



2007 Regional Progress Report



Improve Quality
of Life



Efficiently
Transport
People



Support Economic
Growth, Activity and
Goods Movement

January 2008

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I. - Introduction

Who is WILMAPCO?

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 comprehensive, continuing and 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 the national transportation policy expressed in federal transportation law.

WILMAPCO is responsible to all the residents of the region to ensure the development of the best transportation plan for the region. 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 understand the transportation system requirements of the region. Understanding these requirements allows for the development of plans and programs and the implementation of a transportation system that provides for the efficient transport of people, goods and services.



The WILMAPCO region boasts a total area of 744 square miles (396 in New Castle County and 348 in Cecil County) and a 2006 population of 625,093. Although the square mileage of the two counties is fairly similar, their population figures are not. Cecil County had a 2006 population of 99,506, while New Castle County had 525,587. New Castle County is mostly urbanized, with a density of 1,327 persons per square mile, while Cecil County is largely rural, with 286 persons per square mile.

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 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.

This document, 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 which are not progressing as hoped, mid-course corrections may be implemented into our planning process.

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

Goal – Improve Quality of Life

Objectives

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

Goal – Efficiently Transport People

Objectives

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

Goal – Support Economic Growth, Activity and Goods Movement

Objectives

1. Ensure a Predictable and Adequate Public Investment Program
2. Plan and Invest to Promote the Attractiveness of the Region

Introduction

How the Report is Formatted

Our three goals, each identified by a color, have a total of eight objectives we hope to achieve. These goals and objectives are listed in a box at the bottom of the previous page. Each of the eight objectives have been assigned indicators that will show us the direction in which we are moving.

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

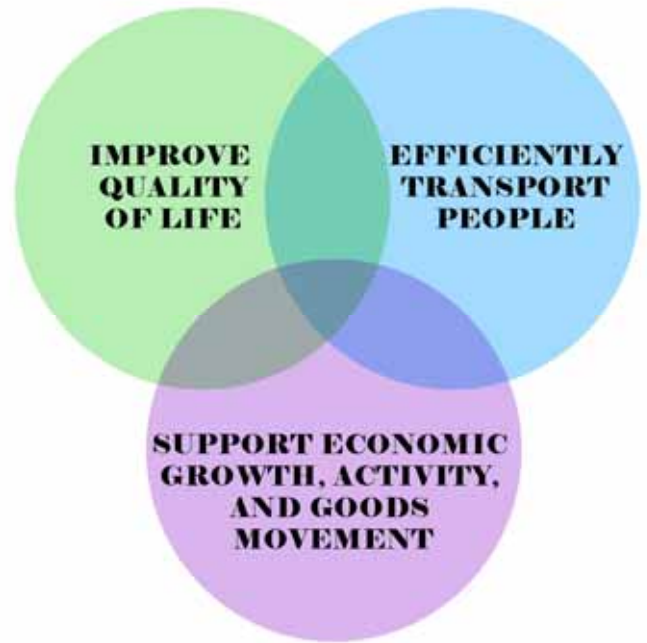
For each objective in this report we list:

- Actions to accomplish this objective
- Regional indicators that track our progress
- Knowledge gaps that need to be closed

The report is primarily made up of indicators, detailing the relevant trends we have identified. Using historic patterns (some data going back to 1996), we can see how indicators have performed through time. Some indicators have performance targets. If a performance target is not available, we used the national average as a criteria's goal. With the addition of performance targets, a direct correlation between the current trends and desired future goals can be established. They allow us to gauge our progress towards meeting the goals set by the 2030 RTP.

There is also a section that serves as an 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 provides a rationale for the revision, along with a new scope or in-service 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 Unified Planning Work Program (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 four core documents to guide us in the coordination of local and regional transportation plans: the Regional Transportation Plan (RTP), the Transportation Improvement Program (TIP), the Congestion Management Process (CMP) and the Unified Planning Work Program (UPWP). The RTP is a 20-year transportation plan for our region. The TIP outlines funding for the projects to be undertaken over the next four years. The CMP works specifically to mitigate congestion and enhance mobility. The UPWP is a one-year document outlining planning activities for WILMAPCO staff and member agencies in the upcoming year. In addition, one of our main tenets is to involve the public in transportation planning. Comment sheets are provided with most of our programs and we conduct public opinion surveys. Results from these efforts steer our planning documents.

Regional Transportation Plan (RTP)

The RTP provides a guide for transportation plans scheduled and necessary in the region through the year 2030. It consists of goals and objectives that are designed to address our region's challenges. A list of actions are produced for each goal to guide WILMAPCO staff and member agencies in the coming years. The RTP first examines the forecasted trends 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 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 goals of the long-range plan will be accomplished through the efforts of the member Departments of Transportation, Transit Authorities, States, Counties and municipalities. In addition, the RTP must demonstrate Air Quality conformity goals set by the Environmental Protection Agency (EPA) and demonstrate financial reasonableness.

Transportation Improvement Program (TIP)

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 planning requirements of the Safe, Accountable, Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), a collaborative process has been developed wherein state, county and local governments and transportation providers are partners in the planning and programming process and the public has a voice. The program should be updated every four years and shall be approved by the MPO and the Governors of each state. WILMAPCO typically adopts a revised TIP annually, and may periodically amend the TIP. The fiscal year 2008-2011 TIP contains transportation investments totaling more than \$1.69 billion, up from \$1.17 billion in the 2006-2008 TIP. Included is a mix of transportation options such as expansion of biking, pedestrian and transit facilities and bridge and roadway improvements.



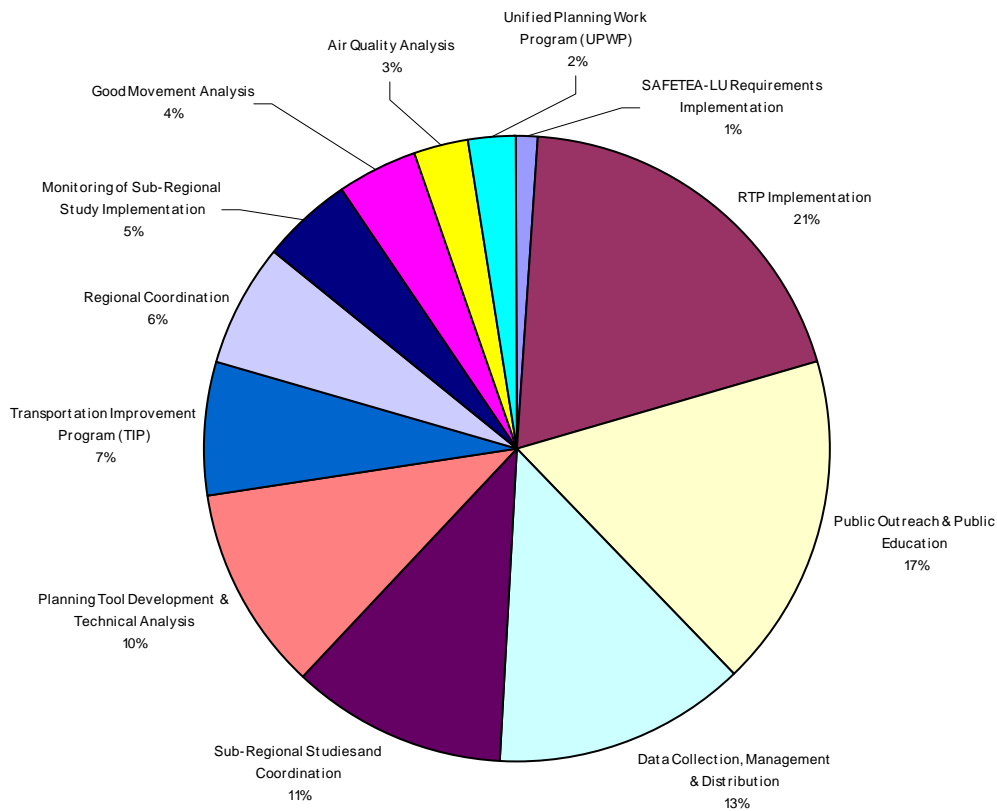
Introduction

Congestion Management Process (CMP)

A CMP is required for each urbanized area with a population greater than 200,000. The Federal Highway Administration defines a CMP as “a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing mobility.” Regulations require the analysis to include ongoing methods to monitor congestion, both traditional and nontraditional congestion strategies, implementation plans, and performance measures. The WILMAPCO CMP examines: level of service (roadway segment volume to capacity ratio); intersection level of service; actual travel speeds compared to posted speed limits; transit volume to capacity ratio. Congested areas and corridors are identified and tools to address the congestion are defined through a top-down approach that places the greatest emphasis on eliminating trips and reducing peak-hour Vehicle Miles Traveled (VMT). Other strategies in order of emphasis are shifting auto trips to other modes, shifting drive alone trips to carpooling and vanpooling, improving roadway operations, and adding capacity.

Unified Planning Work Program (UPWP)

WILMAPCO's UPWP outlines all metropolitan transportation planning activities anticipated within the next fiscal year. It indicates which agency will perform the work, the schedule for its completion and the products that will be produced. Included in the document are the sources for funding each work task and the allocation of funds to perform them. This chart shows the funding breakdown of UPWP tasks in fiscal year 2008.



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 summer of every year, we conduct a Public Opinion Survey of 600 residents (400 in New Castle County, 200 in Cecil County).

II. Review of Past Recommendations and Future Challenges

Over the past year, WILMAPCO staff has been able to make some headway in addressing identified areas of concern. **Table 1** contains an update on the list of future challenges in the 2005 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 19 of 29 issues since the adoption of the 2005 Progress Report.

Table 1: Activity Concerning the 2005 Regional Progress Report Recommendations

Short Term (1-3 years)	Action
Continue to revisit Transportation Investment Areas	In the 2030 RTP, WILMAPCO made significant changes to its TIA designations. Most significant was the addition of "core" areas, targeted for redevelopment.
Review and report on findings from recent municipal comprehensive plans	Staff continuously reviews all adopted comprehensive plans for Cecil and New Castle counties. Findings can be found on page 27 of this report.
Begin work on transportation equity analysis addressing the needs of the elderly	In 2007, WILMAPCO completed its Transportation Justice Study. This study initiates a process to begin addressing the needs of the elderly, disabled, and zero-car households in our region. Moreover, WILMAPCO has been actively involved in the development of an effective United We Ride transit program in New Castle County, targeting seniors.
Continue to plan for multimodal projects	Multimodal projects are funded throughout the TIP. Additionally, WILMAPCO has been involved in Delaware's Pedestrian Plan, the Claymont Train Station improvements and implementation of East Coast Greenway segments in our region.
Examine transit funding levels to support changing ridership patterns	No direct staff activity
Enhance the Freight/Goods Movement Analysis Capacity	WILMAPCO produced a Freight and Goods Movement Report in 2007.
Conform to fine particulate matter (PM2.5) requirements	In January 2006, WILMAPCO made its initial demonstration of PM2.5 conformity. It was subsequently redetermined in the 2030 RTP and FY 2008-11 TIP.
Revise Regional Transportation Plan project list	WILMAPCO produced a constrained project list of funded projects in the 2030 RTP. In addition, an "aspiration list" of unfunded projects was included. The financial shortfall in transportation spurred the development of a transparent, technical prioritization process to score projects in both lists.

Long Term (4+ years)	Action
Help keep the Port of Wilmington competitive in the world market	No direct staff activity
Continue efforts to address "Knowledge Gaps"	A section tracking the progress of knowledge gaps identified in the 2005 Regional Progress Report can be found below.

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	This information is now part of the annual WILMAPCO Public Opinion Survey.
Develop more detailed accident statistics for specific roadway segments to allow for increased aid in accident-prone areas	With the help of the University of Delaware, point crash data have been aggregated to specific roadway segments to enhance analysis.
Access adequate data sources to prioritize capital projects based on safety issues	Staff have obtained detailed crash data for New Castle County and incorporate it into the prioritization process.
Develop a better system to assess effectiveness of transportation security and evacuation plans	WILMAPCO participated with the Delaware Transportation Management (TMT) Team Emergency Evacuation Plan meetings, serving as resource for technical and demographic data. Staff will continue the development of a WILMAPCO emergency evacuation webpage. In the future, it should provide content not found on other websites.
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
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	WILMAPCO has contacted schools in the region to solicit their involvement in the program.
Develop specific strategies that address the transportation needs of our aging population	Addressed as part of the "2007 Accessibility and Mobility Report- A Transportation Justice Study of the WILMAPCO Region." This deals with mobility issues related to the elderly, disabled, and zero-car households.
Revisit RTP Goals & Objectives to more clearly define Environmental Justice initiatives	Addressed as part of the "2007 Accessibility and Mobility Report- A Transportation Justice Study of the WILMAPCO Region." This deals with mobility issues related to the elderly, disabled, and zero-car households.
Get more detailed updates on how ITS improves the overall performance of the existing highway system.	Will be addressed as part of the WILMAPCO CMS Subreports
Address inconsistent data on Park & Ride Usage	Annual Park & Ride inventory ongoing.
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.	WILMAPCO adopted new TIA designations with the 2030 RTP.
Additional effort needed to plan, fund and implement a comprehensive goods movement program	Addressed in the WILMAPCO Freight & Goods Movement Report
Work with state and local agencies on more comprehensive system for project prioritization	WILMAPCO adopted a new prioritization process with the 2030 RTP. The process continues to undergo refinement.
Establish better relationship between transportation and tourism	WILMAPCO is involved in scenic byway planning and the Northern Delaware Heritage Coalition.

Review of Past Recommendations and Future Challenges

The chart below contains a revised list of challenges for WILMAPCO. 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 and Long-Term Challenges

- **Creating alternatives to the automobile:** Efforts must continue to fund multimodal transportation projects in order to reduce auto dependency.
- **Meeting increased demand for goods movement:** 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.
- **Ensuring transportation equity:** Staff will continue in its efforts to identify and mitigate the transportation challenges our Environmental (low-income and minority) and Transportation (elderly, disabled, zero-car household) Justice communities encounter. An updated Environmental Justice study is planned to follow up on our recently completed Transportation Justice Report.
- **Improving air quality:** Failing to meet our air quality standards for ozone and fine particulate matter (PM2.5) not only places our federal transportation funding in jeopardy, but also risks the health of our region's residents.
- **Addressing implications of rising gas prices & alternative forms of energy:** The availability of dependable and affordable sources of fuel is critical to our future.
- **Supporting Center and Core TIAs:** 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.
- **Addressing Congestion:** 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.
- **Financing the transportation system:** Significant funding issues have arisen at the regional and national levels, which has delayed the completion of previously programmed projects.
- **Maintaining economic prosperity:** The key to a sustainable regional economy is to support economic growth in a manner consistent with the goals and plans of the region.
- **Preserving aging infrastructure:** Under our "maintenance first" policy, WILMAPCO believes that keeping pace with required maintenance enhances the quality and efficiency of our transportation system.
- **Addressing increased inter-regional strains:** Goods and people travel through our region to reach other destinations. Many of these companies and people do not contribute to the upkeep of our transportation infrastructure.
- **Addressing climate change:** Automotive transportation releases a significant amount of greenhouse gas emissions into our atmosphere, speeding global climate change. Reducing the amount of miles residents in our region drive through the promotion of alternative forms of travel and sensible land use decisions will work towards a more sustainable future.

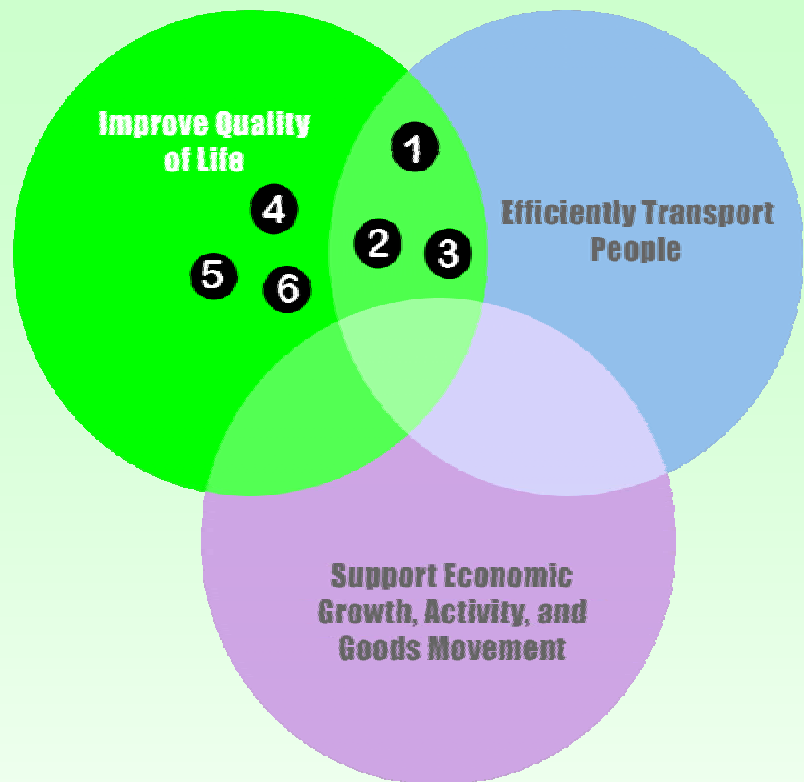
III. – Regional Progress Report

Goal – To Improve Quality of Life

Objective #1 Protect Public Health, Safety & Welfare

Actions

- Ensure a safe transportation system for all users
- Assist Homeland Security agencies in developing and assessing plans
- Coordinate with DOTs to develop Safe Routes to School Programs
- Continue to fund traffic calming in key areas
- Promote healthy communities through transportation
- Meet Air Quality Conformity requirements



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 Crashes:** Crash rate trending downwards... page 9
2. **Bike/Ped Fatalities:** Fewer deaths in recent years... page 9
3. **Safety Projects:** Nearly \$2 million in funding across New Castle Co. ... page 9
4. **Air Quality Impacts:** Attaining conformity for ozone and PM2.5 page 10
5. **Ozone Exceedences:** Steadily dropping over the past decade..... page 12
6. **Particulate Matter (PM2.5) Exceedences:** Still falling.....page 12
- Public Opinion:** Increased safety is not the highest priority page 13



Knowledge Gaps:

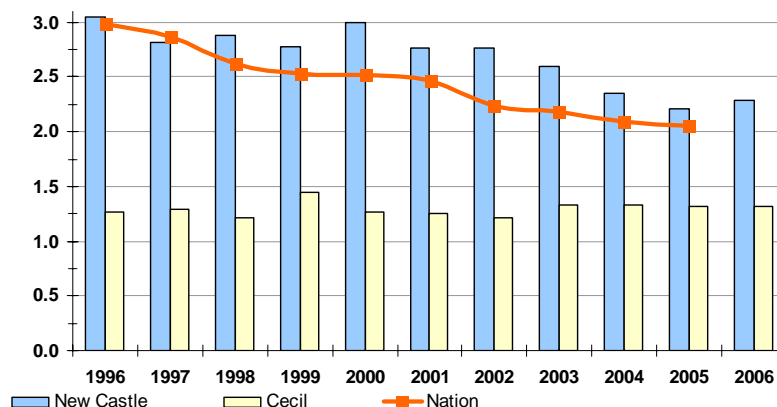
- Need to quantify the impact of auto-dependency and how health data (e.g., incidence of asthma or obesity) can be used as a measure for this objective
- Need a better way to assess effectiveness of transportation security and evacuation plans
- Effectiveness of individual transportation projects that have received CMAQ funding at reducing mobile source emissions.

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 crash rate. **Figure 1** 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.

Figure 1: Automobile Crashes per Million Miles Traveled

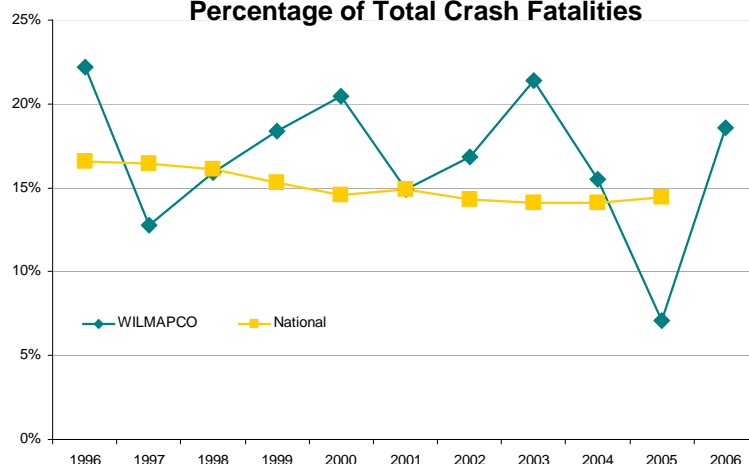


Source: MDSHA, DelDOT, DE/MD State Police

Bike/Ped Safety

Figure 2 shows the percentage of pedestrian and bicyclist fatalities during the last decade in the WILMAPCO region against the national average. Our region's fatality rate fell below the national average in only three years (1997, 1998, and 2005). While the period from 2003 to 2005 saw a sharp decline in total bicycle and pedestrian fatalities throughout the region (22 to 6), fatalities increased in 2006.

Figure 2: Pedestrian and Bicycle Fatalities as a Percentage of Total Crash Fatalities



Source: MDSHA, DelDOT, DE/MD State Police, US DOT

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. **Table 2** shows the number of Highway Safety Improvement Program (HSIP) projects and total funding allotted each year in New Castle County.

Table 2: Safety Projects, New Castle County

	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
FY 2006	15	\$1,975,100

Source: DelDOT HSIP

Objective – Protect Public Health, Safety and Welfare

Air Quality Impacts

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, see **Figure 7** on page 12. New Castle County is also in non-attainment for fine particulate matter (PM_{2.5})

To demonstrate that our plans meet the EPA's ozone regulations, we must remain below a determined budget for current and future emissions from vehicles for two pollutants: Nitrogen Oxides (NO_x) and Volatile Organic Compounds (VOCs). Because budgets are not yet in place for PM_{2.5}, we must show that programmed transportation projects do not increase PM_{2.5} levels from previous years. **Figures 3 and 4** show the current ozone conformity analysis for Cecil and New Castle Counties. Both counties fell under the emission budgets.

Figure 3: New Castle County's Mobile Source Ozone Emission Projections vs. Allowable Budgets

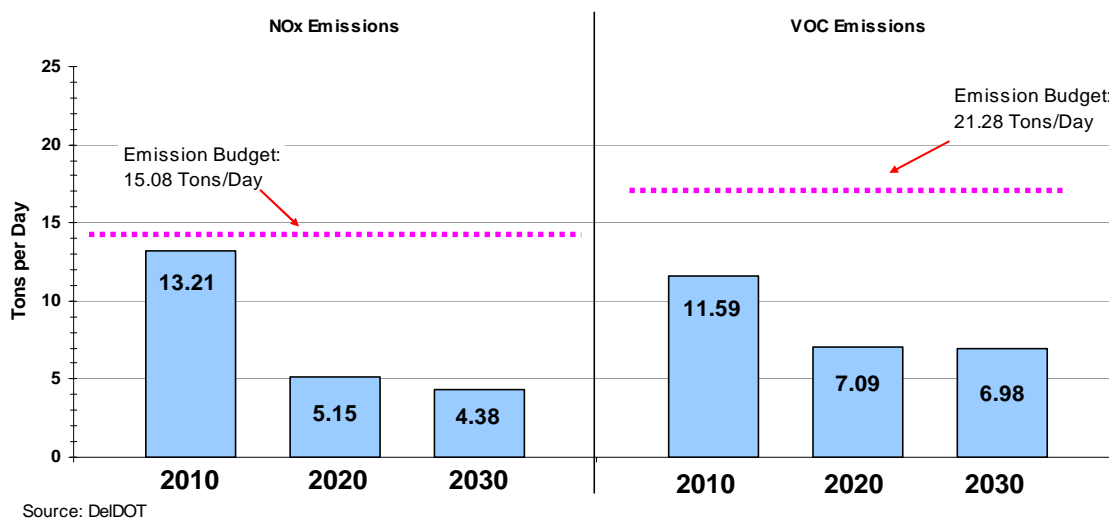
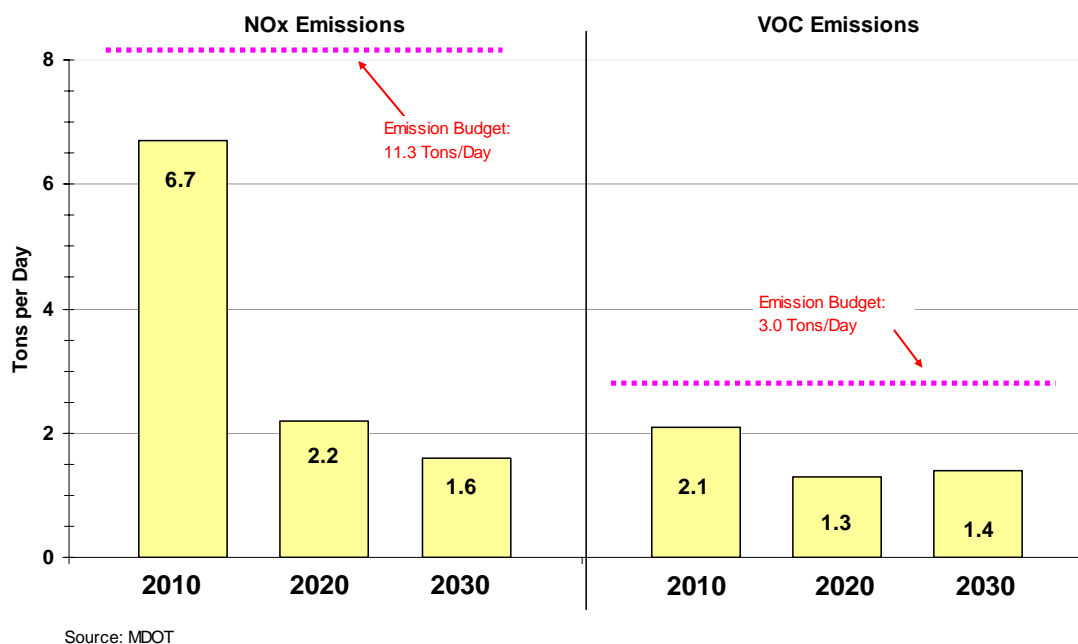


Figure 4: Cecil County's Mobile Source Ozone Emission Projections vs. Allowable Budgets

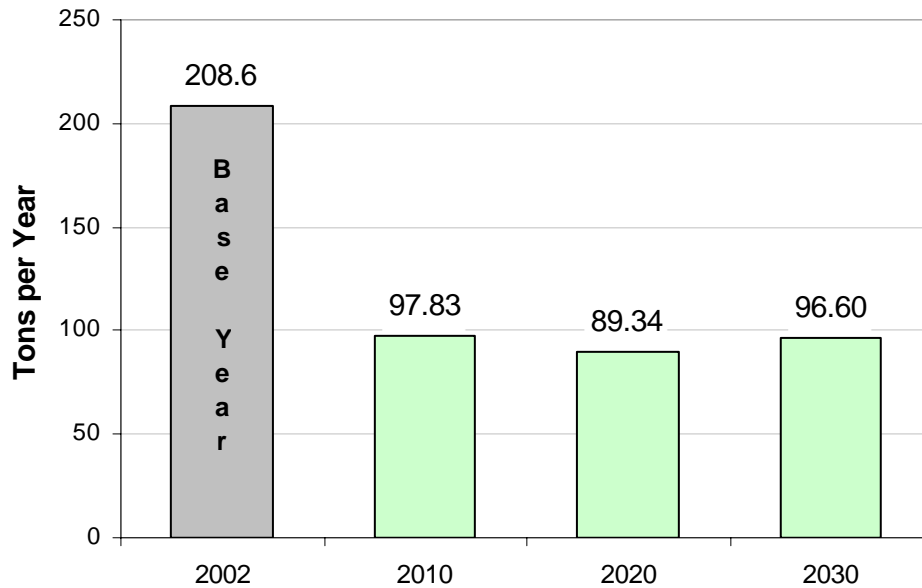


Objective – Protect Public Health, Safety and Welfare

Air Quality Impacts

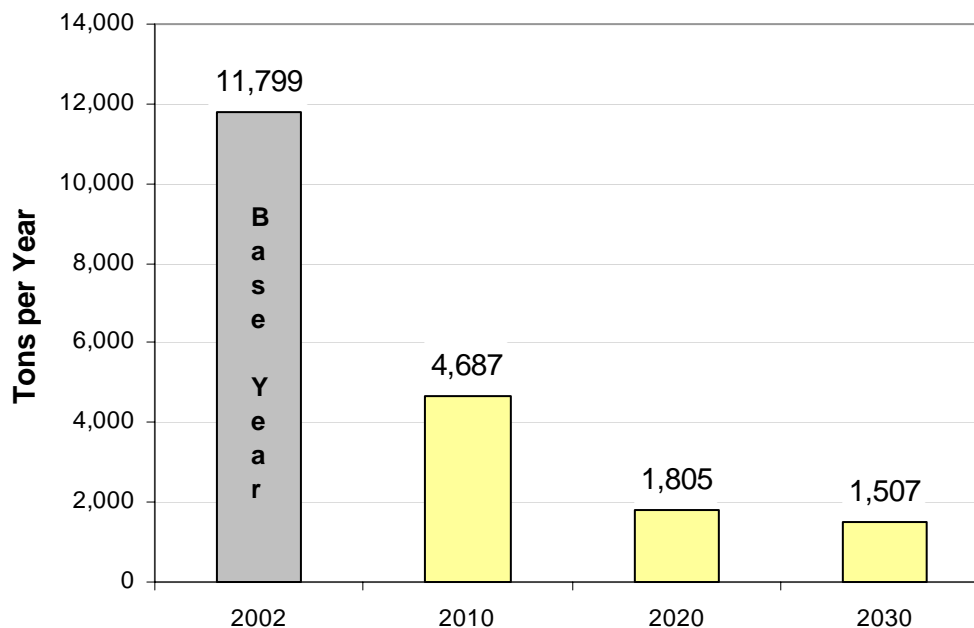
The latest fine particulate matter (PM_{2.5}) analysis for New Castle County is below. **Figures 5 and 6** show that, like ozone, mobile source PM_{2.5} levels are predicted to decrease dramatically in the near future. Better, cleaner automotive technologies and fuels largely account for these improvements. PM_{2.5} is created directly (through rogue dust) and indirectly (NO_x). Both sources are measured below.

