

2009 Regional Progress Report



**Improve Quality
of Life**



**Efficiently
Transport
People**



**Support Economic
Growth, Activity and
Goods Movement**

January 2010

Wilmington Area Planning Council

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RESOLUTION

BY THE WILMINGTON AREA PLANNING COUNCIL APPROVING THE 2009 REGIONAL PROGRESS REPORT

WHEREAS, the Wilmington Area Planning Council (WILMAPCO), has been designated the Metropolitan Planning Organization (MPO) for Cecil County, Maryland and New Castle County, Delaware by the Governors of Maryland and Delaware, respectively; and

WHEREAS, WILMAPCO adopted the 2030 Regional Transportation Plan which laid out strategies to achieve the region's long-range transportation goals; and

WHEREAS, the RTP requires that a progress report be conducted to serve as a tool in monitoring the progress of achieving the goals set forth in the plan; and

WHEREAS, the 2009 Regional Progress Report has been developed using the most recently available data and has undergone appropriate technical review;

NOW, THEREFORE, BE IT RESOLVED, that the WILMAPCO Council does hereby approve the 2009 Regional Progress Report.

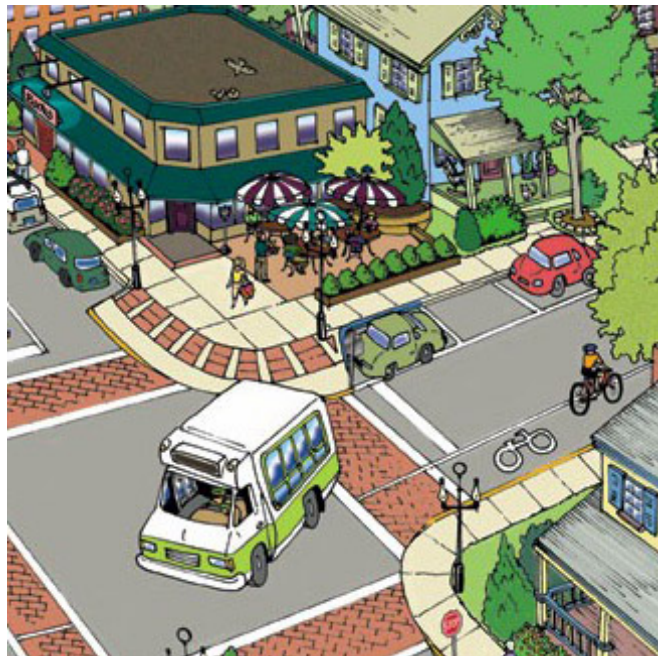
Date: January 14, 2010



Stephen Kingsberry, Chairperson
Wilmington Area Planning Council

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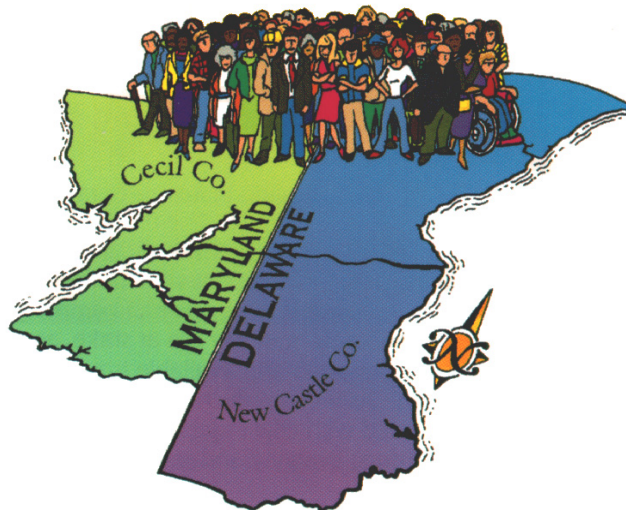
The preparation of this document was financed in part with funds provided by the Federal Government, including the Federal Transit Administration and the Federal Highway Administration of the United States Department of Transportation.

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 residents 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 land area of 774 square miles (426 in New Castle County and 348 in Cecil County). Although the square mileage of the two counties are relatively close, their population figures are not. According to the U.S. Census Bureau, Cecil County had a 2008 population of 99,926, while New Castle County had 529,641. New Castle County is mostly urbanized, with a density of 1,243 persons per square mile, while Cecil County is largely rural, with 287 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 a Regional Transportation Plan (RTP) that established goals for our region's transportation future and strategies to see these goals realized. The RTP was updated in 2000, 2003 and most recently in 2007. While WILMAPCO recognizes that our long-range goals will take time to achieve, we hope to make progress in their attainment each year.

The 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 2009 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.

The 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.

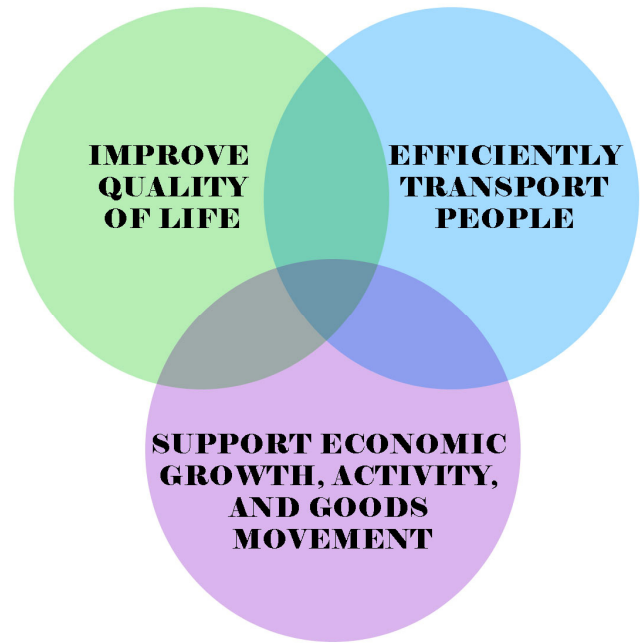
For each objective in this report we list:

- 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 a Memoranda of Understanding between agencies to coordinate roles.



Introduction

Tools of the Trade

We create 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 details funding for the projects to be undertaken over the next four years to implement the RTP. 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 current RTP provides a transportation planning guide 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 our 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 residents 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)

We are 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. We typically adopt a revised TIP annually, and may periodically amend the TIP. The fiscal year 2010-13 TIP contains transportation investments totaling more than \$1.80 billion, down from \$1.82 billion in the 2009-2012 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. Our Congestion Management System (CMS) 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 corridors are identified, and tools are defined to address congestion 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)

Our 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. The chart to the right details the percentage of WILMAPCO funds spent on UPWP tasks in FY 2009.

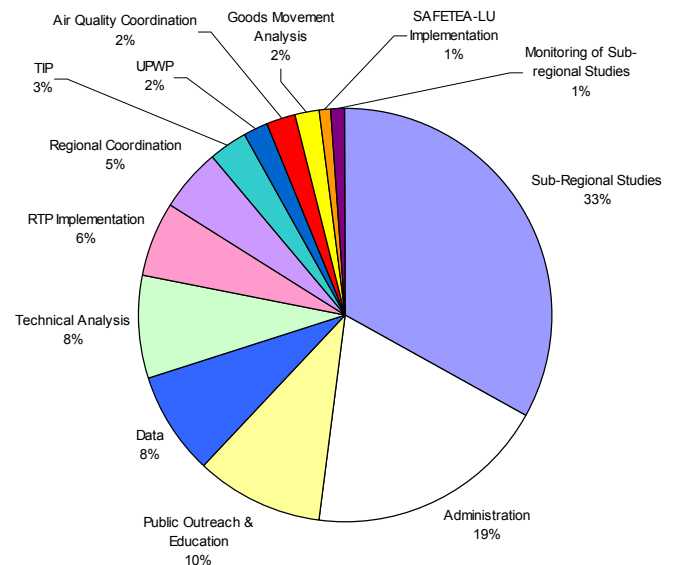
Public Participation Plan (PPP)

Public participation is a long standing attribute of the planning process. We must elicit from both stakeholders and the general public their opinion on the goals and objectives of the Regional Transportation Plan, their perspective on the transportation needs of various groups, and their view on investment strategies. The PPP outlines our strategies for involving the public in transportation planning activities and decisions. It also educates the public about the planning process and encourages the public's guidance and review of the plans, programs, and documents developed by WILMAPCO.

Public Opinion Surveys

We annually conduct a ten minute telephone public opinion survey of randomly selected Cecil County residents in order to gather information on the transportation choices made by the residents of Cecil County. Every four years (concurrent with RTP updates) New Castle County (NCC) residents are included in a longer more comprehensive public opinion survey. Since other annual opinion surveys exist for NCC, including the annual DelDOT household survey of Delaware residents, the biannual DVRPC Air Quality Awareness Survey and the AAA Mid-Atlantic Public Opinion Poll on key transportation issues, NCC is only included every four years. Our 2006 Public Opinion Survey includes results from both counties, while our 2009 Public Opinion Survey contains only Cecil County results.

FY 2009 UPWP Spending



II. Review of Past Recommendations and Future Challenges

Over the past two years, 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 2007 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 25 of 31 issues since the adoption of the 2007 Progress Report.

Table 1: Activity Concerning the 2007 Regional Progress Report Recommendations

Short-Term and Long-Term Challenges	Action
Creating alternatives to the automobile	We continue to advocate a "transportation choice" policy, strongly supporting better fixed-route transit and non-motorized systems in all plans.
Meeting increased demand for goods movement	Our 2007 Freight and Goods Movement Report developed a methodology for identifying freight bottlenecks regionally. These bottlenecks have since become a factor in our project prioritization process.
Ensuring transportation equity	Our 2009 Environmental Justice (EJ) Report was adopted in March. The new report highlights undue transportation burdens carried by our region's low-income and minority communities and offers solid recommendations to improve mobility, participation and quality of life.
Improving air quality	Federally-regulated mobile-source air emissions, such as ozone and fine particulate matter, continue to sink in the WILMAPCO region. Our continuing advocacy for less energy-intensive travel and responsible land use decisions works towards reducing greenhouse gas emissions.
Addressing implications of rising gas prices & alternative forms of energy	We worked closely with the State of Delaware on its Energy Plan update in 2008 and 2009. On the transportation side, the plan seeks to reduce energy-use through checking vehicle miles traveled and the promotion of alternative vehicle technology.
Supporting Center and Core investment areas	We have made planning funding available for municipalities and continue to provide support to those requesting it, such as Elkton and Delaware City.
Addressing congestion	Our 2009 Congestion Management Summary offers a fresh analysis of congestion in our region. This year, it incorporates crashes (a key factor in non-recurring congestion) into the identification of congested corridors.
Financing the transportation system	We have researched a funding alternative known as a mileage-based user fee. This idea is not yet widely accepted, but strides are being made with a statewide pilot program in Oregon. We will continue to monitor this alternative and others that could potentially replace or augment the current transportation financing structure. Additionally, we do have the ability to track the private funding match in TIP projects.
Maintaining economic prosperity	Economic development is considered, directly or indirectly, in every plan we produce. The forthcoming Downtown Wilmington Circulation Study, for example, promises to outline economically-beneficial improvements in our region's financial heart.
Preserving aging infrastructure	We continue to promote a "maintenance first" policy, which generally argues needed infrastructure repairs should be made prior to system expansion. The 2009 Recovery Act pushed millions of dollars into worthy maintenance projects, such as bridge repairs.
Addressing increased inter-regional strains	Our 2008 Inter-Regional Report identified seven key regional corridors that are expected to have dramatic changes in future traffic demands. These corridors span across multiple metropolitan areas and would benefit from multi-state planning. We will continue to promote communication and coordination regarding these corridors with appropriate agencies.
Addressing climate change	As stated above, we have advocated for less energy-intensive travel options and responsible land use decisions. We participated in DVRPC's Regional Greenhouse Gas Emissions Inventory and will work closely with the State of Delaware on addressing the transportation implications of rising sea levels.

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	We investigated the availability of health data that could be used to link transportation investments to public health. The data necessary to analyze the spatial patterns of overweight and obese incidences does not exist at any geographic level. We will monitor patterns of active travel in the region.
Develop a better system to assess effectiveness of transportation security and evacuation plans	An evacuation webpage was developed: www.wilmapco.org/Emergency_Preparedness/Evacuation.htm
Identify the emissions benefits of CMAQ projects	Our Air Quality Subcommittee has pressed hard for the quantification of the emissions benefits of CMAQ projects, especially the DelTrac system.
Need a consistent, annually-updated GIS layer for preserved land in the region	No direct staff activity
Better define boundaries for non-incorporated communities	No direct staff activity
Need a performance measure for "context-sensitive solutions"	No direct staff activity
Updated "completed projects" GIS layers from DelDOT	Updated completed project layers are now provided as requested.
Must measure effectiveness of public outreach to EJ communities	The 2009 EJ Report and the present document feature a newsletter vs. EJ neighborhood distribution analyses.
Quantify the impact no Sunday bus service has on our EJ communities	With the arrival of Sunday bus service, this analysis was not necessary.
Get more detailed updates on how ITS improves the overall performance of the existing highway system.	We have been working closely with the DOTs to improve our understanding of ITS functions, especially for use in our annual CMS Report.
Address inconsistent data on Park & Ride Usage	Annual Park & Ride inventories ongoing.
Need an updated ITS GIS layer from DelDOT and MDOT	An updated ITS layer has been supplied by the DOTs.
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
Work to secure reliable funding sources dedicated to transportation	Dependent on new federal authorization.
Reliability of future federal funding	Dependent on new federal authorization.
Establish better relationship between transportation and tourism	Tourism is a factor in many of our plans, such as the Delaware City Transportation Plan. We also have continued our involvement in scenic byway planning and the Northern Delaware Heritage Coalition.
Establish performance measures from Regional Freight Study	No direct staff activity
Address needs of BRAC	We have been coordinating with local and state government agencies to better understand the needs of BRAC. For example, filling the commuter rail gap in Cecil County is a key initiative we are pursuing, as is creating train service between Aberdeen and Newark, DE.

Review of Challenges

The chart below contains a revised list of challenges for WILMAPCO. Through the UPWP, RTP and other member agency efforts, a concerted effort is needed to address these challenges. This list will serve as a guide for future staff efforts.

Challenges

- **Creating alternatives to the automobile:** Efforts must continue to promote projects which 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 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.
- **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. These communities should be supported.
- **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, sea level rise and energy use:** 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.
- **Addressing health concerns:** Levels of obesity, asthma and other health issues are exacerbated by our current transportation system. Staff will continue exploring ways to help mitigate these concerns.
- **Comply with the new transportation bill:** A new transportation bill is expected from the U.S. Congress this year. Meeting its likely more aggressive requirements will be a high priority for staff.

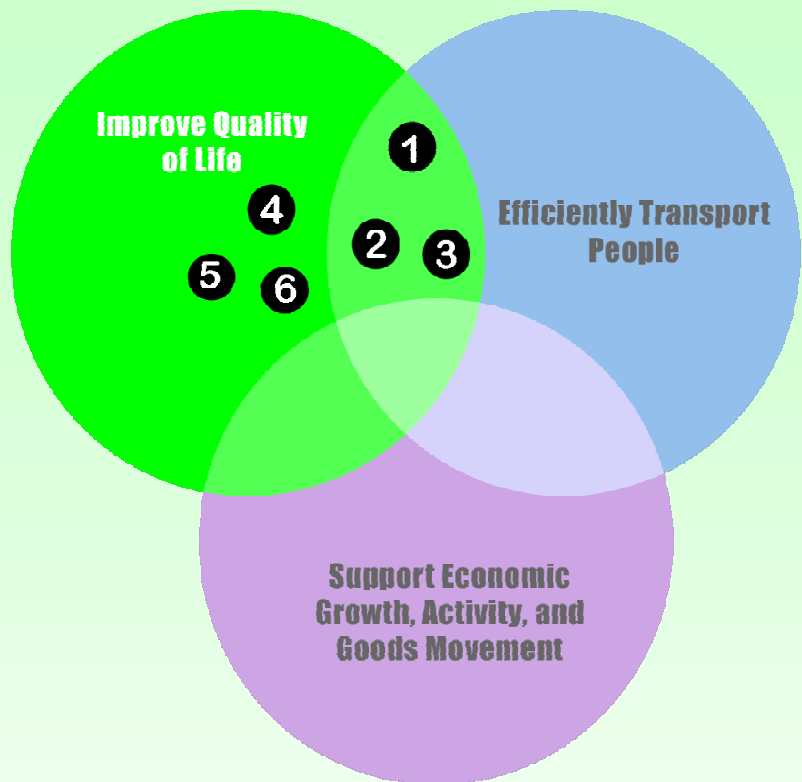
III. – Regional Progress Report

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 safety and health is paramount for WILMAPCO. By examining crash and air quality statistics, we can get a sense of how well we are addressing this objective.

Regional Indicators:

1. Automobile Crashes: Rate falling in Cecil, rising in New Castle.....	page 9
2. Personal Injury Crashes: On the decline.....	page 9
3. Pedestrian and Bicycle Crashes: Pedestrian crashes up since 2004.....	page 9
4. Air Quality Impacts: Meeting our budgets	page 10
5. Ozone Exceedences: Declining ozone exceedences regionally	page 12
6. Particulate Matter (PM2.5) Exceedences: Falling in New Castle.....	page 12
Public Opinion: Motorist behavior a concern for Delawareans	page 13



Knowledge Gaps:

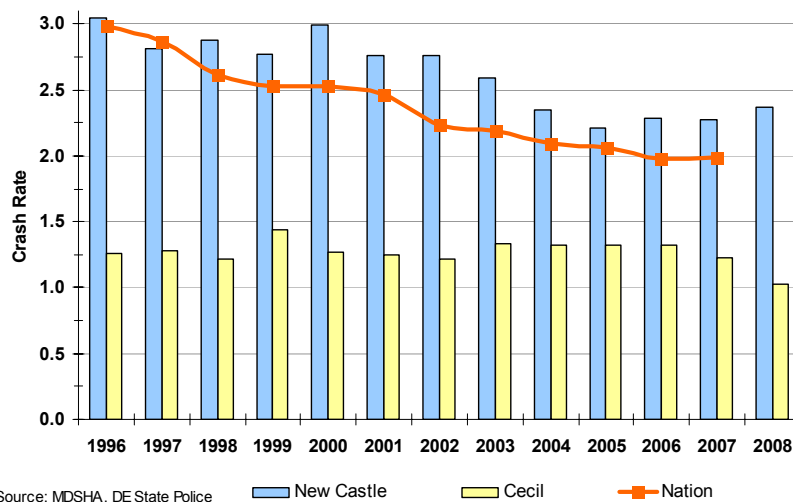
- Need to quantify the impact of auto-dependency and how health data (e.g., incidence of asthma or obesity) can be used as a measure for this objective
- Need a better way to assess effectiveness of transportation security and evacuation plans
- Effectiveness of individual transportation projects that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

Objective – Protect Public Health, Safety and Welfare

Automobile Crashes

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 since 1996 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 slight increase in its crash rate since 2005, while Cecil County's rate has fallen.

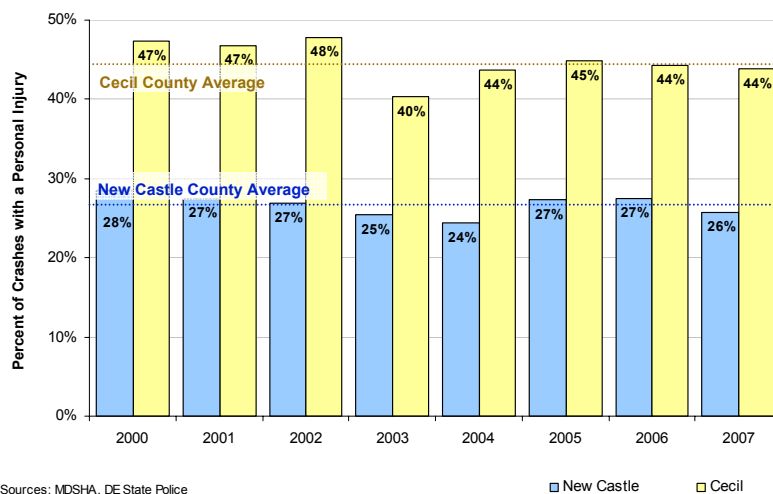
Figure 1: Automobile Crashes per Million Miles Traveled



Personal Injury Crashes

As **Figure 2** shows, the percentage of crashes which resulted in personal injuries have declined since the early part of the decade. About 45% of all crashes in Cecil County involved an injury between 2000 and 2007. The same was true for only 27% of New Castle County crashes. Of the eight years considered, 2003 and 2004 showed the lowest percentage of crashes resulting in personal injuries in both counties.

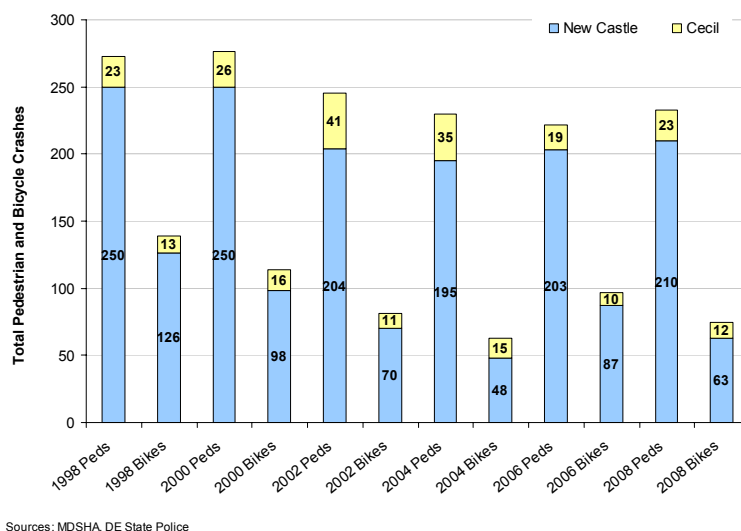
Figure 2: Personal Injury Crashes



Pedestrian and Bicycle Crashes

Overall, the number of crashes involving pedestrians and bicyclists are declining. During the three year period of 1998-2000, there were 800 pedestrian crashes across the region. Between 2006-2008 that figure had declined 17% to 663. As shown in **Figure 3**, New Castle County suffers more pedestrian and bicycle crashes each year than Cecil County. A larger population, along with more urbanized development, account for much of this discrepancy.

Figure 3: Pedestrian and Bicycle Crashes



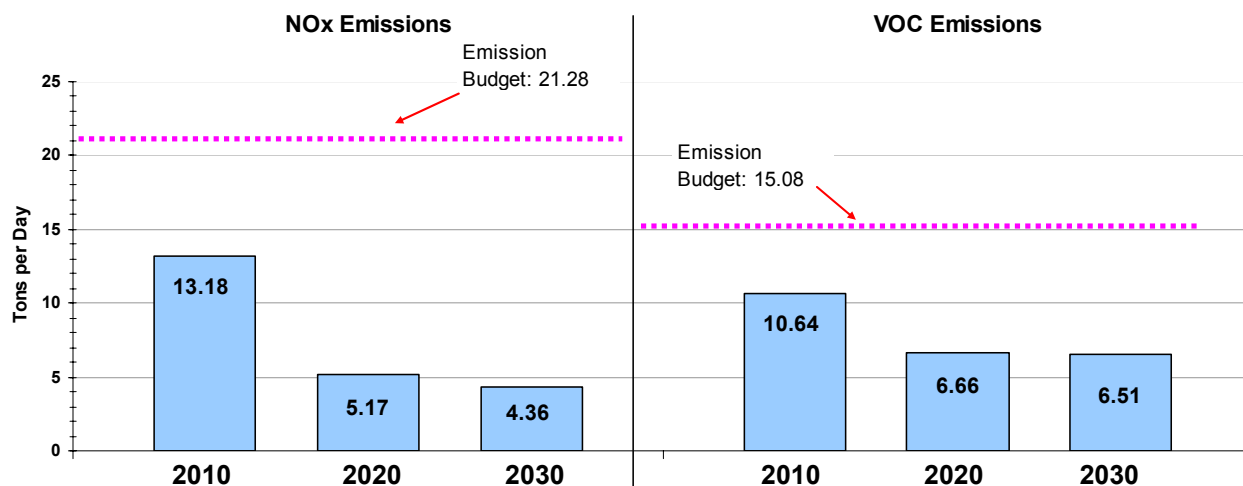
Objective – Protect Public Health, Safety and Welfare

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. New Castle County is also in non-attainment for fine particulate matter (PM_{2.5})

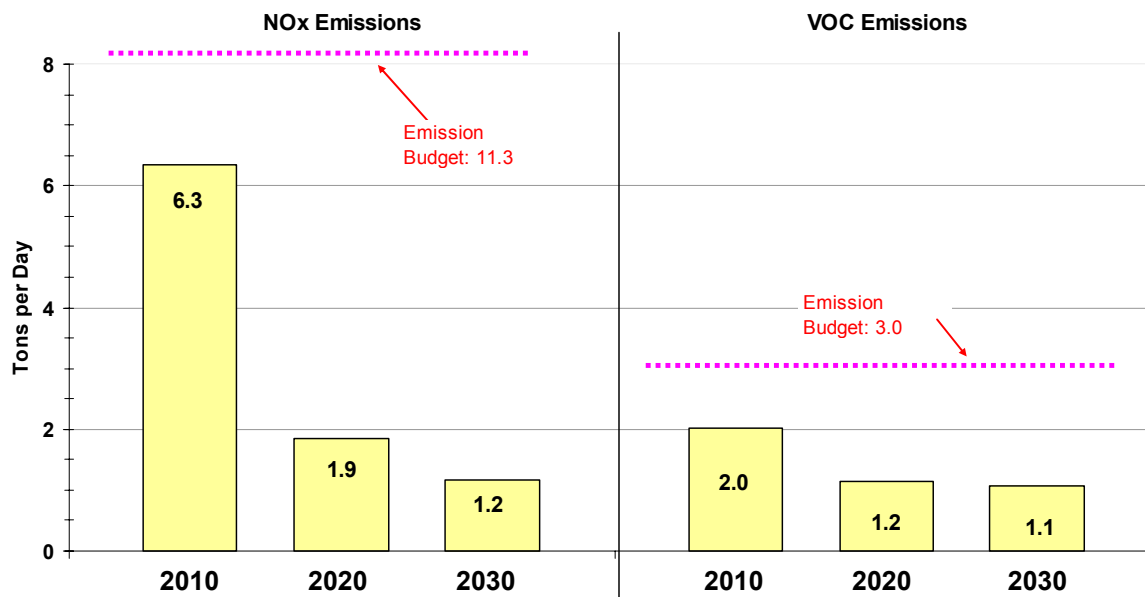
To demonstrate that our plans meet the EPA's ozone regulations, we must remain below a determined budget for current and future emissions from vehicles for two pollutants: Nitrogen Oxides (NO_x) and Volatile Organic Compounds (VOCs). Because budgets are not yet in place for PM_{2.5}, we must show that programmed transportation projects do not increase PM_{2.5} levels from previous years. **Figures 4 and 5** show the current ozone conformity analysis for Cecil and New Castle Counties. Both counties fell under the emission budgets.

