

Appendix G

Public Opinion Survey, Comments and Outreach

RTP 2030 Public Comments and Responses

Submitted by	Comment	Response
Public	Developer fees should cover transportation improvements	
Public	Public transit not convenient for suburb to suburb trips. Short trips take a long time because transit users must travel to Wilmington and transfer. Also, lack of Sunday service a concern	WILMAPCO is not an implementing agency, and so cannot increase transit service. However, WILMAPCO will convey these concerns to the Delaware Transit Corporation and work with DTC towards any warranted service improvements. Sunday transit service continues to be a primary need for this region.
Jeane White, Newark	Opposed to advertising on Bus shelters	WILMAPCO's RTP 2030 contains innovative recommendations to raise funding for transit services, including the use of advertising on buses, shelters or fare media. We will convey your concern over this issue to DTC for their consideration.
NCC Civic League	Comments included:	
	· Concern raised about lack of funding when toll revenue is so high	Toll revenue has increased in recent years, however transportation trust fund revenue as a whole, has not kept pace with inflation for completing transportation projects.
	· Plan needs more transit	Transit funding remains a high priority on the aspirations list in the RTP. The RTP recommends alternative funding mechanisms for transit and hope that these will be implemented.
	· Plan needs to focus on regional routes and highways	I-95 widening is in the constrained RTP, however many other regional expansion projects remain unfunded and on the aspirations list.
	· Light rail should be funded	No plans currently exist for light rail in the region, however improvements to commuter rail between Newark and Wilmington are funded; additional commuter rail is on the aspirations list.
	· Plan does not meet our needs and should be started over from scratch	The RTP was approved March 22, 2007. However, we are looking for ways to improve it in future updates which occur every four years.
	· Plan should include comparison of our region's congestion and comparisons in other areas	This analysis was not completed as part of the RTP, but may be completed as part of the WILMAPCO Data Report series. We do complete annual analysis of congestion through the CMS report.
	· All development should be stopped	WILMAPCO is a transportation planning and coordinating agency and has no approval authority over land development.
	· All transportation projects should be stopped	Transportation is vital to our safety, economy and quality of life. WILMAPCO believes that priority transportation projects which support regional goals should be encouraged.
Newark Council	Greater coordination with growth in Cecil County needed	Through the BRAC planning process, WILMAPCO will be working to identify transportation improvements needed as a result of growth in Maryland and associated residential growth in NCC. We will be working with the BRAC coordinator, New Castle County and municipalities to develop an Action Plan to prepare for the impact of BRAC
	Municipal street aid is not enough to meet City needs	We agree that municipal street aid funds have not kept pace with the rapidly increasing cost of maintaining the transportation system. As part of the "maintenance first" policy, the RTP recommends increasing aid for municipal street maintenance. While many local roads do not qualify for federal funding, increasing use of federal funds for arterials and collectors will free up state transportation dollars for local preservation.
Townsend Council	Would like to know how citizens go about nominating projects for study/construction	The public are always encouraged to submit their traffic concerns. If you have a suggestion for a roadway, transit, bicycle or pedestrian improvement, you can submit it on our website directly to WILMAPCO (see our homepage for details). We take these suggestions and submit them as ideas for study consideration. You can also attend one of our TAC or Council meetings and make a suggestion there.
Town of Elkton	Did not support the widening of I-95 from the DE Line to the Susquehanna River Project	The additional lanes and interchange improvements on I-95 in Cecil County will not be needed for about ten years. While there now is little or no weekday peak period congestion on this section of I-95, the facility currently experiences congestion and significant degradation of level service during holidays and on most summer weekends. It is projected that by 2015 congestion will be experienced during commuting periods if additional capacity is not added.

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	Would like to investigate the possibility of having a monorail along the I-95 stretch, through Cecil Co.	A monorail or any other type of fixed guideway transit service would not serve the origins and/or destinations of travelers using I-95. A license plate survey indicated that 65% of the vehicles crossing the Maryland/Delaware State line were not registered in Maryland or Delaware. Public transportation would not serve this interstate travel and would not preclude the need for additional highway capacity. A fixed guideway transit system would require an extensive feeder system and stations. Also Monorails while effective for downtown distribution, shuttle systems or amusement parks remain unproven in a public transportation environment.