Figure 5: New Castle County's Direct PM_{2.5} Emission Projections



Source: DelDOT

Figure 6: New Castle County's Indirect PM_{2.5} Emission Projections



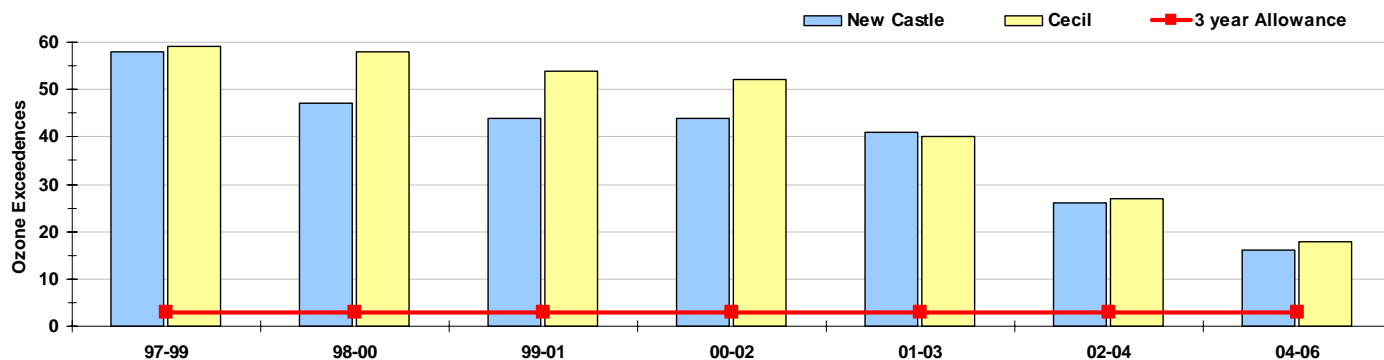
Source: DelDOT

Objective – Protect Public Health, Safety and Welfare

Ozone Exceedences

As **Figure 7** indicates, while ozone exceedences have been falling steadily, our region still has not met the 8-hour ozone standard (0.08 parts per million). Under the current trend, we should meet the standard within the next decade.

Figure 7: 8-hour Ozone Exceedences vs. EPA Allowance

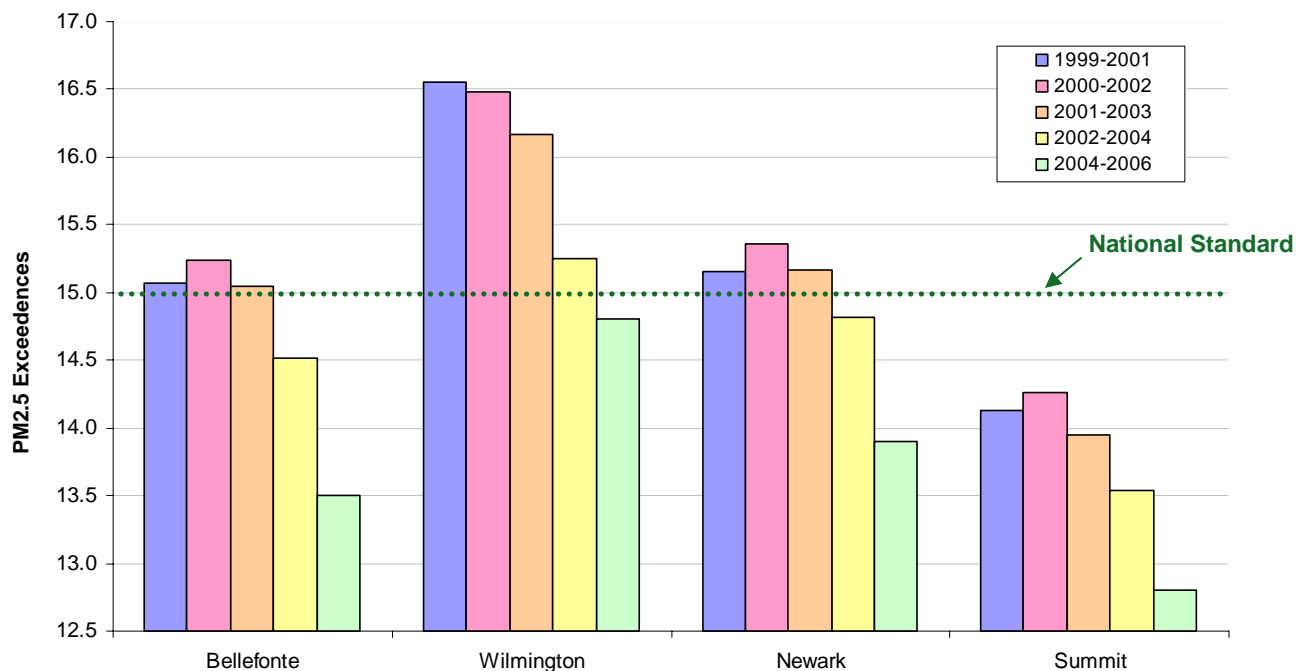


Source: DNREC, EPA

Particulate Matter (PM2.5) Exceedences

As of 2005, New Castle County was designated as part of Philadelphia's PM2.5 non-attainment area. The annual standard for PM2.5 is 15 $\mu\text{g}/\text{m}^3$ (micrograms per cubic meter of air,) set using a three-year annual average. This average is used as the benchmark to attainment. As the chart below shows, New Castle County met the three-year standard in the 2004-06 period, with exceedences from Wilmington dipping under the standard for the first time. The county cannot be re-designated, however, until all stations in the Philadelphia metropolitan region meet the average.

Figure 8: PM 2.5 Exceedences



Source: DNREC

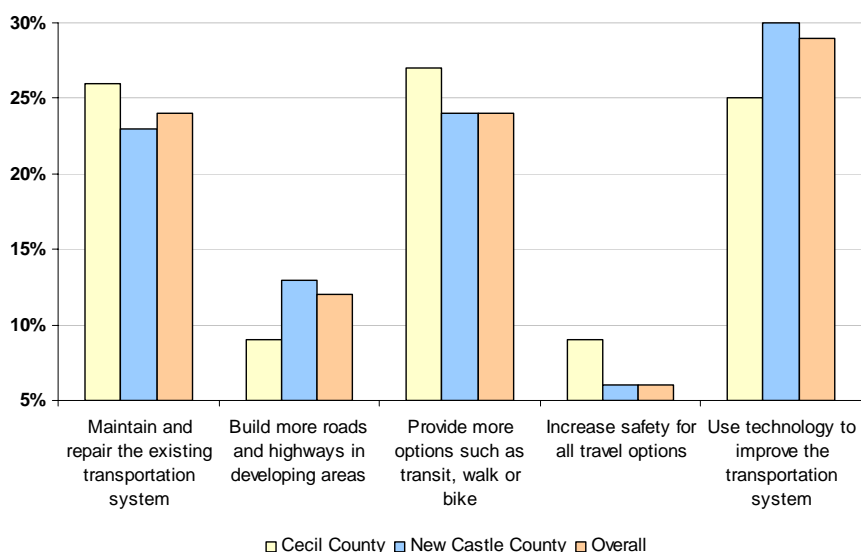
Objective – Protect Public Health, Safety and Welfare

Public Opinion Survey Results

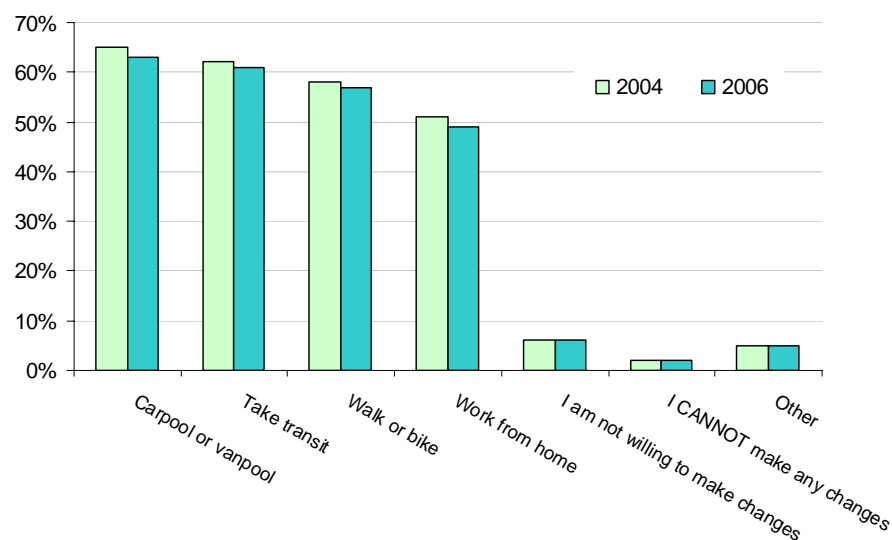
Our public opinion survey asks a few questions that reflect how our residents feel about safety and air quality issues pertaining to the transportation system in our region. This helps us to monitor the trade-offs people will accept when balancing safety and improving air quality with convenience.

2006 Public Opinion Survey: What type of transportation improvement do you think should receive the highest priority for funding?

Residents of New Castle and Cecil Counties both agreed that using funds to improve the safety for different travel options was a lower priority than building more roads or improving technology. This chart illustrates the challenges we face when trying to provide safe transportation alternatives while still satisfying the demands of drivers.



2006 Public Opinion Survey: What would you be willing to do to improve air quality in our region?



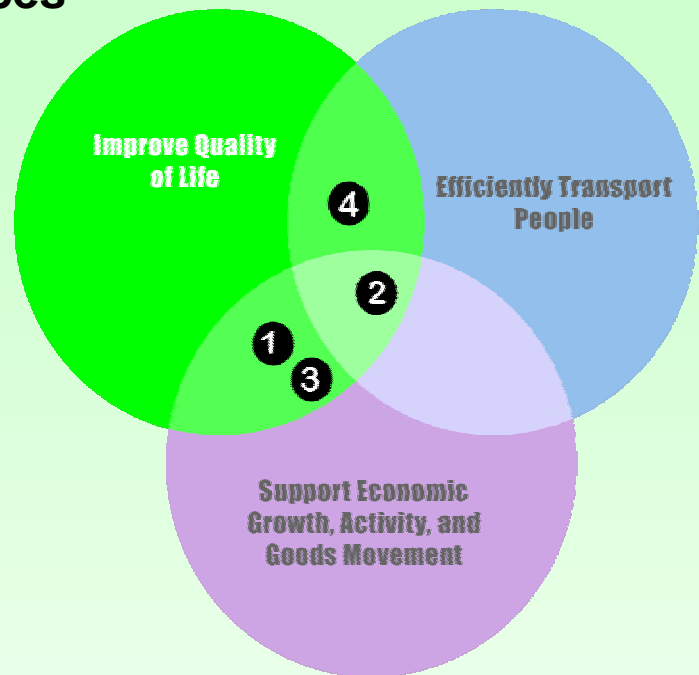
The majority of residents in our region said they could alter their travel behavior to improve air quality. In both counties, over 60% felt they could carpool or take transit more. Only 2% of people in the WIL-MAPCO region said they could not make any changes.

Goal – To Improve Quality of Life

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

Actions

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



It is critical to balance human spatial growth with the maintenance of our region's natural character. From weathered colonial landmarks in northern Delaware to lush scenic expanses along the Chesapeake, these treasures must be preserved for future generations.

Regional Indicators:

1. **Historical Resources:** 125 historic parcels/properties as of 2007.....page 15
 2. **Historic Projects:** Four new TIP projects with historic significance.....page 15
 3. **Scenic Byways:** 52 miles of byway added in 2007.....page 15
 4. **East Coast Greenway:** 1.5 additional miles completed since 2005.....page 15
- Public Opinion:** Preserve farmland/open space.....page 16



Knowledge Gap:

- Need a consistent, annually-updated GIS layer for preserved land in the region

Objective – Preserve our Natural, Historic and Cultural Resources

Historic Resources & Projects

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 2007 count from county governments shows 80 historic tax parcels located in New Castle County as well as 34 historic overlay districts. In Cecil County, there are a total of 45 properties of historic significance along with five districts listed on the National Register of Historic Places. Nineteen locations have been designated locally.

Construction projects that have historic characteristics are identified annually in the TIP. Efforts to rehabilitate roads and bridges are balanced with a goal to preserve their historic nature. **Table 3** shows the funding allocated to projects with historical value in the last seven Transportation Improvement Programs.

Table 3: 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
FY 2008-11	5	\$6,220,000

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, as listed in **Table 4**. Several additional submissions are being considered for designation. These include Philadelphia Pike near Claymont and Shipley Road. In 2007, Delaware added 52 miles with the addition of the Route 9 Scenic Byway.

Table 4: Scenic Byway Mileage

Cecil County	Miles	Year Designated
Chesapeake Country	13	2000
Atlantic to Appalachians	30	2000
Old Turkey Point Rd.	12	2000
Lower Susquehanna River	11	2000
New Castle County		
Brandywine Valley	13	2002
Red Clay Valley	27	2005
Route 9	52	2007
Total Scenic Byway mileage	158	

Source: MDOT, WILMAPCO

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. 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.

Table 5: East Coast Greenway Progress, New Castle County

Total Planned Greenway Miles	36.7
Completed Sections	Completed Miles
Northern DE Greenway	7.4 (99%)
Market Street	1 (100%)
Wilmington Riverfront	1.3 (100%)
Churchman's Road	2.5 (64%)
Route 4	4.3 (100%)
Route 72	1.2 (100%)
Newark Hall Trail	1.1 (100%)
Total Greenway miles completed	18.8 (51%)

Source: Delaware Greenways, WILMAPCO

Objective – Preserve our Natural, Historic and Cultural Resources

Public Opinion

Given the results of WILMAPCO's Public Opinion Survey, it appears that the majority of our residents support preserving farmland and open space.

2006 Public Opinion Survey: Tell us if you agree or disagree with this statement: We should support farmland or open space preservation through tax incentives or subsidies that help direct development to other areas.

	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree	% Agree
Total	46%	41%	9%	3%	87%
New Castle	45%	41%	10%	4%	86%
Cecil	55%	39%	3%	2%	94%

2006 Public Opinion Survey: Please tell us if you think the following is a critical issue, an important issue or not a very important issue: Preserving farm land and open space.

	Critical Issue	Important Issue	Not Very Important Issue	Don't Know	% Critical or Important Issue
Total	63%	31%	5%	1%	94%
New Castle	61%	32%	6%	1%	93%
Cecil	74%	24%	1%	0%	98%

These findings support our designation of rural Transportation Investment Areas as places where transportation expansion should be limited.

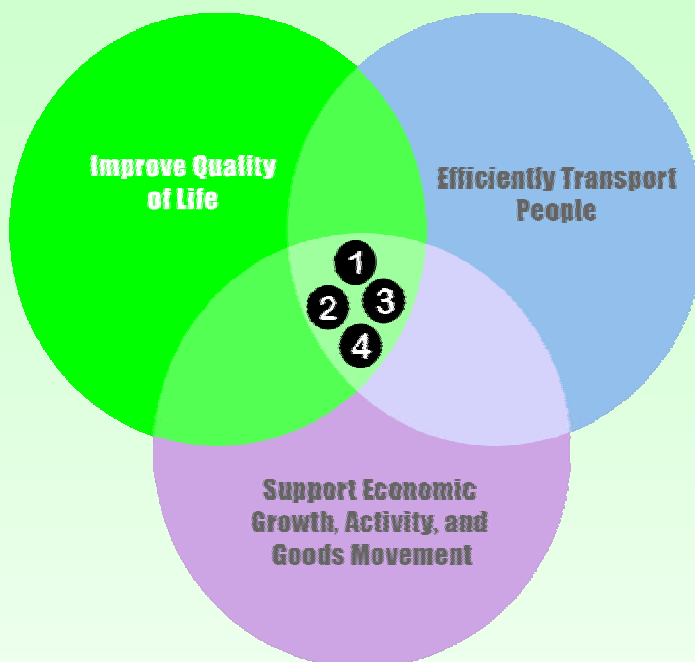


Goal – To Improve Quality of Life

Objective #3 Support Existing Municipalities and Communities

Actions

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



Our region has a unique mix of densely settled municipalities and some strong unincorporated communities. These areas serve as central locations where residents shop, gather socially and with which they identify. We refer to these locations as *Centers* and *Core Transportation Investment Area (TIAs)* where increased multi-modal funding is encouraged. This is a way to maintain and foster growth, while allowing communities to preserve their sense of place.

Regional Indicators:

1. **FY 2005 Completed Projects:** Majority located in center and core TIAs.....page 18
2. **Municipal Population:** Rising in Cecil, falling in New Castle.....page 19
3. **Municipal Funding:** Heavy increase in the FY 2008-11 TIP.....page 19
4. **Municipal Comprehensive Plans:** New Plans for Bellefonte and Odessa.....page 20
- Public Opinion:** Design walkable communities.....page 27



Knowledge Gap:

- Better define boundaries for non-incorporated communities
- Need a performance measure for “context-sensitive solutions”
- Updated “completed projects” GIS layers from DelDOT

Objective – Support Existing Municipalities and Communities

FY 2005 Projects Completed

During fiscal year 2005, a total of 136 projects were completed in the WILMAPCO region. Projects ranged from larger roadway improvements to smaller scale community improvements (e.g. gutter/curb improvements, sidewalk additions/repairs, roadway patching). **Table 6** shows the number of projects completed by type.

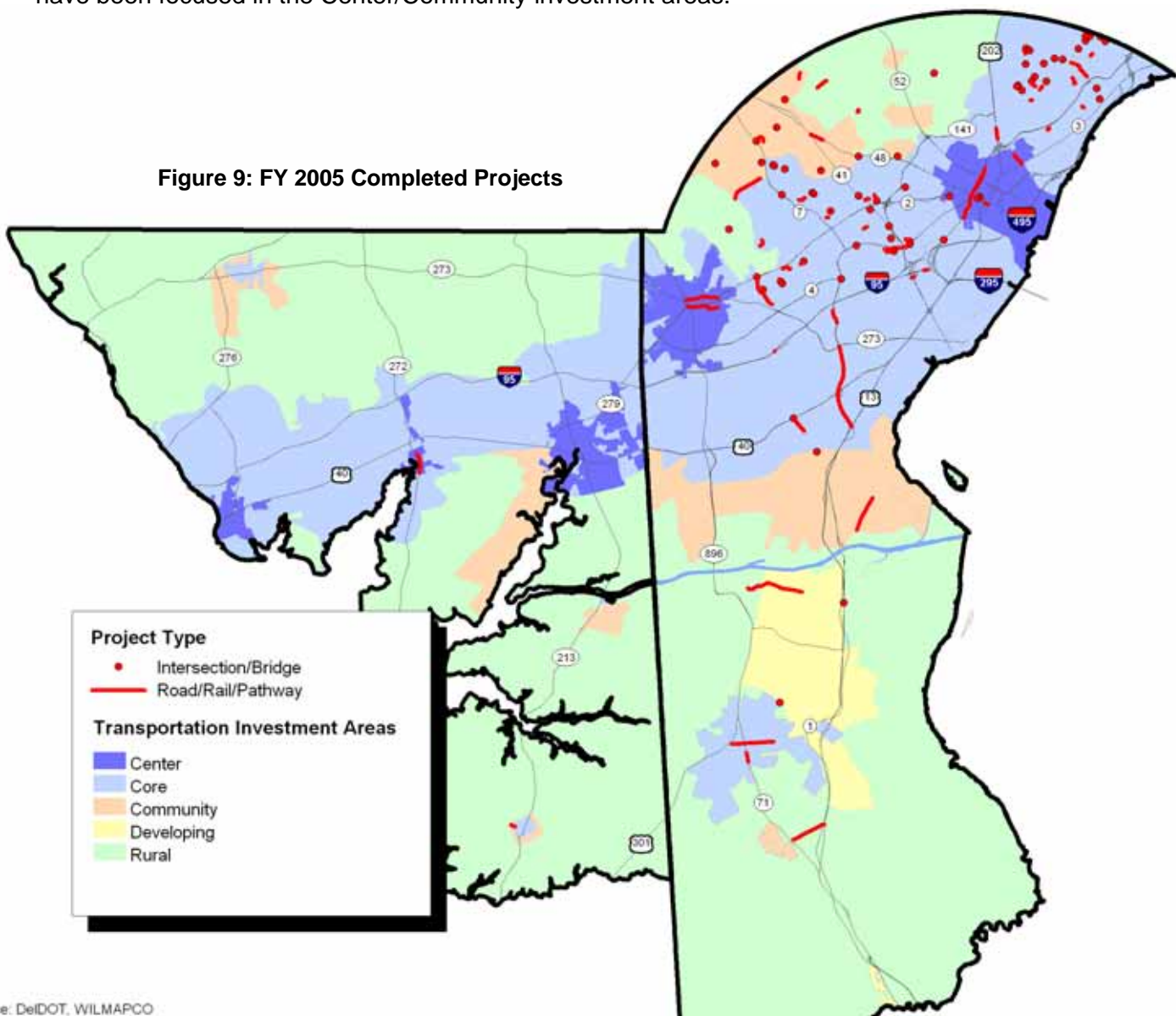
Table 6: FY 2005 Completed Projects

Project Type	New Castle	Cecil
Bridge Improvements	3	0
Community Transportation	87	1*
Pavement Rehabilitation	33	0
Pedestrian Improvements	3	0
Roadway Improvements	4	0
Emergency Repairs	5	0
Other	0	0
TOTAL	135	1

* Project listed under "Community Safety and Enhancements" by MDSHA

Figure 9 shows the location of these completed projects. As the figure indicates, the bulk of the projects have been focused in the Center/Community investment areas.

Figure 9: FY 2005 Completed Projects



Objective – Support Existing Municipalities and Communities

Municipal Population & Funding

Municipalities represent concentrations of infrastructure and investment that should be utilized to our advantage. They are hubs of economic growth and activity, boasting high population and employment densities, mixed land uses, and economic and social diversity. Municipalities have transit supportive land use patterns, which also promote walking, bicycling, and shorter trip distances. Their history, design, or other intrinsic qualities make these places treasures that should be supported.

Table 7: Population Changes within Municipalities: 1980-2006

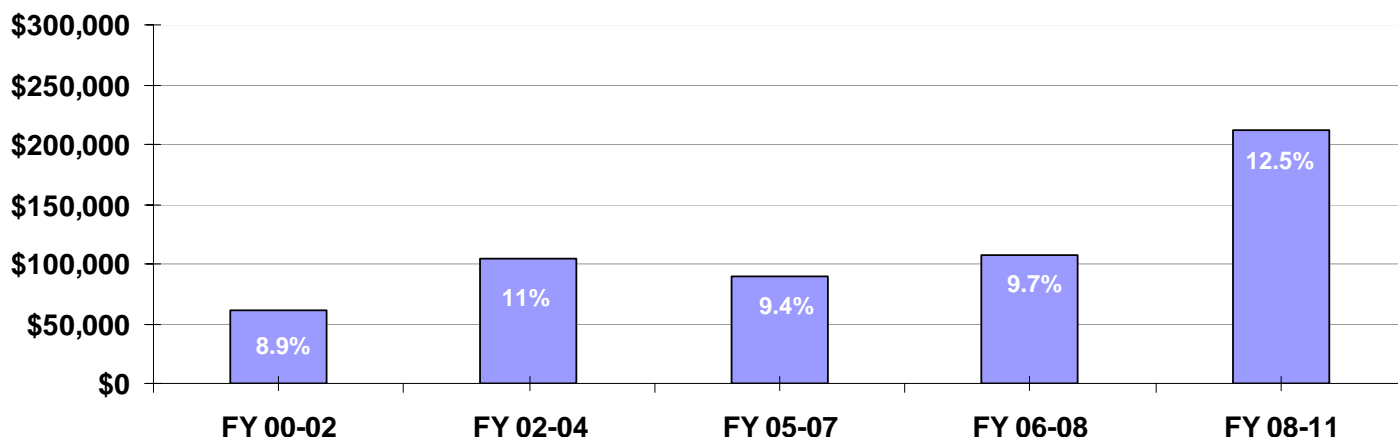
Place	1980	1990	2000	2006	1980-2006 Changes	% Change
Cecil County	60,430	71,347	85,951	99,506	39,076	64.7%
Total Municipal Population	13,394	17,192	22,956	26,331	12,937	96.6%
Percent within County Living in Municipalities	22.2%	24.1%	26.7%	26.5%	4.3%	
New Castle County	398,115	441,946	500,265	525,587	127,472	32.0%
Total Municipal Population	116,055	117,107	123,531	137,317	21,262	18.3%
Percent within County Living in Municipalities	29.2%	26.5%	24.7%	26.1%	-3.0%	
Regional Totals	458,545	513,293	586,216	625,093	166,548	36.3%
Total Municipal Population	129,449	134,299	146,487	163,648	34,199	26.4%
Percent within County Living in Municipalities	28.2%	26.2%	25.0%	26.2%	-2.1%	

Source: U.S. Census

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.

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.

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 actively works with various municipalities and both county governments in order to understand the transportation needs of all of the residents of our region. With assistance from WILMAPCO and other agencies, all our municipalities have completed comprehensive plans. These plans detail future land uses and transportation issues that they face. The plans give WILMAPCO a starting point to begin to incorporate local needs into the metropolitan planning process. **Table 8** shows the current status of all municipal and county comprehensive plans in our region.