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



Sources: DelDOT, DNREC

Figure 5: Cecil County's Mobile Source Ozone Emission Projections vs. Allowable Budgets



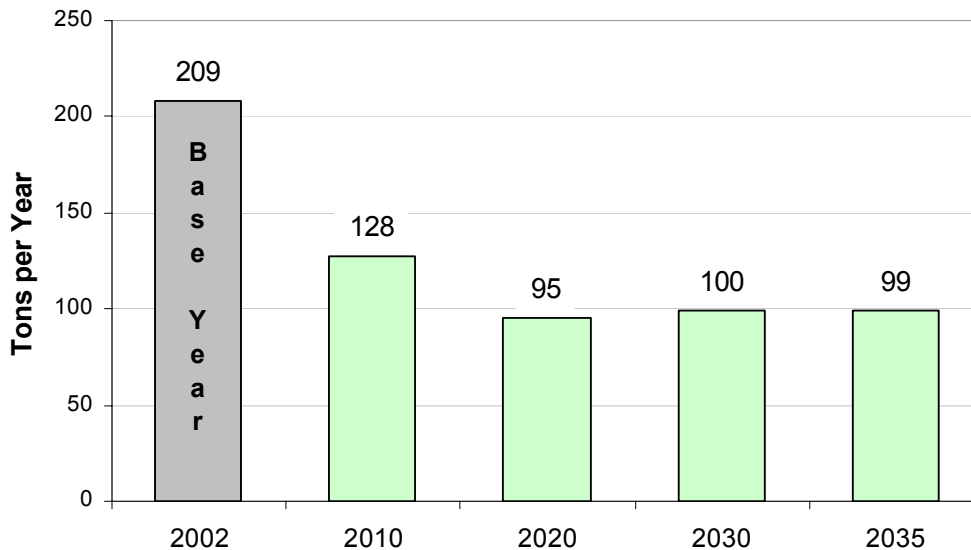
Sources: MDOT, MDE

Objective – Protect Public Health, Safety and Welfare

Air Quality Impacts

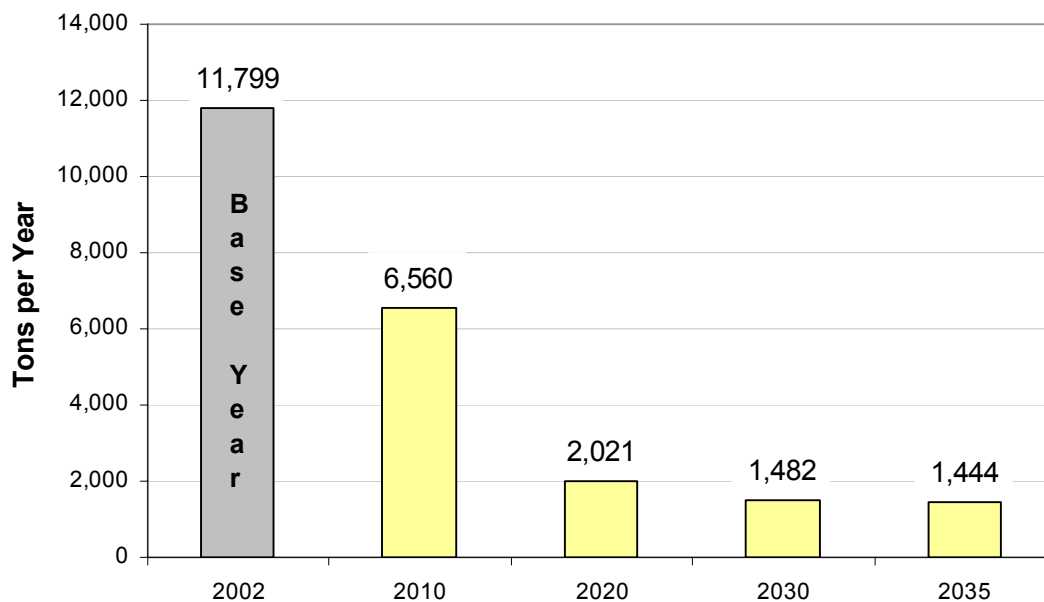
The latest fine particulate matter (PM_{2.5}) analysis for New Castle County is below. **Figures 6 and 7** show that, like ozone, mobile source PM_{2.5} levels are predicted to decrease dramatically in the near future. Better, cleaner automotive technologies and fuels largely account for these improvements. PM_{2.5} is created directly (through rogue dust) and indirectly (NO_x). Both sources are measured below.

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



Source: DelDOT

Figure 7: New Castle County's Indirect PM_{2.5} Emission Projections



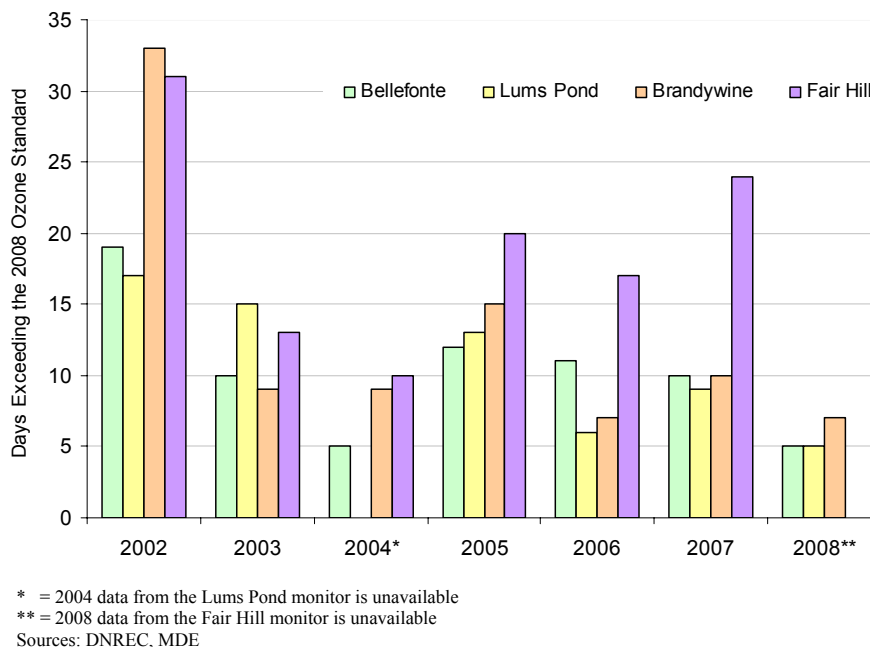
Source: DelDOT

Objective – Protect Public Health, Safety and Welfare

Ozone Exceedences

Figure 8 charts the daily exceedences of the 2008 Health-Based Ozone Standard (0.075 ppm). Ozone exceedences have fluctuated over the past several seasons, but are generally on the decline. The one exception to this is at the Fair Hill monitor, where exceedences have increased since 2004.

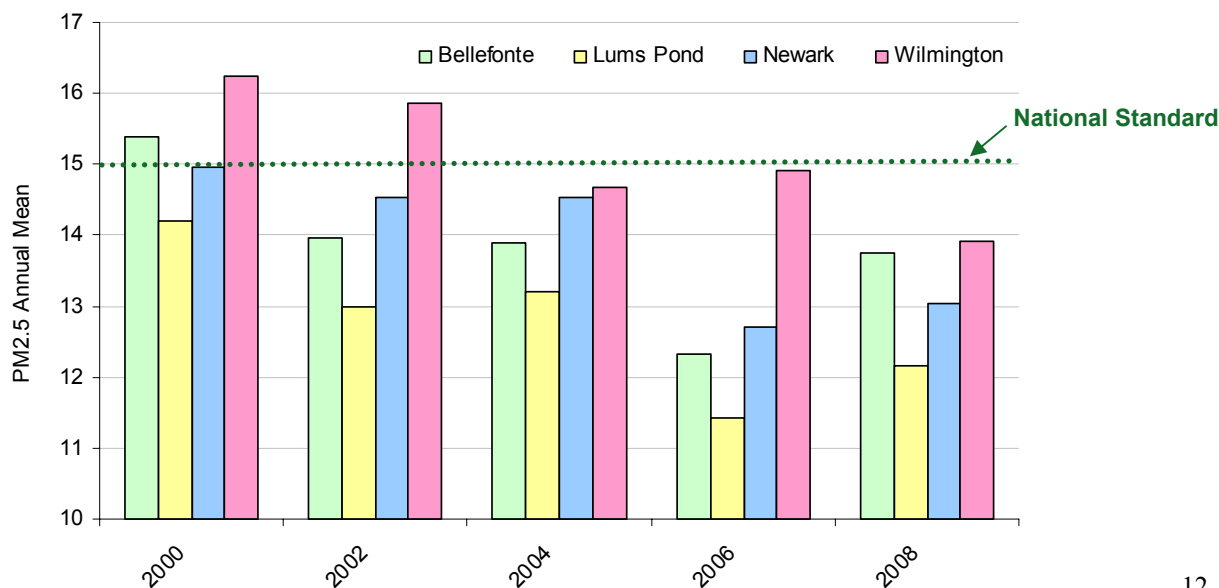
Figure 8: Eight-hour Ozone Exceedences of the 2008 Standard



Particulate Matter (PM2.5) Exceedences

The annual standard for PM2.5 is 15 $\mu\text{g}/\text{m}^3$ (micrograms per cubic meter of air,) testing against three-year annual averages. As the chart below shows, PM2.5 levels have fallen this decade. 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 9: Performance Against the PM2.5 Standard



Objective – Protect Public Health, Safety and Welfare

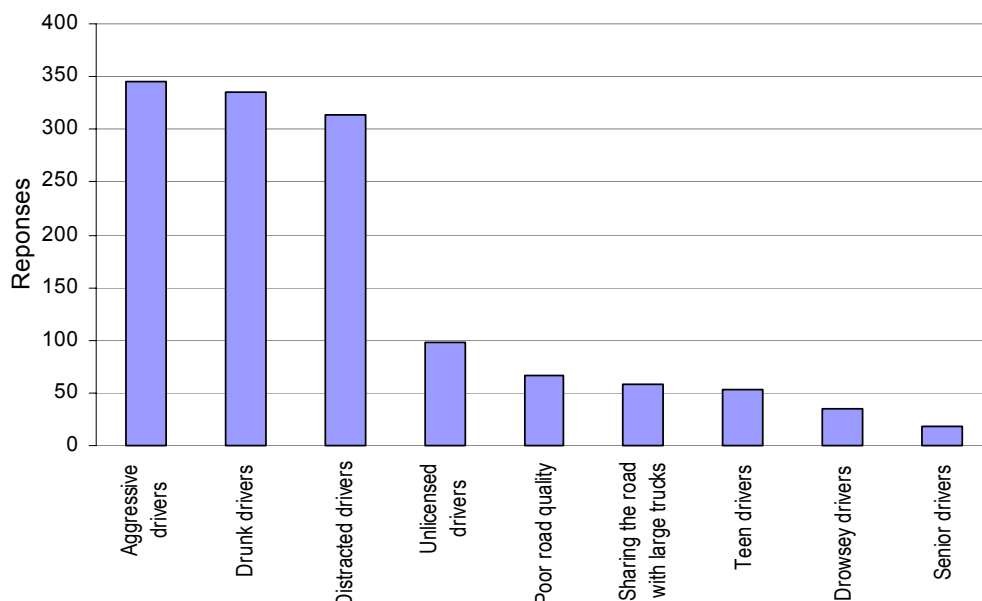
Public Opinion Survey Results

The AAA Mid-Atlantic Public Opinion Poll reflects how Delaware's residents feel about highway safety, while DVRPC's biannual Air Quality Awareness survey highlights public concerns about air pollution and awareness of ozone.

These surveys help us to monitor residents' perceptions of safety and air quality in our region. They also help us to understand what actions people are willing to take to address these issues.

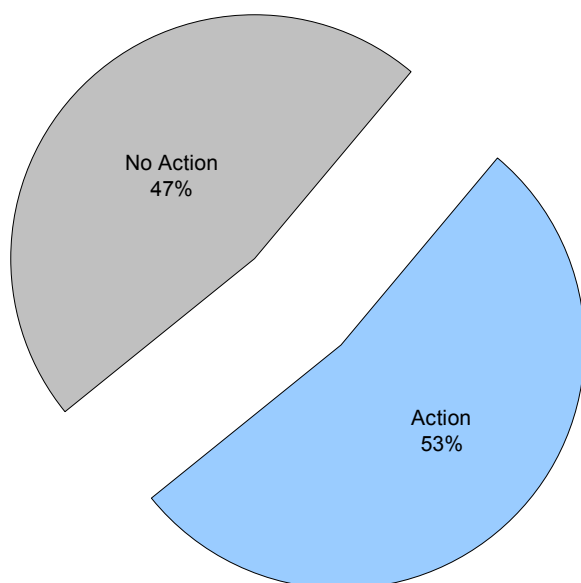
2009 AAA Mid-Atlantic Poll (Delaware): What are your top three safety concerns as a motorist?

Delaware residents polled chose aggressive drivers, drunk drivers and distracted drivers as their top three safety concerns.



2007 DVRPC Air Quality and Awareness Survey (New Castle County): This survey asked respondents to rate level of concern about air quality from one (not a problem at all) to five (a very big problem). The majority of New Castle County residents participating rated their level of concern as a four.

Respondents were also asked what (if any) voluntary actions, to reduce emissions, they had taken in the last month. Fifty-three percent of New Castle County residents polled, who had heard of code red or orange days, stated that they took at least one voluntary action to improve air quality, while 47% stated taking none.



Sample Actions

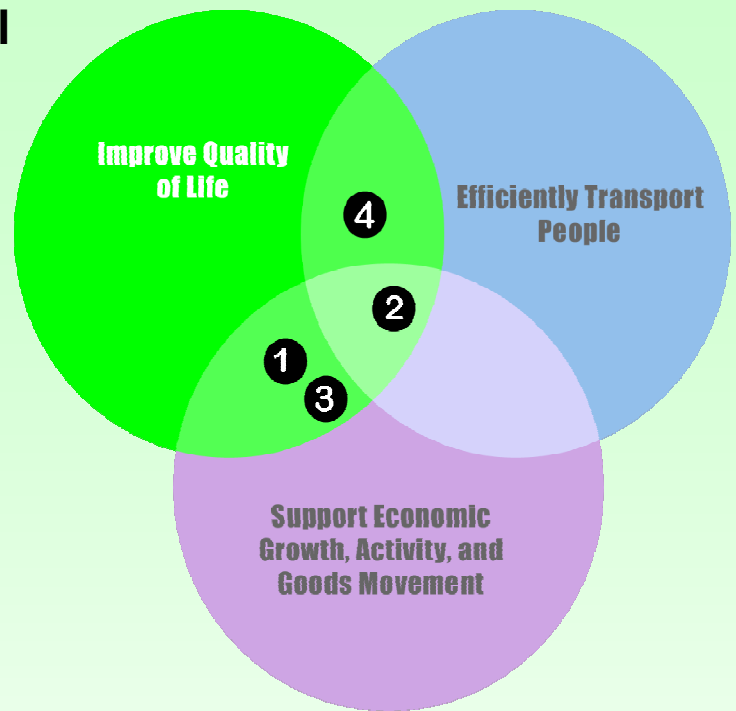
- Walked or biked
- Carpooled
- Combined Trips
- Used public transportation
- Avoided using charcoal lighter or did not barbeque
- Didn't allow car to idle long
- Postponed refueling or avoided topping off the gas tank
- Postponed cutting grass with gasoline-powered mower
- Worked at home

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 growth with the maintenance and redevelopment of our region's natural character. From the weathered colonial-era buildings along the Delaware River to the lush expanses of greenery along the Chesapeake, these treasures should be preserved for future generations.

Regional Indicators:

1. **Historical Resources:** 391 historic parcels/properties as of 2009.....page 15
 2. **Historic Projects:** Just two FY 10 TIP projects with historic significance.....page 15
 3. **Scenic Byways:** No mileage added since 2007.....page 15
 4. **East Coast Greenway:** Over halfway complete in New Castle County.....page 15
- Public Opinion:** Preserve farmland/open space.....page 16



Knowledge Gaps:

- Need a consistent, annually-updated GIS layer for preserved land in the region
- Develop a performance measure for the percentage of population within walking distance to a greenway

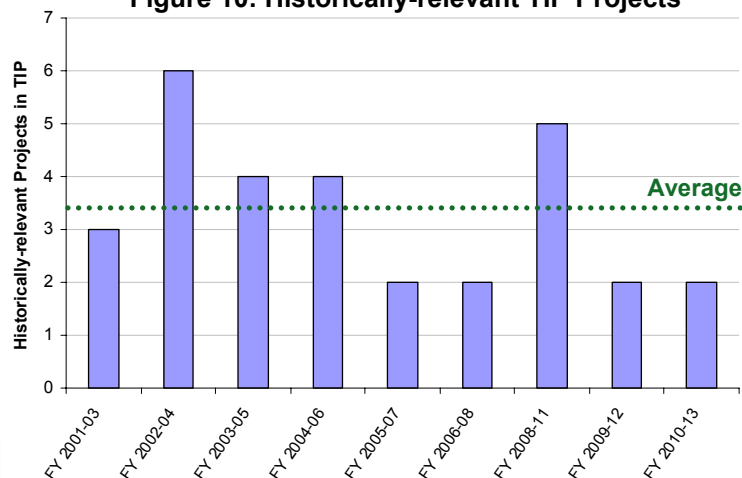
Objective – Preserve our Natural, Historic and Cultural Resources

Historic Resources & Projects

The WILMAPCO region is home to many 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 2009 count from local governments showed 324 historic tax parcels in New Castle County. In Cecil County, there are a total of 46 properties of historic significance along with five districts listed on the National Register of Historic Places. An additional 21 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. **Figure 10** shows the funding allocated to projects with historical value in the last nine Transportation Improvement Programs.

Figure 10: Historically-relevant TIP Projects



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

Table 1: 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, about 29% of the 74.5 miles of planned Greenway in our region has been completed. Of the portion that falls in New Castle County, 52% has been completed. And of the fully completed segments, two routes await official designation. Nationally, over 21% of the Greenway is in place.

Table 2: East Coast Greenway Progress

Total Planned Greenway Miles		74.5
Completed Sections		Completed Miles
Northern DE Greenway (D*)		8.5 (99%)
Market Street, Wilmington		1 (100%)
Wilmington Riverwalk (D)		1.1 (100%)
Battery Park, New Castle (D)		1.1 (100%)
Churchman's Road		2.2 (64%)
Route 4		4.3 (100%)
Library Avenue, Newark (D)		1.3 (100%)
Newark Hall Trail (D)		1.75 (100%)
Cecil County Greenway		0.43 (1.3%)
Total Greenway miles completed		21.68 (29%)

Source: Delaware Greenways, WILMAPCO

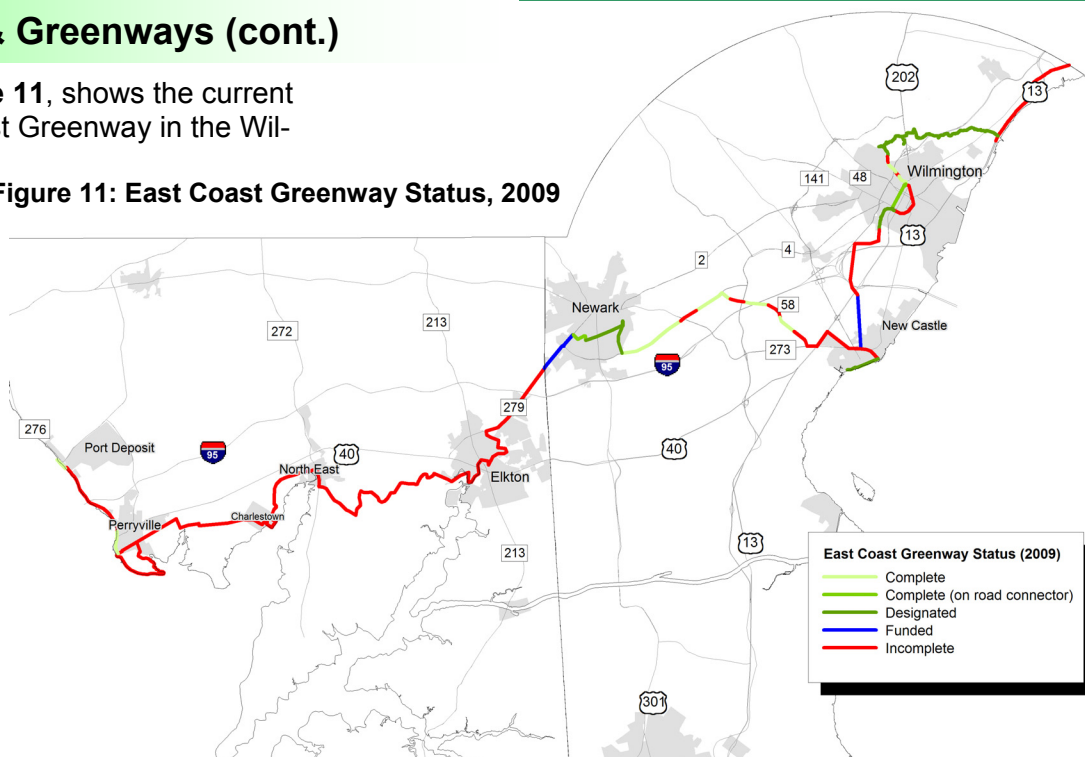
D* = Officially Designated East Coast Greenway Route

Objective – Preserve our Natural, Historic and Cultural Resources

Scenic Byways & Greenways (cont.)

The map below, **Figure 11**, shows the current status of the East Coast Greenway in the Wilmington region.

Figure 11: East Coast Greenway Status, 2009



Public Opinion

Given the results of WILMAPCO's 2006 Public Opinion Survey, it appears that the majority of our residents support preserving farmland and open space.

2006 Public Opinion Survey (Regional): 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.

2006 Public Opinion Survey Results

	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 (Regional): 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%

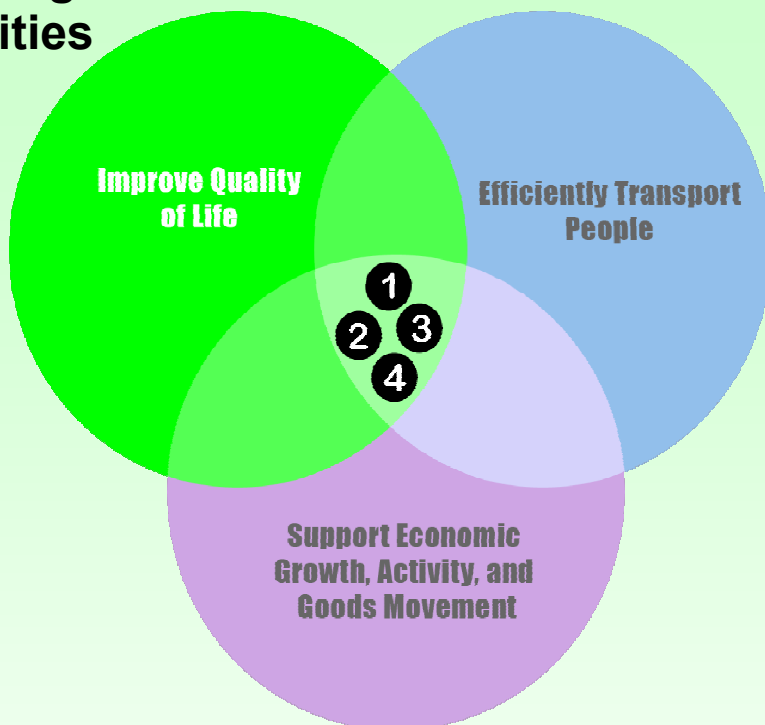
These findings support our designation of rural Transportation Investment Areas as places where transportation expansion should be limited.

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 several densely-settled municipalities and strong unincorporated communities. These areas serve as locations where residents live, shop, and gather socially. We refer to these locations as *Center* and *Core* Transportation Investment Areas (TIAs) where increased multimodal funding is encouraged to maintain and foster growth.

Regional Indicators:

1. **Completed Projects by TIA:** Vast majority in Center/Core TIAs.....page 18
 2. **Municipal Population:** On the decline, regionally.....page 19
 3. **Municipal Funding:** Trending upwards since 2000.....page 19
 4. **Overview of Comprehensive Plans:** Three new plans in 2008.....page 20
- Public Opinion:** Most residents support smart growth.....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 DeIDOT

Objective – Support Existing Municipalities and Communities

Completed Projects 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 12 shows the location of completed projects between 2003 through 2007. As illustrated in the map, the bulk of the projects took place in the Center/Core investment areas.

Figure 12: Completed Projects by TIA, 2003-2007

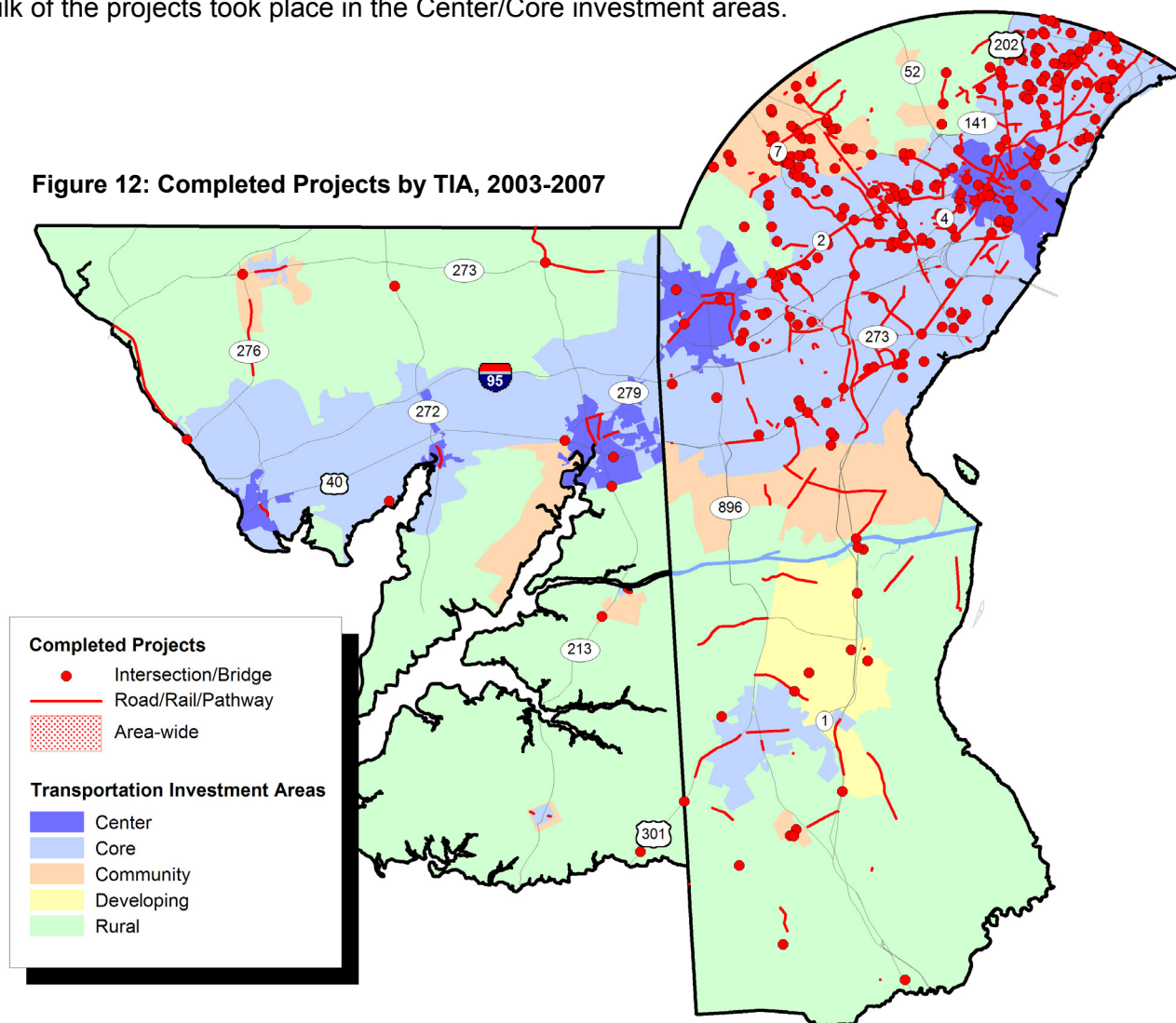
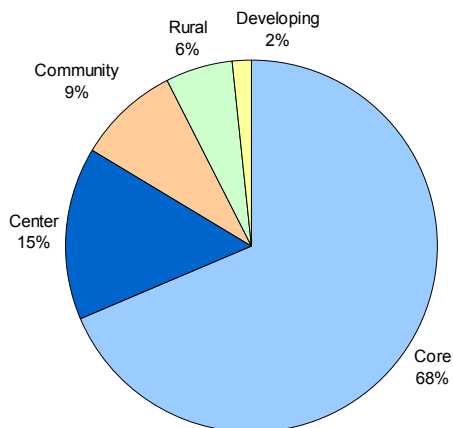


Figure 13: Completed Project Funding by TIA, 2003-2007



In step with project distribution, funding associated with completed projects between 2003 and 2007 was highest in our Center/Core investment areas. Shown in **Figure 13**, projects in these TIAs accounted for 83% of total funding during the years considered.

