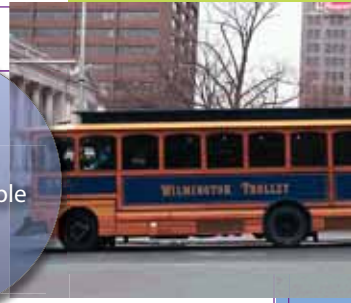


Source: Cecil County Senior Services and Community Transit

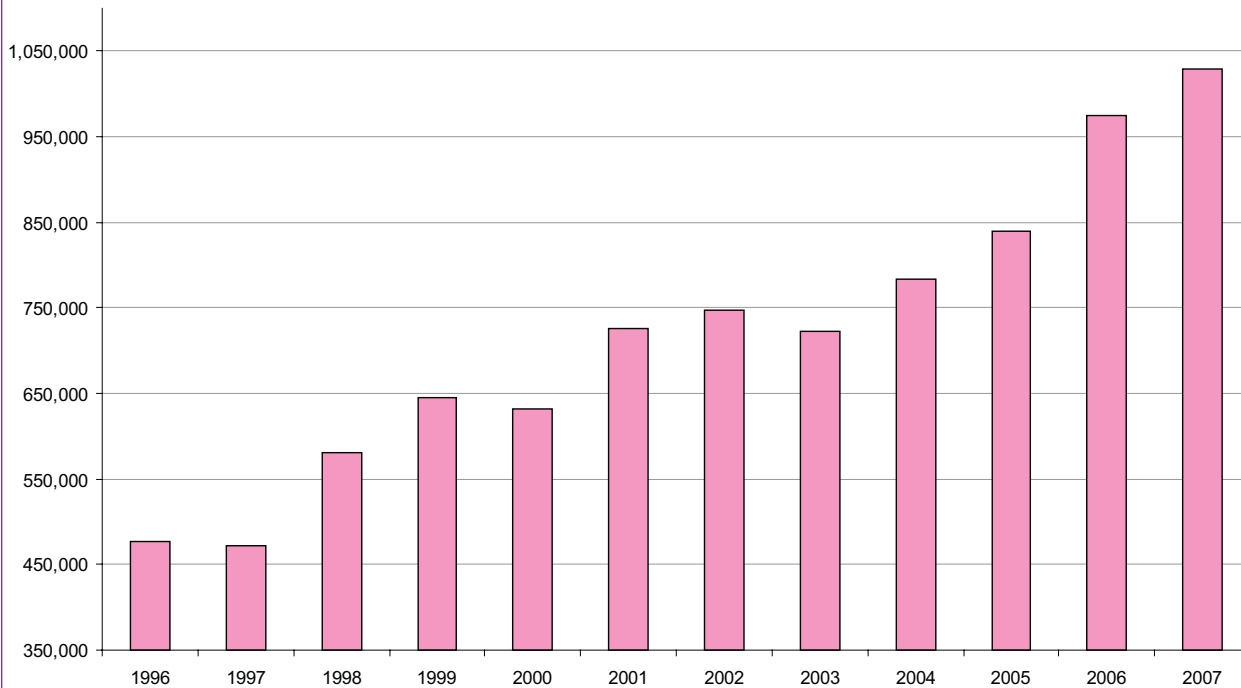


## Expanding Train Service

Efficiently  
Transport People



Septa R2 Ridership in Delaware



Source: DTC

Ridership on SEPTA's R2 train service to and from Philadelphia has more than doubled since 1996 in Delaware. With stops in Newark, Churchman's Crossing, Wilmington and Claymont the R2 attracted over 1 million riders for the first time in 2007. In Cecil County, MARC's Penn Line train ridership at the Perryville station has more than doubled since 2003. In 2007, about 60,000 riders utilized the service to Baltimore and Washington, D.C.