Table 8: Status of Local Government Comprehensive Plans

New Castle County	Certified/ Adopted	Update in Progress
County Comprehensive Plan	X (2007)	
Arden Village*	X (2007)	
Ardencroft Village*	X (2007)	
Ardentown Village*	X (2007)	
Bellefonte	X (2007)	
Delaware City	X (2001)	X
Elsmere	X (2004)	
Middletown	X (2005)	
Newark	X (2003)	X
New Castle	X (2003)	X
Newport	X (2003)	
Odessa	X (2006)	
Smyrna	X (2005)	
Townsend	X (2003)	X
Wilmington	X (various years)	
Cecil County		
County Comprehensive Plan	X (1998)	X
Cecilton	X (1998)	X
Charlestown	X (1993)	
Chesapeake City	X (1998)	
Elkton	X (1998)	X
North East	X (2004)	
Perryville	X (1999)	X
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

Tables 9a, 9b, 9c, 9d, 9e and 9f 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 9a: Review of Cecil County Comprehensive Plans

	Demographics	Transportation Recommendations			Land Use / Zoning Recommendations	
		Key Roadways to be Improved/Studied	Transit Needs	Bike/Ped Needs	Land Use & Transportation	Other Land Use Efforts
Cecilton	2000 Pop. 474 Pop. Projections 466-547 (2010) 505-553 (2020)	<ol style="list-style-type: none"> 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 		<ol style="list-style-type: none"> 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 	<ol style="list-style-type: none"> 1. Consider strategies to provide transportation access to interior town lots without access to MD 213 and MD 282 2. Consider alley system to create parking opportunities 	<ol style="list-style-type: none"> 1. Promote the development of mixed use and planned neighborhoods
Charlestown	1,019	<ol style="list-style-type: none"> 1. Limit the number of driveways accessing MD 7 and ensure proper site distances 			<ol style="list-style-type: none"> 1. Require land developers to pay for alterations, improvements, or additions to public roads that will be needed to support the proposed development 	<ol style="list-style-type: none"> 1. Preserve character of the town with consistent residential land uses 2. Provide commercial uses on a local scale, but rely on surrounding areas for shopping and entertainment needs
Chesapeake City	787 900 (2010) 1,080 (2020)	<ol style="list-style-type: none"> 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 	<ol style="list-style-type: none"> 1. Possible water taxi across C&D Canal (implemented summer 2007) 2. Establish north-side docking area 	<ol style="list-style-type: none"> 1. Sidewalk study 2. Connect Greenway to historic district 	<ol style="list-style-type: none"> 1. Enhance town's parking capacity 	<ol style="list-style-type: none"> 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
Elkton	11,893 12,051 (2010) 12,948 (2020)	<ol style="list-style-type: none"> 1. Replace bridge 7052 over Big Elk Creek 2. Resurface U.S. 40 from MD 213 to DE Line and MD 213 Leeds Rd. to MD 273 3. Minor street reconstruction of Main St. and MD 268 4. Reverse direction of Main St. from MD 213 to South St. 5. Add north and southbound through lanes to MD 213 at U.S. 40 6. Add east and westbound through lanes on U.S. 40 at MD 213 7. Add east and westbound through lanes on U.S. 40 at Whitehall Rd. and connect to proposed MD 213 lanes 8. Add east and westbound through lanes on U.S. 40 at Maloney Rd. 9. Add east and westbound through lanes on U.S. 40 at MD 7 and connect to the proposed MD 213 lanes 10. Add east and westbound through lanes on U.S. 40 at MD 781 11. Add a southbound through lane to MD 213 at MD 281 12. Add east and westbound through lanes on U.S. 40 at MD 279/281 13. Connect proposed MD 213 southbound through lane from MD 281 to proposed southbound through lane on MD 213 at U.S. 40 14. Add east and westbound through lanes on U.S. 40 at Melbourne Blvd. and connect with proposed through lanes at Maloney Rd. 15. Replace the U.S. 40/MD 213 intersection with an interchange 		<ol style="list-style-type: none"> 1. Amend Zoning Ordinance to require space for bike parking in non-residential developments 2. Plan for bikeways along appropriate Town streets and pedestrian trails in the future 3. Install sidewalk connections from new residential areas south of U.S. 40 4. Consider pedestrian overpass across U.S. 40 and MD 279 	<ol style="list-style-type: none"> 1. Protect residential areas from excessive through traffic 2. Enhance the appearance and quality of U.S. 40, 213, and 279 3. Create an access management program 4. Require a traffic impact analysis for all major proposed projects 	<ol style="list-style-type: none"> 1. Prevent isolated residential development

Objective – Support Existing Municipalities and Communities

Overview of Comprehensive Plans (cont.)

Table 9b: Review of Cecil County Comprehensive Plans (continued)

	Demographics	Transportation Recommendations			Land Use / Zoning Recommendations	
		Key Roadways to be Improved/Studied	Transit Needs	Bike/Ped Needs	Land Use & Transportation	Other Land Use Efforts
North East	2000 Pop. 2,733	1. Reconstruct MD 272 bridge over Amtrak line 2. MD 7 from east Charlestown to MD 272 3. MD 272 from the north end of the couplet in the North East to Lums Rd. 4. US 40 from MD 272 to the DE line	1. Re-establish rail service to the town	1. Create a more pedestrian/ bike friendly CBD 2. Extend sidewalks along Cecil Ave to connect with proposed Greenway 3. Extend other existing sidewalks, bike paths, etc. to connect with the County's proposed Greenway on the east side of town	1. Provide adequate parking, especially in the CBD 2. Streetscape improvements on Main St.	1. Promote the development of mixed use "smart neighborhoods"
	3,187 (2010) 3,306 (2020)					
Perryville	3,672	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 that parallels AMTRAK bridge		1. Support growth and revitalization of CBD 2. Encourage waterfront development 3. Encourage clustered commercial areas 4. Possible community center at foot of West Broad St.
	834 (2010) 896 (2020)					
Port Deposit	676		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 9c: Review of New Castle County Comprehensive Plans

	Demographics	Transportation Recommendations			Land Use / Zoning Recommendations	
		Key Roadways to be Improved/Studied	Transit Needs	Bike/Ped Needs	Land Use & Transportation	Other Land Use Efforts
Bellevue	2000 Pop. 1,249 Pop. Projections 1,361 (2010) 1,452 (2020) 1,507 (2030)	1. Implement traffic calming techniques 2. Improve parking and traffic enforcement 3. Add a traffic light and signage at the intersection of Philadelphia Pike and Beeson Rd. 4. Regularly inspect streets and identify improvement projects 5. Explore streetscape improvements along the central business district (Brandywine Blvd.)	1. Improve non-motorized modes and safety by adding sidewalks and crosswalk signs 2. Promote public transit, carpools, and explore the use of a local shuttle service	1. Explore the installation of bicycle paths and greenway paths	1. Maintain and encourage mixed use in appropriate zones and protect existing housing choices 2. Monitor the need to expand the central business district and access impact before expansion 3. Revitalize the town park, develop a recreational program, and explore purchasing vacant lots to establish pocket parks 4. Encourage greening of the town, increase recycling participation, and protect natural resources through environmental monitoring	1. Explore annexation of four properties to smooth the Town's boundary 2. Update and adopt a new zoning ordinance and ensure it is strictly enforced 3. Revitalize the town park, develop a recreational program, and explore purchasing vacant lots to establish pocket parks 4. Encourage greening of the town, increase recycling participation, and protect natural resources through environmental monitoring
Delaware City	1,453	1. Conduct traffic and parking study (complete) 2. Possibly participate in Pavement Management Program	1. Survey senior residents to see if their transportation needs are being met. Present findings to DTC.	1. Conduct ranked sidewalk inventory (pedestrian prioritization complete) 2. Adopt regulations forcing developers to construct sidewalks 3. Develop plan for bike and ped facilities (included in the Delaware City Transportation Plan)	1. Retain public rights-of-way to provide off-street parking and bike/ped paths	1. Balance mix of retail uses so residents and tourists are served
Elsmere	5,800 5,926 (2010) 5,944 (2020) 5,928 (2030)	1. Monitor noise/air pollution on Kirkwood Hwy 2. Work to reduce speed on Kirkwood Hwy 3. Rearrange traffic patterns on Kirkwood Hwy to accommodate new Main St. 4. Improvements to Choptank Rd. including three roundabouts for expected increase in traffic volumes 5. Construct new connector road from Bunker Hill Rd to St. Anne's Church Rd. and Industrial Dr. to Level's Rd. 6. Reconstruct portions of US 301, Bunker Hill Rd., Level's Rd., St. Anne's Church Rd., and Wiggins Mill Rd. 7. Project Development for SR 299 from Silver Lake Rd. to SR 1 8. Improvements along the US 301/ SR 896 Corridor to help mitigate congestion, as suggested in the WILMAPCO 2004 CMS Study	1. Upgrade bus stops on Kirkwood Hwy	1. Enhance pedestrian walkways, meeting standards for the disabled 2. All intersections should have striped crosswalks 3. Encourage pedestrian travel	1. Implement a Main Street program 2. Redesign downtown, better accessibility (for tourists and residents)	1. Encourage affordable housing program 2. Create re-greening of Elsmere 3. Prevent indiscriminate mixture of land uses 4. Review zoning and subdivision codes (complete)
Middletown	6,161 23,000-33,000 (2020)		1. Explore a rail route from Wilmington and Newark to Middletown (Study Complete) 2. Provide passenger rail service south to Dover as development along SR 1 continues	1. Develop a Multi-Modal plan that identifies ped/bike routes 2. Brick sidewalks downtown should be repaired	1. Complete Main Street Revitalization including new commercial development 2. Maintain sufficient land appropriate for industrial zoning and future employment uses	1. Preserve areas in the identified greenbelt in their rural condition 2. Adopt a Transfer of Development Rights Ordinance 3. Review projects proposed in Middletown that are reviewed through the Preliminary Land Use Service (PLUS) process 4. Annexation of areas within and around Middletown

Objective – Support Existing Municipalities and Communities

Overview of Comprehensive Plans (cont.)

Table 9d: 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
New Castle	4,862	5,158 (2005) 6,894 (2030)	<ol style="list-style-type: none"> 1. Install signage on SR 9 to direct through traffic 2. Prohibit trucks from using local City streets 3. Redesign SR 9 gateway intersections to direct traffic away from residential areas 4. Construct SR 9 bypass of the downtown (south of Dobbinsville and Washington Park) 5. Implement a way-finding signage system 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) 		<ol style="list-style-type: none"> 1. Improvements along SR 9 from 6th St. to the north 2. Create bike path along former rail bed from SR 273 to 7th St. (Complete) 3. Pedestrian crossing on 7th St. through Dobbinsville 4. Add bike lanes throughout City 5. Redesign portions of SR 9 and Ferry Cutoff as a ped.-oriented commercial district 	<ol style="list-style-type: none"> 1. Construct off street paths and sidewalks, connecting residential neighborhoods with other uses 2. Incorporate these connections into East Coast Greenway 3. Improve visitor lots at Battery Park 4. Enhance downtown residential and business parking 	<ol style="list-style-type: none"> 1. Encourage mixed use land use 2. Develop undeveloped parcels, brownfields, and re-development areas harmoniously with nearby lands 3. Encourage the development of adjacent lands in a harmonious manner with nearby uses
Newark	28,547	30,738 (2010) 31,971 (2030)	<ol style="list-style-type: none"> 1. Implement traffic calming 2. Designate new DE 896 truck route 3. Evaluate feasibility of ITS in US 40 and MD 213 Corridors 	<ol style="list-style-type: none"> 1. Expand scope of TMA; increase TDM 2. Provide public vanpool service 3. Establish transit center downtown 4. Increase CDB circulation 5. Implement express Elktion-Newark- Wilmington bus service and additional and enhanced bus service to Elktion, and US 40 Corridor 6. Enhance bus stop facilities, intermodal connections at rail station 7. Potential extension of commuter rail 8. Study alternatives for CSX line 	<ol style="list-style-type: none"> 1. Develop Greenway/ Bike route system 2. Develop an integrated bike system and enhanced pedestrian amenities downtown 	<ol style="list-style-type: none"> 1. Promote transit-friendly development 2. Develop new park and ride locations 3. Preserve Pomeroy Branch for bike/ped 	<ol style="list-style-type: none"> 1. Increase preservation and acquisition of open space
Newport	1,122	34,837 (2005)* 32,830 (2020)*	<ol style="list-style-type: none"> 1. Manage traffic on SR 141/41 and SR 4; limit speed through town, buffer noise creation, reduce pollution 2. Evaluate traffic calming methods, especially downtown, and development design standards (such as on street parking) to enhance non-motorized safety and mobility 3. Regularly monitor vehicle traffic and air quality 	<ol style="list-style-type: none"> 1. Periodically survey Town citizens to see if their mass transit needs are fulfilled. Report findings to DART. 	<ol style="list-style-type: none"> 1. Improve ped. accessibility along SR 4, install signalized ped. crossings through Market St. section of SR 4 2. Develop pathfinder signage throughout Newport 	<ol style="list-style-type: none"> 1. 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. 2. Possibly develop centrally located metered parking; explore shared parking amongst businesses; rear parking lots; and other partnerships to alleviate the Town's parking issues 	<ol style="list-style-type: none"> 1. Remake the downtown using smart growth (mixed use) design principles; market the town's accessibility to major roadways 2. The short-term annexation of lands off the Bestfield Rd, Clover Cir, Cedar St., and Larch Ave border (37.6 acres) and long-term annexation of additional land to the north, east, west, and southeast

Objective – Support Existing Municipalities and Communities

Overview of Comprehensive Plans (cont.)

Table 9e: Review of New Castle County Comprehensive Plans (continued)

	Demographics	Transportation Recommendations			Land Use / Zoning Recommendations	
		Key Roadways to be Improved/Studied	Transit Needs	Bike/Ped Needs	Land Use & Transportation	Other Land Use Efforts
Odessa	2000 Pop. 286 Pop. Projections 310 (2010) 329 (2020) 343 (2030)	1. Implement the Town's 2004 Transportation Plan 2. Improve SR 299 and U.S. 13 through Town		1. Improved access across US 13 to reach Memorial Park 2. Reduce impact of the car 3. Add additional pathways through the Town, especially to Memorial Park 4. Improve conditions of brick sidewalks	1. Ensure that developments in the proposed annexed areas coordinate with transportation network of existing Town 2. Review and update Land Use Codes to ensure consistency with town's transportation network 3. Consider additional parking for Memorial Park	1. Promote development of forested and open-space areas 2. Preserve historic character of the Town 3. Designate "downtown commercial uses" 4. Possible annexation of properties to west and north
Smymna	5,679 8,813 (2010) 9,207 (2015) 9,579 (2020)	1. Upgrade Carter Rd. from Sunnyside Rd. to Route 300 and traffic improvements to Route 300/ Glenwood Ave. 2. Construct Carter Rd. to SR 1 Connector and Green Meadows/ Locust Street Connector 3. Possible widening and improvements to Sunnyside Rd. 4. Enhance Downtown Street Network and reconfigure Main St./Commerce St. Intersection 5. Route 13 improvements consistent with a Commercial Corridor Concept Plan 6. Conduct a Regional Westerly Connection Study to address traffic congestion, including a new connector/bypass west of the railroad	1. Conduct a transit study that identifies potential services 2. Relocate DART bus stop from Route 13 to a site within the community closer to walk/ride and park/ride options 3. Identify and develop potential locations for a Park and Ride Plan	1. Improvements to Duck Creek Parkway and North Main Street Extended to accommodate all user types 2. Establish a Bike and Pedestrian Plan	1. Develop new zoning classifications to enhance the town's appearance and facilitate mobility	1. Conduct Southern Development Area Study 2. Encourage in-fill of vacant land parcels and encourage cluster of planned residential developments 3. Encourage mixed downtown use and commercial corridors 4. Annexation of the town's boundary within the recommended growth areas
Townsend	346 1,377 (2025)	1. 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 2. Emergency access to SR 1 3. 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 4. Gateway study of Main St. east of town to SR 71	1. Initiate town-owned shuttle/van to assist large non-driving population 2. Possibly improving paratransit access	1. Complete sidewalk system 2. Establish greenway/ bikeway between Noxontown Pond and Wiggins Mill Pond	1. Locate townhouses and duplexes near historic core to promote pedestrian travel throughout town 2. Maintain pedestrian orientation 3. Revise block lengths and update intersection requirements to discourage speeders	1. Consider creation of adult living communities 2. Consider allowing cluster development to preserve open space

Objective – Support Existing Municipalities and Communities

Overview of Comprehensive Plans (cont.)

Table 9f: 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
Wilmington	71,727 (2010) 70,445 (2020) 69,097 (2030)		1. Link 23rd and 25th St. as part of any future development of the B & O tract 2. Apply ITS to Delaware Ave., West 4th St., West 2nd St., Washington St., and MLK through West Center City 3. Change direction of 6th St. to westbound between King St. and either Adams or Jackson St.	1. Realign all bus stops located along regular routes in West Center City, the East Side, and the Northwest 2. Implement Sunday bus service 3. Establish an unlimited ride monthly bus pass program with CBD employers to improve mobility within the CBD during the workday 4. DART should operate smaller buses in Wilmington to complement its tighter geometry	1. Develop a City-wide bike route plan 2. Coordinate with the East Coast Greenway Plan 3. Conduct a traffic engineering analysis of the Lea Blvd., Tammal St., Shipley St., and West Park Dr. intersections 4. Improve access to the Train Station 5. Enhance streetscape of Northern Walnut St. and East 4th Street in the East Side	1. Enhance West 4th St.'s streetscape through West Center City 2. Improve East 11th St.'s streetscape and pedestrian access 3. Beautify Walnut St. between Front St. and East 16th St. 4. Reconsider impacts of the Wilmington Transportation Center Improvements on East Side neighborhoods	1. Scores of re-zoning recommendations to better complement surrounding uses and the City's vision
	72,664		4. Change the direction of 5th St. to eastbound between King and Monroe St. 5. Change direction of Windsor St. to southbound between 6th and 9th St. 6. Improve signage for westbound traffic on 4th St. at Union St. 7. Upgrade (curbs, traffic control) 'A' St. between Heald and Market St. 8. Implement alternative east-west routes in South Wilmington 9. Create a formal entrance to Todds Lane Business Park 10. Revisit the 12th St. Improvement Project 11. Improve intersection of 12th St. and Northeast Blvd. to include a southbound left-turning lane and signalization 12. Restrict traffic on the 1500 block of Heald St. 13. Restrict through and truck traffic on Vandever Ave. 14. Possibly implement ITS on Walnut St., East 10th St., East 4th St., East 2nd St., Church St., and Spruce St. in the East Side 15. Move forward with the 12th St./I-495 Connector 16. Close West 13th St. between Market and Bassett St. to vehicular traffic 17. Open Bassett St. so it links to 12th and 13th St. 18. Change Market St. from one way to two way between 12th St. and the Market St. Bridge 19. Improve the design of the intersection at Market, South Park Dr., 16th, and King St.				

Objective – Support Existing Municipalities and Communities

Public Opinion

In our 2006 Public Opinion Survey, when we asked people what strategies may be effective for improving our transportation system, the majority (60%) of New Castle County and Cecil County residents chose “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.

Residents were also asked to evaluate the job that they thought transportation planners were doing in supporting communities and municipalities with transportation projects and planning. The majority, nearly 80% of residents felt that there was not enough planning and 60% felt that the transportation system is in need of some major changes and investments.

While we have had many planning successes we still have a long way to go toward creating a transportation system that adequately meets the needs of its residents.

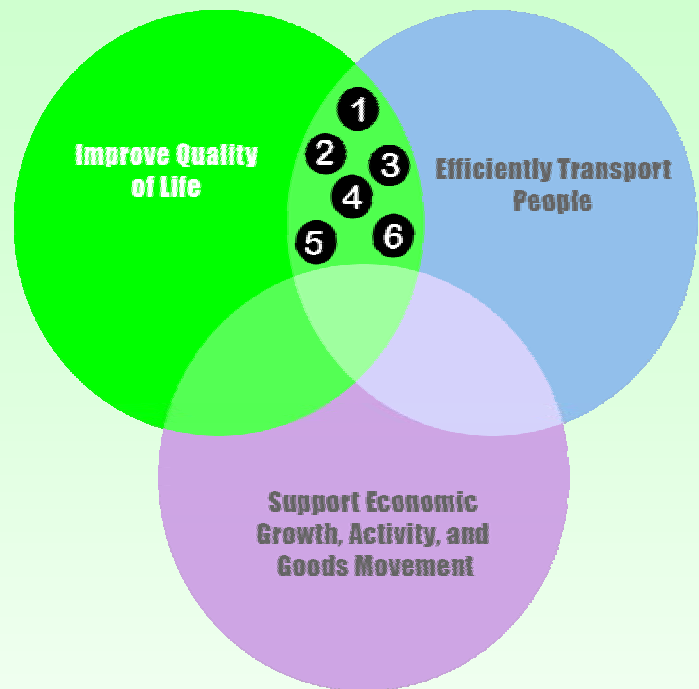


Goal – To Improve Quality of Life

Objective #4 Provide and Promote Transportation Opportunity & Choice

Actions

- Enhance analytical capabilities and explore new methodologies for addressing the transportation needs of EJ groups
- Improve coordination with our PAC, member agencies, and the general public to enhance EJ-related activities and public awareness
- Continually monitor the progress of recommended strategies to combat issues of under-representation, isolation, and lack of transportation alternatives found within EJ communities
- Coordinate with Human Service and Transit Agencies to plan United We Ride, New Freedom, Job Access and Reverse Commute, and Special Needs of Elderly Individuals with Disabilities Programs



By ensuring fair and equitable access to a range of transportation options for all residents 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 almost exclusively with EJ issues. Measures that deal with pedestrian planning and transportation/land use planning are addressed in other sections of this document.

Regional Indicators:

1. **TIP Projects in EJ Areas:** Funding nears \$200 million.....page 29
 2. **Transit Access in EJ Areas:** Several neighborhoods underserved.....page 29
 3. **Completed Projects/ Funding in EJ Areas:** Fluctuating funding levels.....page 30
 4. **Completed Project Types in EJ Areas:** Expansion projects more common.....page 30
 5. **Ped/Bike Crashes in EJ Areas:** Represent over 61% of total.....page 31
 6. **Transportation Affordability:** Annual expenditures on gasoline rise.....page 31
- Public Opinion:**n/a



Knowledge Gaps:

- Must measure effectiveness of public outreach to EJ communities
- Quantify the impact no Sunday bus service has on our EJ communities

Objective – Provide and Promote Transportation Opportunity & Choice

TIP Projects in 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 2003, WILMAPCO created a document that identified areas that have high concentrations of these populations. Since then, we have been tracking the transportation related activities located within these identified areas*. As **Table 10** indicates, the percentage of project funding spent within EJ areas has fallen since 2004.

Table 10: TIP Projects within Environmental Justice Areas*

TIP Years	Total EJ Area Projects	Total Funding** in EJ Areas	% Funding in EJ Areas	% of Population in EJ Areas
FY 2004-06	33	\$ 201,668	20.2%	31.7%
FY 2005-07	19	\$ 242,611	20.7%	
FY 2006-08	16	\$ 111,511	9.4%	
FY 2008-2011	38	\$ 193,409	11.4%	

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

* An update to our 2003 EJ Report—which will redefine EJ areas—is underway. Because the document has not yet been adopted, all analysis in this section utilizes the EJ areas as defined by our 2003 report.

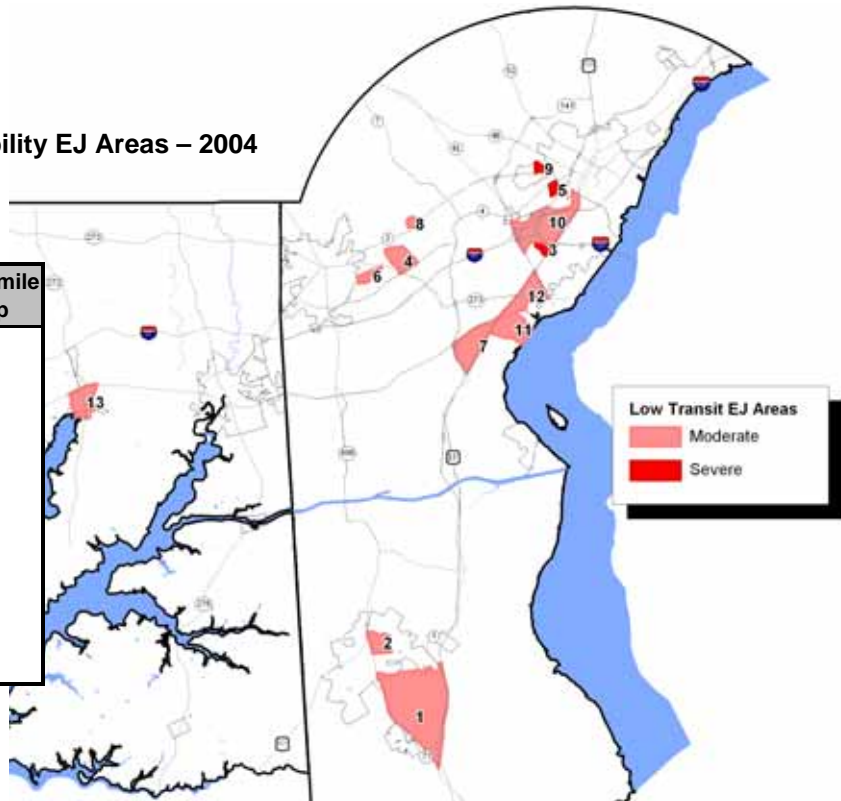
Transit Access in Environmental Justice Areas

When analyzing mobility within the EJ areas, we must focus on transit, as 60.3% of all those who use transit as their primary mode to work live within these identified neighborhoods. One way to evaluate the transit network is to calculate the number of households within 1/4 mile (acceptable walking distance) of a bus stop. Overall the results are encouraging. While about half of our region's population falls within a 1/4 mile of a stop, about 73% of households in moderate EJ areas and 93% of households in significant EJ areas are within walking distance to a bus stop. However, when EJ areas are broken out individually, disparities emerge. Below, identified EJ areas with poor transit access are identified.

Figure 11: Low Transit Accessibility EJ Areas – 2004

Map ID	Block Group ID	Within 1/4 mile of a stop
1	168021	0.0%
2	166041	9.2%
3	152001	20.0%
4	140009	23.4%
5	129001	23.8%
6	141003	35.4%
7	163021	40.0%
8	136082	43.8%
9	123001	44.7%
10	152005	45.7%
11	163032	46.0%
12	163033	50.0%
13	309033	64.0%

Source: DTC, WILMAPCO



Objective – Provide and Promote Transportation Opportunity & Choice

Completed Projects and Funding in Environmental Justice Areas

One way to measure disadvantages our EJ groups may face is to track the completed transportation projects—and the funding associated with them—in EJ neighborhoods. As is the case throughout New Castle County, the total number of projects and their funding vary greatly year to year in EJ areas. The percent completed and spent within EJ areas, however, does not. To make the data below more meaningful, consider that just over 36% of residents in New Castle County live in an EJ area. The percentage of completed projects located within EJ areas falls below that figure each year.