Chesapeake City Planning Commission	Would like a stop sign installed at the intersection of 2nd Street and Bohemia Ave.	State Highway Administration's (SHA) District 2 Office has review the proposal for a stop sign at 2 nd Street and Bohemia Avenue and found it is not warranted. The Chesapeake City Planning Commission should contact District 2 Office if they wish to further discuss the issue. The District 2 Office can be reached at 410-778-3061 or toll-free at 800-637-9740.
	Would like technical assistance from WILMAPCO on traffic circulation study in the area of Route 213 and Route 285	The MD 213 corridor from US 40 in Elkton to MD 285 in Chesapeake City is planned to be dualized in the Highway Needs Inventory (HNI). The HNI is SHA's long range planning document developed in cooperation with the County. Inclusion of a project in the HNI is recognition of future need, but does not represent a funding commitment. There is no timeframe implied for implementing projects included in the HNI. The Chesapeake and Delaware (C&D) Canal Bridge itself is owned by the U.S. Army Corps of Engineers. No major improvements to MD 213 south of the C&D Canal Bridge are currently anticipated. The Town of Cecilton should contact State Highway Administration's District 2 Office concerning their interest in operational improvements on MD 213 within Cecilton. They can be reached at 410-778-3061 or toll-free at 800-637-9740.
	Would like to see the commuter rail gap between Perryville and Newark closed	The Maryland Transit Administration in conjunction with state and local elected officials is currently studying the feasibility of extending Maryland Rail Commuter Service (MARC) beyond its terminus in Perryville. The Track "A" Extension Feasibility Study completed by WILMAPCO and Cecil County in 2005 is the basis for discussions and analysis.
	Would like to investigate the possibility of direct bus service between Perryville and Newark	The Maryland Transit Administration has recently agreed to once again subsidize a portion of the operating costs of the Route 65 Bus (Newark to Elkton Service). It is hoped that service will continue. Although not a direct route riders can transfer in Elkton to "The BUS" and travel to Perryville or Peoples Plaza in Glasgow, Delaware. At this time there is not ridership potential to justify a direct route Between Newark and Perryville.
NCC Land Use Committee	One Councilperson felt that too much money was being spent on bike/ped improvements, when very few people use that mode	Only a small portion of funds go to projects addressing bike/pedestrian improvements exclusively. For example, of the funding in the FY2008-2011 TIP, only 1 percent goes to bike/pedestrian projects. Additional funds, however go to bike/pedestrian improvements as part of multimodal projects or use of community transportation funds or municipal street aid.
	Need to address the traffic relief issue in the Dobbinsville/SR 9 area with the understanding that the City of New Castle does not want their streets congested	The TIP includes funds to address floor mitigation on Route 9 near Dobbinsville. No additional projects in this area are planned.
	A number of projects have been in the "books" for many years. Would like to see immediate concerns, or quick-fixes, addressed while we wait for long-term improvements/solutions/funding for an area	With limited funding available, safety and preservation concerns will take much of the available money. The RTP also recommends the expanded use of Intelligent Transportation Systems (ITS) to improve traffic flow using technology.
	In light of the financial crisis we are faced with, there are a number of intersection improvements that could be implemented immediately. Is someone working on the planning to fix immediate needs of the community?	
	Need a multimodal transportation system in NCC.	The RTP promotes the expansion of travel choices and complete streets within our urbanized area

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Town of Rising Sun	Municipalities do not have money to maintain their road network	The Maryland Transportation Authority (MdTA) was established by State legislation in 1971 as the agency responsible for constructing and maintaining the state's toll facilities. There are now seven toll facilities in Maryland that have been constructed and are maintained through the sale of revenue bonds and tolls. The legislation that created the MdTA and the compact with the bond holders requires that all toll revenue collected on these facilities be used for debt service on the bonds and for maintenance of these facilities. Other funds are available for state and local road maintenance including highway user revenue funds.
	Would like to get adequate municipal street aid from the State	
	A \$5 toll is collected in Cecil County and yet locals do not see those dollars spent on their community roadways	
Wilmington Renaissance Corporation	Does not agree with Demographic Projections for City of Wilmington.	WILMAPCO's demographic projections are based on the statewide population projections developed by the Delaware Population Consortium. WILMAPCO's Demographics and Data Subcommittee meets each year to develop demographic projections for municipalities within the region. WILMAPCO will work with representatives from the municipalities and any data that they supply to develop defensible projections for the region.