### Challenge

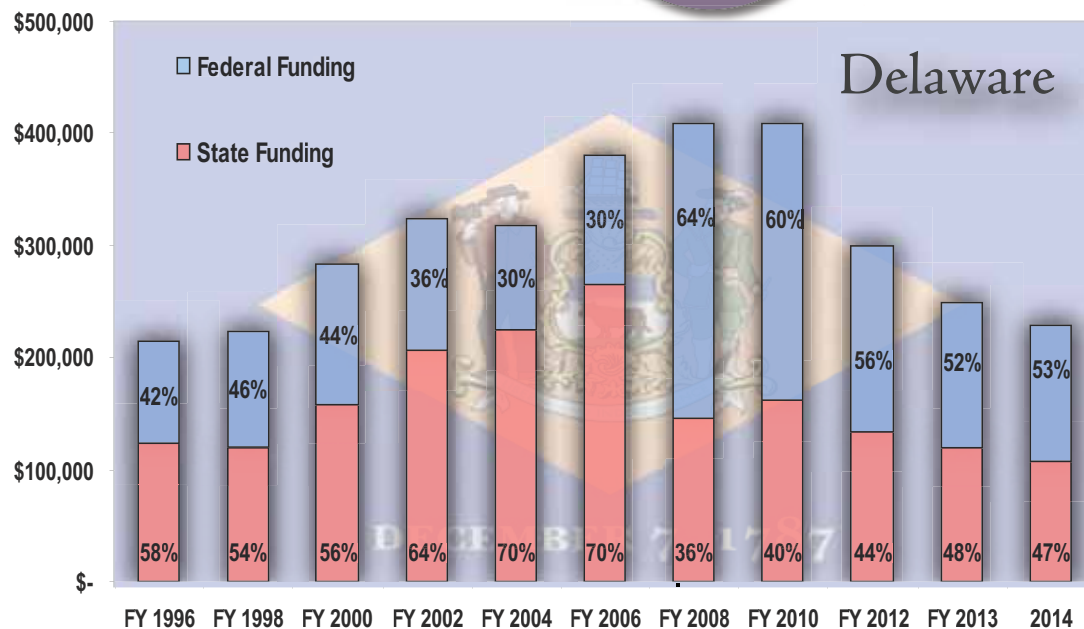
Efforts must continue to fund multimodal transportation projects in order to reduce auto dependency.

## Challenges

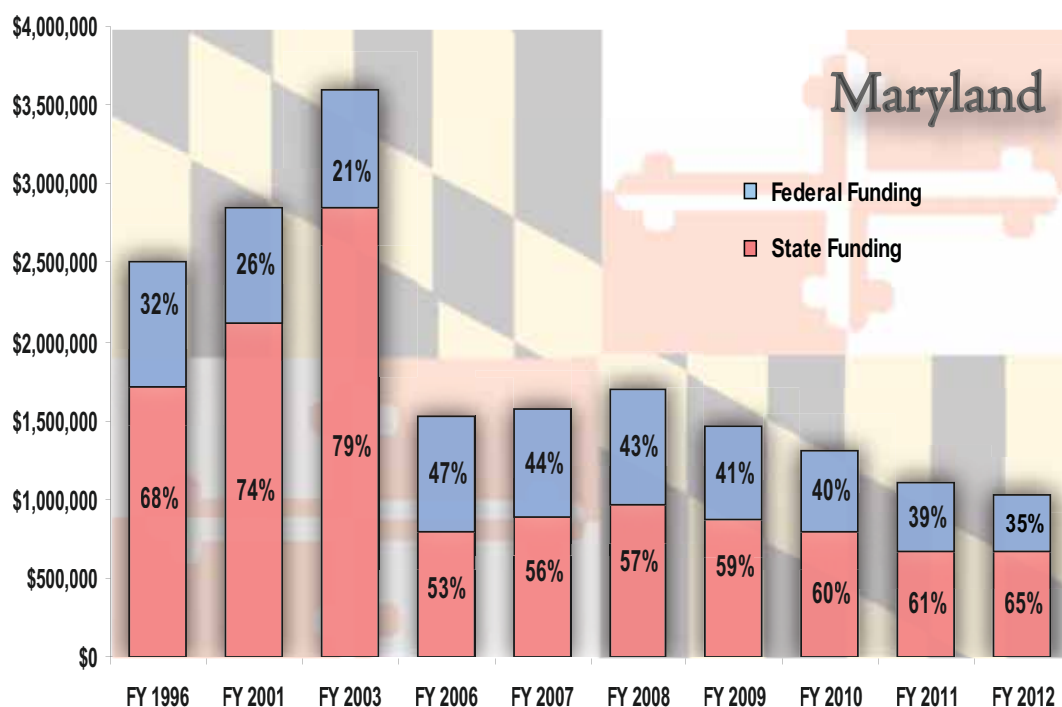
Operation expenses are projected to consume a greater and greater share of transportation resources in Delaware and Maryland. We must rethink the expansion of our network or identify a new revenue stream to meet the future needs of our region.

## Funding

Support Economic Growth, Activity, and Goods Movement



Maryland, like Delaware, has less identified funding for transportation capital improvements in the coming years. The charts above and below show that overall spending on capital improvements will trend downwards, with the bulk of funding coming from state sources.