Table 11: Completed Projects in Environmental Justice Areas, NCC

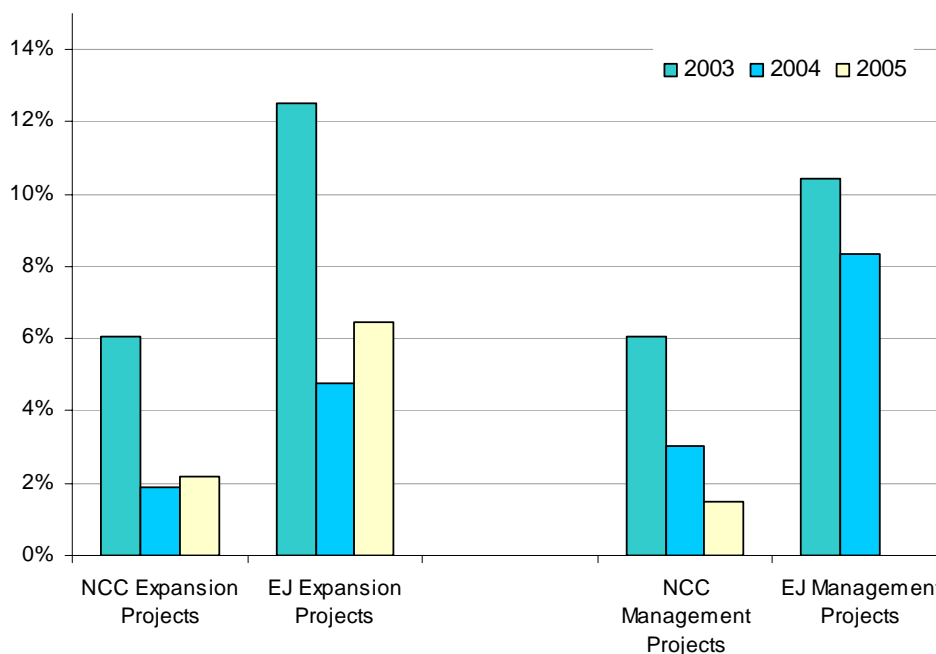
	2003	2004	2005
Completed Projects in EJ Areas	48	80	26
Percent in EJ Areas	29.1%	30.4%	19.1%
Funding in EJ Areas	\$ 288,340,985	\$ 362,081,030	\$ 213,106,298
Percent in EJ Areas	33.6%	41.9%	29.2%

Source: DelDOT

Completed Project Types in Environmental Justice Areas

To further refine the analysis above it is helpful to break out the completed projects into TIP project types. The graph below compares the percentage of total expansion and management projects completed in New Castle County and EJ areas. Generally a higher percentage of expansion and management projects were found within EJ areas. Projects of these types include the addition of travel lanes and traffic flow improvements. This means that EJ areas had a lower than average number of preservation projects (such as re-paving and landscaping), which represent the remainder of all other projects.

Figure 12: Completed Project Types* within Identified Environmental Justice Areas, NCC



* Preservation Projects represent the remainder of all other projects.

Pedestrian and Bicycle Crashes in Environmental Justice Areas

Ensuring that easy and safe non-motorized connections exist within our 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.

Table 12: Ped/Bike Crashes within Identified Environmental Justice Areas, NCC

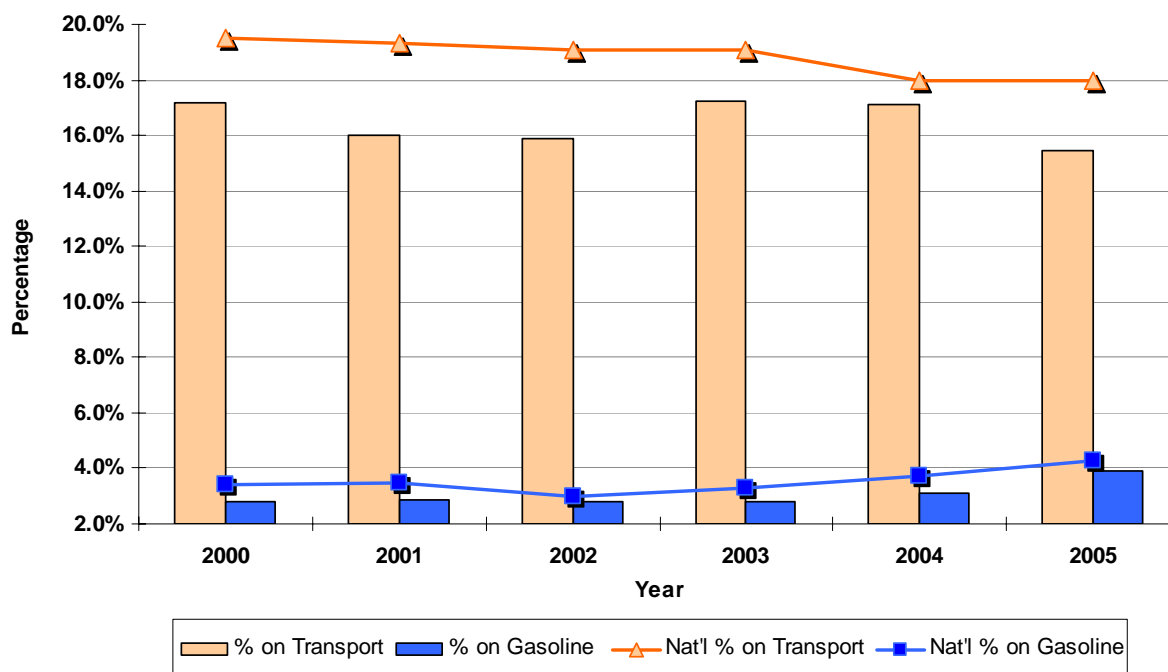
Year	Total Crashes	Crashes in All EJ Areas	% in All EJ Areas
2000	364	239	65.7%
2001	313	196	62.6%
2002	260	167	64.2%
2003	237	153	64.6%
2004	275	164	59.6%
2005	214	123	57.5%
2006	293	177	60.4%

Source: DelDOT

Transportation Affordability

Providing affordable transportation options to our region's low-income residents is essential. A general way to measure transportation affordability is the percentage the average person's annual expenditures spent on transportation. **Figure 13** 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.

Figure 13: Percentage of Annual Expenditures on Transportation and Gasoline, Philadelphia MSA*



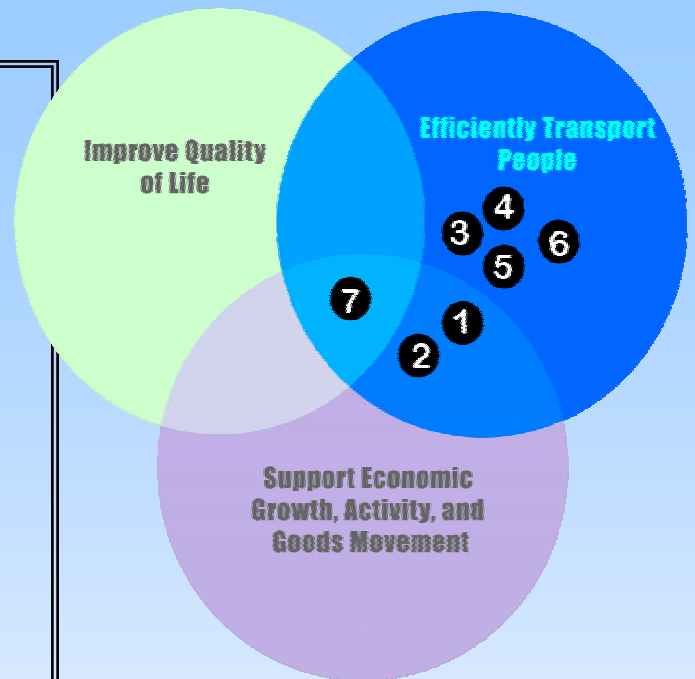
* Philadelphia MSA = Metropolitan Statistical Area
Source: Bureau of Labor Statistics

Goal – Efficiently Transport People

Objective #1 Improve Transportation System Performance

Actions

- Expand Regional Transit and Ridesharing Information
- Expand use of smart cards
- Fund projects that make better use of Intelligent Transportation Systems (ITS)
- Fund a TIP that makes improving the condition of the existing network the top priority
- Design transportation facilities to reduce future maintenance costs
- Improve transit efficiency and desirability
- Fund enhancements to Park and Ride facilities
- Expand Transportation Systems with Center and Community TIAs where necessary



Unfortunately, we cannot simply “build” our way to a better transportation system. What we can do, however, is maximize the efficiency and capacity of the current system. This can be accomplished by keeping our transportation network in good working order and incorporating 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 and environmentally responsible.

Regional Indicators:

1. **ITS Infrastructure:** Concentrated near Wilmington and Newark.....page 33
2. **E-ZPass/MTag Usage:** Record usage at all tolls in 2006.....page 34
3. **Bridge Conditions:** More structurally acceptable bridges across region....page 34
4. **Road Conditions:** Cecil’s roads improve, New Castle’s deterioratepage 34
5. **Park & Rides:** A dip in capacity, but greater usage.....page 36
6. **Transit Reliability:** Operating close to targeted efficiency.....page 37
7. **Carpool/Vanpool Impacts:** Over 300,000 trips reduced in 2006page 37
- Public Opinion:**.....page 35

Knowledge Gaps:



- Need to get more detailed updates on how ITS improves the overall performance of the existing highway system
- Need to address lack of consistent data on Park & Ride usage
- Need an updated ITS GIS layer from DelDOT and MDOT

Objective – Improve Transportation System Performance

ITS Infrastructure Improvements

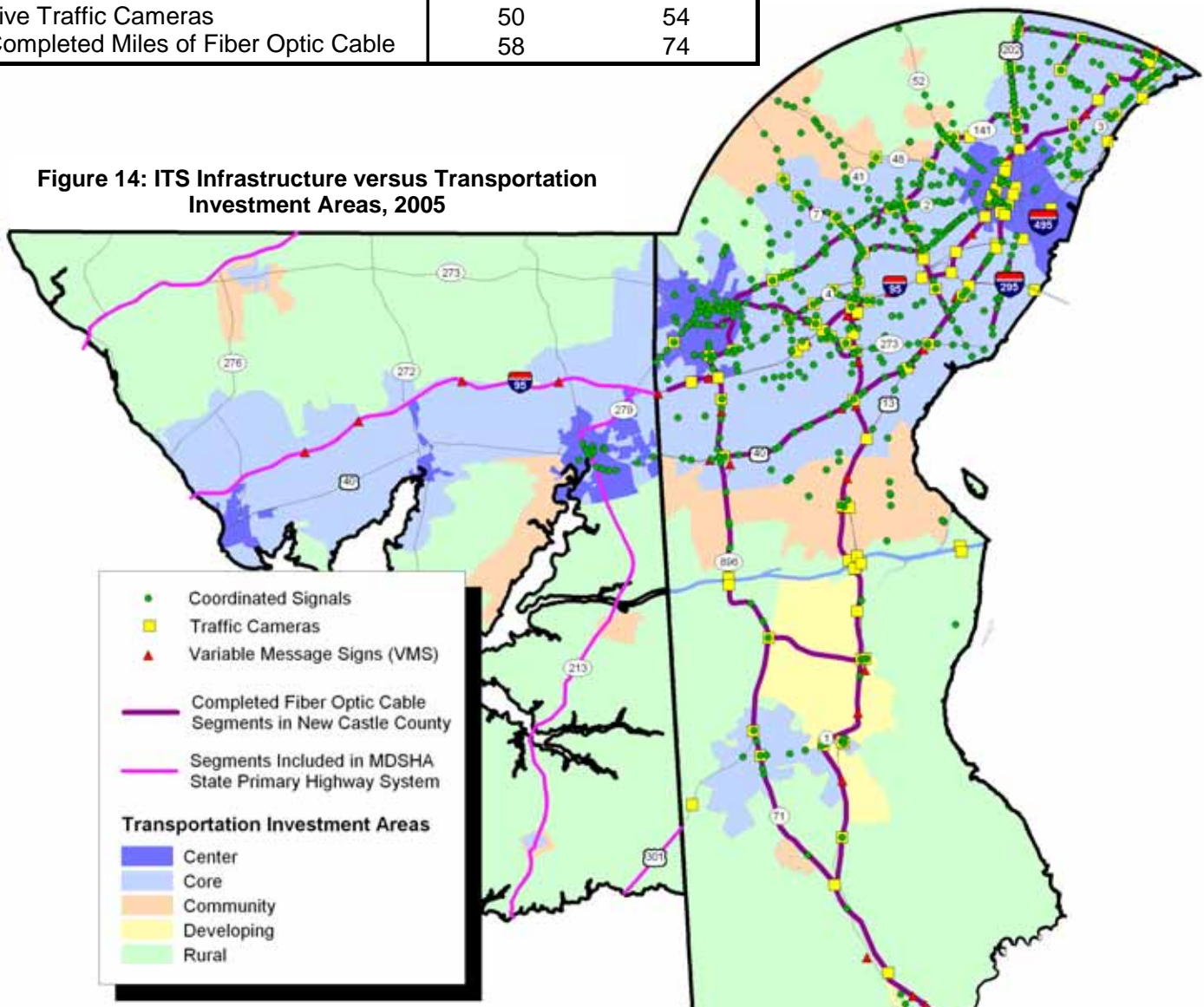
Intelligent Transportation Systems (ITS) play a vital role in the solution for traffic congestion. Many of the ITS strategies deal with the *management* of traffic capacity, not ways to increase it. As a result, most corridors have these strategies checked off as solutions to congestion. The value of 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 five minutes in traffic delay. The bottom line is the faster the response to an incident, the less delay the incident will cause. **Table 13** contains a summary of improvements made to the ITS infrastructure between 2003 and 2005 and **Figure 14** shows the location of these improvements. As shown on the map, much of this infrastructure is concentrated in the Center/Core investment areas.

Table 13: Critical Miles Infrastructure, New Castle County, 2005

Type	2003	2005
Coordinated Signals	370	367
Variable Message Signs (VMS)	8	9
Live Traffic Cameras	50	54
Completed Miles of Fiber Optic Cable	58	74

Figure 14: ITS Infrastructure versus Transportation Investment Areas, 2005

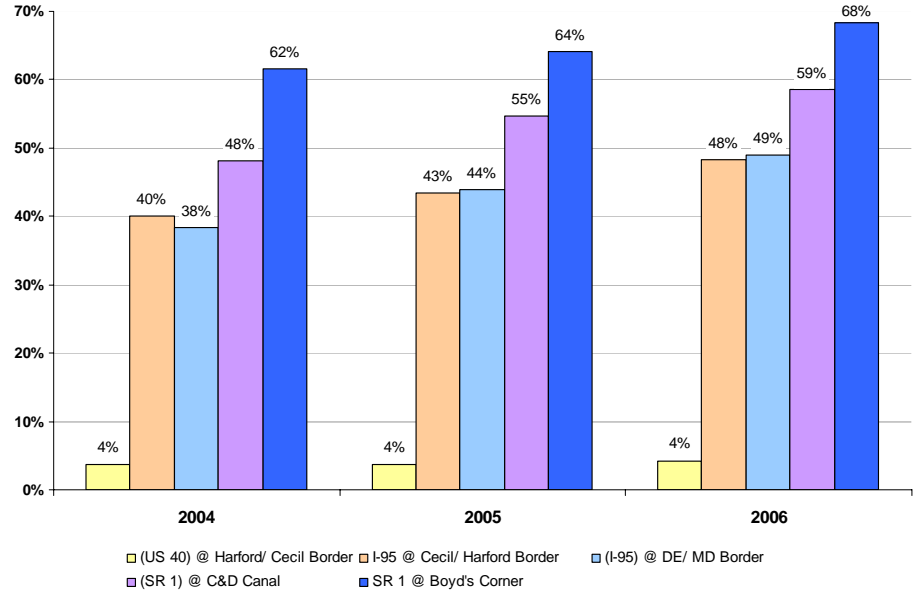


Objective – Improve Transportation System Performance

E-ZPass Usage

E-ZPass 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 1,200-1,800 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 increases in the share of transactions made using E-ZPass. Usage at the I-95 Toll Plaza at the DE/MD line and SR 1 at the C & D Canal has increased by over 10% since 2004.

Figure 15: E-ZPass/MTag Usage

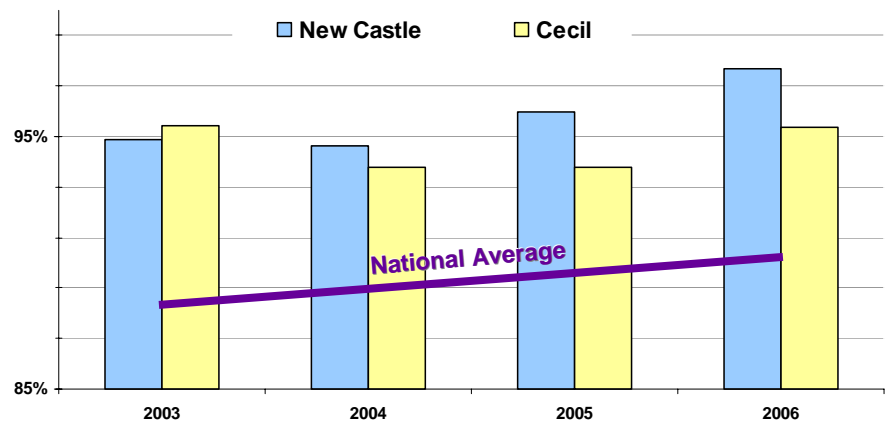


Source: DelDOT, MDSHA

Road & Bridge Conditions

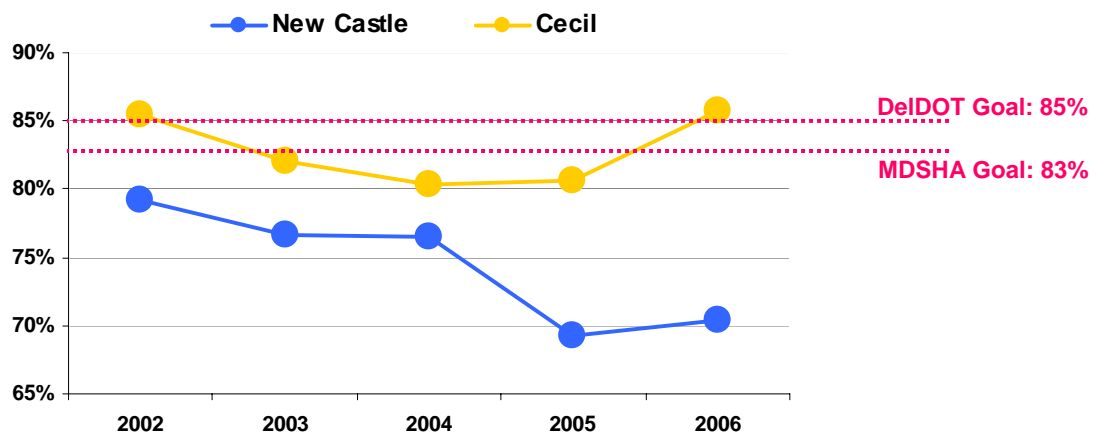
Although it is the Department of Transportation's (DOT) responsibility to add infrastructure where needed, it also must maintain the existing network. Adequate funding must be provided annually to maintain deteriorating bridges and roadways. **Figures 16 & 17** shows the current quality of our roads and bridges. Though both counties boasted high percentages of bridges that meet federal standards, road conditions were more suspect. While Cecil County met their target for acceptable ride quality in 2006, New Castle County has not in recent years.

Figure 16: Percentage of Structurally Acceptable Bridges



Source: DelDOT, MDSHA, FHWA

Figure 17: Percent of State Maintained Roads* with Acceptable Ride Quality



Source: DelDOT, MDSHA

* DelDOT is responsible for the maintenance of 89% of all roadways in Delaware, over four times higher than the national average for state DOTs.

Objective – Improve Transportation System Performance

Public Opinion

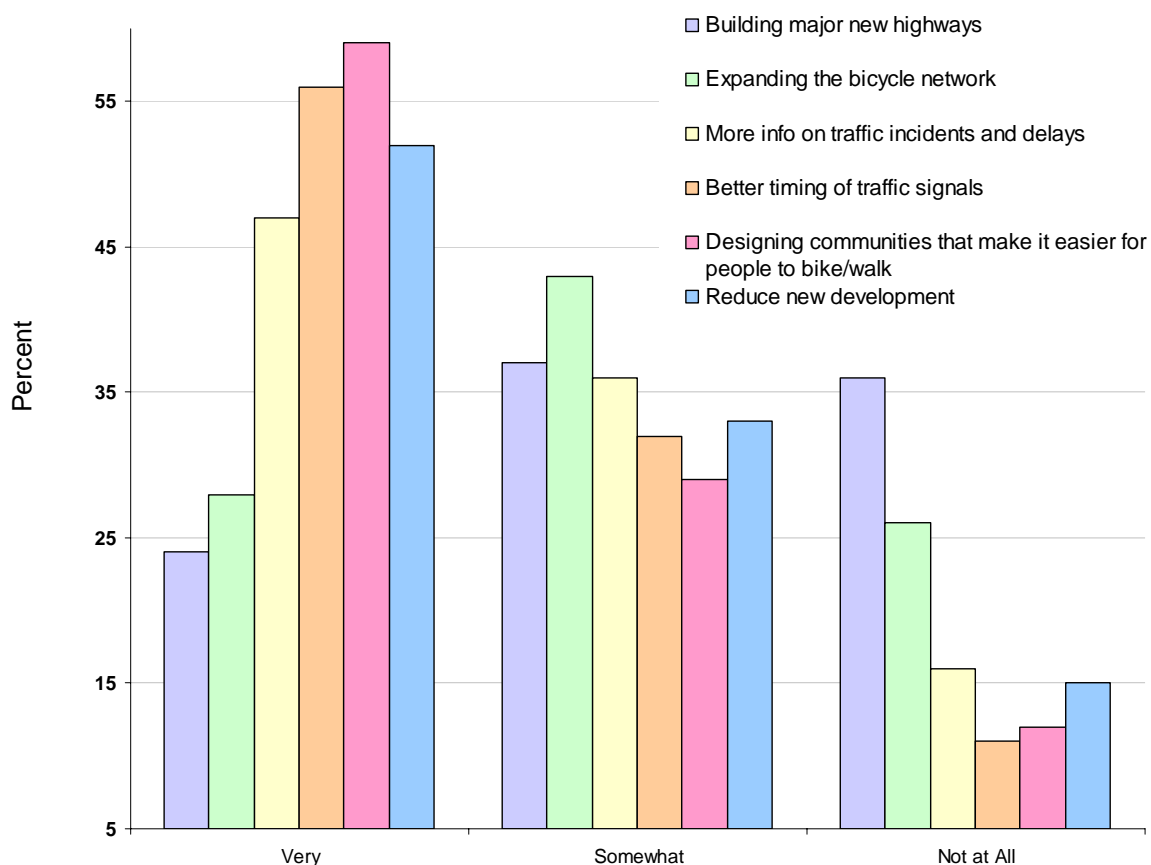
Fifty percent of residents stated in our 2006 Public Opinion Survey that congestion was the biggest transportation issue that they faced. We ask several questions in our survey to measure the level of congestion people experience. These results help us in the development of our Congestion Management Process (CMP) report.

2006 Public Opinion Survey: Which strategies may be effective in improving our transportation system and reducing congestion?



As in previous years, nearly 90% of respondents answered that better designed communities would be “very” or “somewhat effective” in reducing congestion. Only 61% felt building more major highways would be “very” or “somewhat effective” and 36% felt it would be “not effective at all.”

In addition, 88% of the respondents felt that coordinated and better timed traffic signals are “very” or “somewhat effective” means to improve system performance and reduce congestion.



Objective – Improve Transportation System Performance

Park & Ride Facilities

One method used to help reduce congestion is the provision of Park & Ride facilities. These areas are 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 14** shows the changes in total number of parking spaces these facilities had since 1999. Overall, the region's witnessed a 20.5% increase in capacity over the seven-year period.

Usage at the Park and Rides has fluctuated during this last several years. As illustrated in **Figure 18**, usage dipped between 2000 and 2003, before rebounding this past year.

Figure 19 compares the location of our Park and Ride/Park and Pool facilities with our TIAs. The majority can be found in core areas outside major centers in New Castle County.

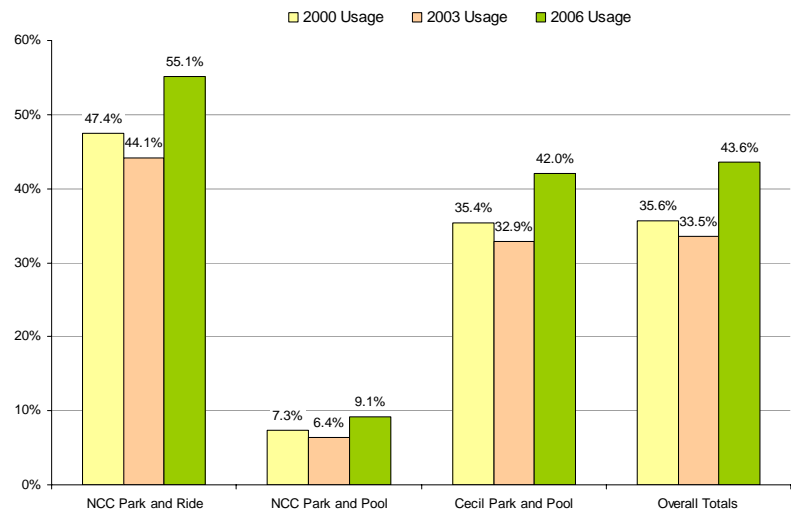
Table 14: Park & Ride* Capacity Changes 1999-2006

	1999	2000	2003	2006	1999 - 2006 Changes
NCC Park and Ride	2,550	2,736	3,195	3,195	25.3%
NCC Park and Pool	939	1,089	1,061	1,061	13.0%
Cecil Park and Pool	52	82	82	100	92.3%
Overall Totals	3,616	3,982	4,486	4,356	20.5%

Source: DelDOT, MDSHA

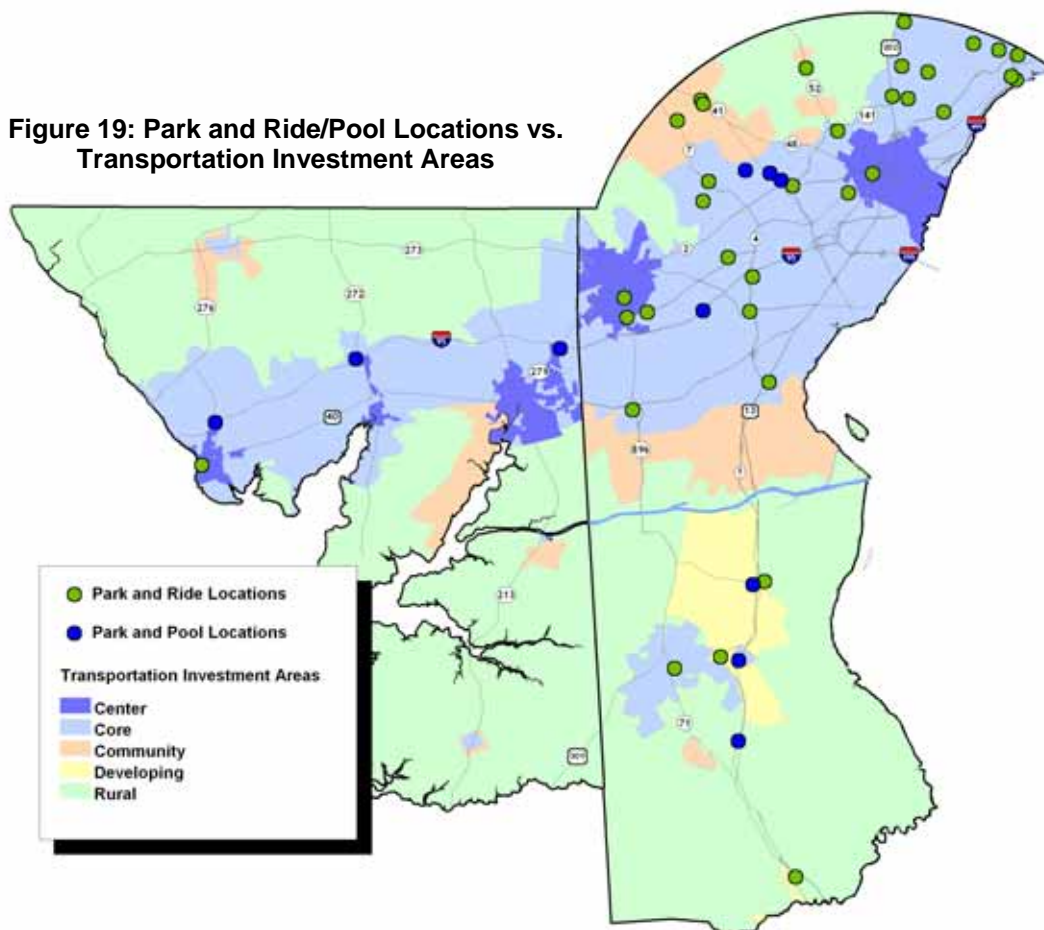
* Does not include data for MTA's Perryville lot

Figure 18: Changes in Usage at Park & Rides 2000-2006



Source: DelDOT, MDSHA

Figure 19: Park and Ride/Pool Locations vs. Transportation Investment Areas

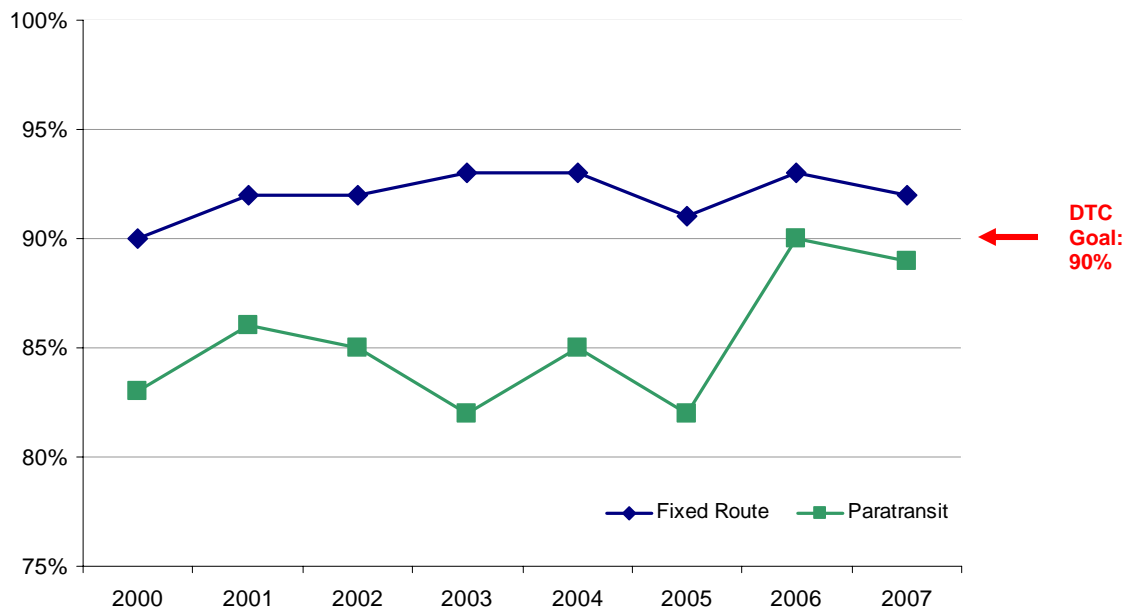


Objective – Improve Transportation System Performance

Transit Reliability

The DTC Long Range Plan lists performance targets for on-time transit service in New Castle County. While the fixed-route service has consistently exceeded the target of 90% efficiency, the Paratransit service only reached the target in 2006.