	Feels that as Wilmington is a Center on the TIA Map, there should be more funded projects on the Constrained List.	With limited funding available, many community's top needs are on the aspirations list.
Wilmington Public Works & Transportation Committee	Does not agree with Demographic Projections for City of Wilmington.	WILMAPCO's demographic projections are based on the statewide population projections developed by the Delaware Population Consortium. WILMAPCO's Demographics and Data Subcommittee meets each year to develop demographic projections for municipalities within the region. WILMAPCO will work with representatives from the municipalities and any data that they supply to develop defensible projections for the region.
	Supports re-investment of resources into Centers and Core of TIA. Would like to see more transit investment in City; need to reduce peak-hour congestion on streets. Current level of transit service (trip frequency and service span) are insufficient, which results in under-utilized Park & Rides and half-empty buses.	WILMAPCO is not an implementing agency, and so cannot increase transit service levels. However, transit funding remains a high priority on the aspirations list in the RTP. The RTP recommends alternative funding mechanisms for transit and hope that these will be implemented.
Town of North East	Would like schedule and traffic management plan for the Delaware I-95 widening project	A flyer with this information was sent to all municipalities.
New Castle City Council and Planning Committees	Disappointed by the amount of proposed projects in the City; felt they did not get their fair share of the transportation funding	With limited funding available, many community's top needs are on the aspirations list. The RTP recommends using federal funds where possible to increase state money available for municipal street aid.
	The City has been promised that improvements will be forthcoming for a long time; projects are pushed back again and again	
	While improvements in other communities such as in Hockessin have been implemented those in the City have not been	
	Would recommend changing signal timing on SR 41/SR 273	
	City council members are unable to get traffic counts from DeIDOT	
	There were a number of meetings with DeIDOT regarding the SR 9 improvements and the community agreed on a concept plan for implementation. However, the City has not heard from DeIDOT in a while and has become frustrated by lack of progress.	With limited funds, work on Route 9 has been delayed.
	Members wondered why the majority of the projects in the area had 100% state funding. They would like to explore the possibility of FHWA funding with state matches for those projects.	The RTP recommends using federal funds for eligible projects.
Odessa Town Council	Council expressed inconsistency with the maintenance first policy of the Plan while new expansion projects were being funded elsewhere (such as Bayberry). Because of this, they wondered how much sway WILMAPCO really has on DeIDOT's process.	While WILMAPCO advocates a maintenance first policy we are a planning agency, we don't implement the suggestions we receive. We facilitate the dialogue among the implementing agencies and the public. We make sure the public's voices are heard.
	Specifically, Council was not pleased that the "U.S. 13, Odessa Transportation Plan" project still has no funding. They said the project had funding in the past, but that DeIDOT removed it for undisclosed reasons.	Since WILMAPCO is not the implementing agency it does not have direct control over the funding of projects. The project is listed in the aspirations list to be funded as additional funding becomes available.
	How much weight do WILMAPCO plans really have?	While WILMAPCO advocates a maintenance first policy we are a planning agency, we don't implement the suggestions we receive. We facilitate the dialogue among the implementing agencies and the public. We make sure the public's voices are heard. In terms of influence, all federally funded projects must be listed in the approved TIP.
	What happened to \$1,000,000 in funding for Rt. 13 improvements?	Since WILMAPCO is not the implementing agency it does not have direct control over the funding of projects. The project is listed in the aspirations list to be funded as additional funding becomes available.

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Perryville Town	The parking lot at the Perryville Train Station is overflowing. Limited parking space is causing a problem for the town police where they continuously enforcing parking in the Town's streets.	The parking issue at Perryville has been recognized and the Maryland Transit Administration is considering options.
	Members support closing the commuter rail gap between Perryville and Wilmington; however, they felt that addressing the immediate parking problem should be a priority in the short term.	
	The Town would like to get help from WILMAPCO and the State on the parking problem at the train station.	
	A bill has been introduced in the Maryland legislation that would make Maryland adopt similar air quality standards as California by 2011. The Town supports this legislation and encourages WILMAPCO to do the same as it implements the RTP goals and objectives.	The Clean Car Bill requiring that new cars sold in Maryland meet California Emissions Standards by 2011 was passed by the General Assembly and signed by the Governor.