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 social diversity. Municipalities support transit supportive land use patterns, which promote walking, bicycling, and shorter vehicle trips.

Table 3: Population Changes within Municipalities: 1980-2008

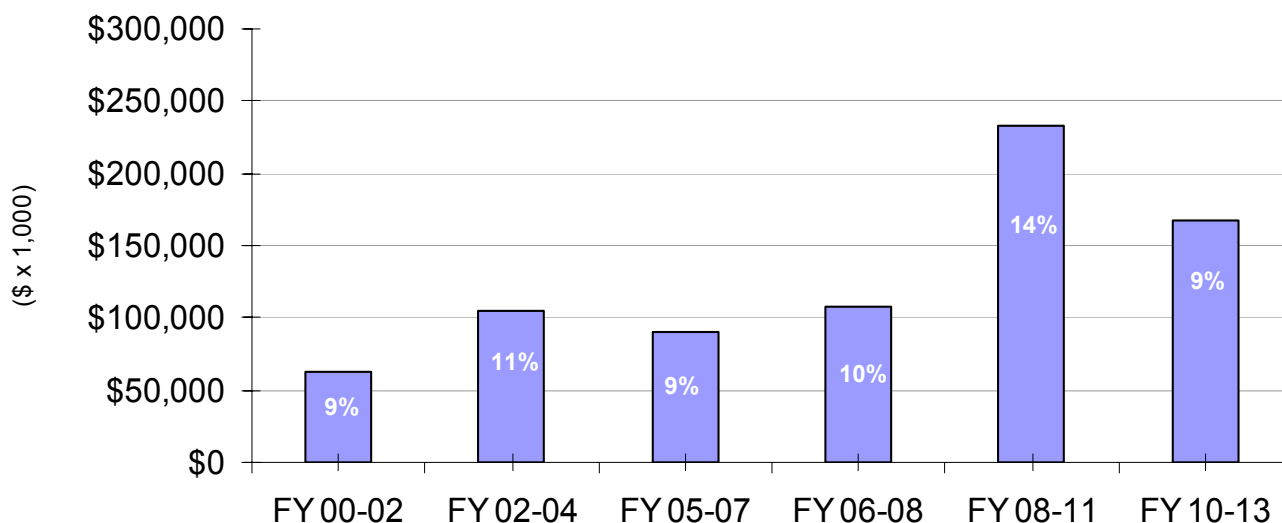
Place	1980	1990	2000	2008	1980-2008 Changes	% Change 1980-2008
Cecil County	60,430	71,347	85,951	99,926	39,496	65.4%
Total Municipal Population	13,394	17,192	22,956	26,442	13,048	97.4%
Percent within County Living in Municipalities	22.2%	24.1%	26.7%	26.5%	4.3%	
New Castle County	398,115	441,946	500,265	529,641	131,526	33.0%
Total Municipal Population	116,055	117,107	123,531	131,121	15,066	13.0%
Percent within County Living in Municipalities	29.2%	26.5%	24.7%	24.8%	-4.4%	
Regional Totals	458,545	513,293	586,216	629,567	171,022	37.3%
Total Municipal Population	129,449	134,299	146,487	157,563	28,114	21.7%
Percent within County Living in Municipalities	28.2%	26.2%	25.0%	25.0%	-3.2%	

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 trended upwards since 2000.

Figure 14: TIP Funding within Municipalities



Source: WILMAPCO

NOTE- Does not include funding for interstates and the US 301: MD State Line to SR 1 Project

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 Cecil and New Castle County governments to understand the transportation needs of our residents. With assistance from WILMAPCO and other agencies, all our municipalities have completed comprehensive plans. These plans detail local land use and transportation challenges. The plans give us a starting point to begin incorporating local needs into the metropolitan planning process. **Table 4** shows the current status of all municipal and county comprehensive plans in our region.

Table 4: 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 (2008)	
Elsmere	X (2004)	X
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 (2008)	
Chesapeake City	X (1998)	X
Elkton	X (1998)	X
North East	X (2004)	X
Perryville	X (1999)	X
Port Deposit	X (2008)	
Rising Sun		X

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

County Department of Land Use

*- Under County Jurisdiction

Tables 5a, 5b, 5c, 5d, 5e and 5f on the following pages provide a summary of all available comprehensive plans for Cecil and New Castle County 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 5a: Review of Cecil County Comprehensive Plans

	Demographics		Transportation Recommendations			Land Use / Zoning Recommendations	
	2000 Pop.	Pop. Projections	Key Roadways to be Improved/Studied	Transit Needs	Bike/Ped Needs	Land Use & Transportation	Other Land Use Efforts
Cecilton	474	466-547 (2010) 505-553 (2020)	<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. Initial 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 5b: 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 Pop. Projections 3,187 (2010) 3,306 (2020)	<ol style="list-style-type: none"> 1. Reconstruct MD 272 bridge over Antrak 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 	<ol style="list-style-type: none"> 1. Re-establish rail service to the town 	<ol style="list-style-type: none"> 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 	<ol style="list-style-type: none"> 1. Provide adequate parking, especially in the CBD 2. Streetscape improvements on Main St. 	<ol style="list-style-type: none"> 1. Promote the development of mixed use "smart neighborhoods"
Perryville	3,672	<ol style="list-style-type: none"> 1. Realignments of US 222 at US 40 intersection 2. Riverfront loop system 3. Resurface Broad St.; Construct New River Rd. 	<ol style="list-style-type: none"> 1. Encourage use of MARC 2. Boat ramp/water taxi 3. Addition of AMTRAK service 4. Paint railroad bridge 	<ol style="list-style-type: none"> 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 		<ol style="list-style-type: none"> 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.
Port Deposit	676		<ol style="list-style-type: none"> 1. Possible docking facilities with water taxi service at Marina Park 	<ol style="list-style-type: none"> 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 	<ol style="list-style-type: none"> 1. Enhance town's parking capacity 2. Upgrade streetscape and lighting 	<ol style="list-style-type: none"> 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	<ol style="list-style-type: none"> 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 	<ol style="list-style-type: none"> 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 	<ol style="list-style-type: none"> 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 	<ol style="list-style-type: none"> 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 	<ol style="list-style-type: none"> 1. Encourage commercial and industrial development within planned parks, minimizing strip growth

Objective – Support Existing Municipalities and Communities

Overview of Comprehensive Plans (cont.)

Table 5c: 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
Belleville	2000 Pop. 1,249 Pop. Projections 1,361 (2010) 1,452 (2020) 1,507 (2030)	<ol style="list-style-type: none"> 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.) 	<ol style="list-style-type: none"> 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 	<ol style="list-style-type: none"> 1. Explore the installation of bicycle paths and greenway paths 	<ol style="list-style-type: none"> 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 	<ol style="list-style-type: none"> 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	<ol style="list-style-type: none"> 1. Conduct traffic and parking study (complete) 2. Possibly participate in Pavement Management Program 	<ol style="list-style-type: none"> 1. Survey senior residents to see if their transportation needs are being met. Present findings to DTC. 	<ol style="list-style-type: none"> 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) 	<ol style="list-style-type: none"> 1. Retain public rights-of-way to provide off-street parking and bike/ped paths 	<ol style="list-style-type: none"> 1. Balance mix of retail uses so residents and tourists are served
Elsmere	5,800 5,926 (2010) 5,944 (2020) 5,928 (2030)	<ol style="list-style-type: none"> 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. 	<ol style="list-style-type: none"> 1. Upgrade bus stops on Kirkwood Hwy 	<ol style="list-style-type: none"> 1. Enhance pedestrian walkways, meeting standards for the disabled 2. All intersections should have striped crosswalks 3. Encourage pedestrian travel 	<ol style="list-style-type: none"> 1. Implement a Main Street program 2. Redesign downtown, better accessibility (for tourists and residents) 	<ol style="list-style-type: none"> 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)	<ol style="list-style-type: none"> 1. Improvements to Choptank Rd. including three roundabouts for expected increase in traffic volumes 2. Construct new connector road from Bunker Hill Rd to St. Anne's Church Rd. and Industrial Dr. to Level's Rd. 3. Reconstruct portions of US 301, Bunker Hill Rd., Level's Rd., St. Anne's Church Rd., and Wiggins Mill Rd. 4. Project Development for SR 299 from Silver Lake Rd. to SR 1 5. Improvements along the US 301/ SR 896 Corridor to help mitigate congestion, as suggested in the WILMAPCO 2004 CMS Study 	<ol style="list-style-type: none"> 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 	<ol style="list-style-type: none"> 1. Develop a Multi-Modal plan that identifies ped/bike routes 2. Brick sidewalks downtown should be repaired 	<ol style="list-style-type: none"> 1. Complete Main Street Revitalization including new commercial development 2. Maintain sufficient land appropriate for industrial zoning and future employment uses 	<ol style="list-style-type: none"> 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 5d: 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 5e: 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
Odessa	286	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
Smyma	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 5f: 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)	72,664	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. 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.	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

Objective – Support Existing Municipalities and Communities

Public Opinion

In our 2006 Public Opinion Survey (Regional), when we asked 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.

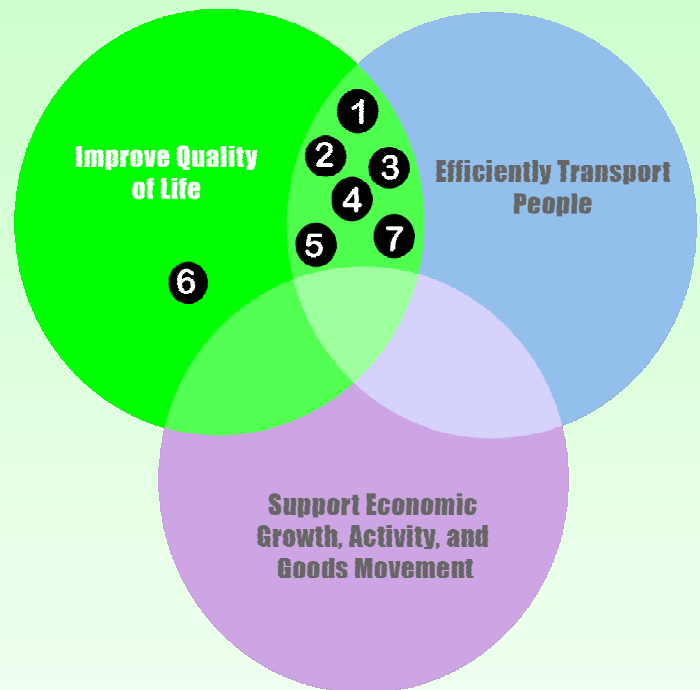


Goal – To Improve Quality of Life

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 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 Equity Benchmark:** TIP Funding in EJ areas falling since '04.....page 29
2. **Completed Projects Equity Benchmark:** Rising equity from '03-'07.....page 29
3. **Stimulus Projects Equity Benchmark:** No projects directly benefiting EJ areas..page 29
4. **Transit Access in EJ Areas:** Some communities isolated from transit.....page 30
5. **Ped/Bike Crashes in EJ Areas:** Account for 40% of all ped/bike crashes.....page 30
6. **Public Participation and EJ Communities:** On the rise since '07.....page 31
7. **Transportation Affordability:** Gasoline expenditures increase since '02.....page 31



Knowledge Gaps:

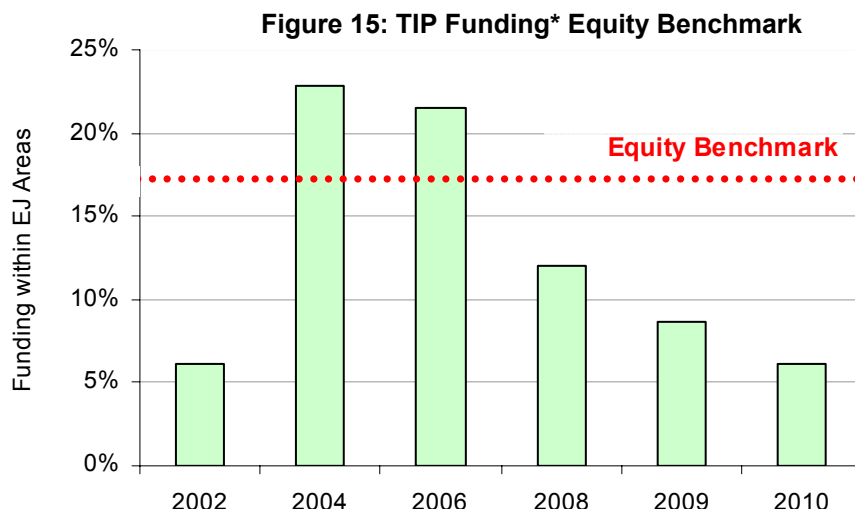
- Create a point GIS layer of newsletter recipients to better measure EJ outreach
- Create a liner GIS layer of historic TIP projects to extend EJ benchmark analysis

Objective – Provide and Promote Transportation Opportunity & Choice

TIP Equity Benchmark

Transportation spending should be socially equitable. As demonstrated by our Environmental Justice analyses, low-income and minority communities do not benefit as much from transportation projects as one would expect. As **Figure 15** indicates, the percentage of project funding spent within EJ areas—or concentrations of low-income and minority neighborhood(s)—has fallen steadily since 2004.

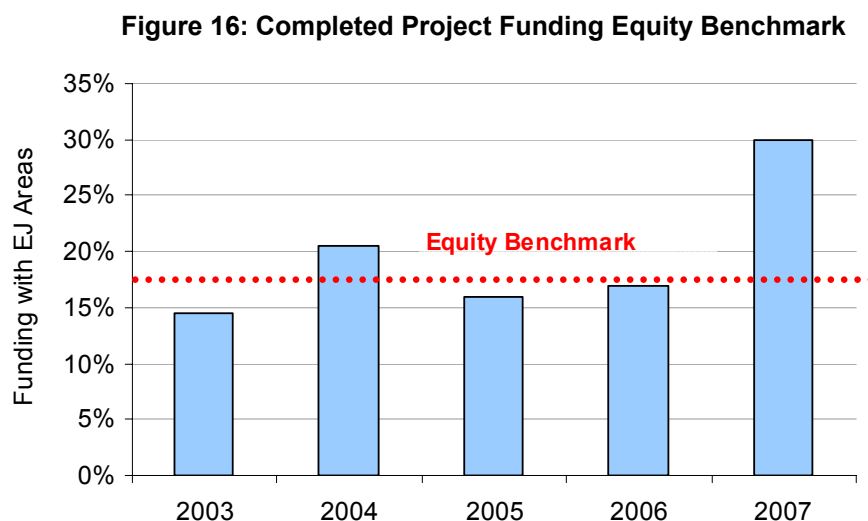
We hope to see about 17% of funding (the equity benchmark) identified for EJ-related projects year-to-year. This figure represents the percentage of our region's population within EJ areas.



* TIP funding here considers only projects able to be mapped. Only “community-beneficial” projects that fell within EJ areas are tallied. Projects along interstates, rail projects, and Wilmington Riverfront projects are excluded.

Completed Projects Equity Benchmark

Along with TIP projects, we can measure social equity against funding associated with completed projects in the Wilmington region. Shown in **Figure 16**, funding for these projects trended upwards between 2003 and 2007, meeting or nearly-meeting our equity benchmark during the years considered.



Stimulus Projects Equity Benchmark

As part of the American Recovery and Reinvestment Act of 2009, nearly \$217 million was made available to fund “shovel ready” transportation projects in New Castle County. In total, 32 projects were identified. Excluding projects along expressways, railways and the Wilmington Riverfront, none of the recovery projects fell within an EJ area.

Objective – Provide and Promote Transportation Opportunity & Choice

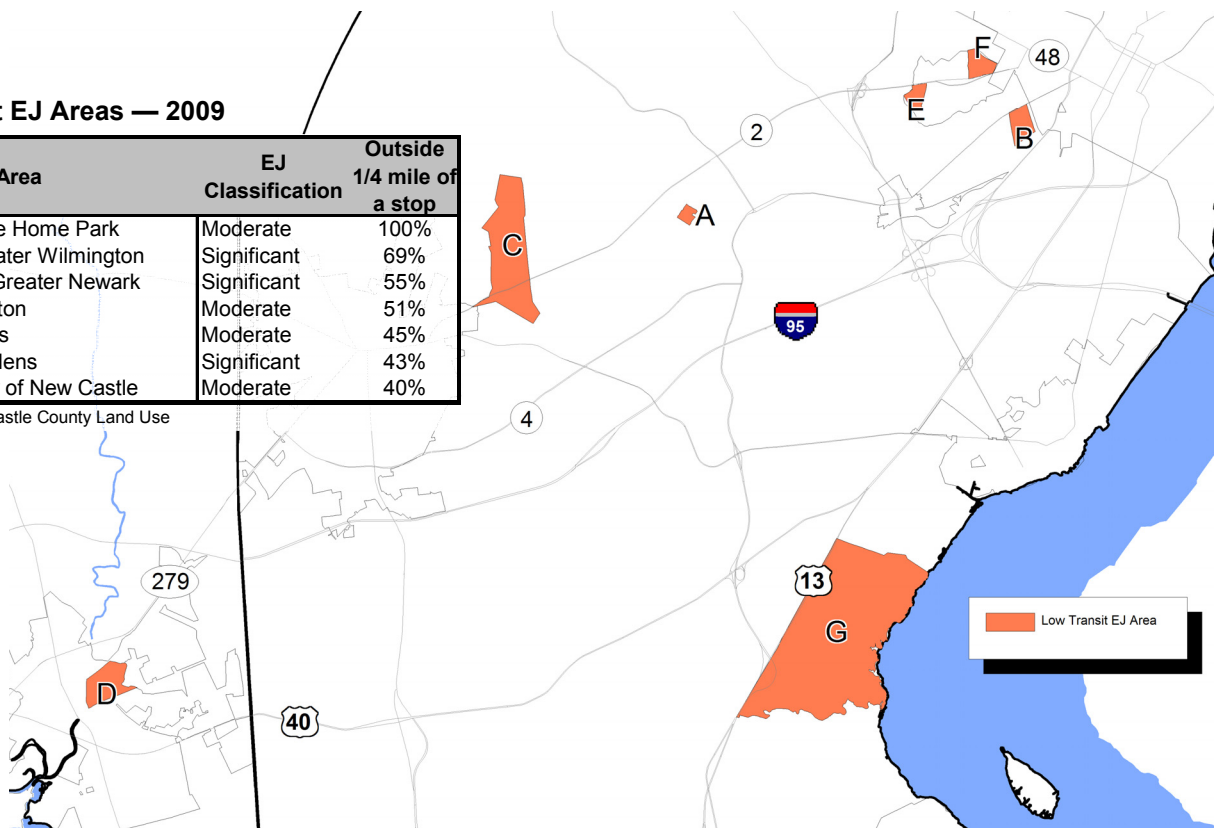
Transit Access in EJ Areas

Residents of our Environmental Justice areas are four to seven times more likely to use public transportation to reach work than the average resident, so we must ensure they have proper bus service. One way to evaluate our fixed-route bus service is to calculate the number of dwelling units within 1/4 mile (acceptable walking distance) of a bus stop. Below, EJ areas that performed poorly are identified.

Figure 17: Low Transit EJ Areas — 2009

ID	Area	EJ Classification	Outside 1/4 mile of a stop
A	Mill Creek Mobile Home Park	Moderate	100%
B	Alban Park, Greater Wilmington	Significant	69%
C	Melrose Place, Greater Newark	Significant	55%
D	Central-East Elkton	Moderate	51%
E	Elsmere Gardens	Moderate	45%
F	Silverbrook Gardens	Significant	43%
G	South of the City of New Castle	Moderate	40%

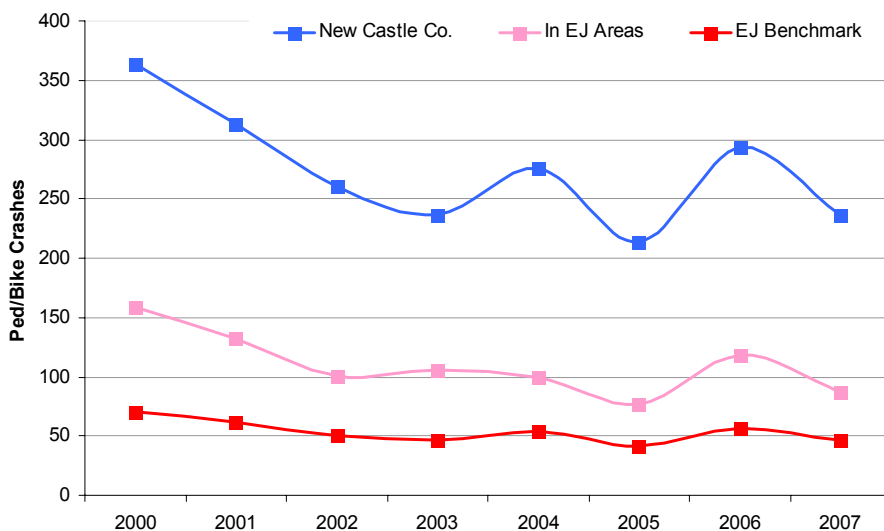
Sources: WILMAPCO, DTC, New Castle County Land Use



Pedestrian and Bicycle Crashes in EJ Areas

Like our transit network, ensuring that safe non-motorized networks exist within our EJ areas is important. EJ residents are three to four times more likely to walk to work than the average resident. As **Figure 18** shows, trends in pedestrian and bicycle crashes have been trending downwards in New Castle County. However, EJ areas consistently account for a disproportionate amount of all crashes. While about 19.5% (used to calculate the benchmark on the graph) of the county's residents live in an EJ area, EJ areas accounted for about 40% of all non-motorized crashes between 2000 and 2007.

Figure 18: Pedestrian and Bicycle Crashes, New Castle County



Objective – Provide and Promote Transportation Opportunity & Choice

Public Participation and EJ Communities

Public participation from low-income and minorities—once excluded from the planning process—is lacking. Actively engaging EJ residents and strengthening their participation in the planning process is a priority. A good way to measure public participation is through readership of our quarterly newsletter, the *Transporter*. Since 2005, the *Transporter* has enjoyed an increase in total subscriptions. Among readers who were not affiliated with a particular agency and had a regular street address, readership increased 12%.

Table 6 below explores these subscription figures in four zip codes with lots of EJ areas. Perhaps a product of more intensive outreach, subscriptions increased 41% in these zip codes between 2005 and 2009—more than three times the regional average. The 19802 zip code in northeast Wilmington, however, did not see an increase in readership. Targeted outreach to this area specifically should be undertaken.

Table 6: Non-agency Transporter Readership in Selected ZIP Codes

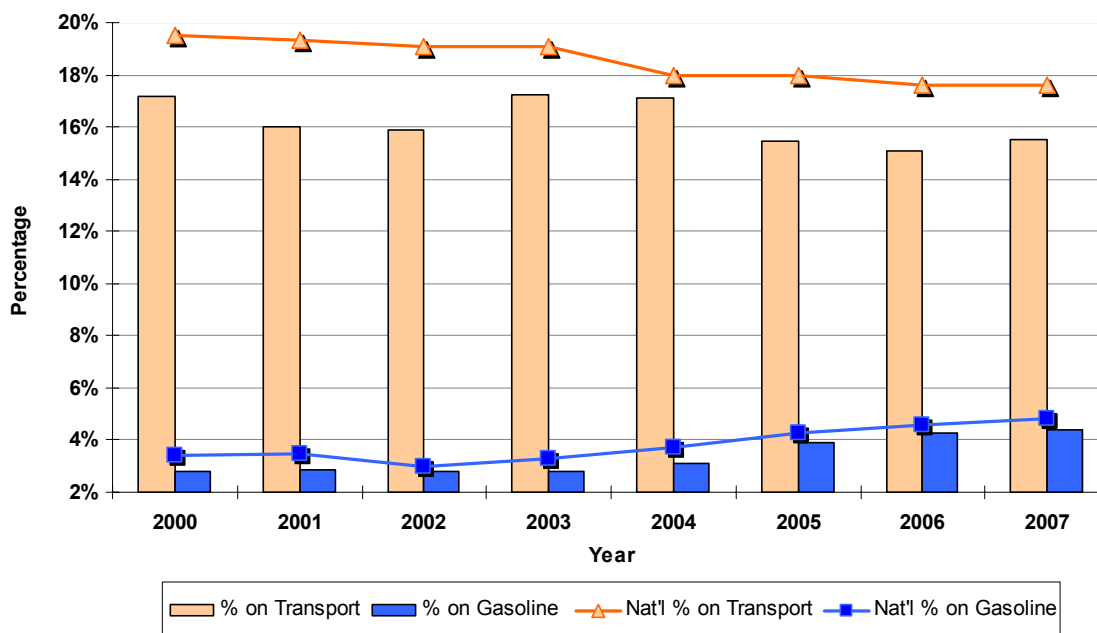
ZIP	2005	2007	2009	% Change 2005-2009
19703	6	7	13	117%
19801	26	29	51	96%
19802	41	39	40	-2%
19805	30	29	41	37%
Totals	103	104	145	41%

Source: WILMAPCO

Transportation Affordability

Providing affordable transportation options is essential. A general way to measure transportation affordability includes the percentage the average person's annual expenditures are spent on transportation. **Figure 19** 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 fluctuated, the percentage of expenditures spent on gasoline are on the rise. Philadelphia MSA residents spend less on both than the average American.