Figure 20: On-Time Performance for DTC Bus Routes



Source: DTC

Carpool/Vanpool 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. Rideshare (under contract from DTC) provides services to coordinate carpools and vanpools and has been a major contributor in reducing the number of single occupant vehicles on our roadways. The program has eliminated over two million trips since 1997.

Figure 21: Trips Reduced from TMA Car/Vanpooling



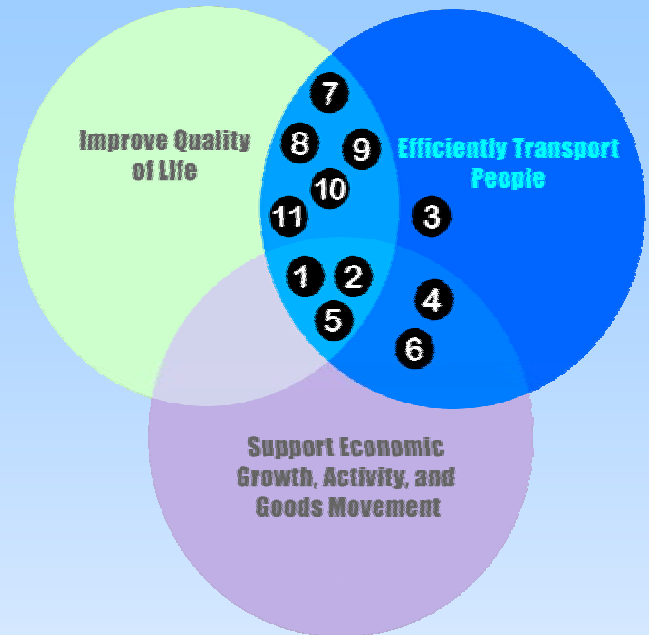
Source: Rideshare Delaware

Goal – Efficiently Transport People

Objective #2 Promote Accessibility, Mobility and Transportation Alternatives

Actions

- Plan and fund multimodal projects
- Increase access to transit
- Coordinate with implementing agencies on planning and design of complete streets and implement a Complete Streets Policy through the TIP
- Improve facilities for walking in Pedestrian Priority Areas
- Improve pedestrian crossing facilities
- Implement Multimodal Level of Service Standards (LOS), and perform multimodal LOS analysis
- Improve fixed-route transit to Transportation Justice (TJ) areas
- Improve walkability within TJ areas
- Continually monitor progress of TJ analysis
- Begin a dialogue to address concerns raised by seniors in our region
- Fund strategic improvements to our region's transit system
- Establish a network of Pedestrian and Bicycle Facilities with member agencies



Numerous indicators are available to measure our ability to reach this goal. More importantly, many boast solid long-range performance targets. Promoting transportation accessibility and choice is key in reducing our region's auto-dependency, and ensuring the mobility of all residents.

Regional Indicators:

1. **Transit Access:** Falling in New Castle County.....page 39
 2. **Mode Share:** Alternative modes of travel on the rise... ..page 39
 3. **Transit Ridership:** Increasing fixed-route ridership in Cecil County.....page 40
 4. **Transit Operations:** New Castle County transit mileage growing.....page 41
 5. **TIP Funding by Mode:** Increased funding for multimodal and transit.....page 43
 6. **VMT per Household:** Remains high in the region vs. national avg.... ..page 43
 7. **TIP Projects in TJ Areas:** Over \$116 million in projects... ..page 44
 8. **Transit Access in TJ Areas:** The majority have adequate access... ..page 44
 9. **Completed Projects and Funding in TJ Areas:** 17 projects in 2005.....page 45
 10. **Completed Project Types in TJ Areas:** More management projects....page 45
 11. **Ped/Bike Crashes in TJ Areas:** Crashes on the decline... ..page 46
- Public Opinion:** Most feel there are few transportation alternatives.....page 46

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 ¼ mile access to transit stops

Objective - Promote Accessibility, Mobility and Transportation Alternatives

Transit Access

The percentage of residents within acceptable walking distance (1/4 mile) of a transit stop has declined in New Castle County and increased in Cecil County during the past decade. In the last three years, the number of New Castle County residents close to a stop dipped by about 3,000. Though still constituting a tiny share of its overall population (6.4%), the number of Cecil County residents near a bus stop doubled between 2004 and 2007. Sharp population growth outside DART's core service area in northern New Castle County and the recent addition of several stops in Cecil County likely account for these trends.

Table 15: Percent of Population within Walking Distance of a Transit Stop 1996-2007

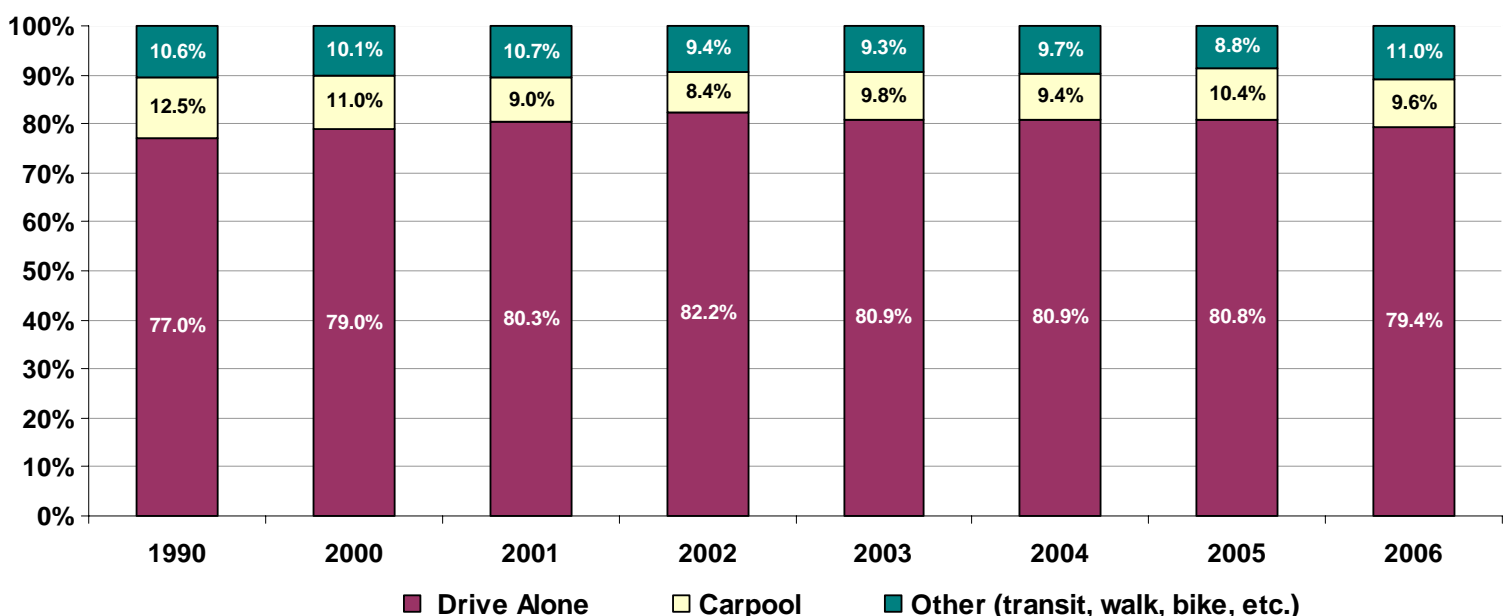
County	1996	2000	2003	2004	2007
New Castle	272,913 (56.4%)	275,567 (54.9%)	283,551 (55.3%)	284,404 (54.7%)	281,359 (52.8%)
Cecil	2,193 (2.8%)	2,931 (3.4%)	3,346 (3.8%)	3,441 (3.7%)	6,601 (6.4%)
Regional Total	275,106 (49.2%)	278,498 (47.3%)	286,897 (47.7%)	287,845 (46.9%)	287,960 (45.3%)

Source: WILMAPCO, DART, Cecil Co. Senior Services and Community Transit

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. A renewed push to provide multimodal transportation options has been underway to reduce 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 U.S. Census data in New Castle County, we can see that recently there has been a change in commuting habits. While still by far the most popular mode of travel, the percentage of those who drive alone has seen a steady decline since 2002, following an increase the previous decade. In 2006, alternative forms of travel (such as transit, walking and biking) were at their highest levels since at least 1990.

Figure 22: Changes in New Castle County Mode Share 1990-2006



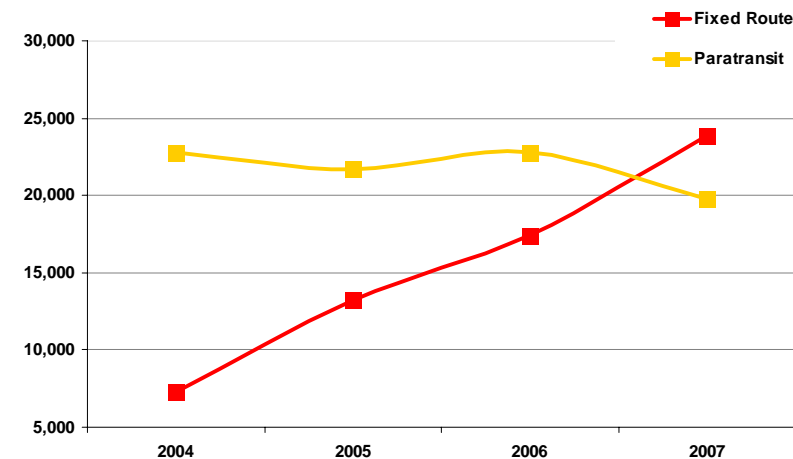
Source: United States Census 1990 and 2000, American Community Survey 2001-2006

Objective - Promote Accessibility, Mobility and Transportation Alternatives

Transit Ridership

An expanded fixed-route service in Cecil County has lead 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. The county's Paratransit service, whose ridership remained steady between 2004 and 2006, witnessed a decline in 2007.

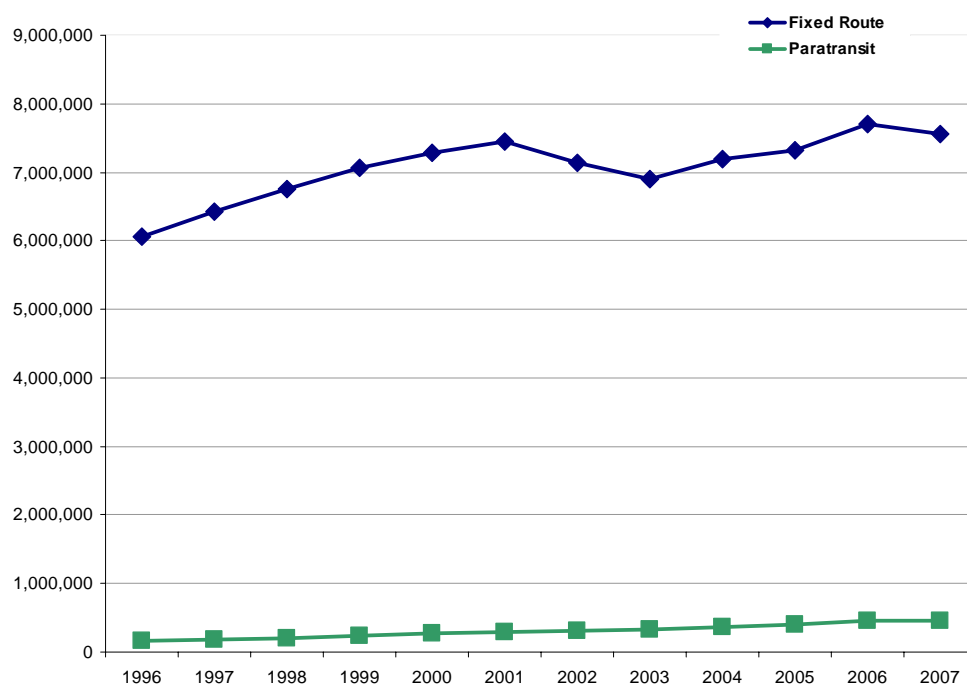
Figure 23: Cecil County Transit Ridership, 2004-2007



Source: Cecil Co. Senior Services and Community Transit

New Castle County's fixed-route and Paratransit services produced a ridership of about eight million during 2007. This was an increase of about 25% since 1996. While ridership from both the fixed-route service and Paratransit have trended upwards during the decade, both posted slight declines in the county between 2006 and 2007.

Figure 24: New Castle County Transit Ridership 1996-2007



Source: DTC

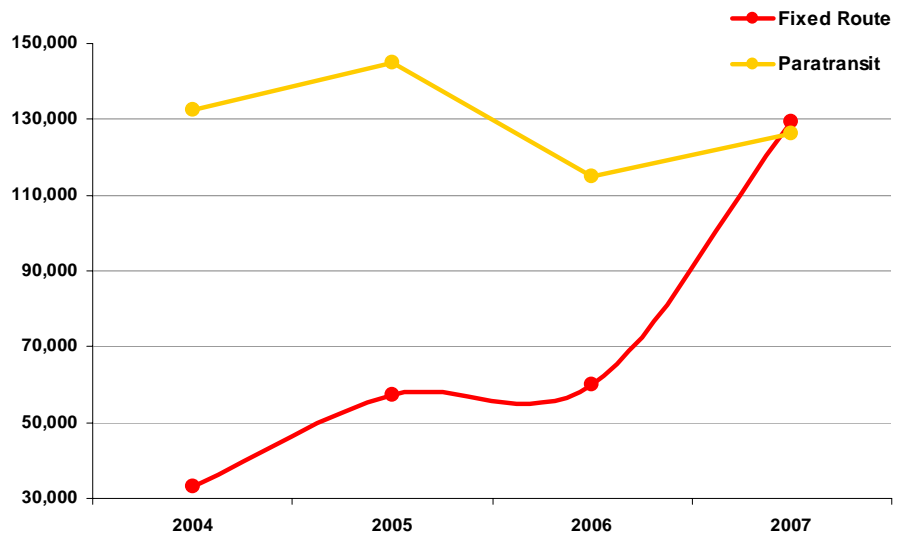
Objective - Promote Accessibility, Mobility and Transportation Alternatives

Transit Route Mileage

Our population over the age of 65 constituted 11% of our total population in 2000. By 2030, however, that figure is expected to soar beyond 20%. Heightened demand for Paratransit services is an inevitable outcome, as the chances of becoming disabled multiply with age.

In Cecil County, the sharp expansion of a fledgling fixed-route service has doubled its total transit route mileage in the past three years. In 2007, the county's fixed-route and Paratransit services both logged about 130,000 miles each.

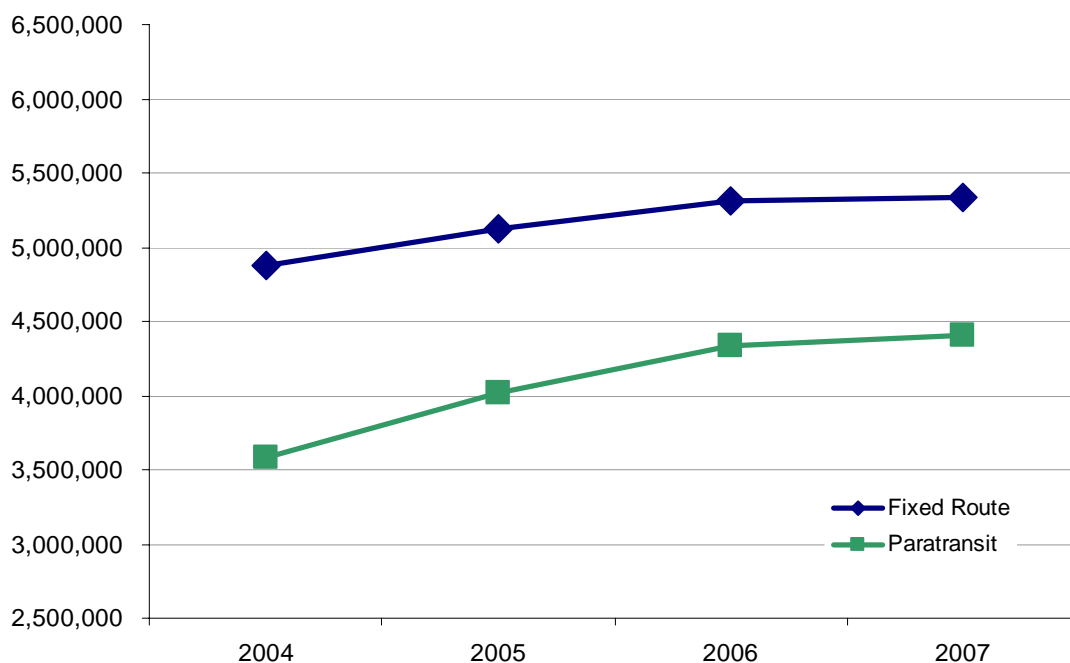
Figure 25: Cecil County Transit Route Mileage, 2004-2007



Source: Cecil Co. Senior Services and Community Transit

Route mileage for both New Castle County's fixed-route and Paratransit busses witnessed an increase during the past three years. Fixed-route busses 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.

Figure 26: New Castle County Transit Route Mileage, 2004-2007

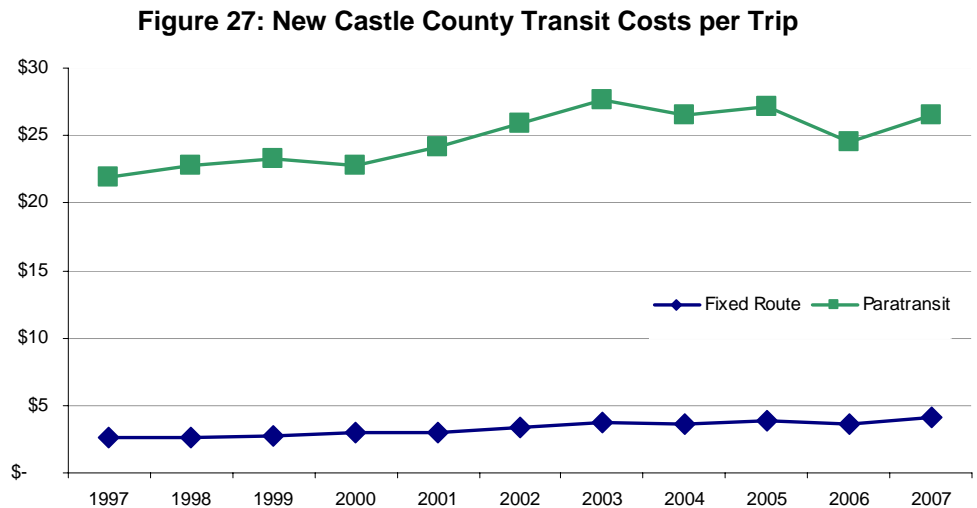


Source: DTC

Objective - Promote Accessibility, Mobility and Transportation Alternatives

Transit Subsidies

As **Figure 27** indicates, Paratransit requires over six times the subsidy of the traditional fixed-route transit service in New Castle County. Since 1997, the per trip subsidy for fixed-route has risen about \$1 per trip while Paratransit has increased about \$5. Riders on both services are charged far less. The fixed-route rider pays just over \$1, while the Paratransit user is charged \$2 per trip.



Source: DTC

Commuter Rail Service

Ridership on SEPTA's R2 train service in Delaware has more than doubled since 1996. 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.

Figure 28: SEPTA R2 Ridership in Delaware



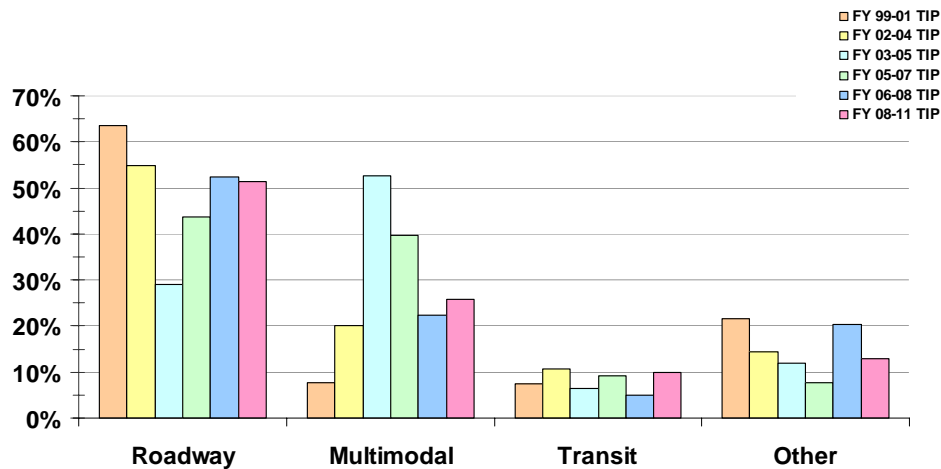
Source: DTC

Objective - Promote Accessibility, Mobility and Transportation Alternatives

TIP Funding by Mode

Establishing other transportation modes begins by investing 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 simply road improvements, projects often now include provisions for sidewalks, bike paths and transit stops. Roadway projects, however, still dominate TIP funding.

Figure 29: Percentage of TIP Funding by Mode

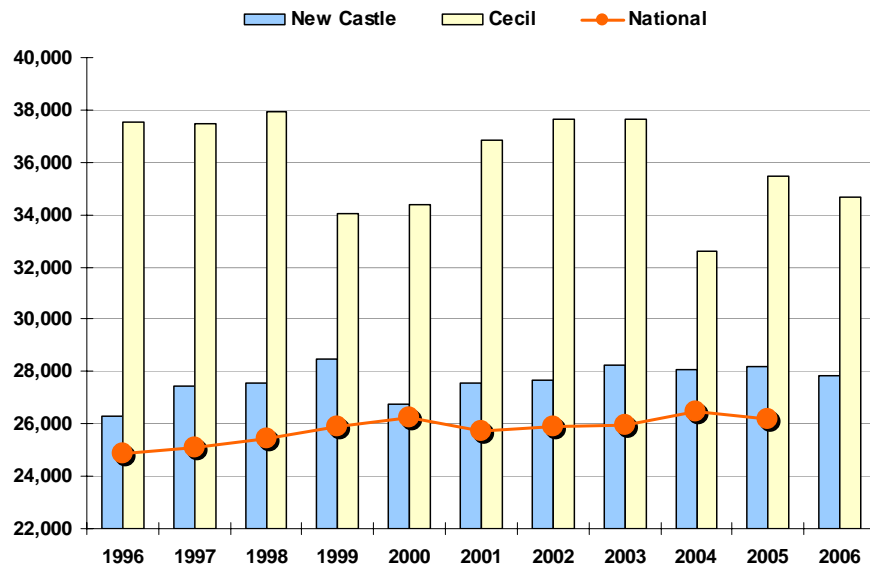


Source: WILMAPCO Transportation Improvement Program

VMT per Household

Despite increasing transportation alternatives, Americans are driving more than they used to. **Figure 30** shows the annual VMT per household for both counties. Cecil County is well above the national average, while New Castle County edges just over it.

Figure 30: Annual Vehicle Miles Traveled Per Household



Sources: DelDOT, MDOT, US DOT, US Census

Objective - Promote Accessibility, Mobility and Transportation Alternatives

TIP Projects in Transportation Justice Areas

In 2007, WILMAPCO expanded upon its definition of Environmental Justice. Three new communities—the elderly, the disabled, and households without an automobile—were designated as transportation constrained. These “Transportation Justice (TJ)” groups, like their EJ counterparts, require special attention in the planning process. A report mapped concentrations of these groups in our region and made recommendations to improve transit service and walkability within these identified areas. The table below shows that 16 FY 08-11 TIP projects were located in TJ areas.