	Members support moving the toll booth closer to the Delaware State line. They also support consolidating the tolls between Maryland and Delaware and sharing the revenue.	The prospect of relocating and/or combining the Maryland and Delaware Toll Plazas has been previously studied and rejected for a variety of reasons including toll evasion and diversion and issues relating to the division of revenue. The current location just north of the Susquehanna River is ideal because the river provides a natural barrier to toll evasion and the related impact on the local road system. However the MdTA is now reassessing the previous study and is considering several other options.
	Members were disappointed not to see construction funding for the long term improvements to the Hatem Bridge in the constrained RTP. As for the short term bridge improvements, members were unhappy to learn that these improvements have also been delayed.	In late 2007, MdTA will be re-decking the Hatem Bridge. The project is expected to last three years with little or no disruptions to the community.
7-40 Alliance	Member sees DART buses traveling along US 40 half full, or less than that. Can DART use smaller buses? What can be done to get more people onto the buses?	WILMAPCO is not an implementing agency, and so cannot implement operational changes within the transit system. However, WILMAPCO will convey these concerns to the Delaware Transit Corporation and work with DTC towards any warranted service improvements and increased public outreach.
	There are very few Park & Rides along the US 40 corridor.	There is an unfunded statewide project to add new park and ride spaces to express bus stops on WILMAPCO's Aspirations List. WILMAPCO is not an implementing agency, and so cannot increase transit service levels or the funding for such. However, WILMAPCO will convey these concerns to the Delaware Transit Corporation and work with DTC towards any warranted service improvements.
	Why isn't there a transit service between Delaware and Philadelphia International Airport? The SEPTA R2 takes you past the airport to Downtown, where you have to transfer to the R1 to get to the airport. Could there be a bus service put in place?	WILMAPCO is not an implementing agency, and so cannot alter current operations or increase transit service levels. However, WILMAPCO will convey these concerns to the Delaware Transit Corporation and work with DTC towards any warranted service improvements to fill this need.
	We need SEPTA service south of Wilmington on Saturdays and Sundays. Night service should also be in place.	There are unfunded projects on WILMAPCO's Aspirations List to both weekend rail service and additional weekday trains to Newark. WILMAPCO is not an implementing agency, and so cannot increase transit service levels or the funding for such. However, WILMAPCO will convey these concerns to the Delaware Transit Corporation and work with DTC towards any warranted service improvements.
	DeIDOT/DTC should explore a rail service to the Delaware Beaches from New Castle County.	WILMAPCO is not an implementing agency, and so cannot implement new transit service. However, WILMAPCO will convey these concerns to the Delaware Transit Corporation and work with DTC towards any warranted service improvements.
	There are no TIP projects for the western part of the US 40 corridor. This is the fastest growing part of the area, in Maryland and Delaware, and these projects need to be funded.	There are unfunded US-40 projects on WILMAPCO's Aspirations List. Since WILMAPCO is not the implementing agency it does not have direct control over the funding of projects. We facilitate the dialogue among the implementing agencies and the public. We make sure the public's voices are heard.
	Will WILMAPCO respond to everyone who submits a comment about the RTP or TIP?	WILMAPCO will publish all comments received on the RTP as an appendix to the document. The appendix will include a response to each comment. Comments regarding operations and implementation will also be conveyed to the appropriate agency.

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	How much weight do WILMAPCO plans really have? How does WILMAPCO convey the public's priorities to DeIDOT and the State Legislators, and what will make them listen?	WILMAPCO is a planning agency, and as such we don't implement the suggestions we receive. We facilitate the dialogue among the implementing agencies and the public. We make sure the public's voices are heard. In terms of influence, all federally funded projects must be listed in the approved TIP, so WILMAPCO is involved in the prioritization process.
League of Women Voters of New Castle County	The League of Women Voters of New Castle County supports creating and maintaining a balanced multimodal transportation system that meets the needs of increasing population. Having carefully studied the County's Comprehensive Plan Update the importance of the connection between land use and transportation is evident. The LWV of NCC supports the goals of the County's Update to encourage anticipated growth in areas where infrastructure is already in place and to concentrate growth in rural areas so as to maximize the preservation of farmland and open space. This scenario should help to reduce dependence on the automobile for mobility. However, for this goal to be realized transportation's financial resources cannot continue to be so heavily tilted toward making it ever more convenient or necessary to drive ones car rather than choose transit. It's not enough just to have a multi-modal system; we must build a transit system to be equal to the potential demand if we ever expect to improve on the congestion and air pollution situation.	A major theme of the RTP is striving toward a balanced multimodal transportation system. Thus the revised TIAs match those of the draft NCCO Comp Plan to focus infrastructure investment in transit served areas.