Figure 19: Percentage of Annual Expenditures on Transportation and Gasoline, Philadelphia MSA*



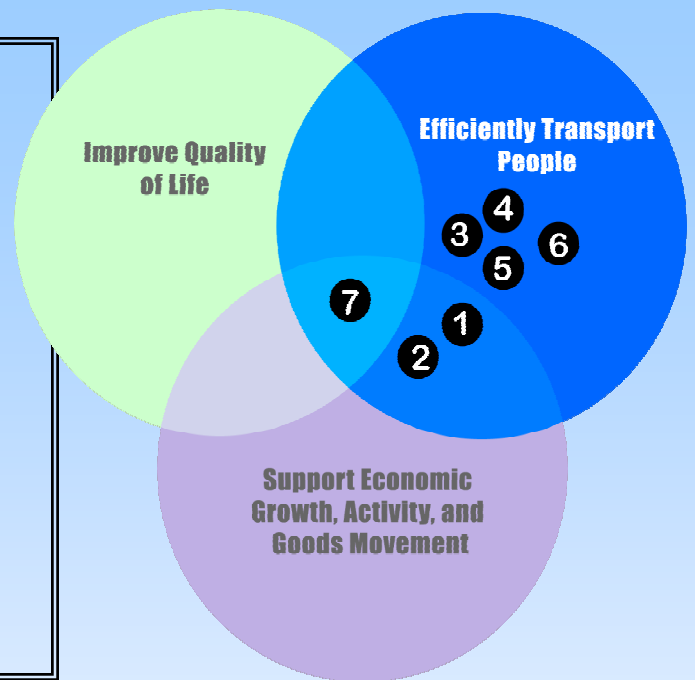
* Philadelphia MSA = Metropolitan Statistical Area
Source: Bureau of Labor Statistics

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



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 while being fiscally and environmentally responsible.

Regional Indicators:

1. **ITS Infrastructure:** Concentrated near Wilmington and Newark.....page 33
 2. **E-ZPass/MTag Usage:** On the rise since 2004.....page 34
 3. **Bridge Conditions:** Both counties better than national average.....page 34
 4. **Road Conditions:** Quality falling sharply in New Castle County.....page 34
 5. **Park & Ride Facilities:** Capacity and usage increasing regionally.....page 36
 6. **Transit Reliability:** Paratransit reliability improving.....page 37
 7. **Carpool/Vanpool Impacts:** 2.7 million trips eliminated since '01.....page 37
- Public Opinion:** Many residents say congestion is a big transportation issue.....page 35

Knowledge Gaps:



- How does ITS improves the overall performance of the existing highway system?
- Address lack of consistent data on Park & Ride usage
- Need an updated ITS GIS layer from DelDOT and MDOT
- Need updated E-ZPass, bridge, and road data from MDOT

Objective – Improve Transportation System Performance

ITS Infrastructure

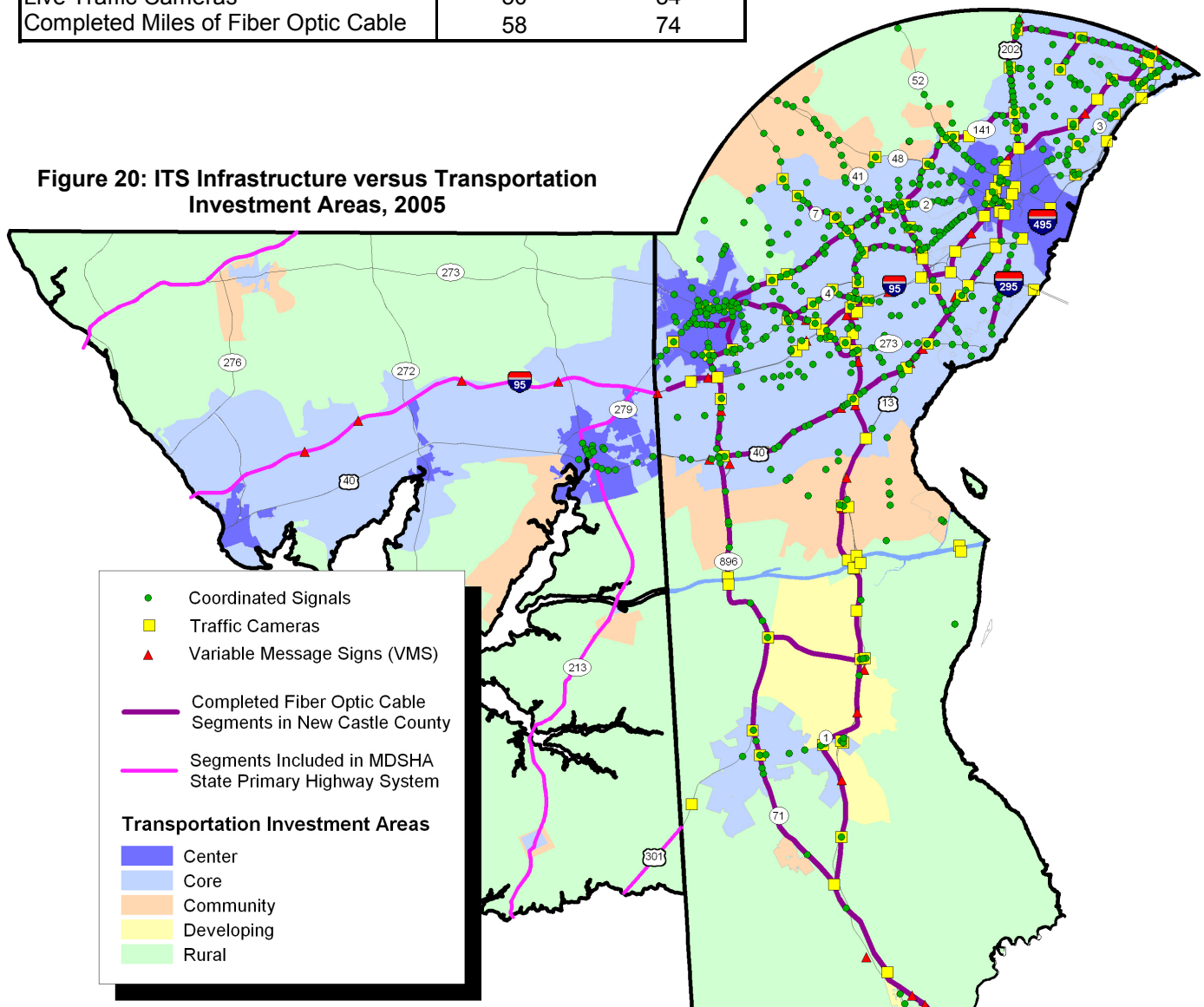
Intelligent Transportation Systems (ITS) play a vital role in the solution for traffic congestion. Many of the ITS strategies deal with the *management* of traffic capacity, not ways to increase it. As a result, most corridors have these strategies checked off as solutions to congestion. The value of 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 7** contains a summary of improvements made to the ITS infrastructure between 2003 and 2005 and **Figure 20** shows the location of these improvements. As shown on the map, much of this infrastructure is concentrated in the Center/Core investment areas.

Table 7: 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 20: ITS Infrastructure versus Transportation Investment Areas, 2005

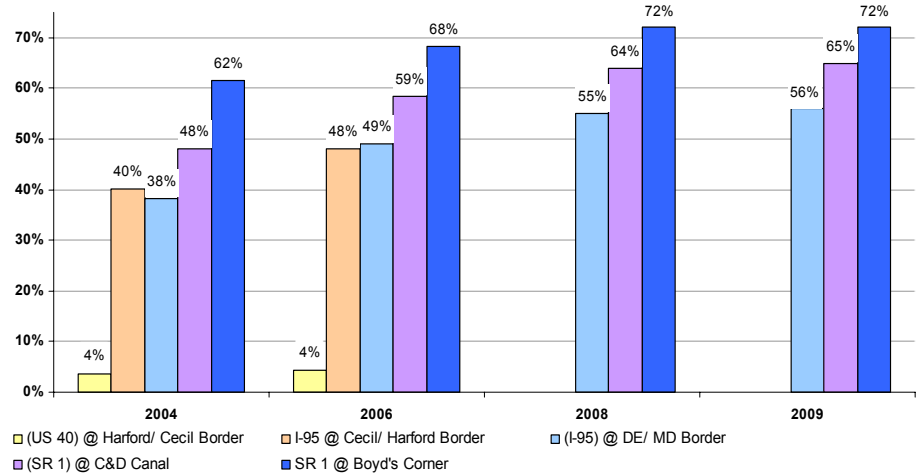


Objective – Improve Transportation System Performance

E-ZPass Usage

E-ZPass technology has proven to be a valuable tool in reducing congestion along our region's tolled highways. 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 17 percentage points since 2004.

Figure 21: E-ZPass/MTag Usage*



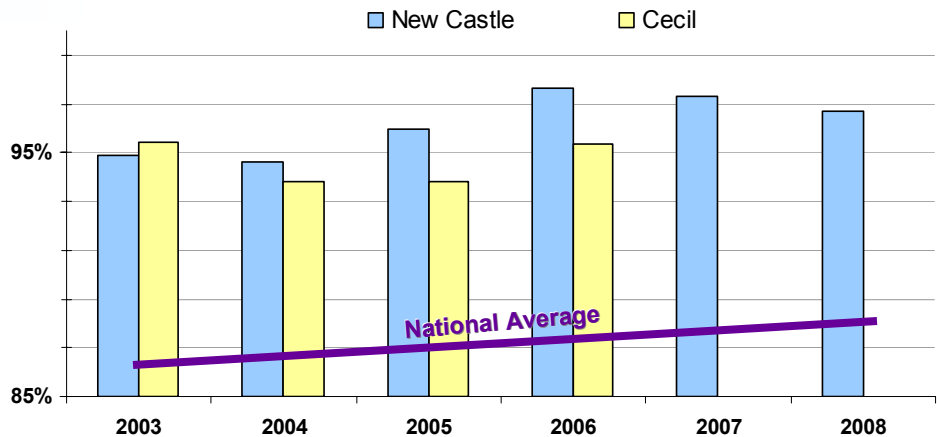
Source: DelDOT, MDSHA

* = >2006 data from Maryland counters is unavailable

Bridge & Road Conditions

Although it is the Department of Transportation's responsibility to add infrastructure, it also must maintain the existing network. **Figures 22 and 23** show 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, ride quality in New Castle County has declined sharply in recent years.

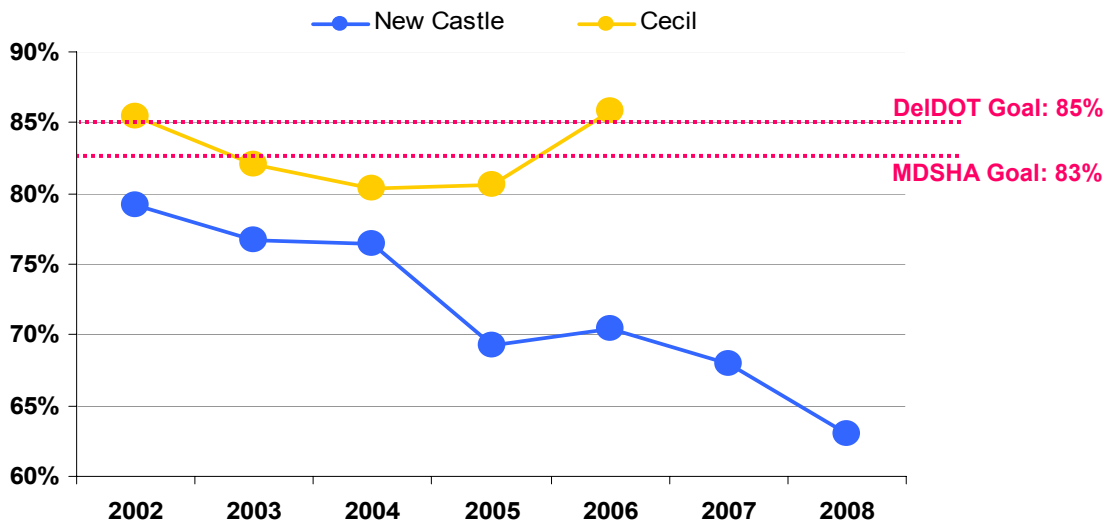
Figure 22: Percentage of Structurally Acceptable Bridges*



Source: DelDOT, MDSHA, FHWA

* = >2006 data from Cecil County bridges are unavailable

Figure 23: Percent of State Maintained Roads* with Acceptable Ride Quality**



Source: DelDOT, MDSHA

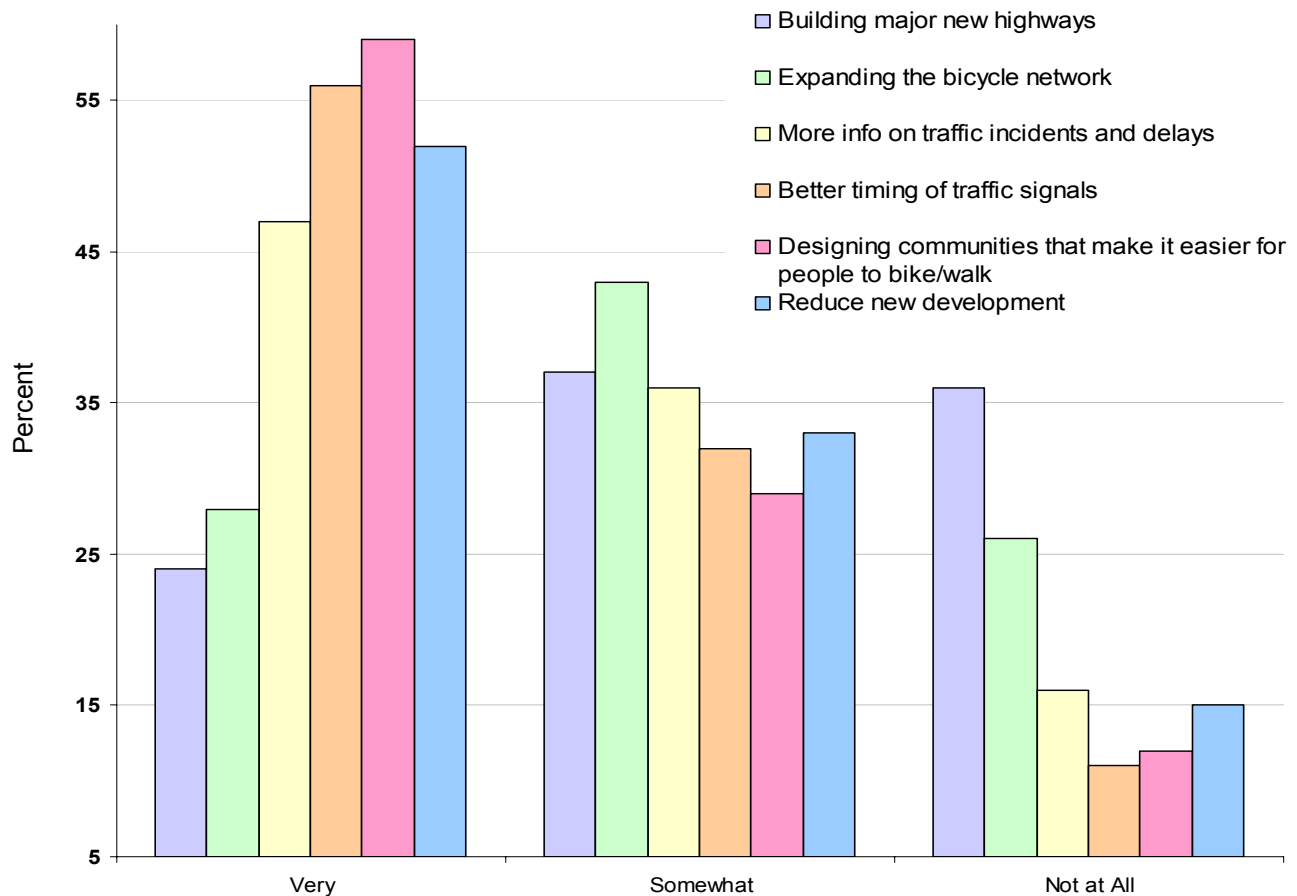
* DelDOT is responsible for the maintenance of 89% of all roadways in Delaware, over four times higher than the national average for states

** = >2006 data from Cecil County roads are unavailable

Objective – Improve Transportation System Performance

Public Opinion

Fifty percent of residents stated in our 2006 Public Opinion Survey (Regional) that congestion was the biggest transportation issue that they faced. When asked which strategies are most effective in improving the transportation system and congestion, the majority of respondents felt that designing communities that make it easier for people to walk and bike, better timing of traffic signals, and reducing new development were “very” effective strategies.



When asked to rank the importance of types of transportation projects in the 2009 AAA Mid-Atlantic Opinion Poll (Delaware), respondents showed the strongest support for building bicycle and pedestrian pathways, followed by expanding rail corridors and constructing new public transit facilities. Building new roads was least favored.



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. Over the past few years, considerable efforts have been made in Cecil and New Castle Counties to build new facilities. **Table 8** shows that the region added more than 500 new parking spaces since 2000, a 14% increase in capacity.

With the exception of Cecil County, usage at the Park and Rides have steadily increased since 2006. As illustrated in **Figure 24**, usage for the region was close to 50% of the total capacity in 2008.

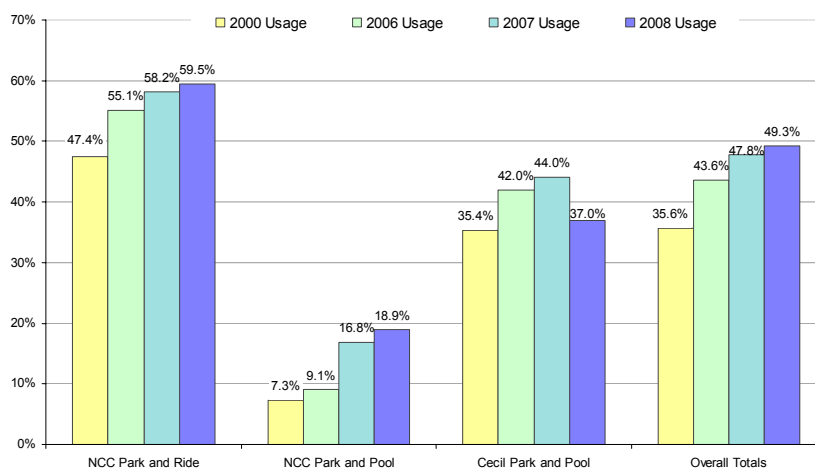
Figure 25 compares the location of our Park and Ride/Park and Pool facilities with our TIAs. The majority can be found in core areas outside major centers in New Castle County.

Table 8: Park & Ride* Capacity Changes 2000-2008

	2000	2006	2007	2008	2000 - 2008 Changes
NCC Park and Ride	2,736	3,195	3,195	3,268	19.4%
NCC Park and Pool	1,089	1,061	1,061	1,061	-2.6%
Cecil Park and Ride	130	130	169	169	30.0%
Cecil Park and Pool	82	100	100	100	22.0%
Overall Totals	4,037	4,356	4,525	4,598	13.9%

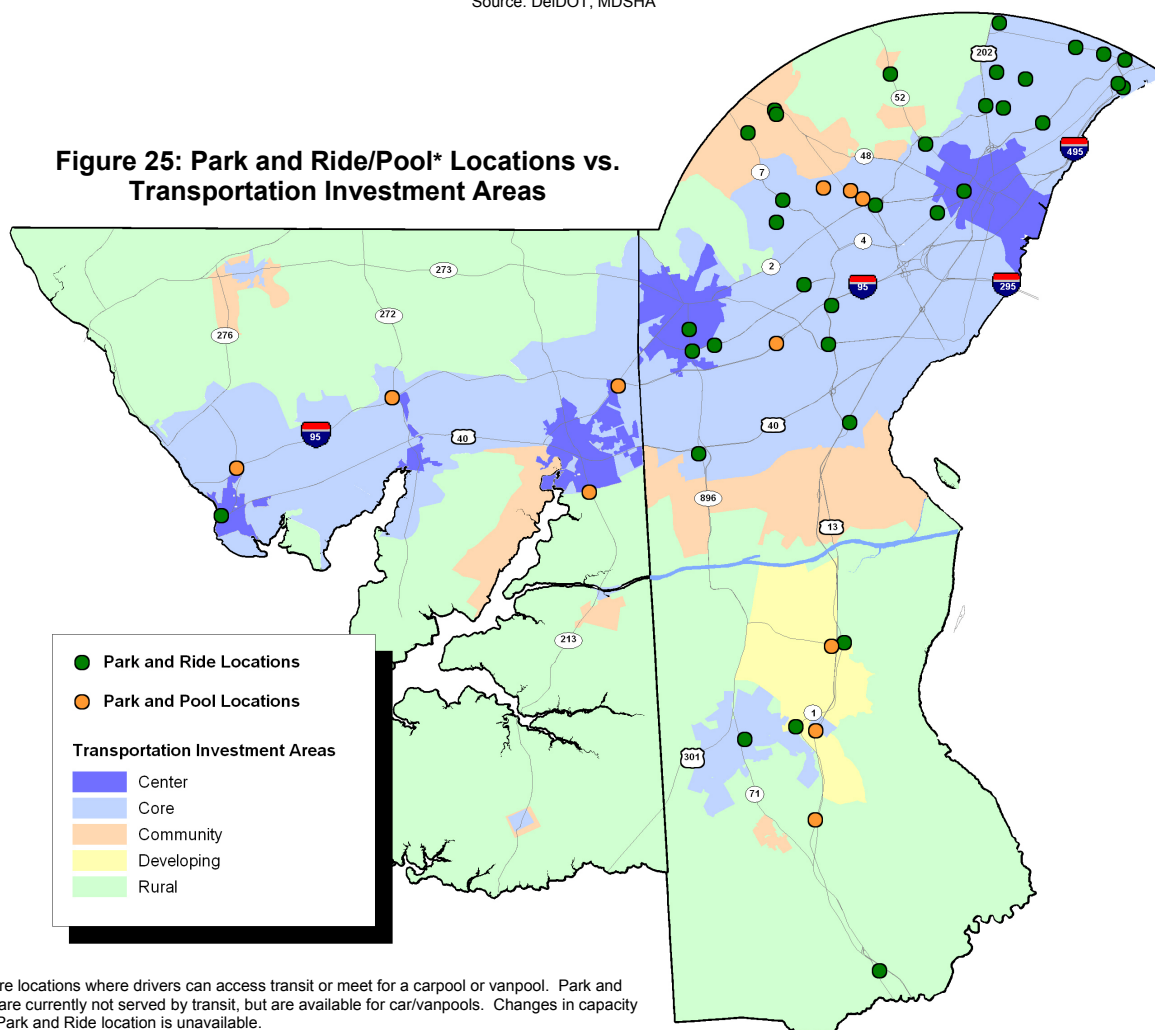
Source: DelDOT, MDSHA

Figure 24: Changes in Usage at Park & Rides 2000-2008



Source: DelDOT, MDSHA

Figure 25: Park and Ride/Pool* Locations vs. Transportation Investment Areas



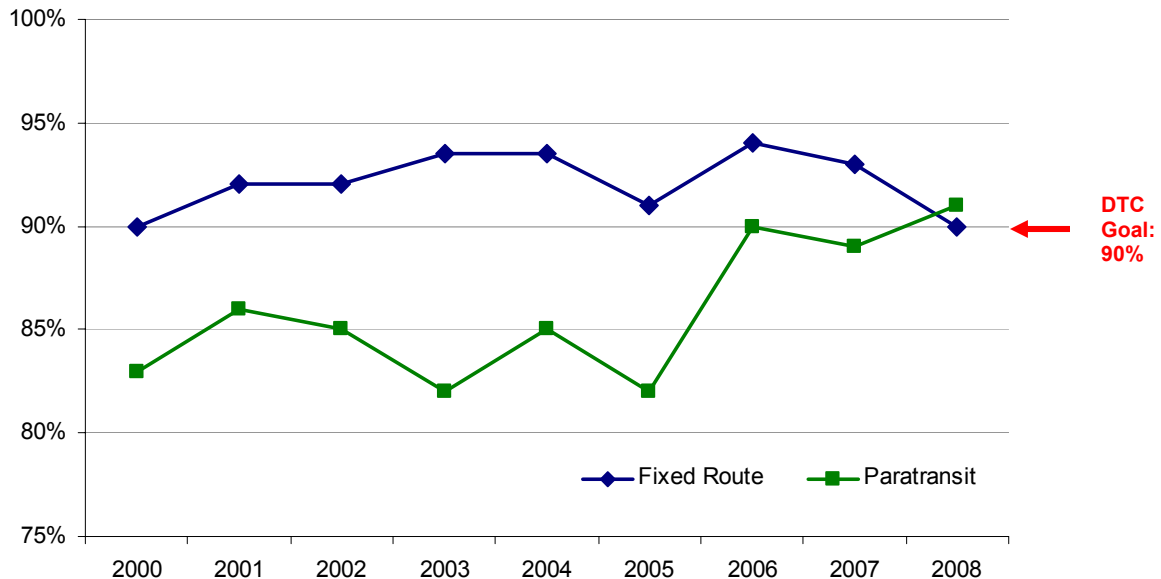
* Park and Rides are locations where drivers can access transit or meet for a carpool or vanpool. Park and Pools are lots that are currently not served by transit, but are available for car/vanpools. Changes in capacity for Cecil County's Park and Ride location is unavailable.

Objective – Improve Transportation System Performance

Transit Reliability

The DTC Long Range Plan lists performance targets for on-time transit service in New Castle County. From 2000 to 2008, the fixed-route service has consistently reached, and in most cases exceeded, the minimum target of 90% efficiency. On the other hand, the Paratransit service has only reached the target in 2006 and 2008. Paratransit exceeded the fixed-route bus efficiency for the first time in 2008.

Figure 26: On-Time Performance for DTC Bus Routes

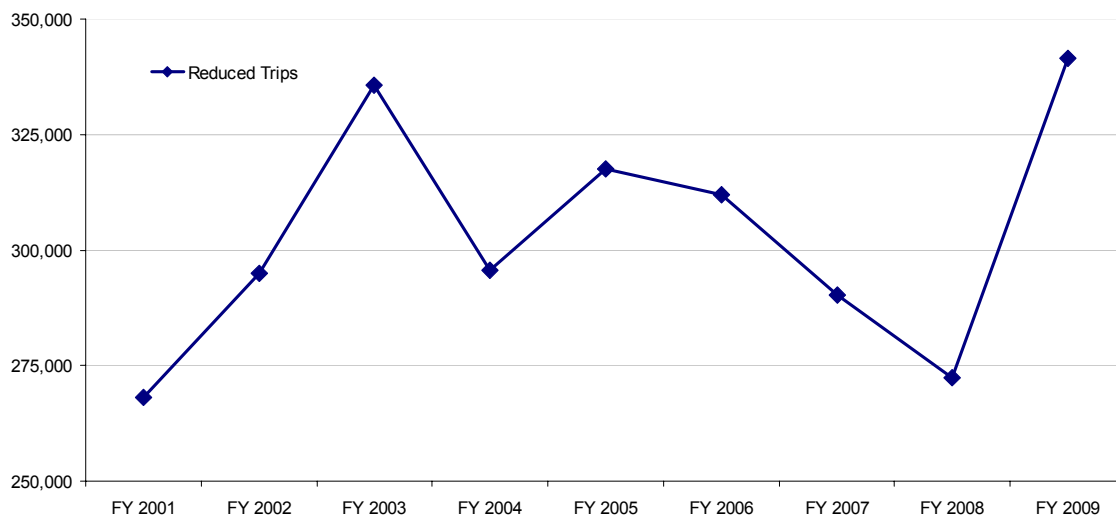


Source: DTC

Carpool/Vanpool Impact

Rideshare Delaware (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 highways. From FY 2005 to FY 2008, the program lost a number of participants, but has since rebounded by 75%. The program has eliminated over 2.7 million vehicle trips since FY 2001.