Table 16: TIP Projects within Transportation Justice Areas

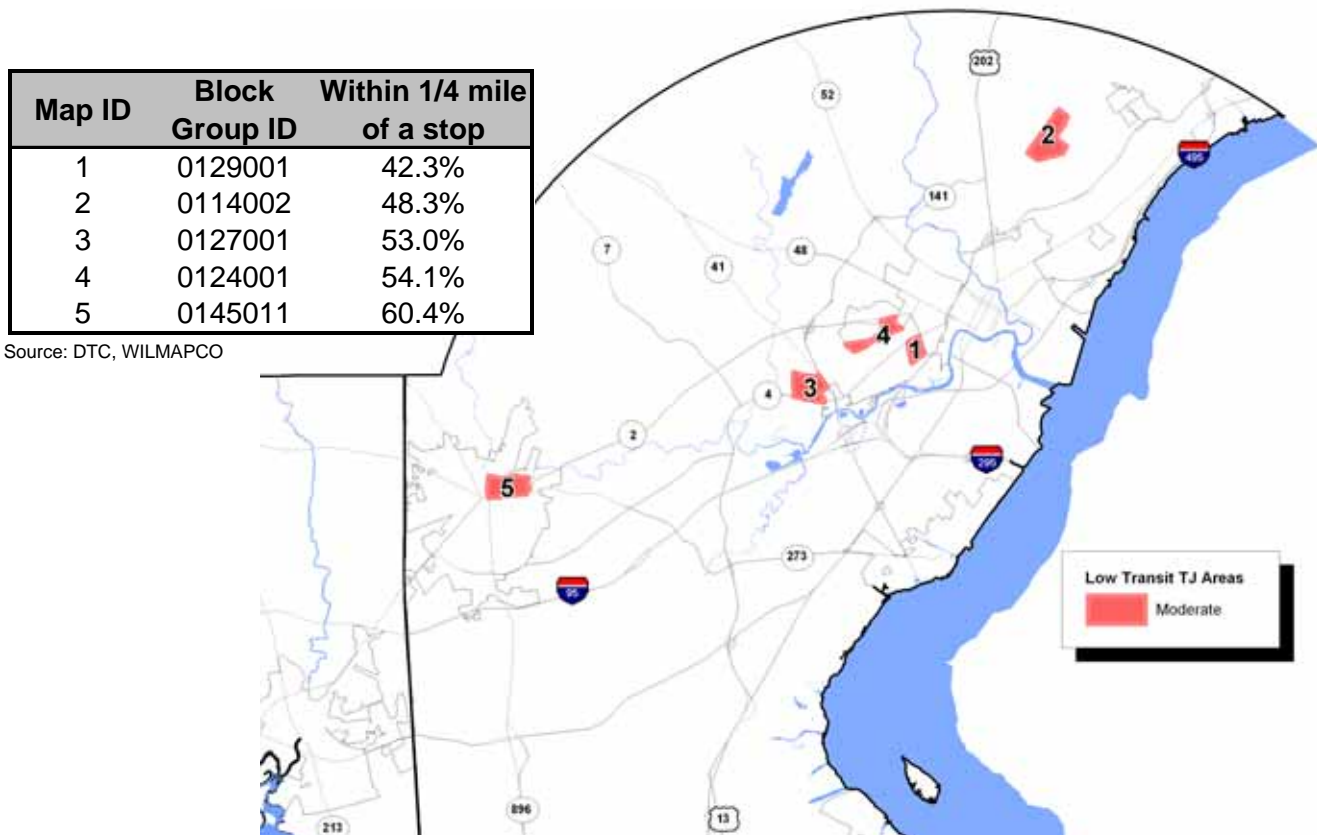
TIP year	Total TJ Area Projects	Total Funding* in TJ Areas	% Funding in TJ Areas	% of Population in TJ Areas
FY 2008 - 2011	16	\$116,502	6.9%	12.7%

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

Transit Access in Transportation Justice Areas

Ensuring that TJ communities have adequate access to transit is vital. Like EJ transit accessibility, the overall numbers are good. About 87% of households within moderate TJ areas and 95% of households within significant TJ areas fall within a 1/4 mile buffer of a bus stop. However, when the TJ areas are dealt with individually, differences emerge. TJ areas with relatively poor transit accessibility are identified below.

Figure 31: Transit Access to Transportation Justice Areas — 2004



Objective - Promote Accessibility, Mobility and Transportation Alternatives

Completed Projects and Funding in Transportation Justice Areas

Beyond transit accessibility, we can track the completion and funding transportation projects received in TJ neighborhoods. To provide some context to the data below, consider that 14% of residents in New Castle County live within a TJ area. Overall, the percentage of projects and funding in TJ areas slipped in 2005. Unlike the trend in EJ areas, however, this year was the exception. In other years, projects and funding were overrepresented in TJ areas.

Table 17: Completed Projects in Transportation Justice Areas, NCC

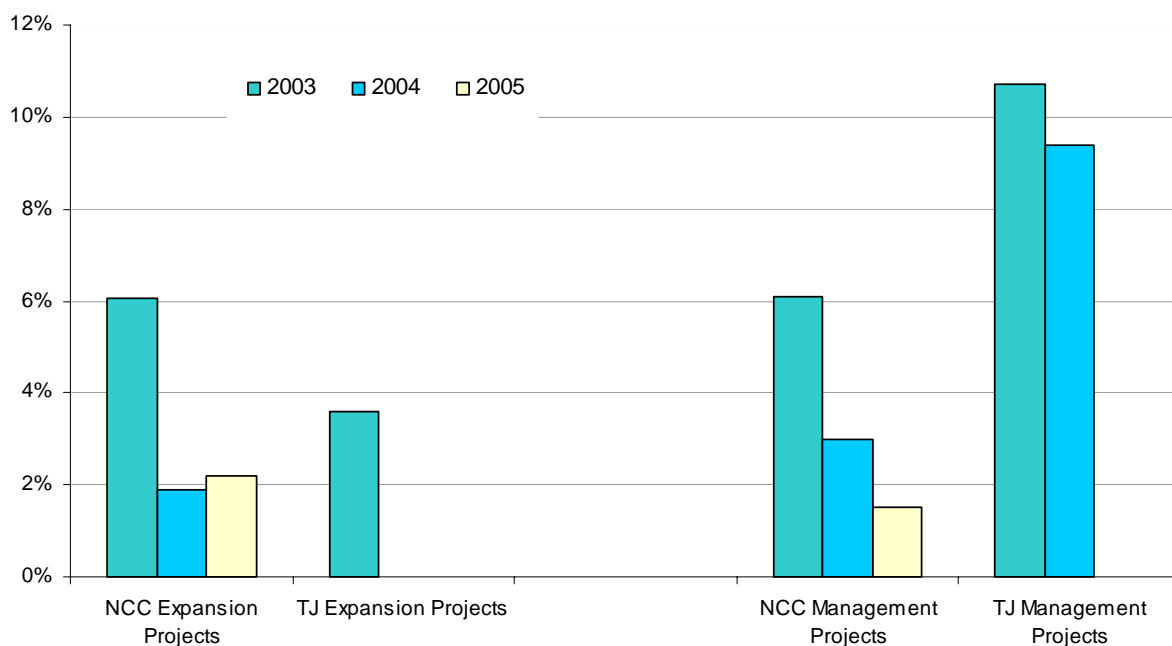
	2003	2004	2005
Completed Projects in TJ Areas	30	50	17
Percent in TJ Areas	18.2%	19.0%	12.5%
Funding in TJ Areas	\$ 61,174,985	\$ 74,769,358	\$ 21,858,239
Percent in TJ Areas	21.2%	20.6%	10.3%

Source: DelDOT

Completed Project Types in Transportation Justice Areas

To gain clearer insight into the data above it is helpful to break out completed projects by type. The graph below compares the percentage of major and minor projects in New Castle County with those found in TJ areas. Generally TJ areas have a higher than average percentage of management projects (such as traffic flow/intersection improvements) and a lower than average percentage of expansion projects (such as road widening). TJ areas also have a lower than average percentage of preservation projects (such as landscaping and repaving), which represent the remainder of other project types.

Figure 32: Completed Project Types* in Transportation Justice Areas, NCC



* Preservation Projects represent the remainder of all other projects.

Pedestrian and Bicycle Crashes in Transportation Justice Areas

Providing sensible and safe non-motorized connections in TJ areas is important. Like transit, it allows residents to utilize an alternative to the private automobile. Over one-hundred recommendations to improve non-motorized facilities were made in the TJ Report, most involving improvements to intersections and sidewalks. Many of these improvements were centered around locations which posted high pedestrian and bicycle crashes. The table below tracks crash trends within TJ areas.

Table 18: Ped/Bike Crashes in Transportation Justice Areas, NCC

Year	Total Crashes	Crashes in All TJ Areas	% in All TJ Areas
2000	364	114	31.3%
2001	313	104	33.2%
2002	260	83	31.9%
2003	237	81	34.2%
2004	275	76	27.6%
2005	214	51	23.8%
2006	293	104	35.5%

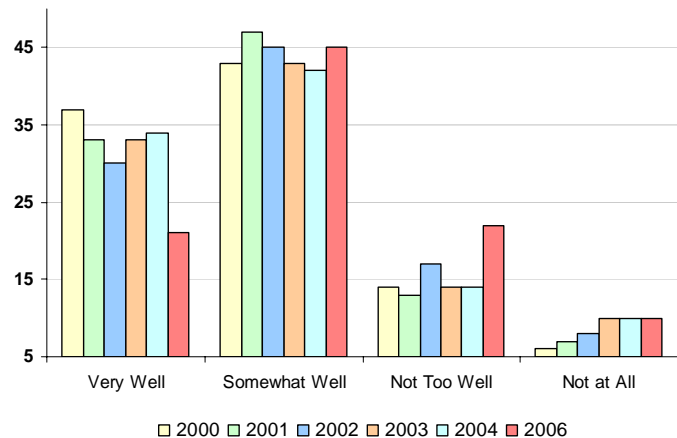
Source: DelDOT

Public Opinion

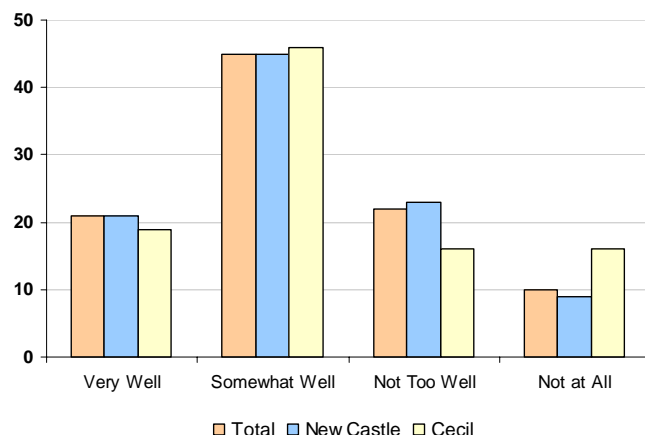
A few key questions in our telephone survey gauge the quality, alternatives and accessibility offered by our transportation system.

2006 Public Opinion Survey: How well does the transportation system meet your needs?

Results show the number of residents responding either “very well” or “somewhat well” has remained fairly high over time, averaging 65%-80%. However, 2006 recorded the lowest percentage of those who felt the system met their needs “very well” and the highest percentage of dissatisfied residents.



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.”

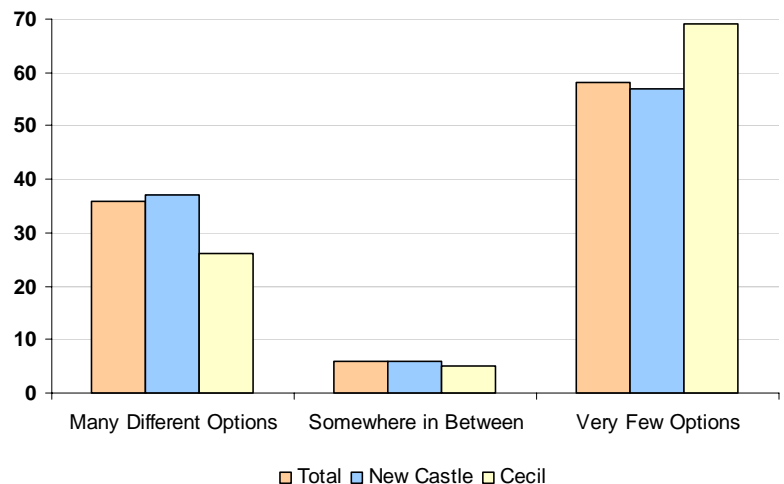


Objective - Promote Accessibility, Mobility and Transportation Alternatives

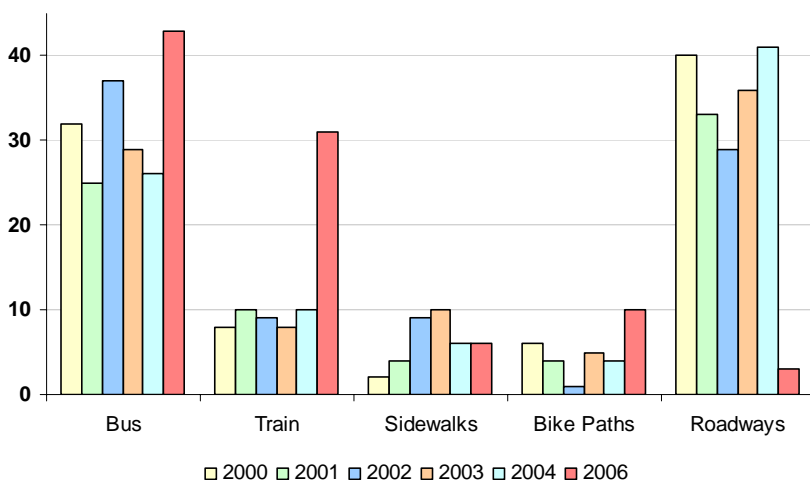
Public Opinion

2006 Public Opinion Survey: 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 feel they have fewer transportation choices available. With low satisfaction levels and few options available, Maryland should investigate additional services to offer residents of Cecil County.



2006 Public Opinion Survey: Which travel options would you like to be more accessible?



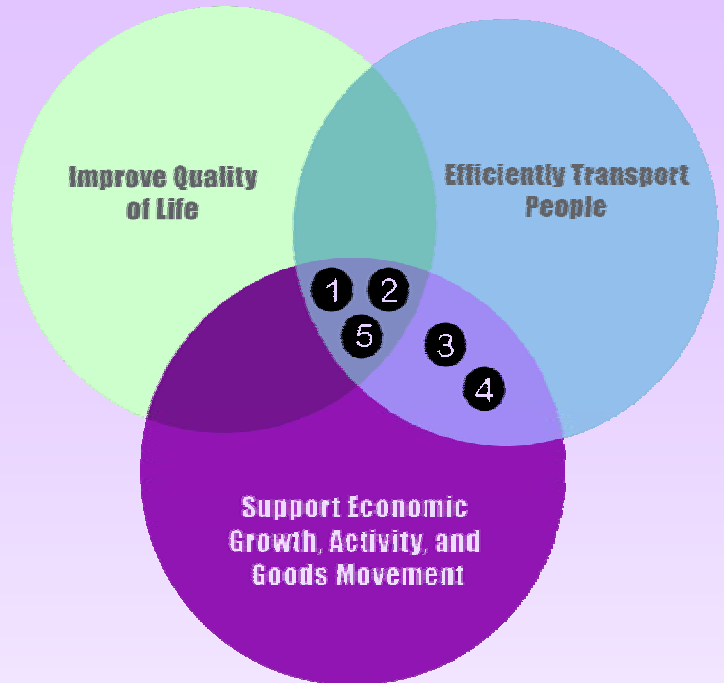
In 2006 residents expressed a greater desire for accessible train service and decreased desire for accessible roadways. More accessible bus service and bike paths also posted higher than usual results in the survey.

Goal - Support Economic Activity, Growth and Goods Movement

Objective #1 Ensure a Predicable Public Investment Program

Actions

- Invest in our designated Transportation Investment Areas (TIAs)
- Coordinate with the implementation of sub regional plans
- Encourage growth in areas with existing transportation infrastructure
- Use WILMAPCO's Prioritization Process to select projects for funding
- Seek additional and innovative funding sources for transportation
- Identify dedicated funding sources for transit and capital budgets
- Coordinate with community stakeholders on transportation decision-making
- Develop more comprehensive performance targets for the region
- Continue to complete annual Congestion Management Process and integrate findings in to the TIP



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, Core, Community, Developing and Rural. Each has a different emphasis on transportation 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:** Developing and rural TIAs witness highest rates.....page 49
 2. **TIP Funding by TIA:** FY 2008 shows higher funding in rural TIAs...page 49
 3. **Traffic Volumes:** U.S. 301 west of Middletown shows heavy increase.....page 50
 4. **TIP Funding by Type:** Preservation funding trending upwards.....page 51
 5. **Capital Funding:** Capital funding forecasted to decline.....page 52
- Public Opinion:.....page 55

Knowledge Gaps:

- Work to secure reliable funding sources dedicated to transportation
- Reliability of future federal funding

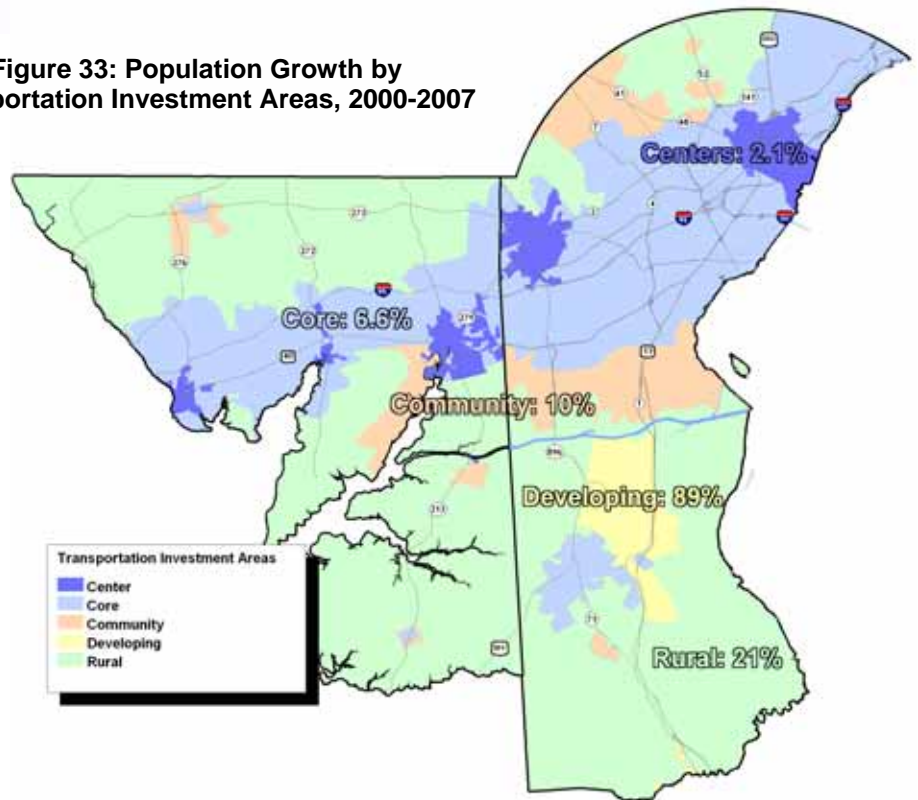


Objective - Ensure a Predictable Public Investment Program

Population Growth by TIA

Linking land use and transportation has been one of the greatest challenges for virtually all 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. **Figure 33** illustrates the changes in population growth that have taken place in the five designated TIAs. While about 80% of our population lives in our 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.

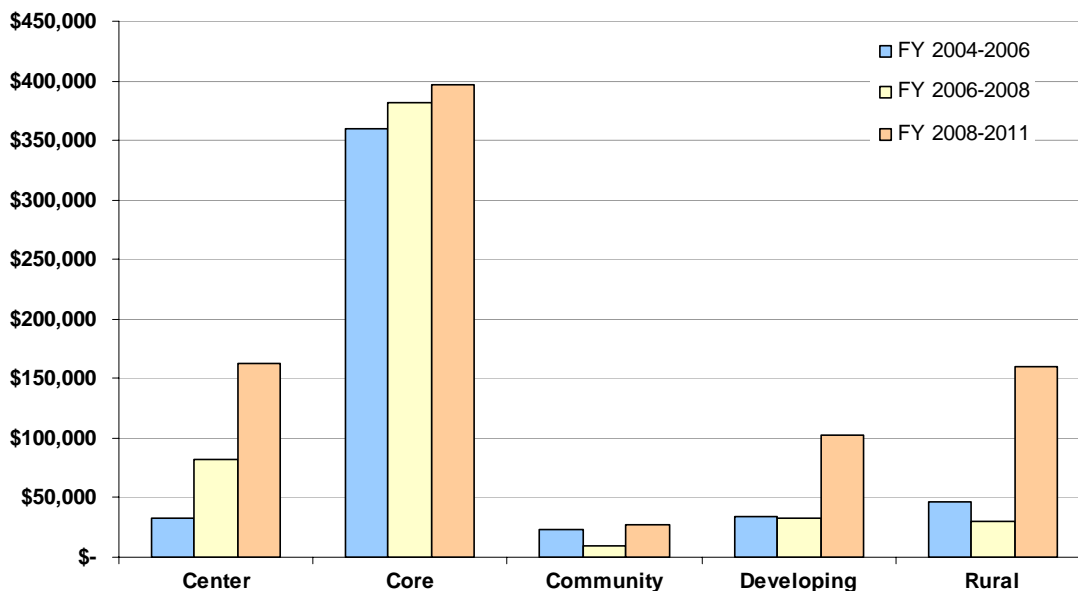
Figure 33: Population Growth by Transportation Investment Areas, 2000-2007



TIP Funding

Based on population figures, it is logical to properly fund the management and maintenance of the Center/Core areas while improving infrastructure where necessary elsewhere. **Figure 34** shows how TIP funding has been allocated in a selection of TIPs since 2004. As major projects (like the expansion of U.S. 301 through southern NCC) cut across more than one TIA, they were counted in both. Generally, the FY 2008 TIP has greater investment in Developing and Rural TIAs than in the recent past.

Figure 34: TIP Funding by TIA



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 track traffic volumes, otherwise known as AADT, along key road segments. **Table 18** is a breakdown of the changes in Average Annual Daily Traffic (AADT) between 1996 and 2006. Interstates have seen the largest absolute increases, but significant increases have also occurred at locations in the Rural investment areas.

Figure 35: Traffic Count Locations versus Investment Areas

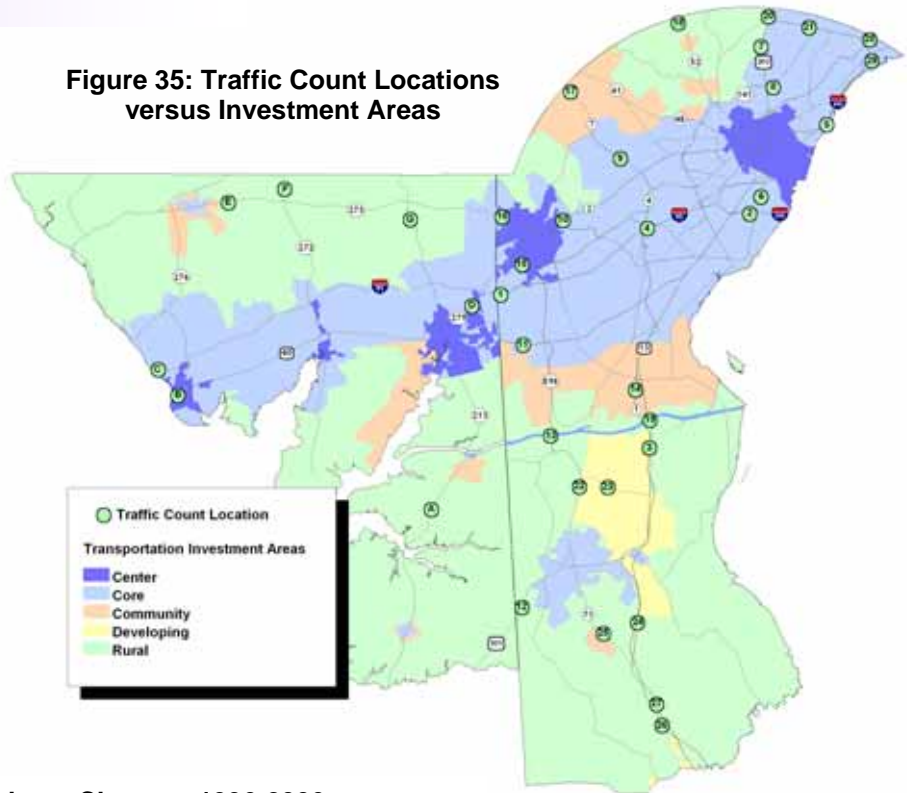


Table 19: Traffic Volume Changes 1996-2006

Site	New Castle	TIA	1996 AADT	2006 AADT	Change 96-06	% Change
1	I-95 @ Toll Plaza	Core	66,529	74,025	7,496	11.3%
2	I-295, Del. Mem. Br.	Core	79,687	96,974	17,287	21.7%
3	SR 1 at Biddles Corner Toll Plaza	Developing	N/A	47,127	N/A	N/A
4	I-95, east of SR 7	Core	135,962	N/A	N/A	N/A
5	I-495, near Blvd Body Shop	Core	43,922	64,688	20,766	47.3%
6	SR 9, North of I-295	Core	18,540	17,805	-735	-4.0%
7	US 202, near Widner College	Core	43,226	51,233	8,007	18.5%
8	SR 261, N. of Blue Ball	Core	16,392	10,942	-5,450	-33.2%
9	SR 7, North of Milltown Rd.	Core	37,961	36,628	-1,333	-3.5%
10	SR 2, East of Windy Hills	Center	35,188	31,838	-3,350	-9.5%
11	US 40 near MD Border	Core	26,520	32,496	5,976	22.5%
12	US 301, west of Middletown	Rural	4,707	14,611	9,904	210.4%
13	SR 896, Summit Bridge	Rural	21,363	28,814	7,451	34.9%
14	US 1 Bridge @ C & D Canal	Community	N/A	67,612	N/A	N/A
15	SR 4 at Chrysler Entrance	Center	22,772	23,191	419	1.8%
16	SR 273, near MD border	Center	8,148	8,718	570	7.0%
17	SR 7, near PA border	Community	12,749	15,984	3,235	25.4%
18	SR 52, near PA border	Rural	10,573	11,866	1,293	12.2%
19	US 13, St. Georges Bridge	Rural	2,367	9,122	6,755	285.4%
20	US 202 North of Naamans Rd.	Core	36,484	44,347	7,863	21.6%
21	SR 92, East of US 202	Core	25,717	28,535	2,818	11.0%
22	US 301 south of NC 15	Developing	18,275	19,327	1,052	5.8%
23	SR 896 East of Mt Pleasant Rd.	Developing	11,838	11,842	4	0.0%
24	US 13 North of Blackbird Rd.	Rural	37,535	12,818	-24,717	-65.9%
25	SR 71, North of US 13	Rural	5,942	5,627	-315	-5.3%
26	US 13, N. of Blackbird	Developing	37,535	21,147	-16,388	-43.7%
27	SR 1, N. of KC Border	Rural	N/A	42,678	N/A	N/A
28	I-95, near Naamans Rd	Core	41,416	37,248	-4,168	-10.1%
29	I-495, near Naamans Rd	Core	43,922	50,637	6,715	15.3%

Legend	
	Center/Core TIA
	Community TIA
	Developing TIA
	Rural TIA

Site	Cecil	TIA	1996 AADT	2006 AADT	Change 96-06	% Change
A	MD 213 North of Cayots Corner Rd	Rural	9,354	10,706	1,352	14.5%
B	US 40 @ Cecil/ Harford Line	Center	23,033	30,684	7,651	33.2%
C	I-95 @ Harford/Cecil Line	Core	69,038	80,855	11,817	17.1%
D	MD 279 South of I-95*	Center	12,425	13,080	655	5.3%
E	MD 273 East of Rising Sun*	Rural	5,725	6,882	1,157	20.2%
F	MD 272 @ PA Line*	Rural	4,350	6,582	2,232	51.3%
G	MD 213 South of MD 273*	Rural	4,750	6,111	1,361	28.7%

* Not a permanent counter location

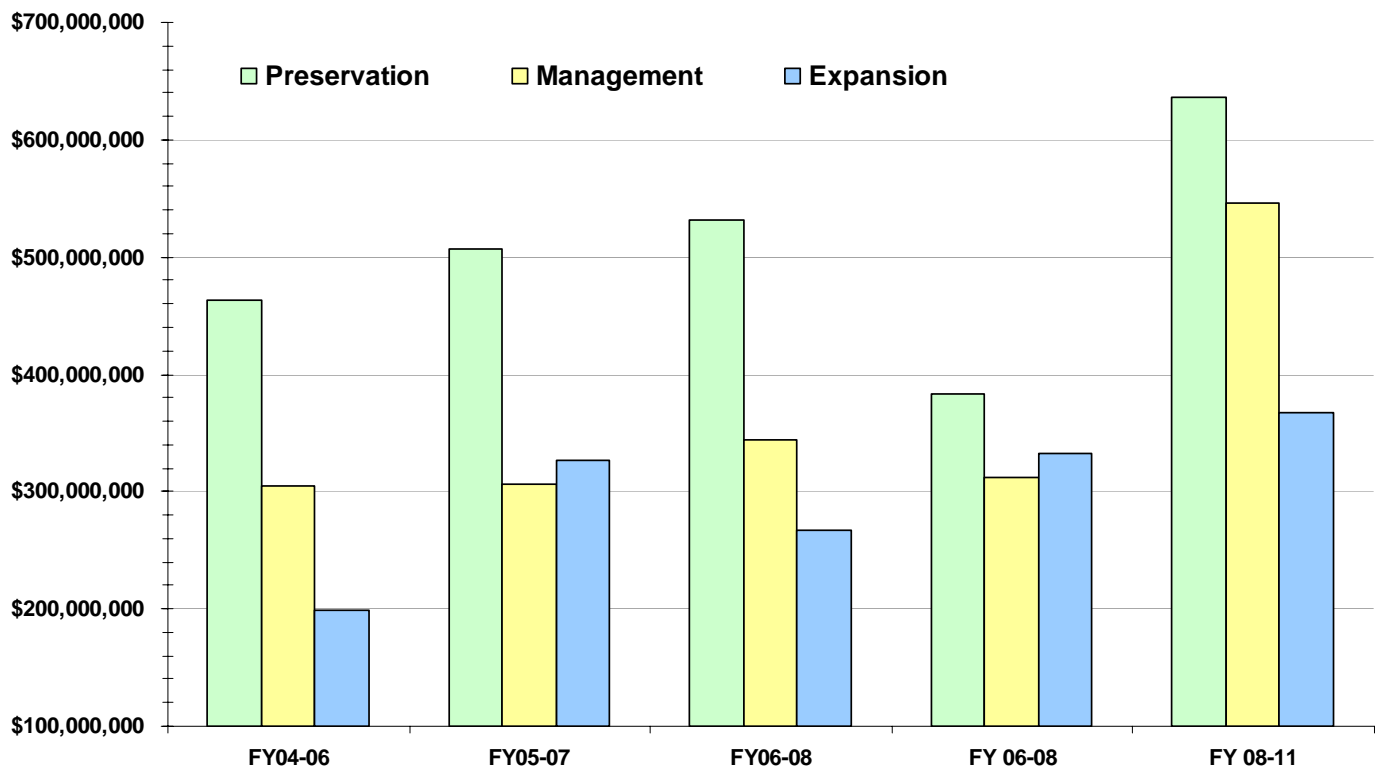
Source: DelDOT, MDOT

Objective - Ensure a Predictable Public Investment Program

TIP Funding

The bulk of our region's growth still occurs in our region's core investment areas. These areas are older, with well established infrastructure. Considerable funding must be reserved for the preservation of our existing transportation infrastructure there, as aging infrastructure requires an increasing amount of care and attention. Traditionally the largest share of funding is devoted to the preservation of our transportation system. While the amount set aside for system preservation dipped in the FY 2006-08 TIP, it rose again for the FY 2008-11 TIP. Meanwhile, funding for system management also increased dramatically, while expansion funding remained about constant.