	WILMAPCO's Regional Transportation Plan (RTP) presents laudable goals for Efficient Transport of People. The rationale supporting the action steps is clearly set forth. Why, then do we continue to see in the TIP the huge imbalance of resources going to facilitate automobile travel? The League of Women Voters urges that the TIP stop nibbling at the problem and take the difficult steps to reallocate resources in order to do what is needed to make this county truly multi-modal.	WILMAPCO will continue to work to use our prioritization process to select projects based on the goals of the RTP.
Town of Elsmere	The council had a question about how the WILMAPCO council members are selected and the length of their term.	The WILMAPCO Council consists of six Delaware members and three Maryland members; four represent the state level while five are local representatives. The Council is made up of public agencies and Council members are appointed by these agencies.
	Council raised some concerns about the deterioration of local roads (2nd and Forest Ave) and their lack of funding to fix them	Since WILMAPCO is not the implementing agency it does not have direct control over the funding of projects. Non-regionally significant projects are the responsibility of towns and are not found in the WILMAPCO RTP.
	Council asked why the City of New Castle had three projects on the RTP Constrained list, while Elsmere only had one. They asked if the fact that New Castle's mayor serves on the WILMAPCO Council had any influence on the number of projects in New Castle.	The three projects found in New Castle came out of the 1999 Transportation Plan for the City and are not reflective of representation on WILMAPCO's council.
	Council wanted to know why the Tyler McConnell bridge funding keeps getting pushed back	Since WILMAPCO is not the implementing agency it does not have direct control over the funding of projects. This project has funding for the years 2012 and 2013 in the FY 08-11 TIP.
Comment from : Safety, Agriculture, Villages, and Environment, Inc. (S.A.V.E.)	Thank you for the opportunity to submit a few general comments regarding the TIP and the Long Range plan: 1.) Why not consider a roundabout as the superior improvement option at Route 7 & Valley Road?	At this time, no additional improvements are funded for Route 7 and Valley Road. Should a project be initiated there, we will suggest that DeIDOT look at all options including a roundabout.
	2.) Please place a much higher priority on implementing passenger rail service from Wilmington to Middletown to Dover instead of building a monstrous Route 301 "improvement" that will only serve to catalyze sprawl in southern New Castle County and Kent County and Maryland, worsen the intersection at I-95 / Christiana Mall (NO amount of "improvement will EVER be able to catch up to the congestion there), and foster a "car-oriented" development plan rather than a more pedestrian-oriented plan with the many, many attendant environmental and health benefits thereof (including air quality, obesity, watershed quality, farmland preservation potential, etc.)	Currently, neither the US 301 implementation or the Middletown rail project are funded. However, additional bus service between Middletown and Newark via People's Plaza is included in the FY 2008-2011 TIP.
	3.) Because the funding is not on the horizon for Route 301 "improvements," please consider bringing in a firm such as Glatting Jackson to take a fresh, blank slate look at the issues involved with 301. The proposed expansion of 301 is a conventional approach that might benefit from a firm that is applying new philosophies about transportation and land use planning across the country.	A comprehensive look at the transportation needs for Southern New Castle County will be examined as part of the Southern New Castle County master plan.

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	4.) In general, please institute a more comprehensive policy and outlook on the use of modern roundabouts – they are not simply “traffic calming devices” but actually generally superior intersection control devices that improve capacity, congestion, safety (both vehicular and pedestrian), air quality, fuel consumption, aesthetics, opportunities for economic development and access, and encourage pedestrian-oriented communities. Sound too good to be true? I would be more than happy to provide additional materials or presentations on the subject for any interested audiences should you so desire.	WILMAPCO supports the use of roundabouts as a traffic control device. One of our part "Our Town" forums brought in Michael Wallwork, an internationally known expert on roundabouts. We will continue to work with the DOTs through the project planning process to identify appropriate locations for roundabouts.