Figure 27: Trips Reduced from Car/Vanpooling



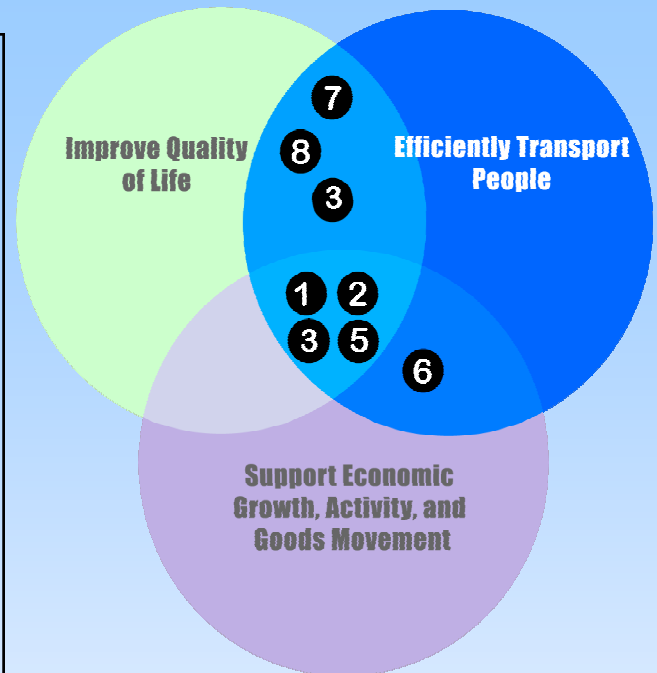
Source: Rideshare Delaware

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



Numerous indicators are available to measure our ability to reach this goal, and 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:** Percentage falling in New Castle, rising in Cecil.....page 39
 2. **Mode Share:** Fewer New Castle residents driving alone.....page 39
 3. **Transit Ridership:** On the rise regionally since '03.page 40
 4. **Transit Operations:** Paratransit mileage more than doubles since '00.....page 41
 5. **TIP Funding by Mode:** Multimodal project allocations fall.....page 43
 6. **VMT per Household:** Dipping in New Castle since '05.....page 43
 7. **Transit Access to Adult Communities:** About half lack access.....page 44
 8. **Transit Access to TJ Areas:** Some neighborhoods face transit isolation.....page 45
- Public Opinion:** Cecil residents say they have few transportation options.....page 45

Knowledge Gaps



- Need to develop a 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. Since 2004, the number of New Castle County residents close to a stop dipped by about 1,200. Though still constituting a small share of its overall population (8.2%), the number of Cecil County residents near a bus stop more than doubled between 2004 and 2009. Sharp population growth outside DART's core service area in northern New Castle County and the recent addition of several stops in Cecil County are likely to account for these trends.

Table 9: Population within Walking Distance of a Transit Stop 1996-2009

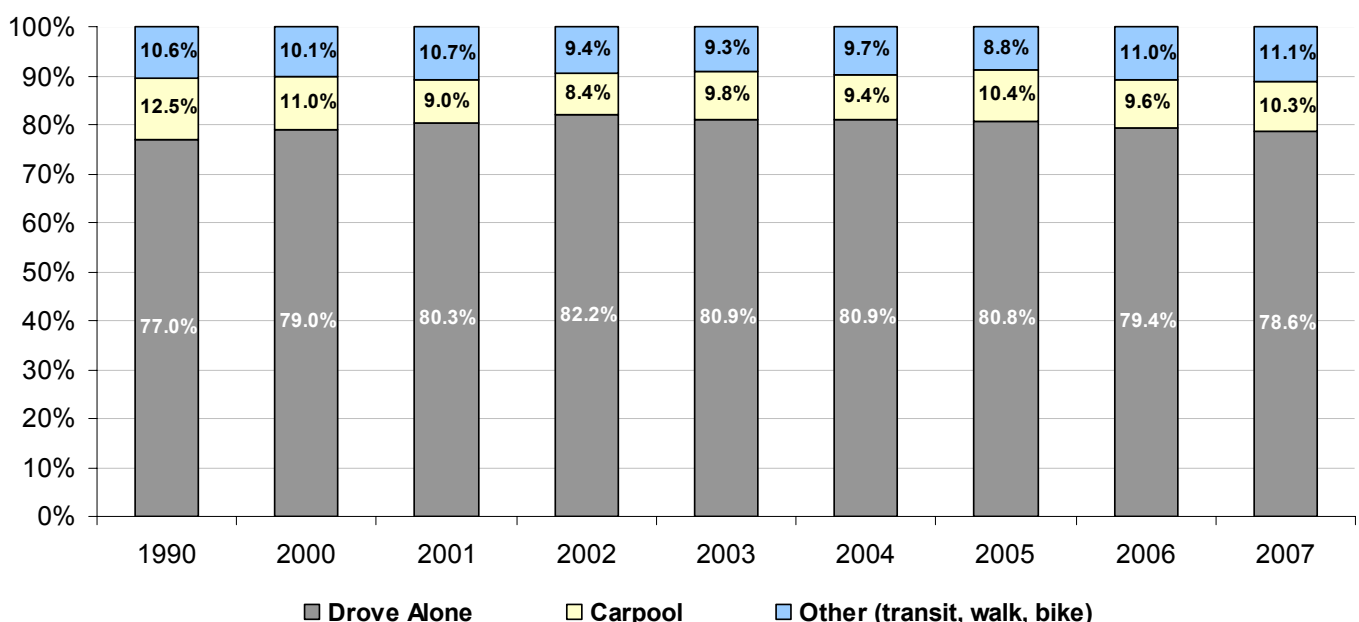
County	1996	2000	2004	2007	2009
New Castle	272,913 (56.4%)	275,567 (54.9%)	284,404 (54.7%)	281,359 (52.8%)	283,209 (52.4%)
Cecil	2,193 (2.8%)	2,931 (3.4%)	3,441 (3.7%)	6,601 (6.4%)	8,409 (8.2%)
Regional Total	275,106 (49.2%)	278,498 (47.3%)	287,845 (46.9%)	287,960 (45.3%)	291,618 (45.4%)

Source: WILMAPCO, DTC

Mode Share

In the past, most transportation agencies concentrated on meeting the needs of automobile traffic, 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 there has been a change in commuting habits recently. 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 in the previous decade. In 2007, alternative forms of travel (such as transit, walking and biking) were at their highest levels since 1990.

Figure 28: Changes in New Castle County Residents' Journey to Work Mode Share 1990-2007



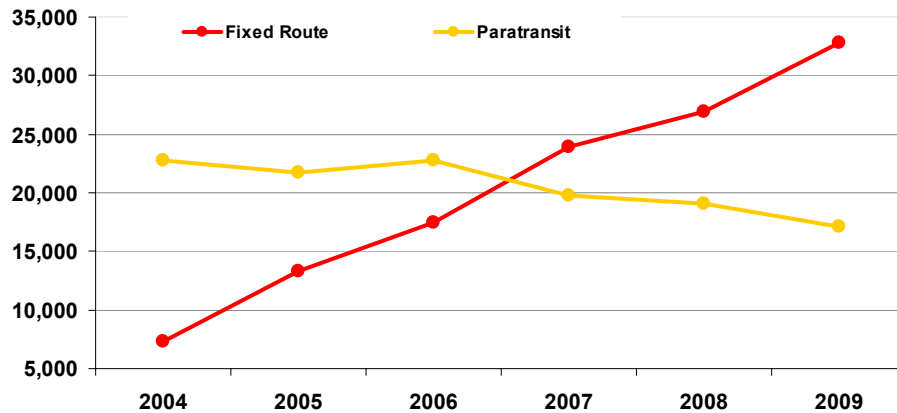
Source: United States Census 1990 and 2000, American Community Survey 2001-2007

Objective - Promote Accessibility, Mobility and Transportation Alternatives

Transit Ridership

Over the last five years, the expansion of fixed-route service in Cecil County has contributed to the steady increase of ridership in the county. The fixed-route service peaked in 2009 with over 30,000 riders annually. Meanwhile, the county's Paratransit service, whose ridership remained steady until 2006, has since declined by 25%.

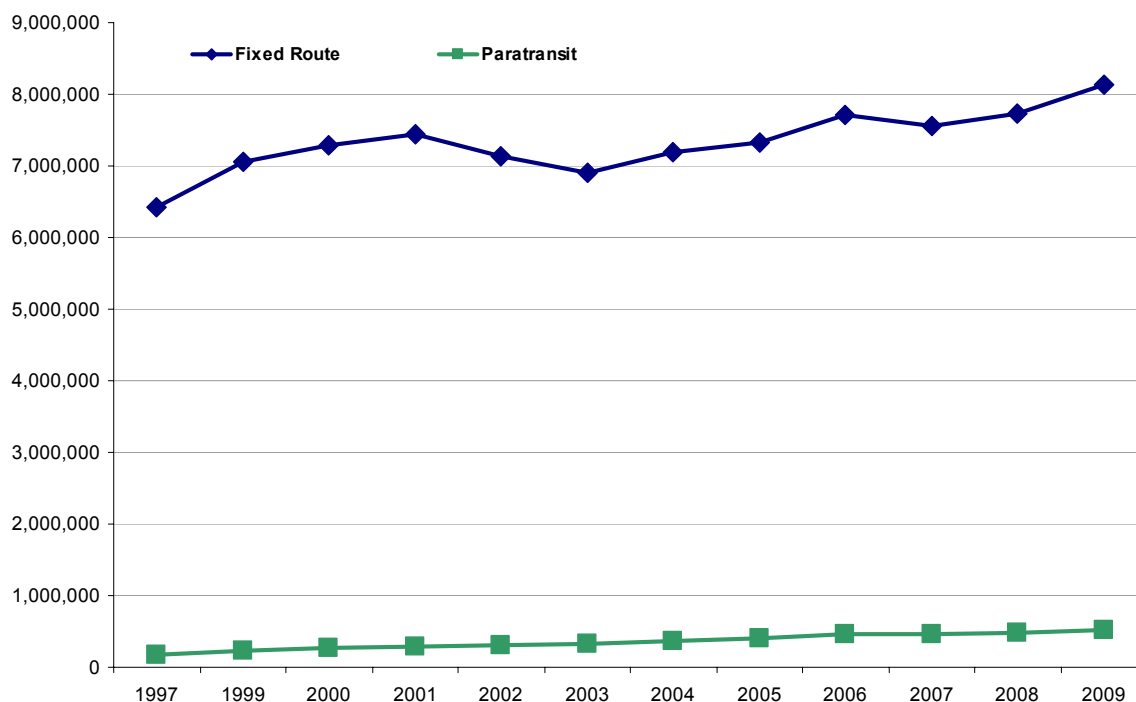
Figure 29: Cecil County Transit Ridership, 2004-2009



Source: Cecil Co. Senior Services and Community Transit

In 2009, New Castle County's fixed-route and Paratransit services produced more than 8.6 million in ridership. This was an increase of about 19% since 1999. Ridership from both the fixed-route service and Paratransit have trended upwards during the decade, both peaking in 2008 and 2009.

Figure 30: New Castle County Transit Ridership, 1996-2009



Source: DTC

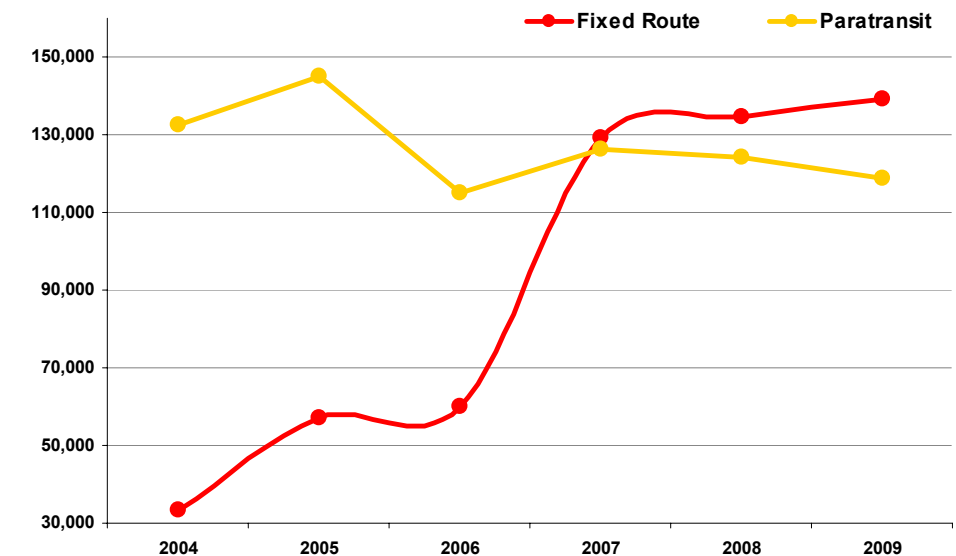
Objective - Promote Accessibility, Mobility and Transportation Alternatives

Transit Route Mileage

Our region's population over the age of 65 constituted 11% of our total population in 2000. Seniors in Cecil County are projected to comprise 16% of the population by 2030. Heightened demand for Paratransit services is an inevitable outcome, as the chances of becoming disabled multiply with age.

Nevertheless, in Cecil County, there has been a steady increase in route mileage for the fixed-route service in the past three years, whereas Paratransit mileage is trending downward. In 2009, the county's fixed-route services logged about 20,000 more miles than Paratransit.

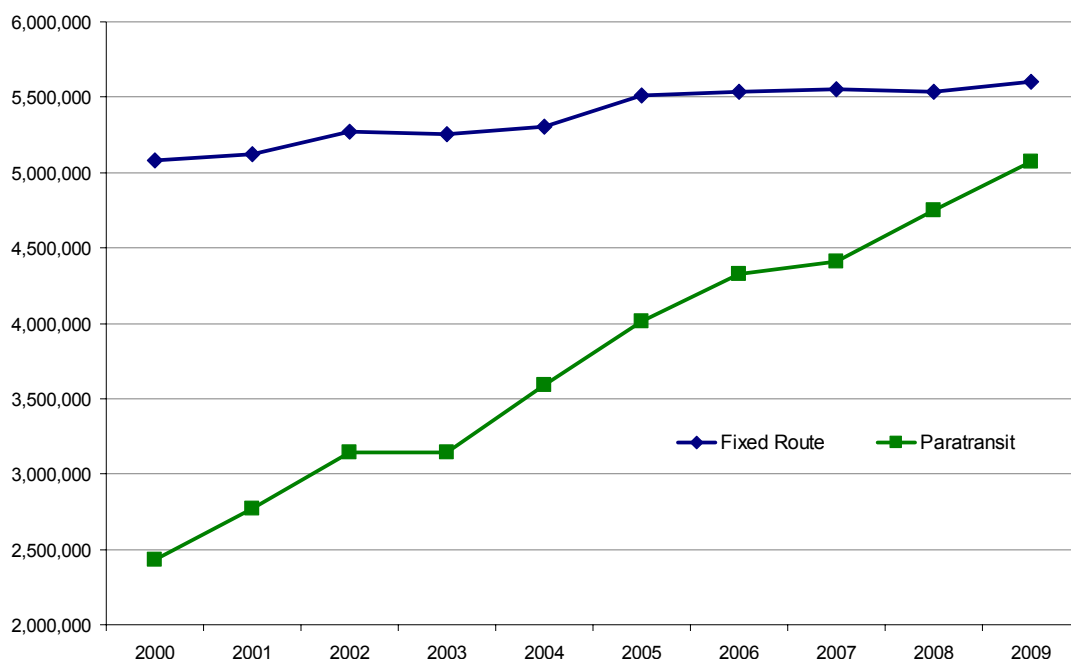
Figure 31: Cecil County Transit Route Mileage, 2004-2009



Source: Cecil Co. Senior Services and Community Transit

Since 2000, route mileage for both New Castle County's fixed-route and Paratransit buses witnessed an increase. However, Paratransit service has increased miles traveled at a much greater rate than fixed-route buses. From 2000 to 2009, Paratransit more than doubled its route mileage whereas the fixed-route increased by 10% during the same period.

Figure 32: New Castle County Transit Route Mileage, 2000-2009



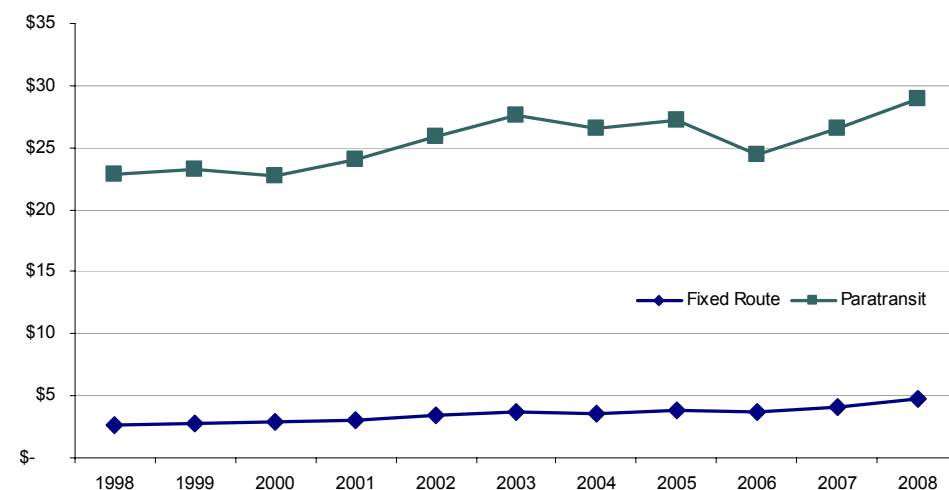
Source: DTC

Objective - Promote Accessibility, Mobility and Transportation Alternatives

Transit Subsidies

As **Figure 33** indicates, Paratransit requires over six times the subsidy of the traditional fixed-route transit service in New Castle County and continues to increase. 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. From 1998 to 2008, the per trip subsidy for fixed-route has risen by \$2 per trip while Paratransit has increased by more than \$6. Passenger fares for the fixed-route bus service have not increased over the last 20 years.

Figure 33: New Castle County Transit Unsubsidized Costs per Trip, 1998-2008

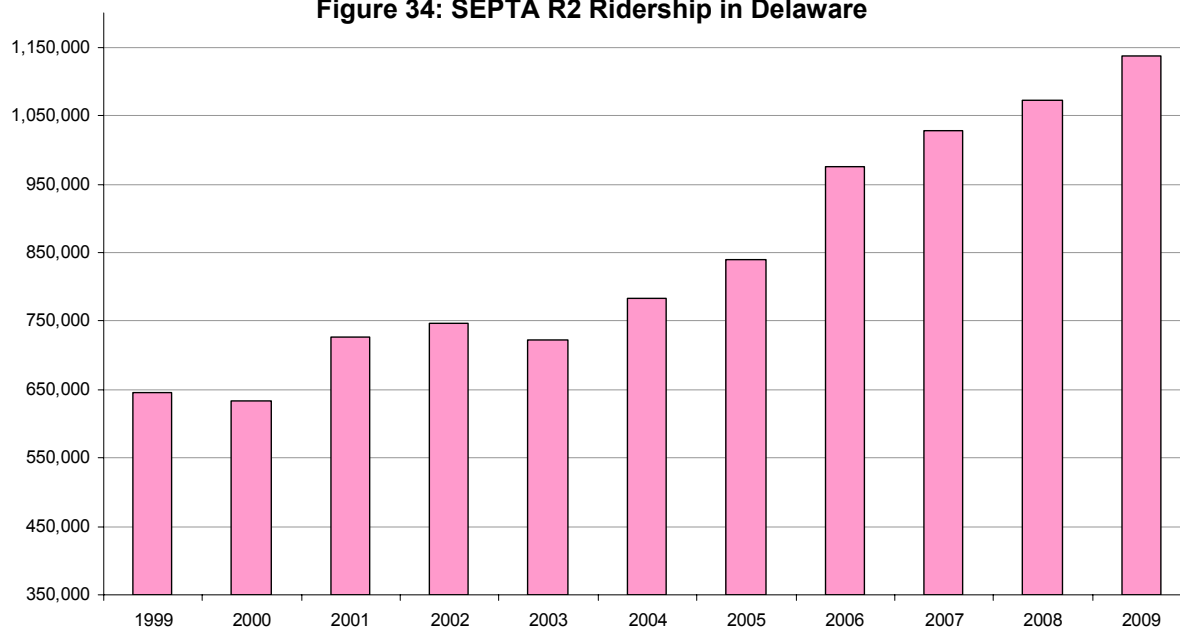


Source: DTC

Commuter Rail Service

Over the last ten years ridership on the SEPTA R2 train service in Delaware has dramatically increased by 76% since 1999. With four stops in northern New Castle County, the R2 attracted over one million riders for the first time in 2007, and has expanded by roughly 10% since then. In Cecil County, MARC's Penn Line train ridership at the Perryville station has increased by 22% from 2006 to 2008. In 2008, more than 57,000 riders utilized the service to Baltimore and Washington, D.C.

Figure 34: SEPTA R2 Ridership in Delaware

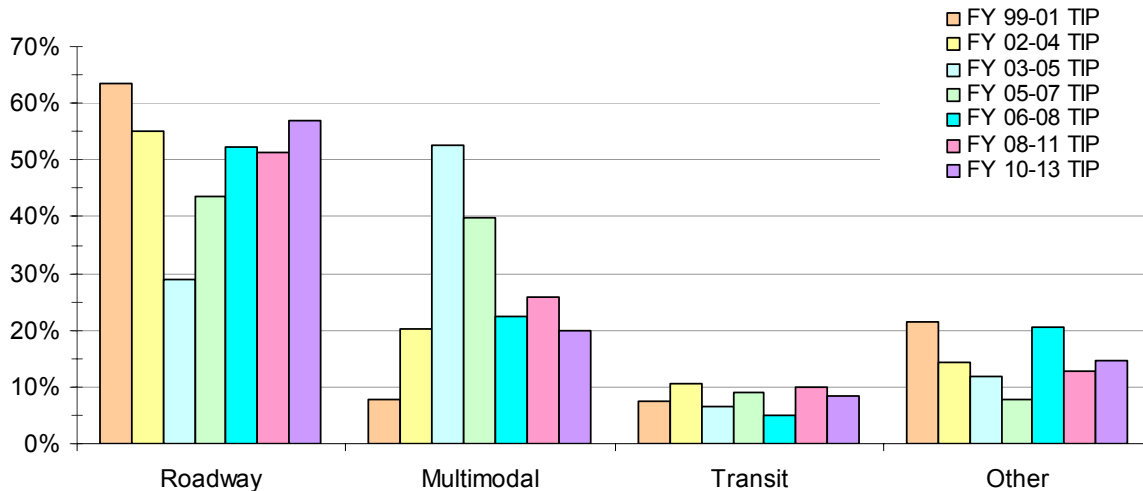


Objective - Promote Accessibility, Mobility and Transportation Alternatives

TIP Funding by Mode

Establishing other transportation modes begins by investing in transportation choices. Through the Transportation Improvement Program (TIP) we are beginning to see a trend away from transportation projects that address more than one mode. Funding for projects that only address roadway needs have been increasing steadily since the FY 2003 TIP.