Figure 36: TIP Spending by Project Type



Source: WILMAPCO Transportation Improvement Program



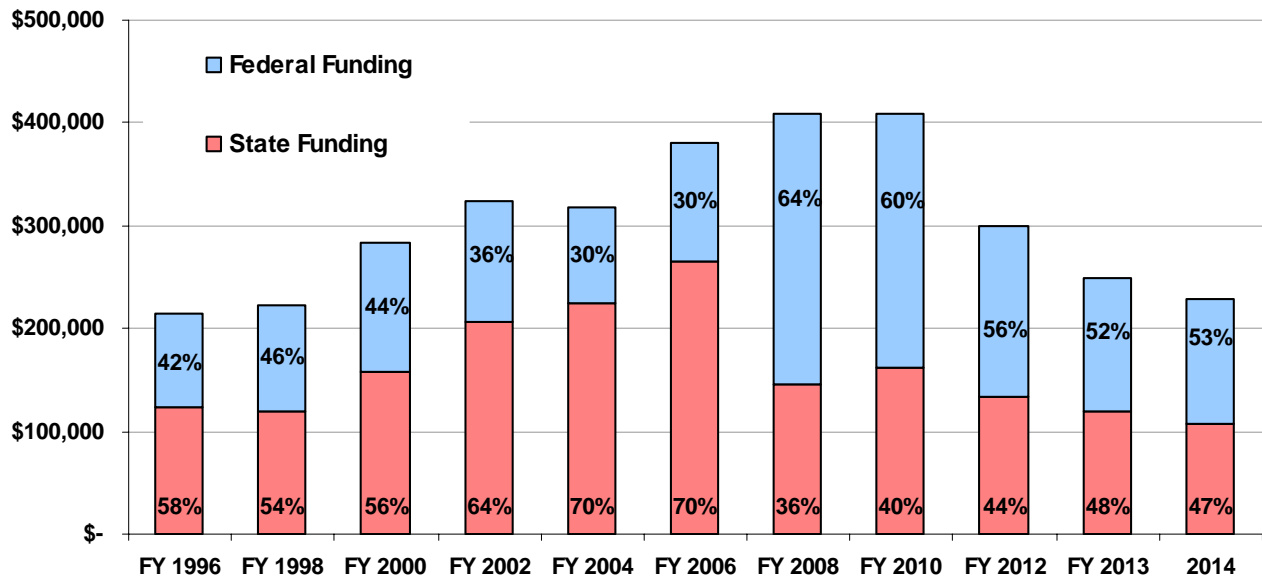
Objective - Ensure a Predictable Public Investment Program

Current and Future Funding Situation for Delaware

Delaware is facing a deficiency in funding for capital investments. The result is a shorter list of funded projects than we have seen in the past. Many of the projects in our RTP are separately listed as “aspirations” projects because adequate sources of revenue have not been identified. Below are a few issues and trends that help illuminate our difficult financial position.

Over the past 11 years, an estimated \$3.7 billion has been spent in capital improvements across Delaware, which averages \$211 million invested in the infrastructure annually. Most of the funding comes from Federal and State sources, with a small percentage from private developer contributions. Based on past and estimated revenues, funds are quickly diminishing, especially by FY 2012. **Figure 37** illustrates the State's limited capacity for future investments. This results in an increased reliance on federal funding.

Figure 37: Total Funding for Statewide Capital Improvements: FY 1996 - 2014



Source: DelDOT Base Financial Plan October 2007
\$ x 1,000

Nearly \$876 million dollars has been allotted to the following seven projects in **Table 20**.

Table 20: Major Construction Projects in New Castle County Scheduled for completion by FY 2013

Project	Approximate Cost
I-95 & US 202 Interchange	\$ 37,400,000
I-95 Fifth Lane Expansion from Churchman's Bridge to I-95	\$ 52,000,000
SR 1/ I-95 Interchange	\$ 97,300,000
Third Rail Track Expansion	\$ 24,021,000
US 301: Maryland Line to SR 1	\$ 579,000,000
Westown Transportation Improvements	\$ 37,665,000
Wilmington Riverfront*	\$ 48,500,000
TOTAL	\$ 875,886,000

* Includes Christina River Crossing

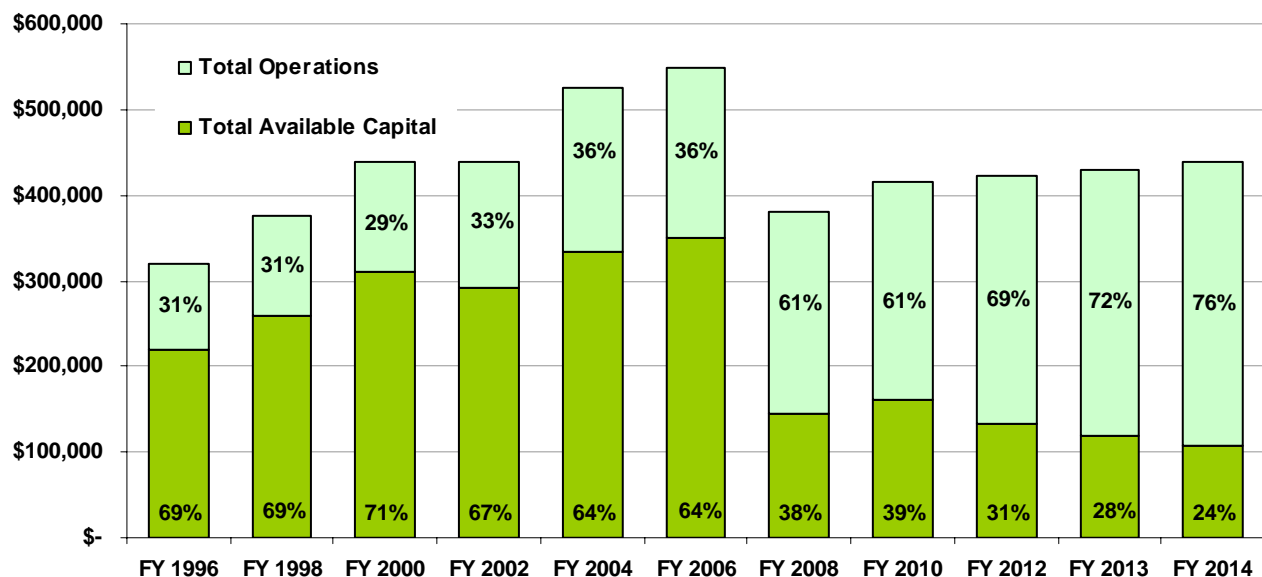
Source: WILMAPCO's 2008-2011 Transportation Improvement Program

Objective - Ensure a Predictable Public Investment Program

Increasing Operating Costs

Perhaps the main reason funding for capital improvements is on the decline is higher operations costs. **Figure 38** shows how much of the total transportation revenue is expended on operations and what remains for capital investments. The Transportation Trust Fund, which had originally been dedicated solely to capital improvements, is straining to meet the needs of both operations and capital. As shown in the chart below, operation expenses continue to consume a much larger share of the overall spending. Beyond FY 2012, operations will require more than 70% of the total budget, leaving less than one-half of revenue for capital improvements.

Figure 38: Total Funding for Operations and Available Capital Resources FY 1996-2014

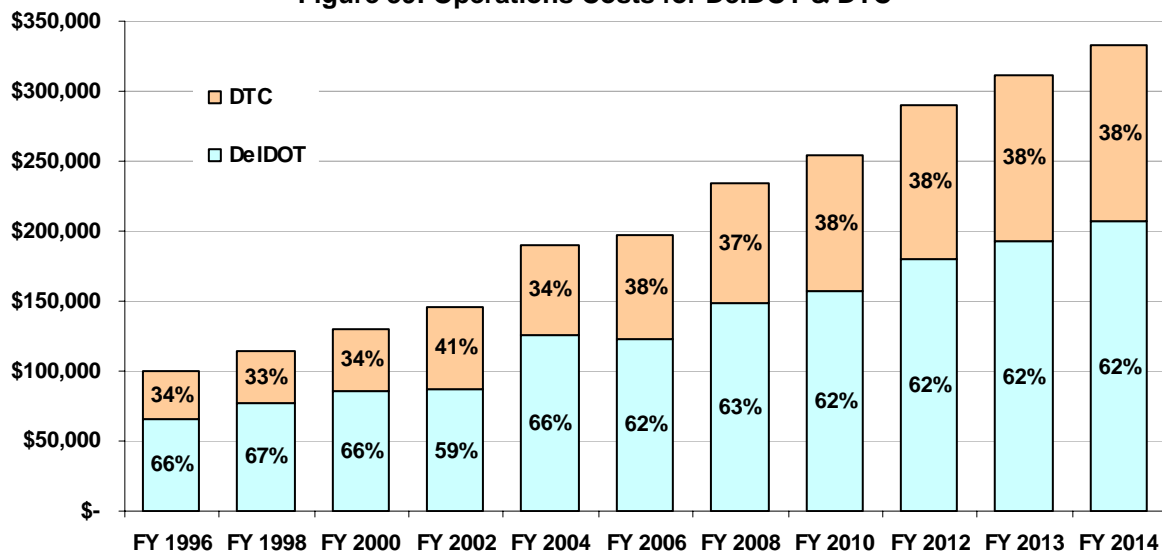


Source: DelDOT Base Financial Plan October 2007. Includes both DTC and DelDOT operations. \$ x 1,000

Over the past decade, the cost to operate the Department of Transportation and Delaware Transit Corporation has increased considerably. The State has over 2,400 maintenance vehicles, 404 transit vehicles, 171 buildings (totaling 1.1 million square feet) and almost 13,000 lane miles of roadway to maintain. With a sharp increase in paratransit trips, operation expenses for DTC are increasing by 15% annually. Available resources are not keeping pace.

Figure 39: Operations Costs for DelDOT & DTC

Figure 39 shows revenue that will be exhausted simply to conduct day-to-day business. By FY 2014, operations costs for both DelDOT and DTC will have tripled since 1996. From FY 2008 to FY 2014, DelDOT is expected to see an increase of 39% and DTC of 47% in operations costs alone.



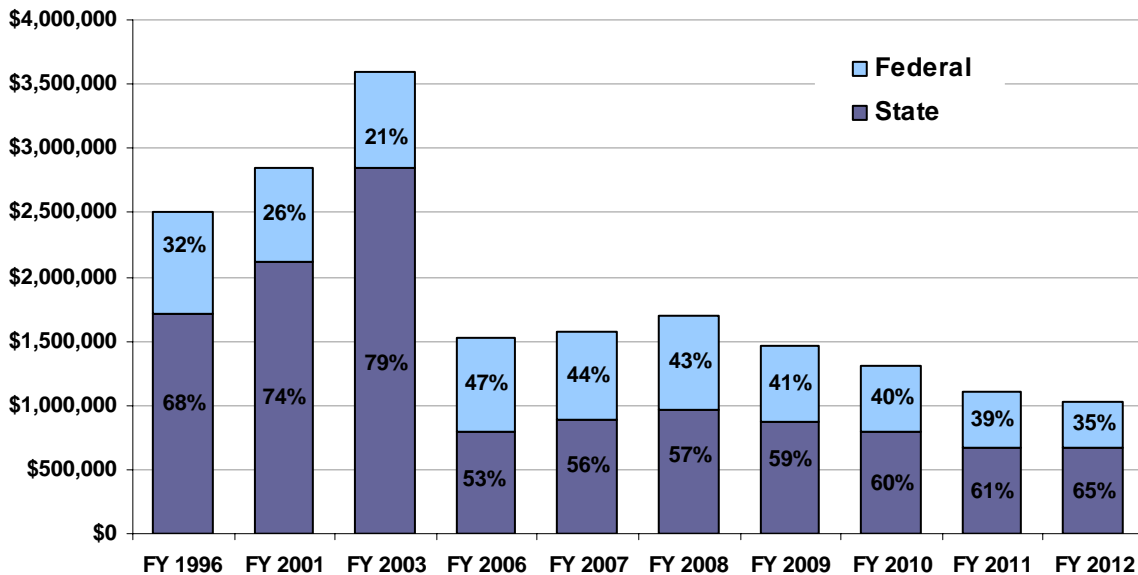
Source: DelDOT Base Financial Plan October 2007 \$ x 1,000

Objective - Ensure a Predictable Public Investment Program

Revenue Sources- Maryland

Maryland, like Delaware, has less identified funding for capital improvements in the coming years. **Figure 40** illustrates the capital expenditures in Maryland from FY 1996 to FY 2012. The chart shows that overall spending on capital improvements will trend downwards, with the bulk of funding from state sources.

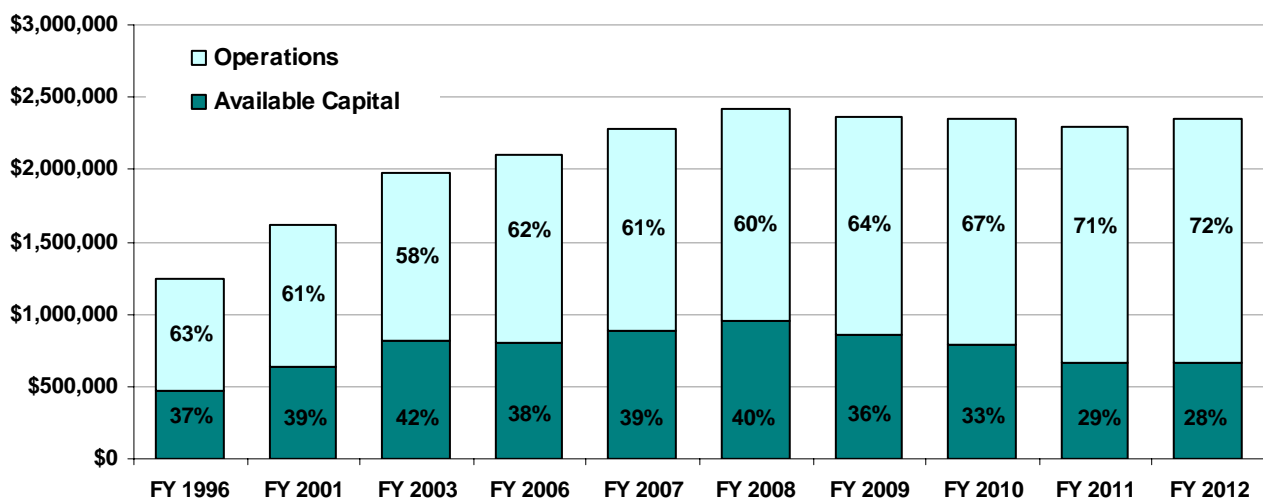
Figure 40: Funding Sources for Capital Improvements: FY 1996-2012



Source: Maryland Summary of Revenues, Expenditures, and Fund Balance for FY 2006-2012. \$ x 1,000

As shown in **Figure 41**, operations costs have a history of consuming more than one-half of the State's resources. Continuing this trend, revenues will not meet future transportation needs adequately. By FY 2012, Maryland is forecasted to have only one-third of capital for infrastructure improvements.

Figure 41: Total Funding for Operations and Available Capital Resources : FY 1996-2012



Source: Maryland Summary of Revenues, Expenditures, and Fund Balance for FY 2006-2012 and MDOT Statewide Capital and Expenditures for FY 1996-2003. \$ x 1,000

Objective - Ensure a Predictable Public Investment Program

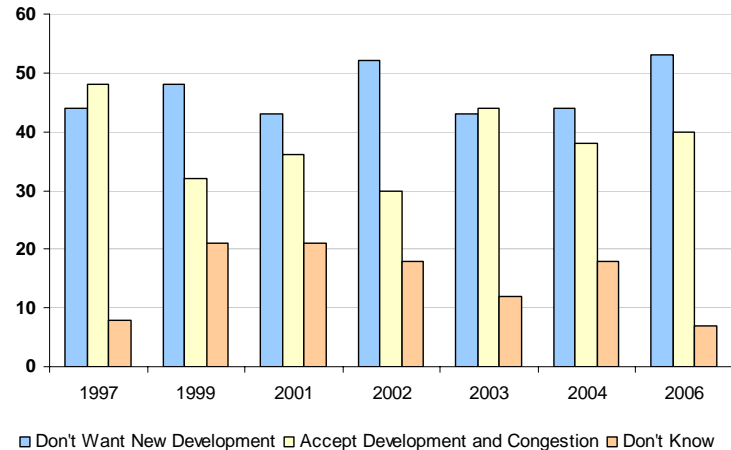
Public Opinion

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.

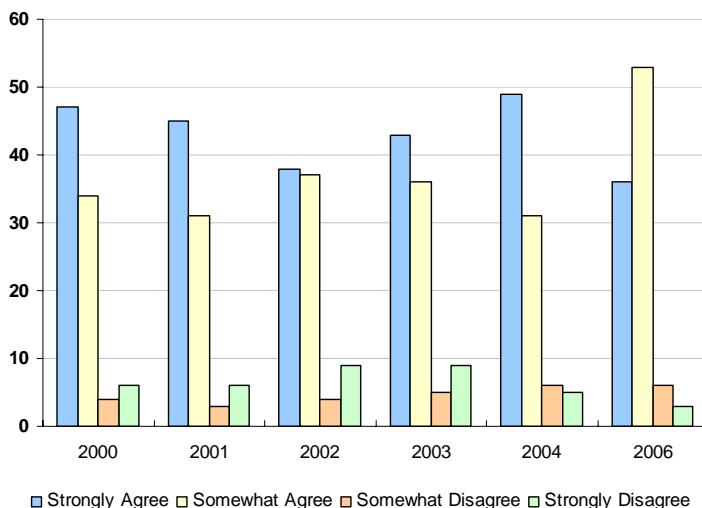
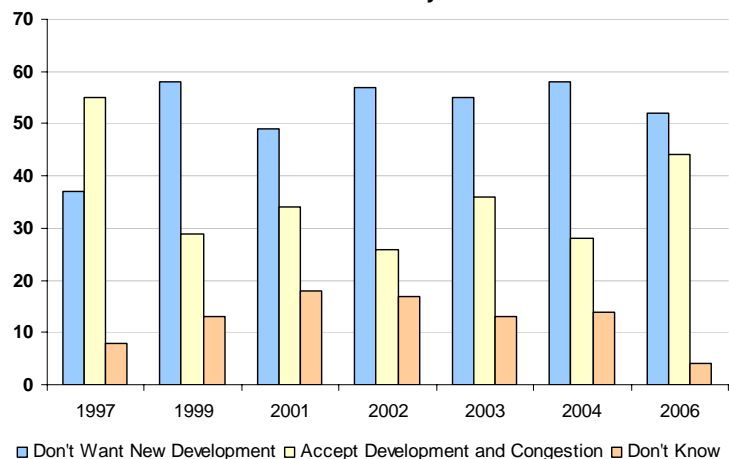
2006 Public Opinion Survey: Some people say that they don't want any new development in their community because growth and congestion is out of control and has hurt the quality of life. Other people accept development and somewhat more congestion, because they feel the growth improves our economy. Which side do you agree with most?

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. About 45% of Cecil County residents that year said they accepted new development and congestion, compared to about 40% of those surveyed in New Castle County.

New Castle County



Cecil County



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

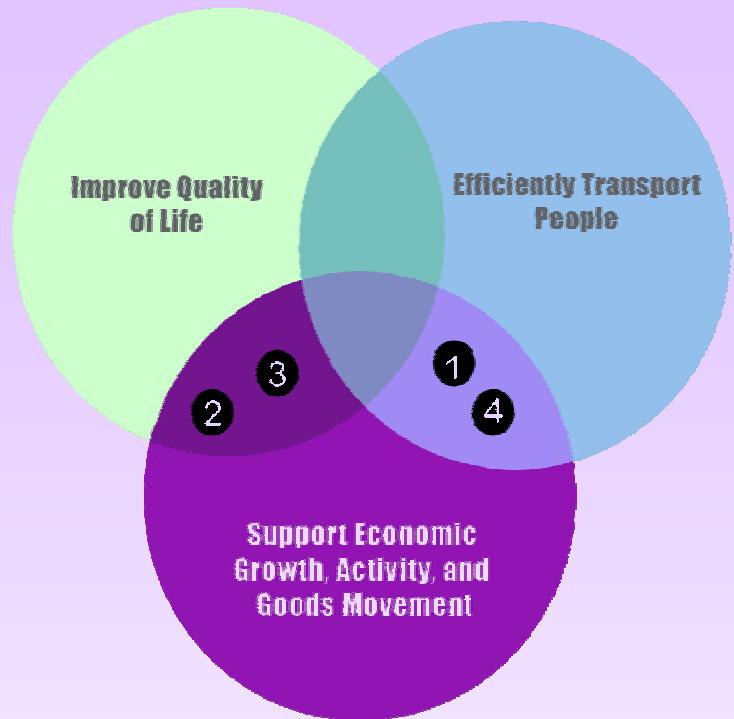
Public support throughout the years has been consistently strong for improving site design to better accommodate multi-modal methods of transportation.

Goal – Support Economic Growth, Activity, and Goods Movement

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

Actions

- Evaluate intra-county rapid transit for New Castle County
- Establish a better relationship between transportation and tourism
- Work towards inter-county transit with Cecil County and filling the regional transit gap with passenger rail between Perryville and Newark
- Support efforts to extend passenger rail from Wilmington to Dover
- Enhance freight/goods movement analysis
- Enhance our goods movement capabilities
- Plan, fund, and implement a goods movement program
- Continue partnership with ridesharing agencies



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

Regional Indicators:

1. **Employment Transit Access:** Recent gains in Cecil County.....page 57
 2. **Job Diversity:** Manufacturing continues to declinepage 57
 3. **Unemployment:** WILMAPCO region lower than average.....page 57
 4. **Goods Movement:** Wilmington port's tonnage continues to drop.....page 58
- Public Opinion:.....n/a



Knowledge Gap:

- Need to establish better relationship between transportation and tourism
- Establish performance measures from Regional Freight Study
- Address needs of BRAC

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

Employment Access to Transit

Table 21 shows that while Cecil County has seen a recent rise in employment opportunities close to transit stops, the number of jobs near transit stops in New Castle County dipped in 2007. Walking distance to stops in both counties was considered 1/4 mile.

Table 21: Employment within Walking Distance of a Transit Stop

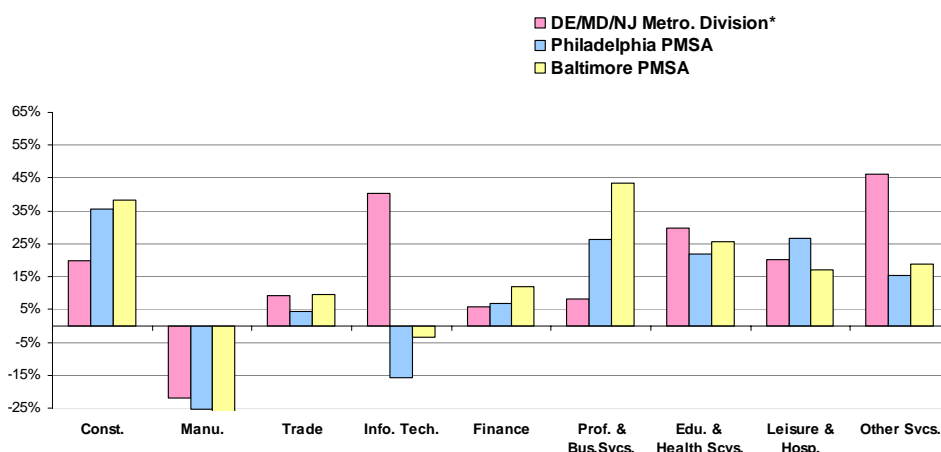
County	1996	2000	2003	2004	2007
New Castle	62%	64%	64%	64%	63%
Cecil	17%	17%	17%	17%	28%
Regional Total	58%	59%	60%	60%	60%

Source: WILMAPCO, DART, Cecil Co. Senior Services and Community Trans

Job Diversity

A sign of a healthy and stable economy is a variety of employment types to combat unemployment. **Figure 42** compares the changes in employment, by sector, between the WILMAPCO region and the neighboring Philadelphia and Baltimore regions. Generally, we have seen much greater increases in information technology jobs than the other regions, while we lag in sectors such as construction and finance. Manufacturing posted a significant loss for all three regions during the decade.

Figure 42: Changes in Employment by Sector 1996-2006



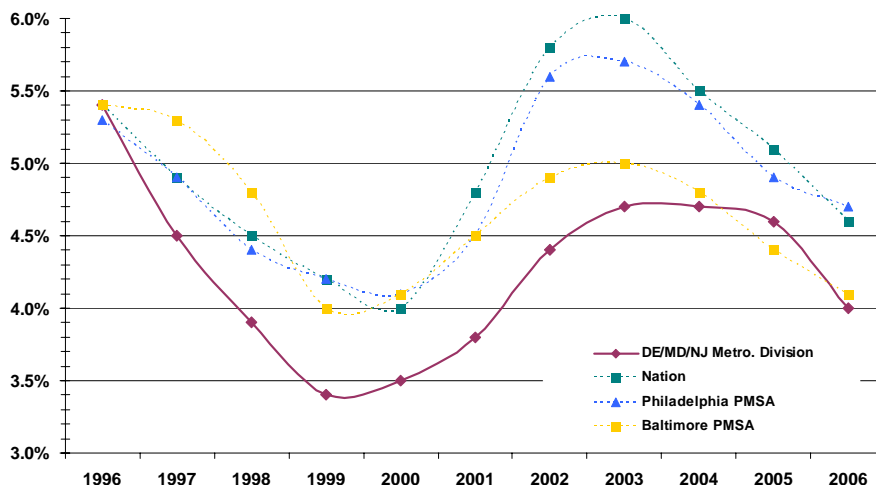
Source: Bureau of Labor Statistics

* DE/MD/NJ Metropolitan Division includes the counties of New Castle (DE), Cecil (MD) and Salem (NJ)

Unemployment Rate

A low unemployment rate also signals a healthy economy. Avoiding large spikes in unemployment demonstrates the right mix of employment types, minimizing the impact of a downturn in a particular sector. During the last decade, the unemployment rate in the WILMAPCO region has remained consistently below that of the nation and surrounding regions.