	5.) I applaud the implementation of policies that will focus transportation expenditures in designated, smaller, growth zones, and discourage development outside those zones by not providing the funding necessary for road improvements and capacity expansion.	Thanks for the support. We look forward to working with groups like SAVE as these policies are implemented.
CCOBH	Keep up the great work! Implement additional projects in the Brandywine 100 Sidewalk Plan	Several Brandywine 100 sidewalk projects are in the FY 2008-2011 TIP or have received Transportation Enhancement funding in FY 2006 or 2007.
Town of Bellefonte	A study is necessary to document need for construction and improvement of pedestrian facilities in the town, as suggested in the town's draft comprehensive plan. Such a study can establish an areawide pedestrian infrastructure project for eventual inclusion on the RTP or TIP.	WILMAPCO agrees that such a study is warranted in Bellefonte. We would be happy to coordinate and assist in the production of this study in the future, with the intention of an areawide pedestrian improvement project in a future RTP.
	Improvements to the Harvey Road / I-95 interchange are needed	We will look into this issue and determine if this project will be included in a future aspiration list.
	Bellefonte's Planning Commission believes Bellefonte will not increase in population by 2030, as suggested by State projections	These projections are determined by the Delaware Population Consortium and not WILMAPCO.
Town of Newport	Does most of the funding for transportation come from the gas tax?	Transportation funding comes from the Transportation Trust Fund (TTF), Federal funding and bond proceeds. Roads eligible to receive federal funding (about 30% of Delaware roads) typically are completed using 80 percent federal funds and 20 percent funds from the TTF and bonds. The TTF is comprised of about 32% motor fuel tax revenue, 32% toll revenue, 31% DMV fees, and 5% other funding.
	Does WILMAPCO push more for roadway expansion and maintenance or public transportation?	The WILMAPCO RTP includes a "maintenance first" policy that applies to all modes of transportation. This promotes the preservation of existing infrastructure prior to expansion of facilities. When additional funds are available to expansion, WILMAPCO's prioritization process uses quantitative measures to assess projects with the greatest need.
	What does the third rail track expansion, from Newark to Wilmington entail? Will there be additional stops, ROW concerns?	Track Improvements between Newark and Wilmington will add a third high speed track along a 1.5 mile segment which will increase track capacity and allow operation of ten additional SEPTA commuter trains between Wilmington and Newark. This new track will be constructed on the roadbed of a Northeast Corridor track that was removed during the 1970s. Along with the new track several new high speed crossovers and their associated signals and communications, will be added. Currently, the two track constraint causes Septa trains to wait until Amtrak trains pass through the area. No new stations are planned, but additional parking at the Churchmans Crossing and relocated Newark Station are in the financially constrained RTP.
	How would the SR 141 (Burnside Blvd. to I-95) project impact Newport?	The paving project from Jay Drive to Newport will alleviate the deterioration of concrete associated with the alkaline silica reactivity (ASR) problem in the concrete pavement and investigate the need for additional capacity through the corridor. The corridor will also be evaluated for safety and operational deficiencies. WILMAPCO will recommend that DeIDOT coordinate with Newport regarding this project.
	How does WILMAPCO interact with DeIDOT?	The Secretary of DeIDOT is one of our nine Council members, currently represented by the Director of Planning for DeIDOT. Council also includes the head of DTC, the transit division of DeIDOT. Staff from WILMAPCO and DeIDOT interact on a variety of plans and committees including the Technical Advisory Committee.
	The railroad overpasses in Newport are in poor condition. Is that DeIDOT's responsibility?	Typically railroad overpasses are the responsibility of the railroad, however maintenance is usually done in coordination with DeIDOT.

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	Municipalities do not have sufficient money to maintain their road network	We agree that municipal street aid funds have not kept pace with the rapidly increasing cost of maintaining the transportation system. As part of the "maintenance first" policy, the RTP recommends increasing aid for municipal street maintenance. While many local roads do not qualify for federal funding, increasing use of federal funds for arterials and collectors will free up state transportation dollars for local preservation.
	Does WILMAPCO have anything to do with increased DeIDOT spending on redeveloping Wilmington's Riverfront?	WILMAPCO is a partner in the "Wilmington Initiatives" program, which coordinates transportation planning and projects in the City. Funds for the Riverfront have been included in the TIP and RTP to support economic development initiatives.