Figure 35: Percentage of TIP Funding by Mode

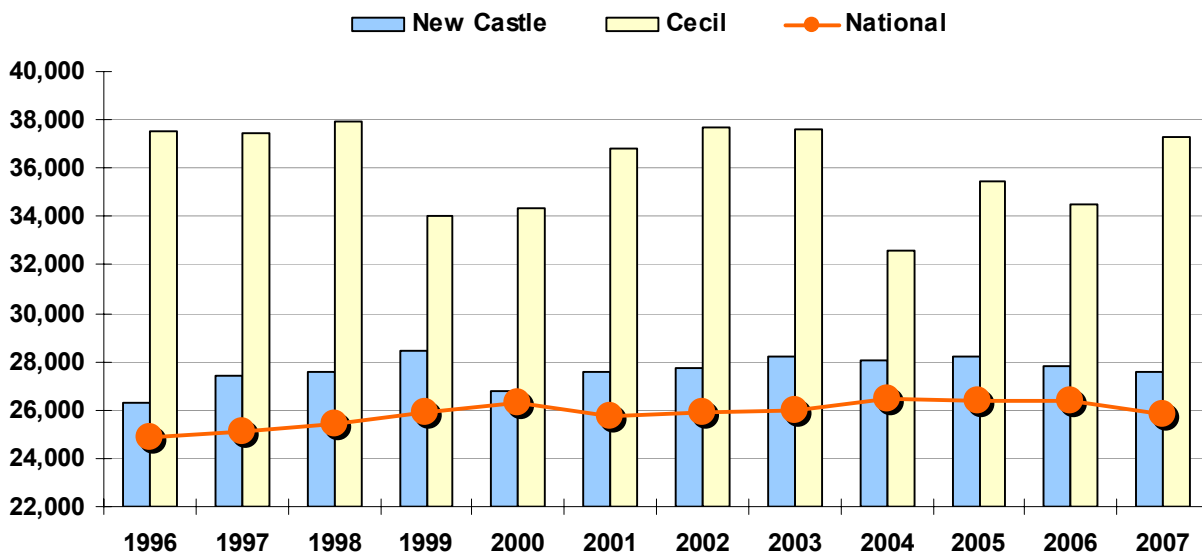


Source: WILMAPCO

VMT per Household

Despite increasing transportation alternatives, American households still log about 26,000 vehicle miles per year. **Figure 36** 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 36: Annual Vehicle Miles Traveled Per Household



Sources: DelDOT, MDOT, US DOT, US Census

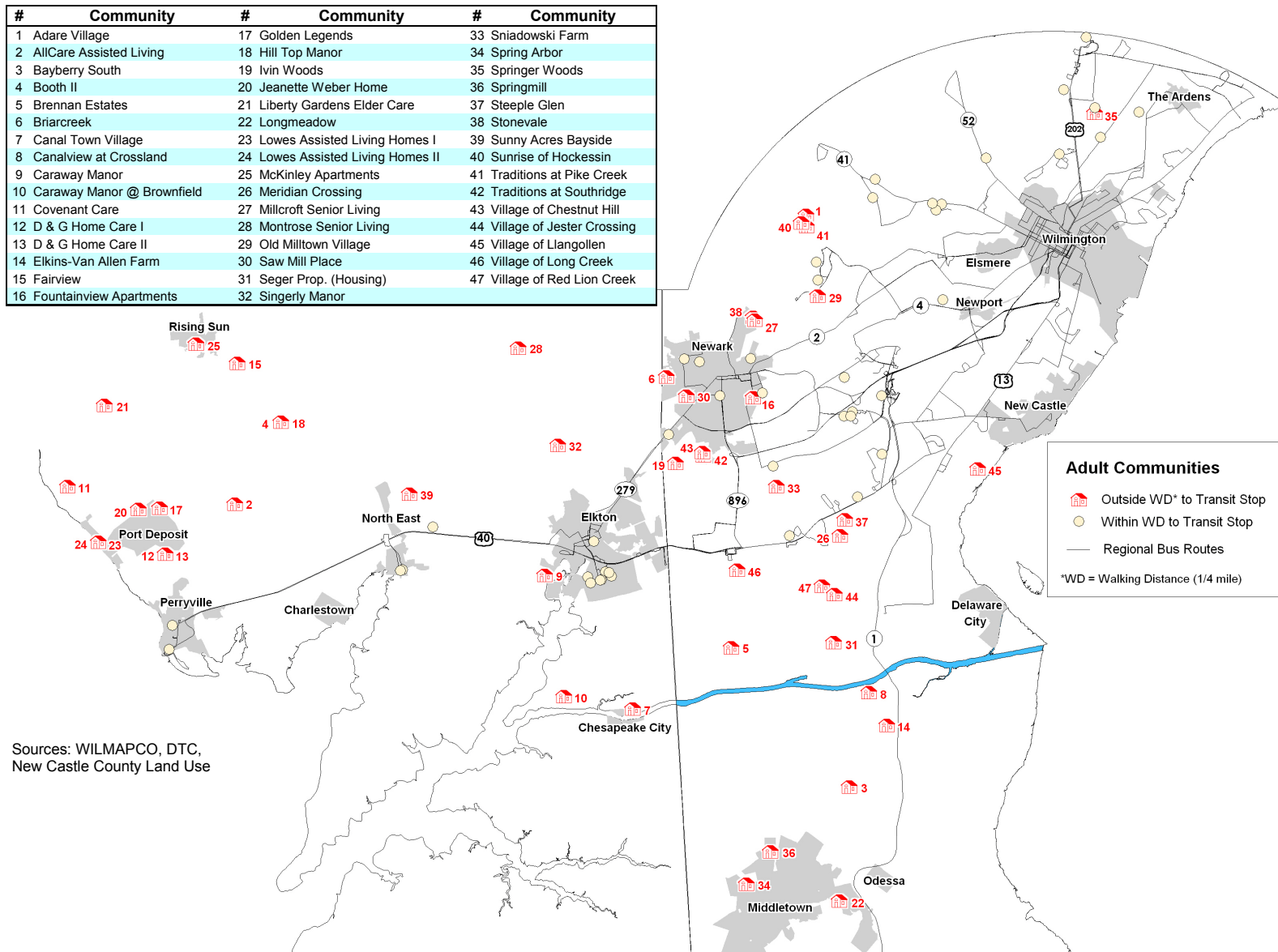
Objective - Promote Accessibility, Mobility and Transportation Alternatives

Transit Access to Adult Communities

In 2007, WILMAPCO expanded upon its definition of Environmental Justice (EJ). 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 accessibility and mobility within these identified areas.

Our region is home to an increasing number of age-restricted, adult communities. Fixed-route transit connections to these developments should be made, to meet our TJ goals. **Figure 37** is a listing of existing and proposed adult communities in our region that fall outside walking distance to a bus stop. In total, over half (52%) lacked transit access in 2009.

Figure 37: Existing and Proposed Adult Communities without Fixed-Route Transit Access — 2009



Objective - Promote Accessibility, Mobility and Transportation Alternatives

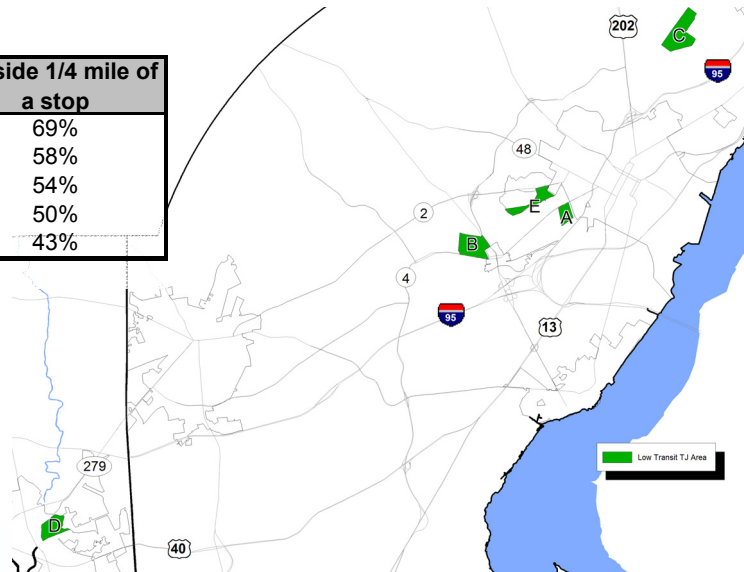
Transit Access to TJ Areas

Beyond adult communities, ensuring that TJ areas themselves have great access to fixed-route public transit is vital. Without it, many risk isolation. The map below illustrates TJ areas with relatively poor transit access.

Figure 38: Low Transit TJ Areas — 2009

ID	Area	TJ Classification	Outside 1/4 mile of a stop
A	Alban Park	Moderate	69%
B	Ceder Heights	Moderate	58%
C	Webster Farms	Moderate	54%
D	Elkton North	Moderate	50%
E	Canby Park	Moderate	43%

Sources: WILMAPCO, DTC, New Castle County Land Use



Public Opinion

2009 Public Opinion Survey (Cecil County): Would you say you have many different transportation alternatives to choose from or would you say you have few options to choose from?

As shown in the table below, most Cecil County residents do not feel as if they have many transportation options. That figure, however, has been dropping steadily since 2007.

	2007	2008	2009
Few options	87%	86%	79%
Somewhere in between	1%	2%	3%
Many different alternatives	12%	12%	18%



2009 Public Opinion Survey (Cecil County): How would you rate the job government agencies have done at improving your accessibility to walking, biking, taking a train or bus?

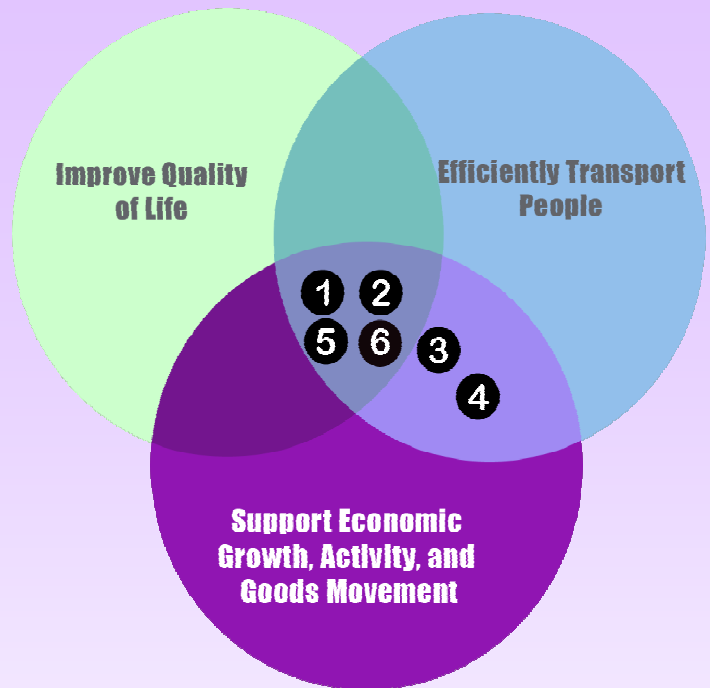
From 81 to 84% of Cecil County residents feel the government has not done enough to promote transportation choices, rating the work as “fair” or “poor” from 2007 through 2009.

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 into 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 strategies like Transit Oriented Development (TOD) we will require the cooperation of multiple agencies and the public.

Regional Indicators:

1. **Population Growth by TIA:** Heavy growth continues outside I-95 corridor.....page 47
 2. **TIP Funding by TIA:** Spikes in Developing and Rural areas.....page 47
 3. **Traffic Volumes:** More traffic on our interstates this decade.....page 48
 4. **TIP Funding by Project Type:** Less for preservation and management.....page 49
 5. **Current and Future Funding:** U.S. 301 construction to top \$700 million.....page 50
 6. **Operations and Revenue:** Greater operating costs projected.....page 51
- Public Opinion:** Support for multimodal investments.....page 53

Knowledge Gaps:

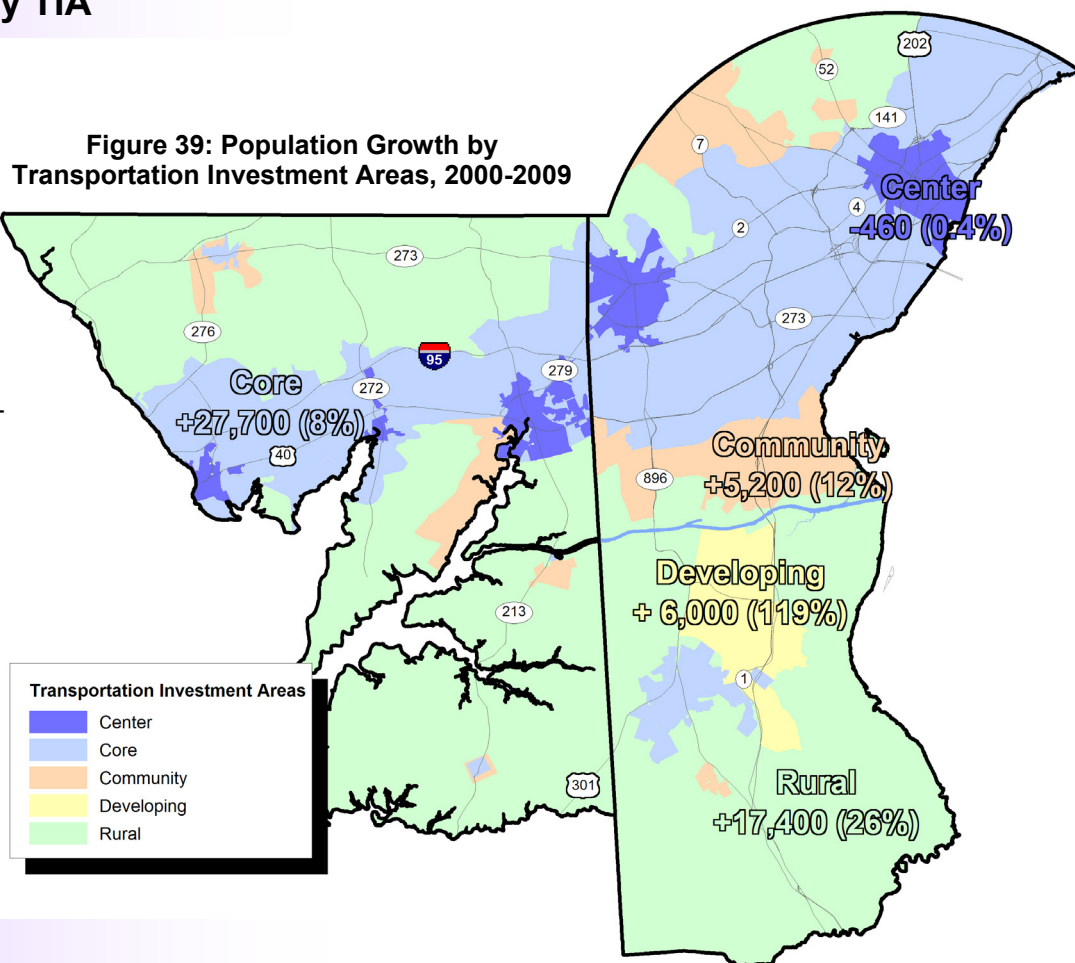
- Work to secure reliable funding sources dedicated to transportation
- Reliability of future federal funding



Objective - Ensure a Predictable Public Investment Program

Population Growth by TIA

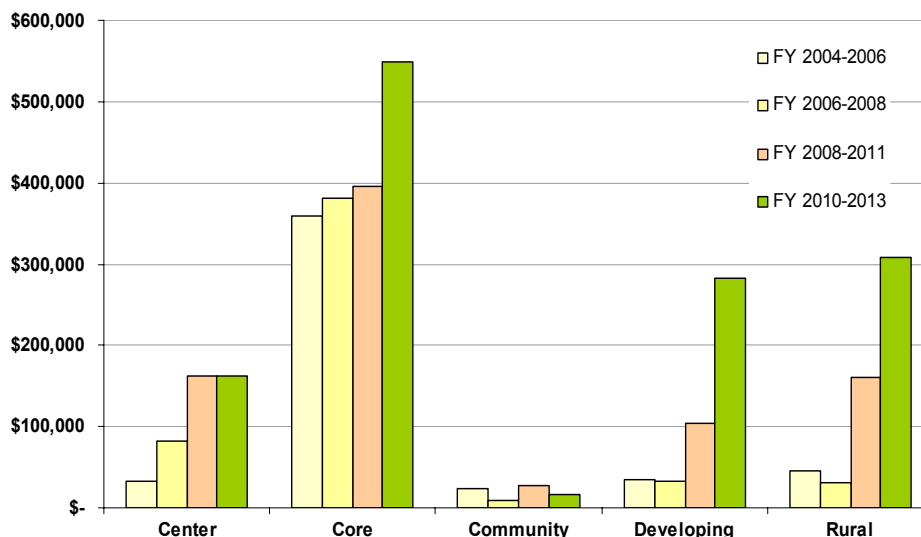
Figure 39 illustrates the changes in population growth in the five designated TIAs. While about 80% of our population lives in our Center and Core TIAs, growth in these areas has slowed since 2000. Over 5,200 new residents have appeared in Community TIAs, about 6,000 in Developing TIAs, and over 17,400 in our Rural TIAs.



TIP Funding by TIA

Figure 40 shows how TIP funding has been allocated to TIAs in a selection of TIPs since 2004. Some projects (like the expansion of U.S. 301 through southern NCC) cut across more than one TIA, so they were counted in all those they reached. Recent TIPs show greater funding for projects in our Core, but more significant increases are found in our Developing and Rural TIAs.

Figure 40: TIP Funding by TIAs, FY 2004-2010



Objective - Ensure a Predictable Public Investment Program

Traffic Volumes

DeIDOT and MDOT tally the Average Annual Daily Traffic (AADT), along key road segments in our region. **Table 10** and **Figure 41** breakdown changes in AADT between 1996 and 2007. Interstates have seen the largest absolute increases. I-295 at the Delaware Memorial Bridge (+16,897) in and I-95 at the Susquehanna Crossing (+12,362) has spearheaded a decade of growth. Along the arterial network, changes largely reflect our recent patterns of population growth. Several highways (such as SR 2 in Newark and SR 9 south of Wilmington) in our Center/Core TIAs have witnessed a decline in volumes. Meanwhile, generally increased traffic volumes have been noted along the periphery of our Core and (with the notable exception of US 13 in our region's southeast) in Community, Developing and Rural TIAs.

Table 10: Traffic Volume Changes 1996-2007

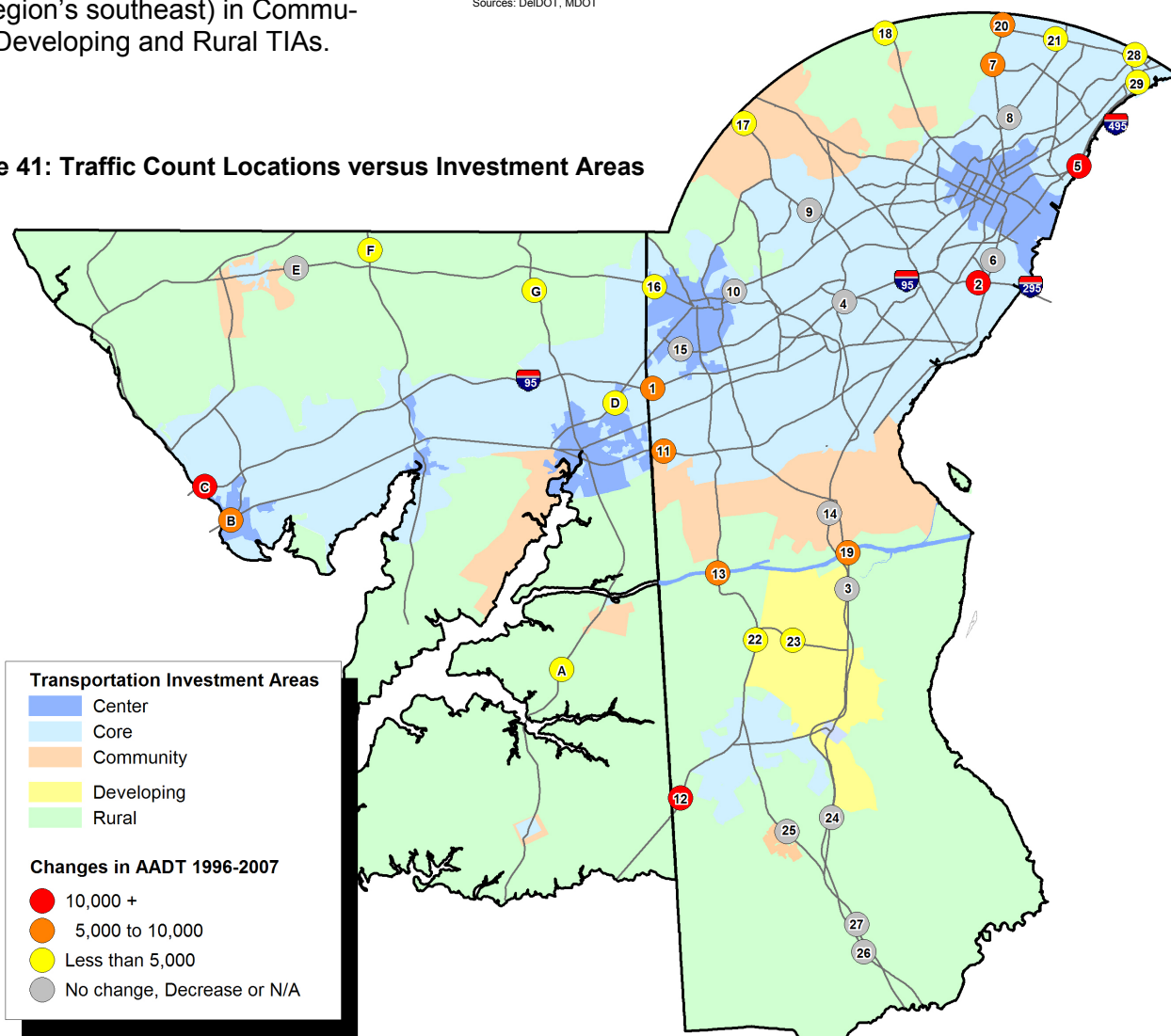
Site	New Castle	Road Type	TIA	1996 AADT	2007 AADT	Change 96-07	% Change
1	I-95 @ Toll Plaza	Interstate	Core	66,529	74,077	7,548	11.3%
2	I-295, Del. Mem. Br.	Interstate	Core	79,687	96,584	16,897	21.2%
3	SR 1 at Biddles Corner Toll Plaza	Principal Arterial	Developing	N/A	47,936	N/A	N/A
4	I-95, east of SR 7	Interstate	Core	135,962	N/A	N/A	N/A
5	I-495, near Blvd Body Shop	Interstate	Core	43,922	64,830	20,908	47.6%
6	SR 9, North of I-295	Minor Arterial	Core	18,540	16,767	(1,773)	-9.6%
7	US 202, near Widner College	Principal Arterial	Core	43,226	50,378	7,152	16.5%
8	SR 261, N. of Blue Ball	Principal Arterial	Core	16,392	12,327	(4,065)	-24.8%
9	SR 7, North of Milltown Rd.	Principal Arterial	Core	37,961	35,763	(2,198)	-5.8%
10	SR 2, East of Windy Hills	Principal Arterial	Center	35,188	31,698	(3,490)	-9.9%
11	US 40 near MD Border	Principal Arterial	Core	26,520	31,772	5,252	19.8%
12	US 301, west of Middletown	Principal Arterial	Rural	4,707	15,552	10,845	230.4%
13	SR 896, Summit Bridge	Principal Arterial	Rural	21,363	30,497	9,134	42.8%
14	US 1 Bridge @ C & D Canal	Principal Arterial	Community	N/A	63,894	N/A	N/A
15	SR 4 at Chrysler Entrance	Principal Arterial	Center	22,772	16,677	(6,095)	-26.8%
16	SR 273, near MD border	Minor Arterial	Center	8,148	8,715	567	7.0%
17	SR 7, near PA border	Principal Arterial	Community	12,749	16,039	3,290	25.8%
18	SR 52, near PA border	Principal Arterial	Rural	10,573	11,755	1,182	11.2%
19	US 13, St. Georges Bridge	Minor Arterial	Rural	2,367	9,036	6,669	281.7%
20	US 202 North of Naamans Rd.	Principal Arterial	Core	36,484	42,247	5,763	15.8%
21	SR 92, East of US 202	Principal Arterial	Core	25,717	28,425	2,708	10.5%
22	US 301 south of NC 15	Principal Arterial	Developing	18,275	22,343	4,068	22.3%
23	SR 896 East of Mt Pleasant Rd.	Principal Arterial	Developing	11,838	12,896	1,058	8.9%
24	US 13 North of Blackbird Rd.	Principal Arterial	Rural	37,535	13,351	(24,184)	-64.4%
25	SR 71, North of US 13	Minor Arterial	Rural	5,942	5,863	(79)	-1.3%
26	US 13, N. of Blackbird	Principal Arterial	Developing	5,942	22,204	(15,331)	-40.8%
27	SR 1, N. of KC Border	Principal Arterial	Rural	N/A	40,269	N/A	N/A
28	I-95, near Naamans Rd	Interstate	Core	41,416	44,495	3,079	7.4%
29	I-495, near Naamans Rd	Interstate	Core	43,922	45,486	1,564	3.6%

Site	Cecil	Road Type	TIA	1996 AADT	2007 AADT	Change 96-07	% Change
A	MD 213 North of Cayots Corner Rd.	Minor Arterial	Rural	9,354	10,402	1,048	11.2%
B	US 40 @ Cecil/ Harford Line	Principal Arterial	Center	23,033	30,564	7,531	32.7%
C	I-95 @ Harford/Cecil Line	Interstate	Core	69,038	81,400	12,362	17.9%
D	MD 279 South of I-95*	Minor Arterial	Center	12,425	13,081	656	5.3%
E	MD 273 East of Rising Sun*	Minor Arterial	Rural	5,725	5,720	(5)	-0.1%
F	MD 272 @ PA Line*	Minor Arterial	Rural	4,350	7,050	2,700	62.1%
G	MD 213 South of MD 273*	Minor Arterial	Rural	4,750	6,052	1,302	27.4%

* Not a permanent counter location

Sources: DeIDOT, MDOT

Figure 41: Traffic Count Locations versus Investment Areas



Objective - Ensure a Predictable Public Investment Program

TIP Funding by Project Type

Nearly half of our region's recent population growth has occurred in our region's center/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 these aging facilities require an increasing amount of care and attention. Traditionally the largest share of funding is devoted to the preservation of our transportation system. **Figure 42** shows that preservation funding in the TIP has witnessed a steady increase during the last decade. However, as illustrated by **Figure 43**, the percentage of funding set aside for preservation and management projects has fallen. Meanwhile, the percentage of funding allocated to system expansion projects has increased. Funding set aside for expansion has increased eleven percent between the FY 2004 and the FY 2010 TIP.