Figure 43: Annual Unemployment Rate 1996-2006



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

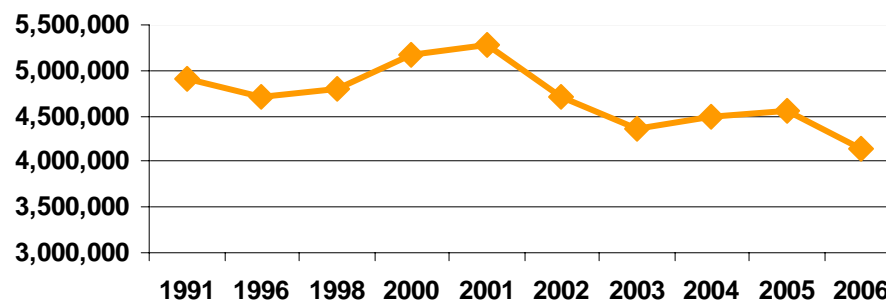
Objective – Plan and Invest to Promote the Attractiveness of the Region

Goods Movement

Our transportation system is not only designed to move people, but also to transport the commodities desired by consumers. An estimated 135 million tons of goods originated, terminated, or passed through the WILMAPCO region in 2005, making freight a vital portion of our economy. Ensuring that there is adequate infrastructure in place to handle these goods is critical.

The Port of Wilmington serves as the largest generator of goods in our region. **Figure 44** shows the tonnage the port receives annually. After several years of growth, port tonnage has declined since 2001.

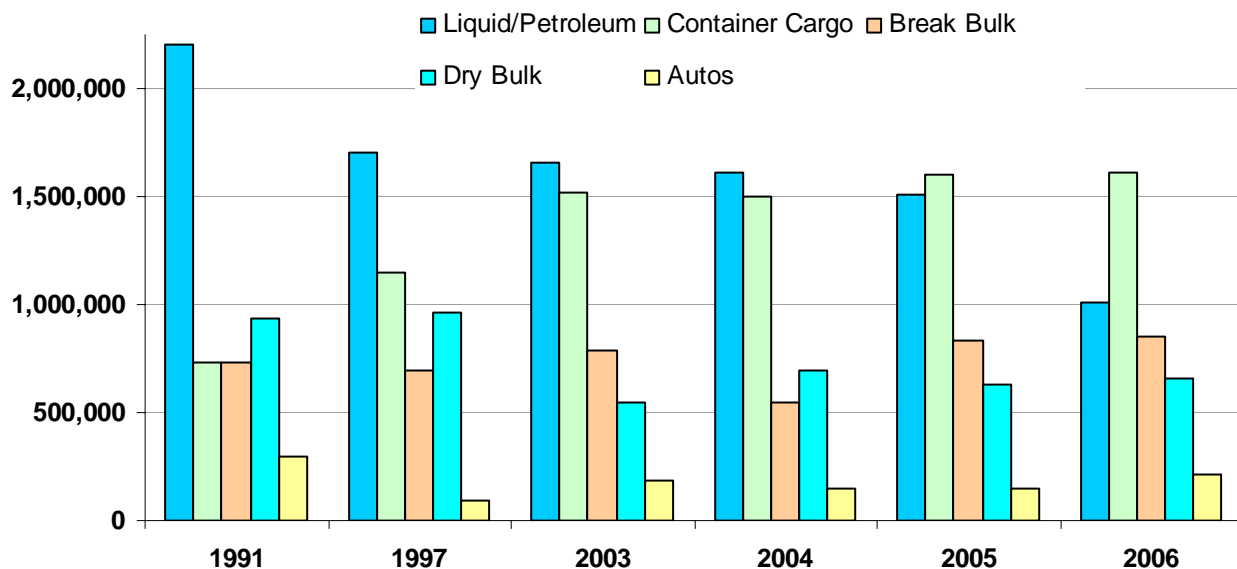
Figure 44: Port of Wilmington Annual Tonnage, 1991-2006



Source: Diamond State Port Corp.

As with the overall employment, a healthy mix of cargo is prized. Over the past decade, the port has seen its commodities shift from liquid/petroleum domination in 1991 to a more balanced mix, with break bulk and containerized cargo increasing their share of the total tonnage. Automobiles, buoyed by the addition of an auto berth, rebounded to their highest levels since the early 1990s.

Figure 45: Port of Wilmington Cargo by Type, 1991-2006



Source: Diamond State Port Corp.

IV. – Conclusions and Future Challenges

This progress report was designed to review the transportation challenges our region encounters and to gain a better understanding of which challenges need the most attention. Since this report is produced annually, it serves as a catalyst to initiate modifications to planning activities. These include improved data collection, regional studies and research analysis. Modifications such as these allow for continuous course correction as needs are identified, rather than waiting on the four-year RTP cycle. Based on the findings from the 2007 Regional Progress Report, the following items represent some of the more pressing issues:

Significant Trends

- Despite significant strides during the past decade, the WILMAPCO region has still not met the federal ozone standard. With a more strict standard set to take effect in the coming years, we must continue efforts to lower NOx and VOC emissions through advocating cleaner fuels and technology and reducing trips.
- Auto crashes and bicycle and pedestrian fatalities in the region remain higher than the national average. We must continue to work with partner agencies to address safety concerns on our infrastructure.
- While over a quarter of our residents live in municipalities today, project funding dedicated to cities and towns just topped 12%. More project consideration should be given to these economic and social hubs.
- 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 and mitigate these inequities.
- Ride quality along state maintained roads in New Castle County has been trending downwards. We must continue to advocate our “maintenance first” policy, which places a high priority on existing infrastructure.
- 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.
- More robust fixed-route transit service in Cecil County may have led to the decrease in demand for Paratransit. WILMAPCO should more fully explore this correlation in the coming months.
- Residents in the WILMAPCO region drive more than the average American household. Reducing trips by automobile will lower our region’s ozone, fine particulate matter and greenhouse gas emissions.
- While funding for multimodal projects has trended upwards in the past decade, the average Transportation Improvement Program (TIP) is still dominated by roadway projects. We must push for the consideration of other modes, especially transit, which has yet to garner more than ten percent of total funding.
- Fresh 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.
- Operations 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 new revenue streams to meet the future needs of our region.

Many of these trends are the result of our current land development pattern. WILMAPCO and member agencies must continue to encourage new land use patterns (such as greater density) that reduce our dependency on the automobile and promote safer, healthier, and more sustainable forms of transportation.

Conclusions and Future Challenges

The chart below contains the revised list of challenges for WILMAPCO. 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 and Long-Term Challenges

- **Creating alternatives to the automobile:** Efforts must continue to fund multimodal transportation projects in order to reduce auto dependency.
- **Meeting increased demand for goods movement:** 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.
- **Ensuring transportation equity:** Staff will continue in its efforts to identify and mitigate the transportation challenges our Environmental (low-income and minority) and Transportation (elderly, disabled, zero-car household) Justice communities encounter. An updated Environmental Justice study is planned to follow up on our recently completed Transportation Justice Report.
- **Improving air quality:** Failing to meet our air quality standards for ozone and fine particulate matter (PM2.5) not only places our federal transportation funding in jeopardy, but also risks the health of our region's residents.
- **Addressing implications of rising gas prices & alternative forms of energy:** The availability of dependable and affordable sources of fuel is critical to our future.
- **Supporting Center and Core TIAs:** 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.
- **Addressing Congestion:** 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.
- **Financing the transportation system:** Significant funding issues have arisen at the regional and national levels, which has delayed the completion of previously programmed projects.
- **Maintaining economic prosperity:** The key to a sustainable regional economy is to support economic growth in a manner consistent with the goals and plans of the region.
- **Preserving aging infrastructure:** Under our "maintenance first" policy, WILMAPCO believes that keeping pace with required maintenance enhances the quality and efficiency of our transportation system.
- **Addressing increased inter-regional strains:** Goods and people travel through our region to reach other destinations. Many of these companies and people do not contribute to the upkeep of our transportation infrastructure.
- **Addressing climate change:** Automotive transportation releases a significant amount of greenhouse gas emissions into our atmosphere, speeding global climate change. Reducing the amount of miles residents in our region drive through the promotion of alternative forms of travel and sensible land use decisions will work towards a more sustainable future.

Appendix A

Complete Listing and Status of 2030 RTP Projects

Complete Listing and Status of 2030 RTP Projects (Constrained List)

Category	Cost in 2007 (x \$1,000)	Projected In Service Date	Project Status
Bicycle/Pedestrian			
SR 72, McCoy Road to SR71 Sidewalks	\$17,800	2013	Construction Not Funded in FY 2008-11 TIP
Transit			
Transit Facilities: Newark Transit Hub	\$1,100	2008	Funded for construction in FY 2008-11 TIP
Rail: Newark Train Station	\$24,656	2013	Partially funded for construction in FY 2008-11 TIP
Transit Vehicle Replacement and Refurbishment - Fixed Route	\$35,967	2013	Partially funded in FY 2008-11 TIP
Transit Vehicle Replacement and Refurbishment - Paratransit	\$14,168	2013	Partially funded in FY 2008-11 TIP
Rail Improvements, Newark to Wilmington	\$24,021	2010	Funded for construction in FY 2008-11 TIP
Cecil County Projects			
I-95 widening - Susquehanna River to DE Line - Add 1 lane in each direction plus bridge expansion	\$505,084	2020	Project Not Funded in FY 2008-11 TIP
MD 213 - Frenchtown Road to US 40	\$15,000	2025	Project Not Funded in FY 2008-11 TIP
MD 272 - US 40 to Lums Rd.	\$12,900	2030	Project Not Funded in FY 2008-11 TIP
Churchmans Crossing Plan			
SR 4, Harmony Road Intersection Improvements	\$15,080	2020	Construction Not Funded in FY 2008-11 TIP
City of New Castle			
SR 9, River Rd. Area, Dobbinsville	\$193	2020	Project Not Funded in FY 2008-11 TIP
City of New Castle Improvements (SR9/3rd)	\$2,000	2010	Funded for construction in FY 2008-11 TIP
City of New Castle Improvements (SR9/6th)	\$2,000	2010	Funded for construction in FY 2008-11 TIP
Washington Street, New Castle	\$5,125	2011	Funded for construction in FY 2008-11 TIP
Newark/Elkton Plan			
SR 4: Elkton Road to SR 896	\$4,840	2010	Funded for construction in FY 2008-11 TIP
SR 2 - Elkton Rd, MD Line to Delaware Ave	\$67,350	2013	Partially funded for construction in FY 2008-11 TIP
Pomeroy Branch Pedestrian Corridor	\$2,981	2009	Funded for construction in FY 2008-11 TIP
Westown			
N437, Bunker Hill Rd, US 301 to Choptank Rd	\$1,800	2009	Funded for construction in FY 2008-11 TIP
US 301, Middleneck Rd to Peterson Rd	\$26,700	2010	Funded for construction in FY 2008-11 TIP
N447, St. Annes Church Rd, Levels Road to SR71	\$4,790	2009	Funded for construction in FY 2008-11 TIP
Wiggins Mill Road	\$2,100	2011	Funded for construction in FY 2008-11 TIP
Wilmington			
Wilmington Signal Improvements	\$3,000	2009	Funded in FY 2008-11 TIP
Wilmington Initiatives Plan			
Walnut Street, Martin Luther King Boulevard to 16th Street (Paving and Streetscape)	\$12,000	2013	Construction Not Funded in FY 2008-11 TIP
I-95 MD Line to I-295 Program			
I-95/SR 896 Interchange Improvements	\$1,500	2008	Funded for construction in FY 2008-11 TIP
I-95 Turnpike Toll Plaza	\$92,000	2013	Construction Not Funded in FY 2008-11 TIP
SR 1/ I-95 Interchange	\$134,300	2013	Partially funded for construction in FY 2008-11 TIP
I-95 Widening from DE 1 to DE 141	\$52,000	2009	Funded for construction in FY 2008-11 TIP
US 202 / DE 141 Area			
Tyler McConnell Bridge, SR141, Montchanin Road to Alapocas Road	\$31,000	2020	Project Not Funded in FY 2008-11 TIP
I-95 & US 202 Interchange	\$37,400	2011	Funded for construction in FY 2008-11 TIP
US 301			
US 13 and SR 896, Boyd's Corner Rd. and SR 896, Boyd's Corner Road	\$9,400	2010	Funded for construction in FY 2008-11 TIP
SR 896 at N 54 & N396 Intersection, Including Howell School Road to SR 71	\$10,800	2011	Funded for construction in FY 2008-11 TIP
Southern New Castle County Improvements	\$54,090	2013	Construction Not Funded for All Projects in FY 2008-11 TIP
US 40 Plan			
US 40, Eden Square Connector	\$4,120	2010	Funded for construction in FY 2008-11 TIP
Walther Road Sidewalks, US 40 to Old Baltimore Pike	\$1,600	2008	Funded for construction in FY 2008-11 TIP
US 40, Bear-Glasgow Bus Stop Improvements	\$550	2009	Funded for construction in FY 2008-11 TIP
US 40, Pulaski Highway/SR 72, Wrangle Hill Road (Includes Del Laws Road Intersection)	\$15,280	2013	Partially funded for construction in FY 2008-11 TIP
SR 7, Newtown Road to SR 273	\$12,380	2011	Funded for construction in FY 2008-11 TIP
School Bell Road, US 40 to SR 7	\$5,000	2009	Funded for construction in FY 2008-11 TIP
Road Expansion and Management			
I-295 Improvements, Weave Elimination from I-95 to US 13	\$7,100	2010	Funded for construction in FY 2008-11 TIP
I-295 Improvements, Third Lane from SR141 to SR 9	\$45,000	2020	Construction Not Funded in FY 2008-11 TIP
SR 141, SR 2, Kirkwood Hwy. to Faulkland Rd. (includes Br -160)	\$22,840	2011	Funded for construction in FY 2008-11 TIP
Other Intersection / Road Improvements			
Truck Weigh Stations along SR 1, North of Smyrna	\$4,600	2011	Funded for construction in FY 2008-11 TIP
SR 2, South Union St. from Railroad Bridge to Sycamore St.	\$4,400	2011	Funded for construction in FY 2008-11 TIP
Brackenville Road, SR 41, Lancaster Pike to Barley Mill Road	\$4,200	2009	Funded for construction in FY 2008-11 TIP
Mill Creek Road and Stoney Batter Road Intersection	\$2,300	2010	Funded for construction in FY 2008-11 TIP
SR 72, Possum Park Road, Possum Hollow Road to Old Possum Park Road	\$4,000	2013	Partially funded for construction in FY 2008-11 TIP
I-95, Carr Road and Marsh Road Interchange Improvements	\$31,000	2025	Partially funded for construction in FY 2008-11 TIP
I-295 Improvements, Westbound from I-95 to US 13	\$5,200	2010	Funded for construction in FY 2008-11 TIP
US 13, Philadelphia Pike, Claymont Transportation Plan Implementation	\$1,900	2013	Partially funded for construction in FY 2008-11 TIP
US 301 Truck Weigh Station and Inspection Facility	\$5,200	2009	Funded for construction in FY 2008-11 TIP
Grubb Road, SR261, Foulk Road to SR92, Naamans Road, Pedestrian Improvements	\$3,300	2013	Construction Not Funded in FY 2008-11 TIP

Appendix B

SAFETEA-LU Requirements

On August 10, 2005, President George W. Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the five-year period 2005-2009.

Federally Required Planning Factors in SAFETEA-LU

Under the provisions of the Federal Transportation Act, SAFETEA-LU, Metropolitan Planning Organizations (MPOs) are required to consider eight planning factors in the development of transportation plans and programs.

Federally Required Planning Factors	
FACTORS	HOW THE 2030 RTP IMPLEMENTS THE FACTORS
Support Economic Vitality	Primarily addressed by the actions part of the Goal: Support Economic Activity, Growth and Goods Movement. Also part of Project Prioritization Process.
Increase Accessibility and Mobility	Primarily addressed by the actions part of the Goal: Efficiently Transport People. Also part of Project Prioritization Process.
Protect the Environment (including promote consistency with planned growth and economic development patterns)	Primarily addressed by the actions part of the Goal: Improve Quality of Life. Also part of Project Prioritization Process and Transportation Investment Areas.
Enhance Modal Integration	Primarily addressed by the actions part of the Goal: Efficiently Transport People.
Promote Efficient System Management	Primarily addressed by the actions part of the Goal: Efficiently Transport People.
Preserve the Existing System	Primarily addressed by the actions part of the Goal: Efficiently Transport People.
Increase Safety	Primarily addressed by the actions part of the Goal: Improve Quality of Life. Also part of Project Prioritization Process and Pedestrian Priority Areas.
Increase Transportation Security	Primarily addressed by the actions part of the Goal: Improve Quality of Life.

Planning Emphasis Areas in SAFETEA-LU

Under the provisions of the Federal Transportation Act, SAFETEA-LU, Metropolitan Planning Organizations (MPOs) are required to five areas in the development of transportation plans and programs.

Planning Emphasis Areas	
Emphasis Area	How the 2030 RTP Implement this Planning Emphasis Area
Consideration of Safety and Security in the Transportation Planning Process	Primarily addressed by the actions part of the Goal: Improve Quality of Life. Also part of Project Prioritization Process and Pedestrian Priority Areas.
Linking the Planning and NEPA Processes	TBD
Consideration of Management and Operations within Planning Processes.	TBD
Enhancing the Technical Capacity of Planning Processes	To be carried out as recommended in the annual Regional Progress Report.
Coordination of Human Service Transportation	Primarily addressed by the actions part of the Goal: Efficiently Transport People. Coordination done through Cecil County Transportation Coordination Council and Delaware United We Ride.

SAFETEA-LU RTP Requirements

SAFETEA-LU requires a fully compliant long-range plan be adopted by July 2007. Although SAFETEA-LU was signed into law on August 10, 2005, many of the provisions require additional rulemaking in order to implement the requirements of the law. The proposed rulemaking was published in the Federal Register on June 9, 2006 and requires the following:

SAFETEA-LU Requirements	
SAFETEA-LU Requirements	How the 2030 RTP Meet This Requirement
Plan Cycle – Plans shall be updated every four (4) years in air quality nonattainment and maintenance areas.	Our previous update, the 2025 RTP, was approved March 7, 2003.
Fiscal Constraint	Documentation regarding this fiscally constrained RTP are included in the RTP's Appendix. Unfunded projects are included in a aspirations list.
Transportation System Security – SAFETEA-LU calls for the security of the transportation system to be a stand-alone planning factor.	Security is addressed as part of the Goal: Improve Quality of Life, Protect Public Health, Safety and Welfare. A document, <i>Safety and Security in the WILMAPCO Transportation Planning Process</i> , was completed in December 2004 and detailed WILMAPCO's role.
Environmental Mitigation – Plans must include a discussion of the types of potential environmental mitigation activities, to be developed in consultation with federal, state, and tribal wildlife, land management, and regulatory agencies.	To be implemented as part of Program Development for relevant projects in the TIP.
Consultations – MPOs must consult “as appropriate” with “State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation” in developing long-range transportation plans.	Listed organizations and agencies are part of the WILMAPCO Technical Advisory Committee and its subcommittees and the Public Advisory Committee. All WILMAPCO committees provide input and guidance on the RTP and other plan development.
Consistency of Plan with Planned Growth and Development Plans - Revises the previous planning factor related to environmental factors to add promoting consistency between transportation improvements, and state and local planned growth and economic development patterns.	WILMAPCO's Transportation Investment Areas have been developed to be consistent with Delaware State Strategy on Spending map, Maryland Priority Funding Areas, and the New Castle County Comprehensive Plan, all of which define both areas to target growth and economic development and areas to be preserved. Details about the TIAs can be found as part of Goal: Support Economic Activity, Growth and Goods Movement, Ensure a Predictable Public Investment Program.
Operational and Management Strategies – Plans shall include operational and management strategies to improve the performance of the existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.	Operational and management strategies are promoted through the Goal: Efficiently Transport People and the WILMAPCO's Congestion Management Process (the Congestion Management System or CMS).

SAFETEA-LU Requirements	
SAFETEA-LU Requirements	How the 2030 RTP Meet This Requirement
<p>Participation Plan – MPOs must develop and utilize a “Participation Plan” that provides reasonable opportunity for interested parties to comment on the content of the plan and TIP. Further this “Participation Plan” must be developed “in consultation with all interested parties.” This consultation requirement is intended to afford parties, who participate in the metropolitan planning process, a specific opportunity to comment on the Participation Plan prior to its approval.</p>	<p>WILMAPCO’s Public Participation Plan was adopted on March 4, 2003. Details about the public outreach and comments obtained during the development of the RTP are available in the RTP’s Appendix.</p>
<p>Visualization Techniques in Plans and TIP Development – As part of the transportation plan and TIP development, MPOs shall employ visualization techniques.</p>	<p>The 2030 RTP employs maps, photos, and charts to visually present information. Graphics are displayed throughout this document and in the accompanying RTP Executive Summary</p>
<p>Publication of Plans and TIP – MPOs shall publish or otherwise make available for public review the transportation plans and TIPs “including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.”</p>	<p>Most WILMAPCO documents, including the RTP and our current TIP are available at www.wilmapco.org or at our office and can also be obtained electronically or as hard copy by contacting WILMAPCO.</p>
<p>Air Quality Conformity</p>	<p>The FY2008-11 TIP has been found to be in compliance with Air Quality requirements. The Air Quality Conformity analysis is in the RTP Appendix.</p>

Appendix C

Addressing 2030 RTP Actions

Addressing Actions in the 2030 RTP

Goals, Objectives and Strategies	Projects/Methods to Address Action		Estimated Year for Addressing Action				
			FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Goal: Support Economic Activity, Growth and Goods Movement							
Objective #1: Ensure a Predictable Public Investment Program							
Adequately invest in our designated Transportation Investment Areas			Annually				
Coordinate with DOTs and land use agencies as they implement completed sub regional plans			Annually				
Work with land use agencies to encourage future growth in areas with existing infrastructure to efficiently use our limited transportation resources			Annually				
Use WILMAPCO's approved prioritization process to select projects for funding			Annually				
Seek additional innovative funding sources for transportation improvements and use existing funds more effectively			Annually				
Identify dedicated funding sources for transit operating and capital budgets that will keep pace with inflation, rising demand and changing ridership patterns			Annually				
Continue to coordinate with community stakeholders on transportation decision making			Annually				
Develop more comprehensive performance targets for the region			Annually				
Continue to complete annual Congestion Management Process report and integrate findings into the TIP			Annually				
Objective #2: Plan and Invest to Promote Attractiveness of the Region							
Continue to evaluate intercounty rapid transit for New Castle County			FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
				X			
Work with economic development, tourism and transportation agencies to establish a better relationship between transportation and tourism			Annually				
Continue to work towards intercounty transit with Cecil County and filling the regional transit gap with passenger rail service from Perryville to Ekton				X			
Support efforts to extend passenger rail service from Wilmington to Dover, including the creation of transit supportive development along the intended corridor			Annually				
Enhance the Freight Goods Movement Analysis Capacity			Annually				
Enhance our Goods Movement Capabilities			X				
Plan, fund and implement a comprehensive goods movement program			X				
Continue Partnership with ride-sharing agencies			Annually				
Goal: Efficiently Transport People							
Objective #1: Improve Transportation System Performance			FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Work with transit providers to expand Regional Transit and Ridesharing information through implementation of real-time travel information via telephone, on-site, and computer-based systems			Annually				
Work with transit providers to expand the use of smart cards region wide			Annually				
Fund Projects that make better use of Intelligent Transportation Systems (ITS)			Annually				
Improve implementation of "Maintenance First" Policy by funding a TIP that makes improving the condition of the existing transportation network the top priority			X				
Work with DOT's to design transportation facilities to reduce future maintenance costs			Annually				
Work with transit agencies to improve transit efficiency and desirability by recommending and funding projects that reduce bus travel times			X				
Fund enhancements to Park & Ride Facilities.			Annually				
Expand Transportation Systems within the Center and Community Transportation Investment Areas where necessary			Annually				
Objective #2: Promote Accessibility, Mobility and Transportation Alternatives			FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Continue to plan for and fund multimodal projects			Annually				
Increase access to transit with technology, service expansion, park-and-rides, bus facilities, sidewalks and bicycle racks on transit vehicles			Annually				
Coordinate with implementing agencies on planning and design of complete streets. Implement a Complete Streets Policy through the TIP			When needed				
Improve Facilities for Walking in Pedestrian Priority Areas by funding pedestrian improvements within pedestrian priority areas and work with through the development process to complete projects			Annually				
Work with transportation agencies to improve pedestrian crossing facilities			Annually				
Work with DOTs, counties and municipalities to implement Multimodal Level of Service (LOS) Standards, and perform multimodal LOS analysis			Annually				
Implement improved fixed-route public transit service to T.J. areas, where necessary			Annually				
Implement recommended walkability enhancements within T.J. areas, where identified, and continue to retrofit facilities to meet ADA standards			Annually				
Continually monitor the progress of recommended strategies to address the transportation needs of T.J. communities, especially households without access to an automobile			Annually				
Begin a dialogue to address accessibility and mobility concerns raised by seniors in our region			Annually				
Fund strategic improvements to our region's transit system to address the key issues and challenges facing our region			X				
Establish a network of Pedestrian and Bicycle Facilities in partnership with member agencies			X				
Goal: Improve Quality of Life							
Objective #1: Protect Public Health, Safety & Welfare			FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Ensure a safe Transportation System for all users			Annually				
Assist Homeland Security agencies in developing and assessing the effectiveness of transportation security and evacuation plans			Annually				
Coordinate with DOTs and schools to develop and implement Safe Routes to School Programs			X				
Continue to fund traffic calming in residential areas, near schools and business districts, and areas where arterial roads bisect incorporated and unincorporated communities			Annually				
Promote the healthy communities through transportation			Annually				
Conform to Air Quality Conformity Requirements			Annually				
Objective #2: Preserve our Natural, Historic, and Cultural Resources			FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Provide assistance in the development of Byway Corridor Management Plans and work with DOTs to implement Context-Sensitive transportation improvements, as identified in Corridor Management Plans			Annually				
Limit projects within Rural Transportation Investment Area to preservation and safety			X				
Objective #3: Support Existing Municipalities and Communities			Annually				
Incorporate objectives of county and municipal Comprehensive Plans into transportation plans			Annually				
Implement context-sensitive solutions for livable streets			Annually				
Work with land use agencies and other stakeholders to encourage use of mobility friendly design and to develop and adopt mobility friendly design standards for additional jurisdictions			Annually				
Objective #4: Provide and Promote Transportation Opportunity & Choice			FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Enhance analytical capabilities and explore new methodologies for addressing the transportation needs of EJ groups			Annually				
Improve coordination with our PAC, member agencies, and the general public to enhance EJ-related activities and public awareness			Annually				
Continually monitor the progress of recommended strategies to combat issues of under-representation, isolation, and lack of transportation alternatives found within EJ and TJ communities			Annually				
Ensure Affordable Transportation Choices			Annually				
Coordinated with Human Service and Transit Agencies to plan United We Ride, New Freedom, Job Access and Reverse Commute, and Special Needs of Elderly Individuals and Individuals with Disabilities Programs			X				

WILMAPCO Council

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Thank you for taking the time to read the WILMAPCO 2007 Regional Progress Report. If you have any questions or comments, please do not hesitate to contact WILMAPCO.



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