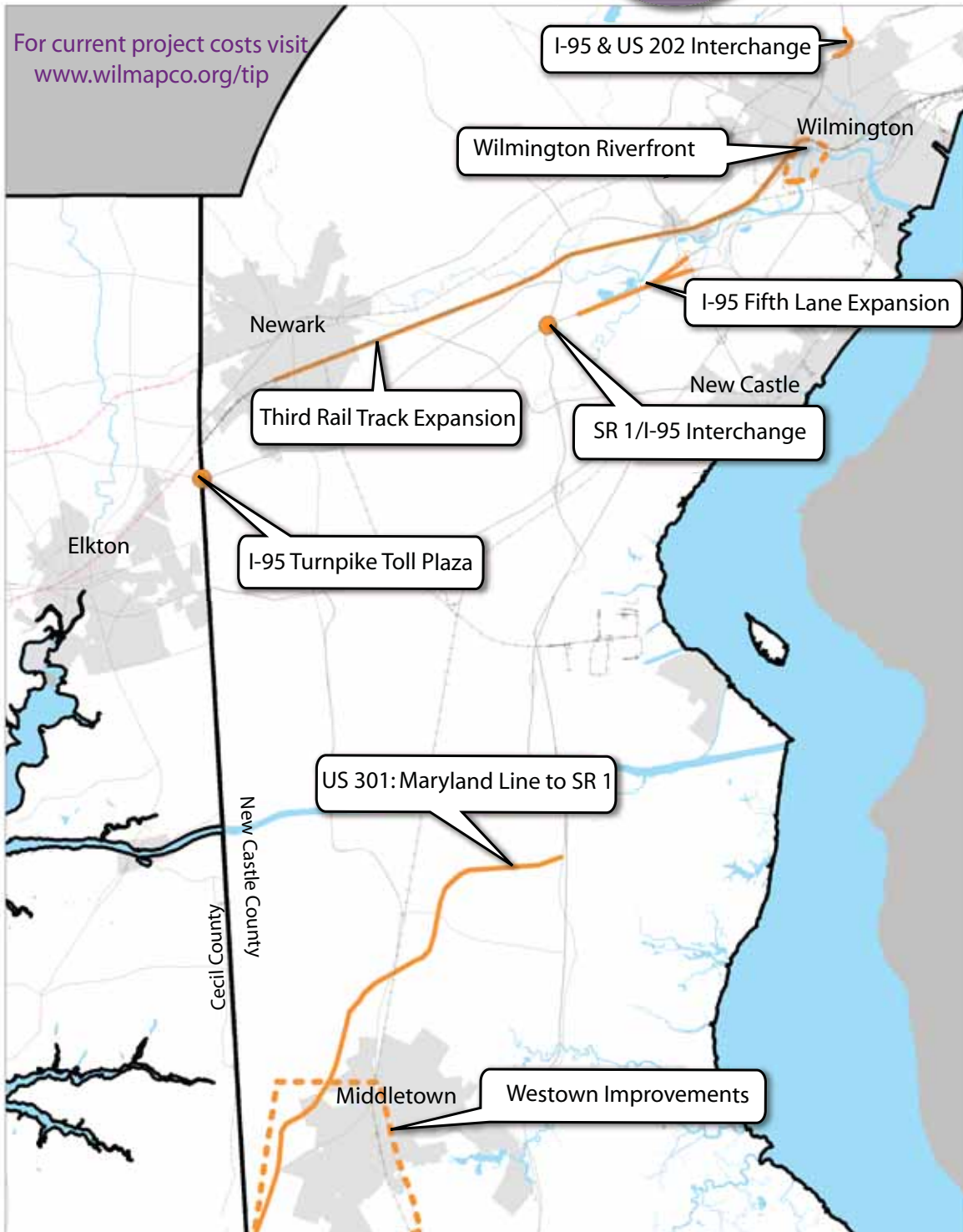


## Major Construction Projects

Support Economic  
Growth, Activity, and  
Goods Movement



For current project costs visit  
[www.wilmapco.org/tip](http://www.wilmapco.org/tip)



### *Challenge*

Significant funding issues have arisen at the regional and national levels, which have delayed the completion of previously programmed projects.

## WILMAPCO Council

Stephen Kingsberry	Chair-Delaware Transit Corporation, Director
James M. Baker	City of Wilmington, Mayor
Christopher A. Coons	New Castle County, County Executive
Joseph L. Fisona	Mayor, Town of Elkton
John F. Klingmeyer	Mayor, City of New Castle
Brian Lockhart	Cecil County Commissioner
Michael W. Nixon	Maryland Department of Transportation
Lee Ann Walling	Delaware Governor's Office
Carolann Wicks	Delaware Department of Transportation

## WILMAPCO Staff

Tigist Zegeye	Executive Director
Heather Dunigan	Principal Planner
Daniel Blevins	Principal Planner
David Gula	Senior Planner
William Swiatek	Transportation Planner
Randi Novakoff	Transportation Planner
Tamika Odrick	Transportation Planner
Janet Butler	Executive Assistant
Ginny Craig	Secretary

*Thank you for taking the time to read the WILMAPCO 2007 Regional Progress Report Executive Summary.*

*The full 2007 Regional Progress Report can be downloaded at:  
[www.wilmapco.org/Progress\\_Report](http://www.wilmapco.org/Progress_Report)*

*If you have any questions or comments, please do not hesitate to contact WILMAPCO.*



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