Figure 42: TIP Allocations by Project Type

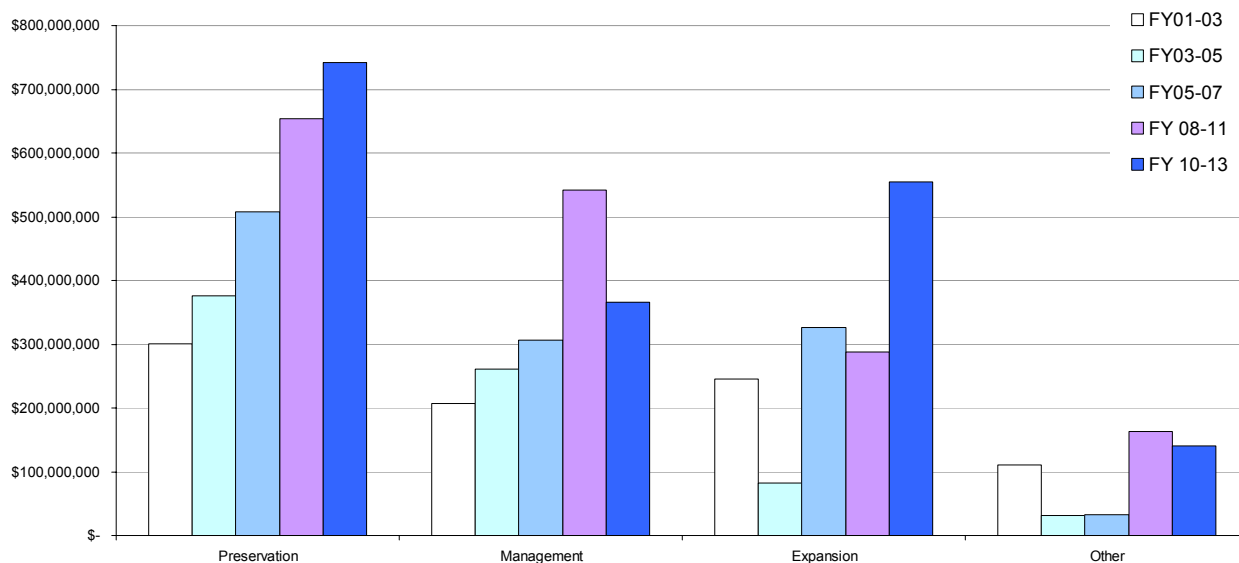
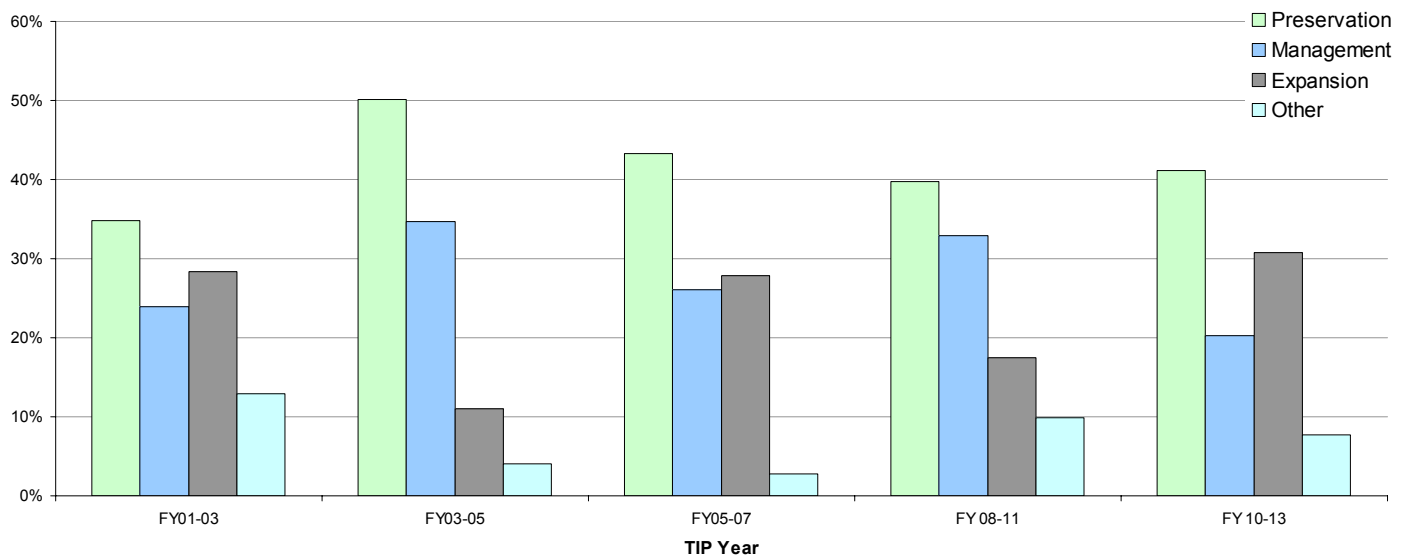


Figure 43: Percentage of TIP Allocations by Project Type

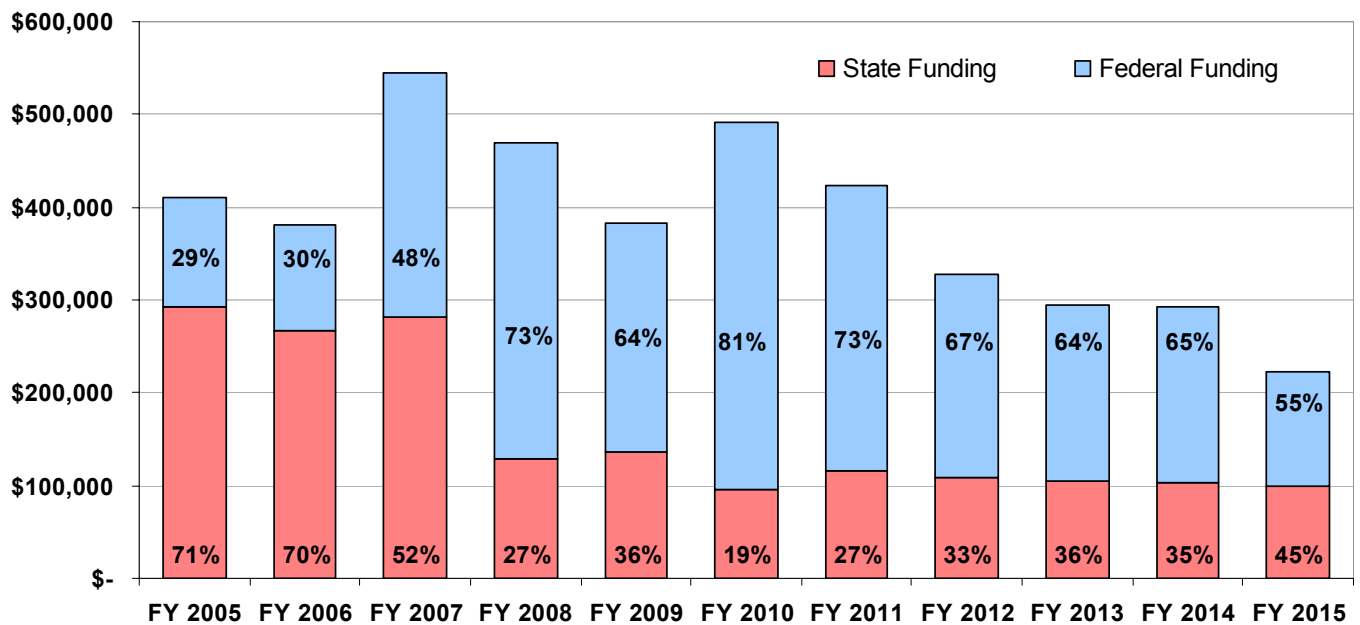


Objective - Ensure a Predictable Public Investment Program

Current and Future Funding Situation for Delaware

By way of the 2009 American Recovery and Reinvestment Act (ARRA) states have been granted a one-time federal allocation to enhance their capital spending programs and tackle high rates of unemployment. Delaware was awarded \$140.9 million in ARRA funding for shovel ready projects. The boost in federal funding, however, has not spared DelDOT from the state's historic budget challenges. DelDOT's overall transportation budget has been reduced resulting in less roadwork and fewer capital projects. DelDOT reportedly reduced their FY 2009 budget by \$40 million and FY 2010 budget by \$44 million. **Figure 44** illustrates the State's limited capacity for future investments, particularly due to decreasing state funds required to match federal funds. By 2015, total funding for statewide capital improvements will have declined by 46% since FY 2005. With limited funds, prioritizing investments becomes increasingly important.

Figure 44: Total Funding for Statewide Capital Improvements: FY 2005 - 2015



Source: DelDOT Base Financial Plan FY 2009 and FY 2010 \$ x 1,000

Over \$1 billion dollars have been allotted to the following eight projects in **Table 11**.

Table 11: Major Construction Projects Programmed for New Castle County

Project Name	Approximate Cost	Anticipated Completion
I-95 & US 202 Interchange	\$ 41,817,000	2016+
I-95 Turnpike Toll Plaza Rehab & E-ZPass	\$ 50,400,000	2013
Newark Train Station	\$ 16,276,000	2016+
SR 1/ I-95 Interchange	\$ 182,400,000	2015
Third Rail Track Expansion	\$ 43,081,000	2013
US 301: Maryland Line to SR 1	\$ 704,000,000	2016+
Westtown Transportation Improvements	\$ 14,970,000	2014
Wilmington Riverfront*	\$ 36,779,000	2016

*Includes Christina River Bridge

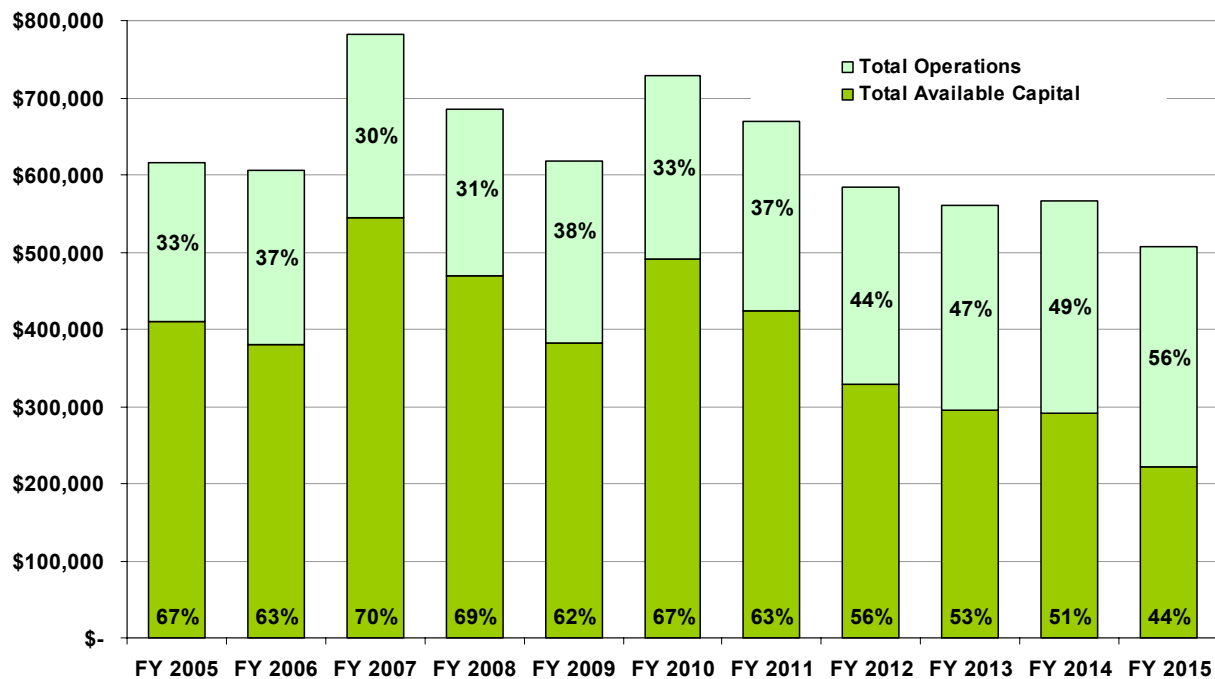
Source: WILMAPCO's 2010-2013 Transportation Improvement Program

Objective - Ensure a Predictable Public Investment Program

Operating Costs Continue to Rise

One factor contributing to decreases in capital funding is higher operation costs. **Figure 48** shows how much of the total transportation revenue is expended on operations and what is available for capital investments. As shown, the total transportation budget decreases, but operations continue to increase. By 2011 operation expenses will consume more than half of the overall spending, and by 2015 more than two-thirds of the budget will be consumed by operations.

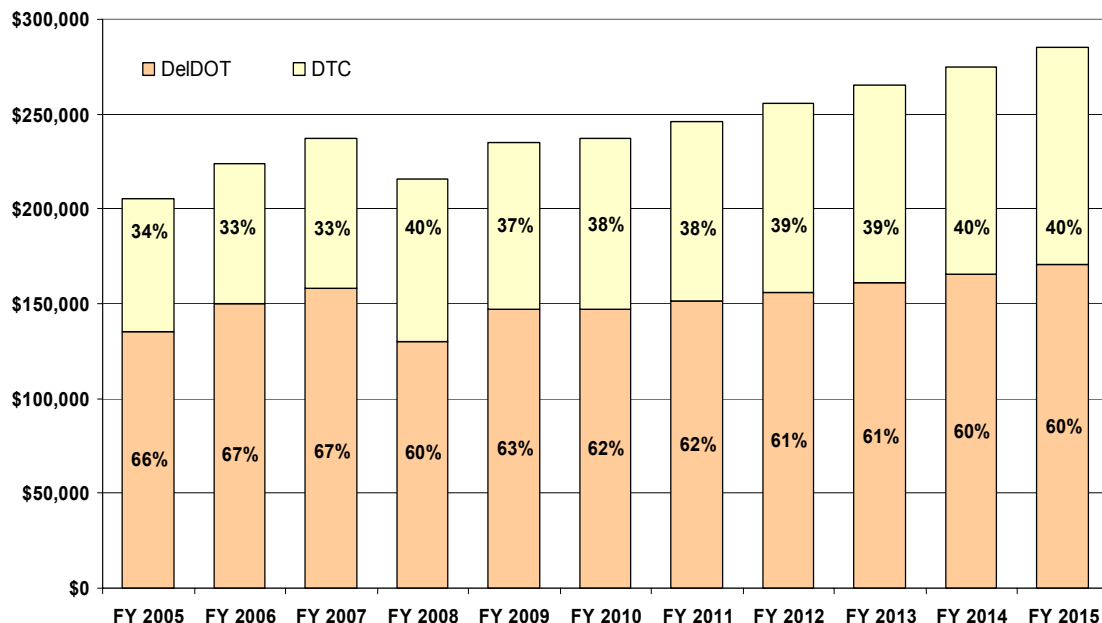
Figure 48: Delaware Funding for Operations and Capital Resources FY 2005-2015



Source: DeIDOT Base Financial Plan FY 2009 & FY 2010. Includes both DTC and DeIDOT operations. \$ x 1,000

Figure 49: Operations Costs for DeIDOT & DTC

Figure 49 shows that the cost to operate the Department of Transportation and Delaware Transit Corporation have steadily increased. From FY 2005 to FY 2010, total operations costs have increased by 14%. Looking out to FY 2015, operation expenditures are expected to soar by another 20% from FY 2010.



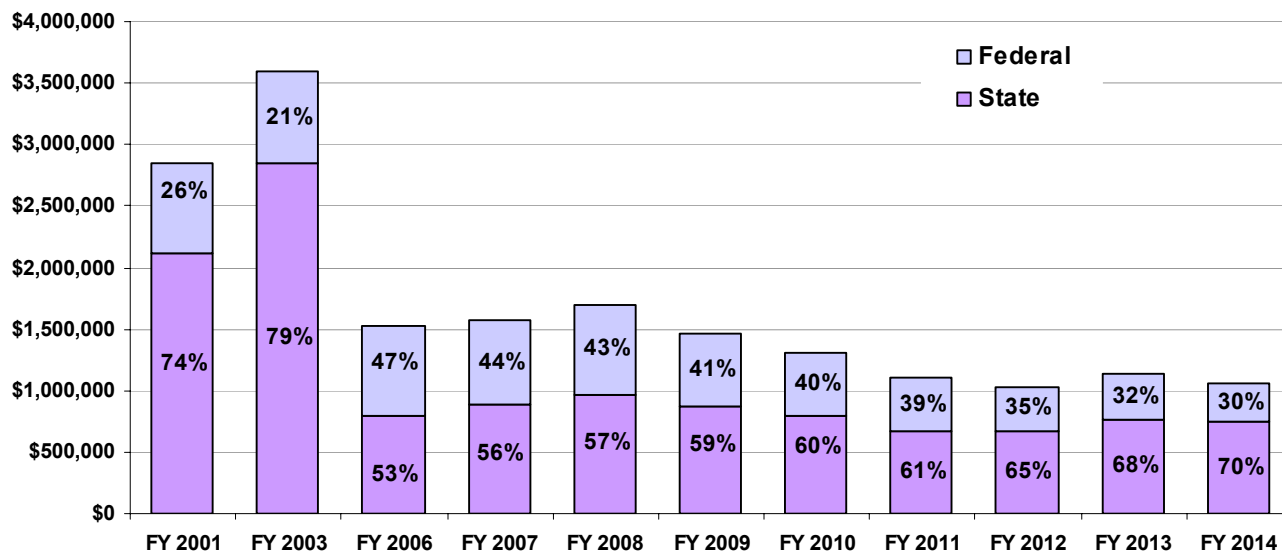
Source: DeIDOT Base Financial Plan FY 2009 & FY 2010 \$ x 1,000

Objective - Ensure a Predictable Public Investment Program

Revenue Sources— Maryland

After the state of Maryland meets its core operating needs and debt services, available revenues for capital projects are projected to become increasingly limited. The figure below shows a dramatic decrease in capital funding since FY 2001. While private or bond resources may become available for the capital program, state sources are projected to once again comprise the bulk of funding for improvements.

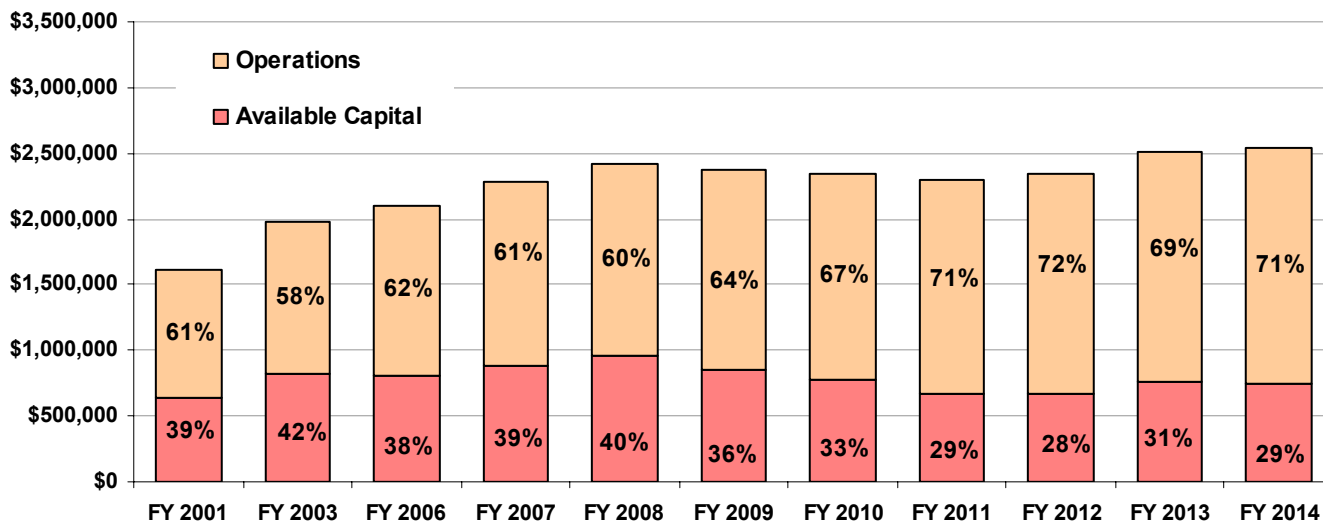
Figure 50: Funding Sources for Capital Improvements, FY 2001-2014



Source: Maryland Summary of Revenues, Expenditures, and Fund Balance, Updated December 2008. \$ x 1,000

Figure 51 compares the total available capital and the total expenditures of the State's operations. Similar to Delaware, operation costs in Maryland consume two-thirds of revenues. By FY 2014, the state is expected to spend more than \$1.8 billion in meeting core operating needs; for FY 2001 that cost was \$979

Figure 51: Total Funding for Operations and Available Capital Resources, FY 2001-2014



Source: Maryland Summary of Revenues, Expenditures, and Fund Balance, Updated December 2008. \$ x 1,000

Objective - Ensure a Predictable Public Investment Program

Public Opinion

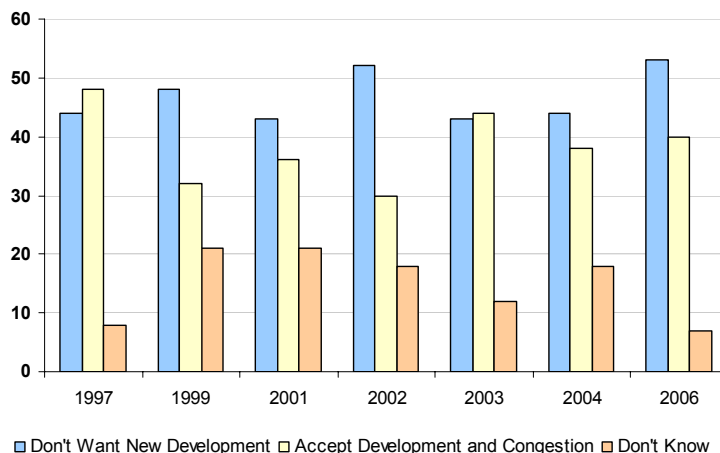
In order to provide predictable investments over time, we need to ensure new development patterns match the desires of the public. To do this we asked several land use questions in our 2006 survey.

2006 Public Opinion Survey (Regional):

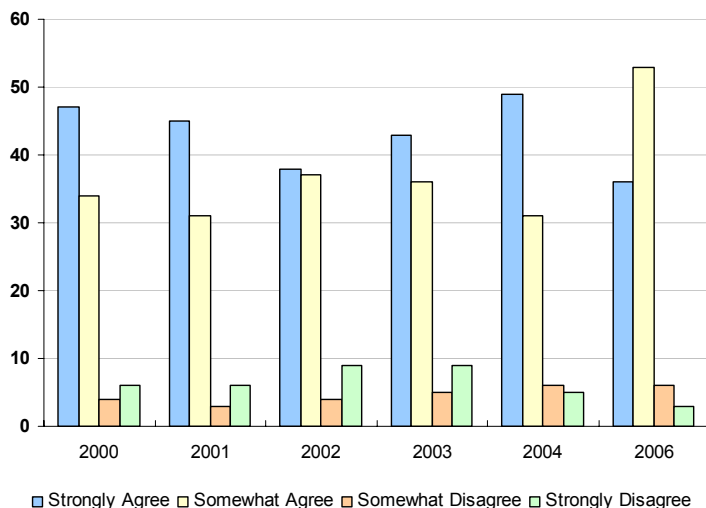
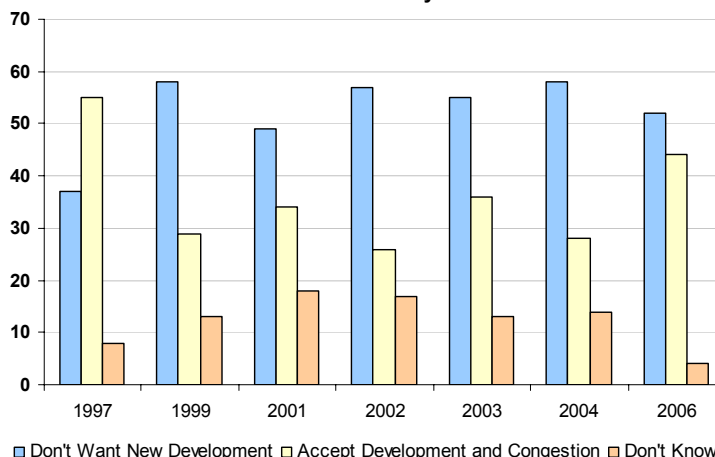
Some people say that they don't want any new development in their community because growth and congestion is out of control and has hurt the quality of life. Other people accept development and somewhat more congestion, because they feel the growth improves our economy. Which side do you agree with most?

Generally, over the past decade, a higher percentage of residents in New Castle County accepted the congestion entailed with development than residents in Cecil County. However, in 2006, the trend reversed. About 45% of Cecil County residents 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?

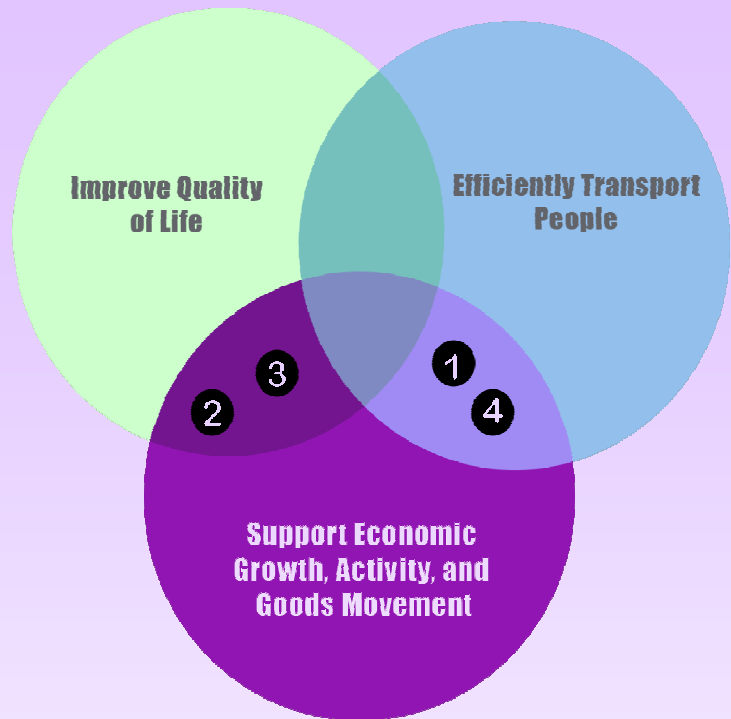
Public support throughout the years has been consistently strong for improving site design to better accommodate multi-modal methods of transportation.

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 fill 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. In addition, it should enhance the attractiveness of our communities by providing adequate transportation choices that will promote growth, development and tourism, along with establishing a sense of community pride.

Regional Indicators:

1. **Employment Access to Transit:** Steady since 1996.....page 55
2. **Job Diversity:** Greater increases in education, health and other servicespage 55
3. **Unemployment Rate:** High spike since 2007.....page 55
4. **Goods Movement:** Wilmington port tonnage on the decline.....page 56



Knowledge Gap:

- Need to establish better relationship between transportation and tourism; explore DNREC SCORP data
- Establish performance measures from our 2007 Regional Freight Study

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

Employment Access to Transit

Table 12 shows that the number of jobs within walking distance to bus stops in the region dipped between 2007 and 2009. Fifty-eight percent of jobs were within walking distance to a stop in 2009, the lowest level since 1996. Walking distance to stops in both counties was considered 1/4 mile.

Table 12: Employment within Walking Distance of a Transit Stop

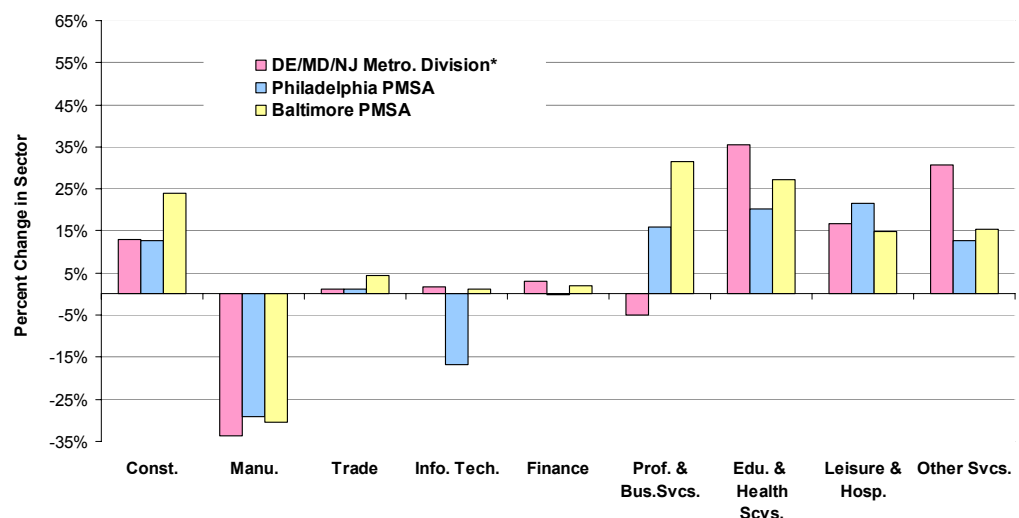
County	1996	2000	2004	2007	2009
New Castle	62%	64%	64%	63%	63%
Cecil	17%	17%	17%	28%	22%
Regional Total	58%	59%	60%	60%	58%

Source: WILMAPCO, DTC

Job Diversity

A sign of a healthy regional economy is a strong variety of industries. **Figure 52** compares the changes in employment, by sector, between the WILMAPCO region and the neighboring Philadelphia and Baltimore regions. Generally, we have seen greater increases in education, health and other services jobs than the other regions, while we lag in sectors such as leisure and hospitality and business services.