Claymont Renaissance Development Corporation	We must consider the environmental costs of non-impervious surfaces to local sewer systems and local municipalities. Has DeIDOT considered the funding needed to meet Federal regulations on future projects, and the costs to retrofit old roadways?	WILMAPCO will work with DeIDOT, DNREC and New Castle County to consider these impacts.
	The lack of transit projects is depressing, more public transit is needed	WILMAPCO is not an implementing agency, and so cannot implement operational changes within the transit system. However, WILMAPCO will convey these concerns to the Delaware Transit Corporation and work with DTC towards any warranted service improvements and increased public outreach.
	Why do we need new development in order to get transit when the demand already exists?	The RTP 2030 cites national "Best Practices" that demonstrate how increased residential density can also increase transit ridership and raise cost efficiency.
	Why are there no buses from Aberdeen to New Castle where there is no rail? Its silly not to run rail service where it is needed and the infrastructure is already in place.	At this time, limited transit connections exist between Aberdeen (Harford County, MD), Elkton (Cecil County) and New Castle County, via DART's Route 65 and Cecil County Transit Routes serving Perryville and Peoples Plaza. WILMAPCO is part of a coordinated regional effort to provide more efficient bus connections and to extend rail service between Perryville and Newark.
	People have a racial bias against taking the bus in New Castle. We should explore ways to improve bus ridership by erasing this bias.	This is an important issue within the WILMAPCO region. We will continue to work with DTC to create a transit system that is efficient and attractive to all potential users. WILMAPCO will continue to coordinate with DTC's Marketing Department to develop programs to attract new riders.
	Why is there no carpool or bus to the beach? Bus leaves from Rodney Square on Sundays but there is no service to get to Rodney Square.	WILMAPCO is not an implementing agency, and so cannot implement operational changes within the transit system. However, WILMAPCO will convey these concerns to the Delaware Transit Corporation and work with DTC towards any warranted service improvements and increased public outreach.
	People would be encouraged to use transit if employers did not provide free parking	WILMAPCO continues to work with DTC, the TMA of DE and Rideshare Delaware to encourage employers to offer incentives to employees who ride transit.
	Is unhappy with the fact that in order to get to the airport you have to go to center city and then come back south	WILMAPCO is not an implementing agency, and so cannot alter current operations or increase transit service levels. However, WILMAPCO will convey these concerns to the Delaware Transit Corporation and work with DTC towards any warranted service improvements to fill this need.
	More livable communities should be built with mixed uses and efficient, accessible transit.	WILMAPCO's RTP 2030 contains updated Transportation Investment Areas (TIAs) that reflect the need for more compact, mixed-use communities in our region. The RTP cites national "Best Practices" that demonstrate how increased residential density can also increase transit ridership and raise cost efficiency.
Claymont Community Coalition	Requested more dependable transit	WILMAPCO is not an implementing agency, and so cannot implement operational changes within the transit system. However, WILMAPCO will convey these concerns to the Delaware Transit Corporation and work with DTC towards any warranted service improvements and increased public outreach.
	Gas Tax increase will not be popular with Legislators in Dover. The DMV fee increases could happen.	WILMAPCO's RTP 2030 considers national "Best Practices" to increase funding for transportation. WILMAPCO is not an implementing agency and cannot create new funding sources, but we work closely with DeIDOT to consider new ideas for sustainable funding.

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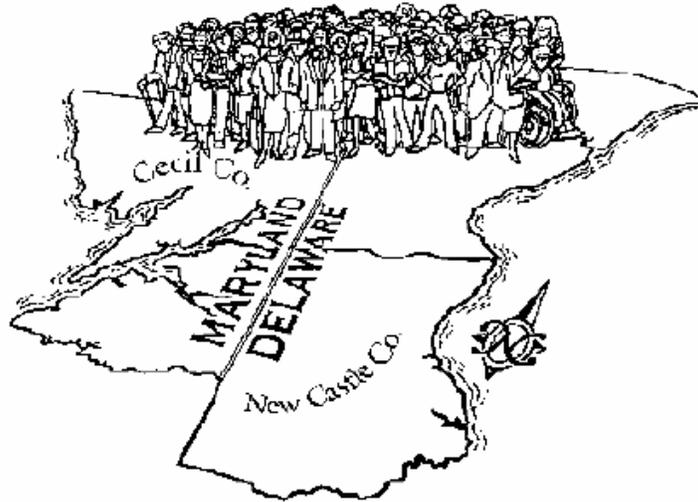
	The Philadelphia Pike Project cannot go forward with out a redesign to accommodate the wishes of the Claymont Community.	WILMAPCO is committed to work with the Claymont Community and DelDOT to create a project that will fulfill the community's vision while safely accommodating the existing and future pedestrian and automobile traffic volumes.