Figure 52: Changes in Employment by Sector 1998-2008



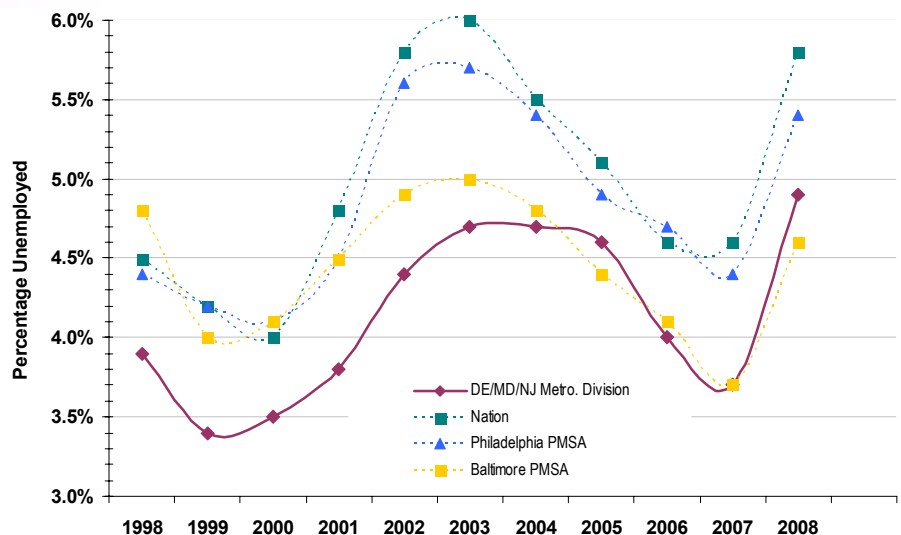
Source: Bureau of Labor Statistics

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

Unemployment Rate

Figure 53 illustrates trends in unemployment since 1998. Over the past decade the WILMAPCO region has generally enjoyed a lower unemployment rate than neighboring regions. A global recession in 2007-2008 resulted in a spike in joblessness in 2008.

Figure 53: Annual Unemployment Rate 1998-2008



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

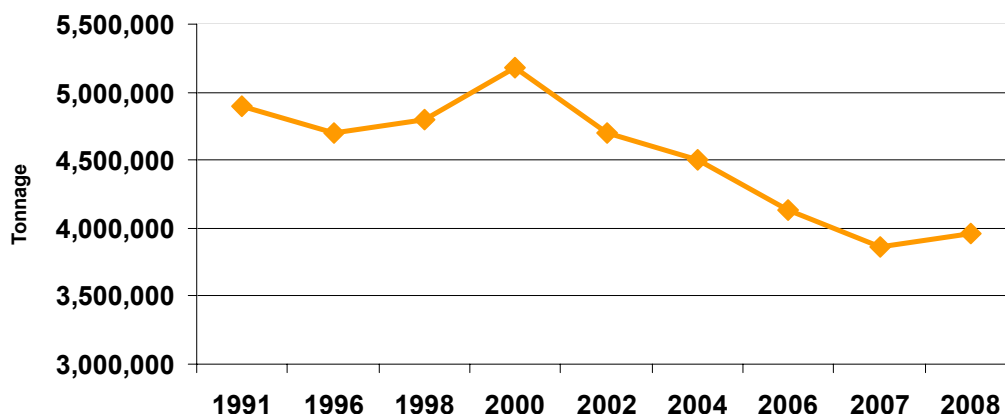
Objective – Plan and Invest to Promote the Attractiveness of the Region

Goods Movement

Our transportation system is not only designed to move people, but also commodities they desire. 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. A mix of products pass through the port, but it is known nationally for its specialty in fruit. About half (42%) of the total tonnage in 2008, for example, was comprised of bananas, other fruits and juices. **Figure 54** shows total tonnage the port receives annually. After several years of growth, port tonnage has declined since 2000.

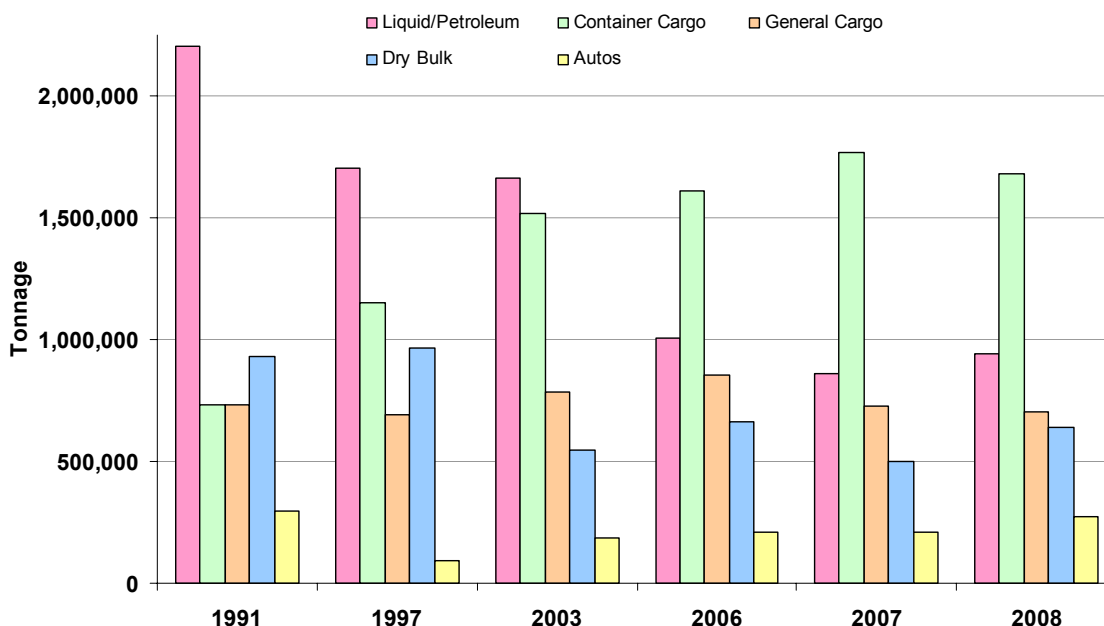
Figure 54: Port of Wilmington Annual Tonnage, 1991-2008



Source: Diamond State Port Corp.

Over the past decade, the port has seen its commodities shift from liquid/petroleum domination in 1991 to a more balanced mix, where containerized cargo greatly increased its share of the total tonnage. Automobiles, buoyed by the addition of an auto berth, rebounded to their highest levels since the early 1990s.

Figure 55: Port of Wilmington Cargo by Type, 1991-2008



Source: Diamond State Port Corp.

IV. – Conclusions and Future Challenges

This 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 bi-annually, it serves as a catalyst to initiate modifications to planning activities. These include improved data collection, regional studies and research analysis. In addition, modifications such as these allow for continuous course correction as needs are identified, rather than waiting for the four-year RTP cycle to be completed. Based on the findings from the 2009 Regional Progress Report, the following items represent some of the more pressing issues. Many were identified in our 2007 report.

Significant Trends

- Continued population growth outside our region's Core has spurred increased transportation investment in our Developing and Rural 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.
- The percentage of TIP funding set aside for multimodal projects has sunk steadily since 2003, while funding for highway only projects (lead by I-95 improvements and a new US 301 expressway) has risen. Additional funding for other modes, especially transit, would provide more sustainable alternatives, rather than increasing the length and capacity of our highways.
- Despite declines, the rate of automobile crashes per million miles traveled in New Castle County remains higher than the national average. We must work with our partner agencies to promote safer travel.
- Ride quality along New Castle County's state maintained roads has dipped 16 percentage points since 2002. We must continue to place a higher priority on preserving existing infrastructure.
- Residents in the Wilmington region drive more than the average American. Reducing car trips, along with associated mileage, will work best towards lowering ozone, fine particulate matter and greenhouse gas emissions. Vehicle miles traveled reductions would also encourage healthier transportation choices.
- Our low-income and minority neighborhoods are underserved by the transportation system. For example, while these areas experience double the non-motorized crash rate, TIP funding set aside for transportation improvements in low-income and minority areas has dropped each year since 2004. Working through our Environmental Justice initiative, we will continue to highlight strategies to identify and mitigate these inequities.
- New Castle County has made good progress completing its leg of the East Coast Greenway. We must coordinate with our partners in Cecil County, where little work had been completed.
- Delaware's costly Paratransit service continues to expand. Limiting this service to simply meet (and not exceed) federal requirements may free funding to enhance and expand the fixed-route network.
- Operations expenses are projected to consume a greater and greater share of transportation resources in the years to come. We must rethink the expansion of our network, or identify new revenue streams to meet future needs.

Many of these trends are the result of our current land development pattern. We must continue to encourage smarter land use patterns, such as greater density, that reduce our dependence on cars and promote safer, healthier, and more sustainable forms of transportation.

Review of Challenges

The chart below contains a revised list of challenges for WILMAPCO. Through the UPWP, RTP and other member agency efforts, a concerted effort is needed to address these challenges. This list will serve as a guide for future staff efforts.

Challenges
<ul style="list-style-type: none"> • Creating alternatives to the automobile: Efforts must continue to promote projects which 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 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. • 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. These communities should be supported. • 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, sea level rise and energy use: Automotive transportation releases a significant amount of greenhouse gas emissions into our atmosphere, which speeds up 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. • Addressing health concerns: Levels of obesity, asthma and other health issues are exacerbated by our current transportation system. Staff will continue exploring ways to help mitigate these concerns. • Comply with the new transportation bill: A new transportation bill is expected from the U.S. Congress this year. Meeting its likely more aggressive requirements will be a high priority for staff.

Appendix A

Complete Listing and Status of 2030 RTP Projects

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

Category	Estimated Cost (x \$1,000)	Total Funding in FY 2010 TIP	Projected In Service Date	2009 Project Status
Bicycle/Pedestrian				
SR 72, McCoy Road to SR71 Sidewalks	\$17,800	\$2,600	2016	Construction Not Funded in FY 2010-13 TIP
Transit				
Transit Facilities: Newark Transit Hub	\$2,674		2008	Project Completed
Rail: Newark Train Station	\$24,656	\$16,277	2016	Partially funded for construction in FY 2010-13 TIP
Transit Vehicle Replacement and Refurbishment - Fixed Route	\$35,967	\$9,008	2016	Funded in FY 2010-13 TIP
Transit Vehicle Replacement and Refurbishment - Paratransit	\$14,168	\$24,636	2016	Funded in FY 2010-13 TIP
Rail Improvements, Newark to Wilmington	\$27,433	\$43,081	2013	Funded for construction in FY 2010-13 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 2010-13 TIP
MD 213 - Frenchtown Road to US 40	\$15,000		2025	Project Not Funded in FY 2010-13 TIP
MD 272 - US 40 to Lums Rd.	\$12,900		2030	Project Not Funded in FY 2010-13 TIP
Churchmans Crossing Plan				
SR 4, Harmony Road Intersection Improvements	\$15,080		2020	Project Not Funded in FY 2010-13 TIP
City of New Castle				
SR 9, River Rd. Area, Dobbinsville	\$193		2020	Project Not Funded in FY 2010-13 TIP
City of New Castle Improvements (SR9/3rd)	\$2,000	\$150	2012	Funded for construction in FY 2010-13 TIP
City of New Castle Improvements (SR9/6th)	\$2,000	\$150	2012	Funded for construction in FY 2010-13 TIP
Washington Street, New Castle	\$5,125	\$285	2020	Construction Not Funded in FY 2010-13 TIP
Newark/Elkton Plan				
SR 4: Elkton Road to SR 896	\$4,840		2010	Project Not Funded in FY 2010-13 TIP
SR 2 - Elkton Rd, MD Line to Delaware Ave	\$67,350	\$26,371	2014	Partially funded for construction in FY 2010-13 TIP
Pomeroy Branch Pedestrian Corridor	\$2,981	\$5,465	2011	Funded for construction in FY 2010-13 TIP
Westown				
N437, Bunker Hill Rd, US 301 to Choptank Rd	\$21,227	\$3,425	2011	Funded for construction in FY 2010-13 TIP
US 301, Middleneck Rd to Peterson Rd	\$18,262	\$9,025	2012	Funded for construction in FY 2010-13 TIP
N447, St. Annes Church Rd, Levels Road to SR71	\$3,394	\$3,600	2012	Funded for construction in FY 2010-13 TIP
Wiggins Mill Road	\$2,100	\$2,320	2014	Funded for construction in FY 2010-13 TIP
Wilmington				
Wilmington Signal Improvements	\$3,000	\$150	2011	Funded in FY 2010-13 TIP
S. Market Street Rehabilitation	\$12,411	\$8,850	2012	Funded for construction in FY 2010-13 TIP
Wilmington Initiatives Plan				
Walnut Street, Martin Luther King Boulevard to 16th Street (Paving and Streetscape)	\$12,000		2020	Project Not Funded in FY 2010-13 TIP
I-95 MD Line to I-295 Program				
I-95/SR 896 Interchange Improvements	\$1,044		2009	Project Completed
I-95 Turnpike Toll Plaza	\$92,000	\$50,400	2013	Funded for construction in FY 2010-13 TIP
SR 1/I-95 Interchange	\$134,300	\$182,400	2016	Funded for construction in FY 2010-13 TIP
I-95 Widening from DE 1 to DE 141	\$52,000		2011	Funded for construction in FY 2010-13 TIP
US 202 / DE 141 Area				
Tyler McConnell Bridge, SR141, Montchanin Road to Alapocas Road	\$31,000		2020	Construction Not Funded in FY 2010-13 TIP
I-95 & US 202 Interchange	\$37,400	\$41,818	2016	Funded for construction in FY 2010-13 TIP
US 301				
US 13 and SR 896, Boyd's Corner Rd. and SR 896, Boyd's Corner Road	\$7,459		2020	Project Not Funded in FY 2010-13 TIP
US 301, Maryland State Line to SR 1	\$704,000	\$528,300	2016	Funded for construction in FY 2010-13 TIP
SR 896 at N 54 & N396 Intersection, Including Howell School Road to SR 71	\$10,800	\$3,872	2016	Partially funded for construction in FY 2010-13 TIP
Southern New Castle County Improvements	\$54,090	\$65,393	2016	Construction Not Funded for All Projects in FY 2010-13 TIP
US 40 Plan				
US 40, Eden Square Connector	\$4,120	\$127	2011	Funded for construction in FY 2010-13 TIP
Walther Road Sidewalks, US 40 to Old Baltimore Pike	\$3,047	\$19	2011	Funded for construction in FY 2010-13 TIP
US 40, Bear-Glasgow Bus Stop Improvements	\$550	\$132	2011	Funded for construction in FY 2010-13 TIP
US 40, Pulaski Highway/SR 72, Wrangle Hill Road (Includes Del Laws Road Intersection)	\$15,280		2020	Project Not Funded in FY 2010-13 TIP
SR 7, Newtown Road to SR 273	\$12,380	\$11,730	2013	Funded for construction in FY 2010-13 TIP
School Bell Road, US 40 to SR 7	\$9,617		2020	Project Not Funded in FY 2010-13 TIP
Road Expansion and Management				
I-295 Improvements, Weave Elimination from I-95 to US 13	\$7,100	\$1,800	2012	Funded for construction in FY 2010-13 TIP
I-295 Improvements, Third Lane from SR141 to SR 9	\$45,000		2020	Construction Not Funded in FY 2010-13 TIP
SR 141, SR 2, Kirkwood Hwy. to Faulkland Rd. (includes Br -160)	\$32,151	\$12,852	2013	Funded for construction in FY 2010-13 TIP
Other Intersection / Road Improvements				
Truck Weigh Stations along SR 1, North of Smyrna	\$4,600	\$3,900	2016	Funded for construction in FY 2010-13 TIP
SR 2, South Union St. from Railroad Bridge to Sycamore St.	\$4,400	\$700	2011	Construction Not Funded in FY 2010-13 TIP
Brackenville Road, SR 41, Lancaster Pike to Barley Mill Road	\$4,200		2020	Project Not Funded in FY 2010-13 TIP
Mill Creek Road and Stoney Batter Road Intersection	\$2,300	\$2,953	2013	Funded for construction in FY 2010-13 TIP
SR 72, Possum Park Road, Possum Hollow Road to Old Possum Park Road	\$4,000		2020	Project Not Funded in FY 2010-13 TIP
I-95, Carr Road and Marsh Road Interchange Improvements	\$31,000	\$2,584	2014	Funded for construction in FY 2010-13 TIP
I-295 Improvements, Westbound from I-95 to US 13	\$5,200	\$2,000	2015	Funded for construction in FY 2010-13 TIP
US 13, Philadelphia Pike, Claymont Transportation Plan Implementation	\$1,900		2020	Partially funded for construction in FY 2010-13 TIP
US 301 Truck Weigh Station and Inspection Facility	\$5,708	\$340	2011	Funded for construction in FY 2010-13 TIP
Grubb Road, SR261, Foulk Road to SR92, Naamans Road, Pedestrian Improvements	\$3,300	\$550	2020	Construction Not Funded in FY 2010-13 TIP

Appendix B

Draft Federal Transportation Requirements

With the recent expiration of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), this appendix highlights federal planning objectives that may be enacted in the months to come and compares them to our 2030 Regional Transportation Plan (RTP). The objectives are taken from the Federal Surface Transportation Policy and Planning Act of 2009, submitted to the U.S. Senate in May 2009.

Objectives of the Federal Surface Transportation Policy and Planning Act of 2009

Draft Federal Planning Objectives	
OBJECTIVES	HOW THE 2030 RTP IMPLEMENTS THE FACTORS
Efficient connectivity of people and goods	Primarily addressed by the Actions part of the Goal: Efficiently Transport People. Also part of Project Prioritization Process.
Safety and health of the public	Primarily addressed by the Actions part of the Goal: Improve Quality of Life. Also part of Project Prioritization Process and Transportation Investment Areas.
Security of nation and public	Not addressed specifically.
Environmental protection and enhancement, including reduction of carbon emissions	Primarily addressed by the Actions part of the Goal: Improve Quality of Life. Also part of Project Prioritization Process and Transportation Investment Areas.
Energy conservation and security, including reducing transportation-related energy use	Primarily addressed by the Actions part of the Goal: Improve Quality of Life. Also part of Project Prioritization Process and Transportation Investment Areas.
Freight movement, trade enhancement, job creation and economic development	Primarily addressed by the Actions part of the Goal: Support Economic Activity, Growth and Goods Movement.
Responsible land use and sustainable development	Primarily addressed through our Transportation Investment Areas.
Preservation and performance of system-critical transportation assets	Primarily addressed by the Actions part of the Goal: Efficiently Transport People
Reasonable system access for all users	Primarily addressed by the Actions part of the Goal: Improve Quality of Life.
Sustainable, balanced and adequate financing of the system	Primarily addressed in the "What Investments are Planned?" section.
Innovation in transportation services, infrastructure and technology	Primarily addressed by the Actions part of the Goal: Efficiently Transport People.

Goals of the Federal Surface Transportation Policy and Planning Act of 2009

Performance measurement is a key feature in the new legislation. Ten goals were identified in May 2009 to help meet the Act's objectives. These are summarized below. Following adoption of the Act, the Department of Transportation will be directed to establish baselines for these goals and the appropriate methods of data collection to measure their attainment.

1. Reduce national per capita motor vehicle miles traveled on an annual basis
2. Reduce national motor vehicle-related fatalities by 50 percent by 2030
3. Reduce national surface transportation-generated carbon dioxide levels by 40 percent by 2030
4. Reduce national surface transportation delays per capita on an annual basis
5. Increase the percentage of system-critical surface transportation assets, as defined by the Secretary, that are in a state of good repair by 20 percent by 2030
6. Increase the total usage of public transportation, intercity passenger rail services, and non-motorized transportation on an annual basis
7. Increase the proportion of national freight transportation provided by non-highway or multimodal services by 10 percent by 2020
8. Reduce passenger and freight transportation delays and congestion at international points of entry on an annual basis
9. Ensure adequate transportation of domestic energy supplies
10. Maintain or reduce the percentage of gross domestic product consumed by transportation costs

The Clean, Low-Emission, Affordable, New Transportation Efficiency Act of 2009

Introduced to the U.S. Senate a couple months prior to the legislation above was the Clean, Low-Emission, Affordable, New Transportation Efficiency Act (CLEAN-TEA). This bill specifically addresses the establishment of greenhouse gas reduction targets in metropolitan areas. If enacted, WILMAPCO would be charged with developing a greenhouse gas (GHG) reduction plan, along with a prioritized list of projects to support the plan within two years of the bill's passage. Such a plan should be integrated into the RTP. The list of supportive projects in the GHG reduction plan should not include those that add capacity for single-occupancy vehicle travel. Instead, projects should include:

- Transit
- Intercity passenger rail
- Non-motorized projects
- Freight rail capacity
- Travel or demand management
- Carpool, vanpool, or car-share
- Congestion pricing
- Telecommuting, flexible work schedules
- Intelligent transportation systems
- Smart growth
- Travel and land use data collection
- Improved models
- Local street connectivity
- Reduction of GHG emissions from materials/equipment used to construct transportation projects

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				
Goal: Support Economic Activity, Growth and Goods Movement				FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Objective #1: Ensure a Predictable Public Investment Program	Adequately invest in our designated Transportation Investment Areas	Coordinate with DOTs and land use agencies as they implement completed sub regional plans	Work with land use agencies to encourage future growth in areas with existing infrastructure to efficiently use our limited transportation resources	Use Regional Progress Report and annual TIP document to monitor % of available revenue spent on projects within Transportation Investment Areas (TIAs)	Annually			
				Include new and approved plans in the UPWP and provide public outreach and technical assistance to help facilitate their implementation	Annually			
				Review comp. plan updates of all counties/municipalities and incorporate recommendations into regional progress report	Bi-Annually			
				WILMAPCO Project Prioritization Process revisions. Update Annually with new data as it becomes available	Annually			
				Continue to provide educational materials to the public and regional decision makers about innovative funding and regional priorities	Annually			
				Research best practices	Annually			
				Work through PAC to provide outreach	Annually			
				Work towards better performance targets within the Regional Progress Reports	Bi-Annually			
				Complete CMP better performance	Annually			
				Participate in University of Delaware Study	FY 2008	FY 2009	FY 2010	FY 2011
Objective #2: Plan and Invest to Promote Attractiveness of the Region	Continue to evaluate intercounty rapid transit for New Castle County	Work with economic development, tourism and transportation agencies to establish a better relationship between transportation and tourism	Continue to work towards intercounty transit with Cecil County and filling the regional transit gap with passenger rail service from Perryville to Elkton	Assist with scenic byway planning, East Coast Greenway, Northern Delaware Heritage Coalition, and other initiatives	Annually	X		
				Completion of the "Fill in the Gap" Study and participate in discussions regarding BRAC	Annually			
				Promote the incorporation of TOD in southern New Castle County	Annually			
				Increase data collection activities	Annually			
				Completion of WILMAPCO Freight & Goods Movement Analysis	Annually	X		
				Completion of WILMAPCO Freight & Goods Movement Analysis	Annually			
				Continue coordination efforts with CarShare, RideShare DE and Transit Check outreach	Annually			
				Research best practices	FY 2008	FY 2009	FY 2010	FY 2011
				Collaborate with local and regional transit agencies	Annually			
				Develop "CMS Sub-Report" to analyze effectiveness of Congestion mitigation measures to gauge their impact on reducing Congestion	Annually			
Goal: Efficiency Transport People	Objective #1: Improve Transportation System Performance	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	Fund Projects that make better use of Intelligent Transportation Systems (ITS)	Use Regional Progress Report and annual TIP document to monitor % of available revenue spent on preservation & maintenance projects	Annually			
				Research best practices	X			
				Examine overall usage of park & ride facilities from annual usage information to determine a prioritized list of top performing locations	Annually			
				Use of Regional Progress Report and TIP to monitor % of available revenue spent within Center and Community Investment Areas	Annually			
				Use Regional Progress Report and annual TIP document to monitor % of available revenue spent on multi-modal projects	FY 2008	FY 2009	FY 2010	FY 2011
				Collaborate with local and regional agencies	Annually			
				Revise TIP Submission form to require details for not including pedestrian facilities if not specified in candidate project submission	When needed			
				Continue to promote "Walkable Communities"	Annually			
				Promote funding of improvements in high pedestrian priority areas, areas with pedestrian crashes, EJ/TJ areas and other identified areas	Annually			
				Continue efforts to incorporate other modes and their LOS into the Congestion Management Plan (CMP)	Annually			
Goal: Improve Quality of Life	Objective #1: Protect Public Health, Safety & Welfare	Ensure a safe Transportation System for all users	Assist Homeland Security agencies in developing and assessing the effectiveness of transportation security and evacuation plans	Identify and advocate for increased fixed-route service to poorly-served TJ areas	Annually			
				Identify and advocate for better non-motorized facilities within TJ areas	Annually			
				Use the Regional Progress Report to update and expand upon TJ analysis	Bi-Annually			
				Discuss and build upon findings from the 2006 Senior Transportation Survey	Annually			
				Update existing non-motorized facilities inventory using new aerial photos. Also, develop more responsive updating system using development plans supplied by land use agencies	Annually	X		
				HSIP participation, crash data analysis, etc.	FY 2008	FY 2009	FY 2010	FY 2011
				Continue participation in Transportation Management Teams (TMTs) sponsored by DeDOT	Annually			
				Assist schools in developing Safe Routes to School plans and programs	Annually			
				Coordinate with DOTs to promote the identification of priorities and implement existing traffic calming plans as such as the Newark Traffic Calming Plan. Work with other communities to develop traffic calming plans as needed	Annually			
				Improve outreach and coordination with public health officials to promote mobility friendly community design and active transportation options	Annually			
Objective #2: Preserve our Natural, Historic, and Cultural Resources	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	Unit projects within Rural Transportation Investment Area to preservation and safety	Incorporate objectives of county and municipal Comprehensive Plans into transportation plans	Continue to fulfill federal requirements through the coordination of the AQS	FY 2008	FY 2009	FY 2010	FY 2011
				Focus TIP funding in rural TIAs on safety and preservation projects only	Annually			
				Collect, review, and summarize county and municipal comprehensive plans	FY 2008	FY 2009	FY 2010	FY 2011
				Research best practices	Bi-Annually			
				See objective	Annually			
				Use Regional Progress Report to explore additional analytical methods; produced 2009 EJ Report	FY 2008	FY 2009	FY 2010	FY 2011
				See objective	Annually			
				Use Regional Progress Report to update and expand upon EJ analysis	Annually			
				Promote affordable transportation and monitor transportation expense in the Progress Report	Annually			
				Update and improve local plans	X			

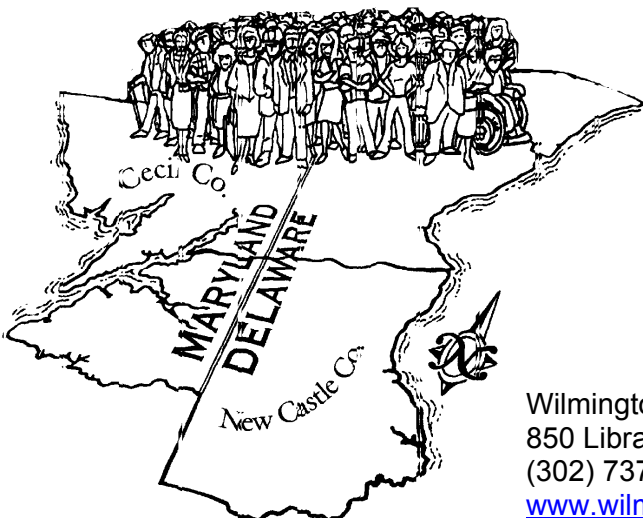
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Thank you for taking the time to read the WILMAPCO 2009 Regional Progress Report. If you have any questions or comments, please do not hesitate to contact WILMAPCO.



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