Cecilton Town	The Town is concerned that it has not been part of the BRAC discussions with State and/or County officials. They request that WILMAPCO facilitate the coordination effort related to BRAC and bring them to the table.	Discussions with local governments concerning BRAC impacts have been primarily limited to those areas adjacent to the impacted bases. Some meetings with Cecil County have been held. BRAC will likely be a major discussion topic at the Consolidated Transportation Plan pre-tour and tour meetings in the Fall. All local jurisdictions will be invited to these meetings.
	The Town has issues with the Route 301 project in Delaware--specifically toll evasion.	Cecil and Kent County officials are concerned that the US 301/MD 299 Truck Weigh Inspection Station (TWIS) may cause truck traffic diversion onto MD 213 and local roads. Delaware DOT also intends to construct a TWIS to be located on northbound US 301 and intends to fund the dualization of US 301 by collecting tolls. This has aggravated local concerns. A US 301 Toll Diversion Working Group was formed to review information, provide input, suggest ideas, and recommend ways to reduce the diversion of traffic to MD 213 and other State and local roads that may result from the TWISs and a tolled US 301 in Delaware. SHA's TWIS facility was advertised 10/26/04 and completed Fall 2006. We implemented recommended mitigation measures concurrently with the opening of Maryland's TWIS and will monitor the effectiveness of those measures and adjust accordingly. These recommendations included: a traffic monitoring program, additional truck restrictions where appropriate, measures to control speeds on MD 282, a pending virtual weigh station, enhanced truck enforcement, and improved inter-jurisdictional communication.
		The Working Group had comparable recommendations for DelDOT's US 301 study to reduce traffic impacts to Maryland. DelDOT's US 301 upgrade is anticipated to be implemented between 2015 and 2020. The combined location/design public hearing was held in January 2007.
	The Town has serious concerns that roadway projects in the aspiration list were developed with no input from them. They would like to submit projects to be included in the RTP aspiration list before WILMAPCO Council adopts the RTP on March 22.	The projects suggested by the Town have been included in the RTP's Aspiration List.
	Below are items the Town would like to add to the Aspiration list:	
	<i>Expansion of SR 213</i>	
	<i>Improve traffic flow</i>	
	<i>Modifications to expand turn lanes (Example: Rt. 213 and Rt. 282 intersection in Cecilton) or a bypass should be considered</i>	
	<i>Consideration of expanding the entire length of SR 213 along with possibly constructing a new overpass at Chesapeake City due to the condition of the existing bridge.</i>	
Delaware City	The Town was pleased to see funding in the TIP for bus service by 2012-2013. However, they feel the service should be provided much sooner.	Originally, this project was slated to be in service by 2025. WILMAPCO will continue to advocate that the project is completed as soon as possible and that it remain on the TIP until implementation.
	A member of Council felt that the Town should receive tax dollars it sends to support DART service back, since service is currently not provided.	WILMAPCO does not allocate funding to municipalities. DART, while not currently providing fixed-route service to Delaware City, does provide Paratransit services.
	How much federal funding do projects receive?	Federal funding varies, project to project. Some projects have no federal funding. When they are federally funded, typically projects receive 80% federal funds. Certain transit projects have a 50% federal match.
Town of Middletown	Is it possible to widen the existing 2-lane portion of US 301 to 4 lanes until the by-pass is constructed	The widening of this section would be too costly. This was suggested in the US 301 study (Yellow Alternative), however too many properties and sensitive land areas would be impacted.
	There 2 weigh stations being built on US 301 slated for construction, one in Delaware and one in Maryland. Why are they not being built in one location? Isn't this a waste of money?	Due to US 301 being a 4 lane divided highway at the state line, the weigh station must be located on both sides of the roadway. Both states are working together on the project with Maryland weighing southbound trucks and Delaware weighing northbound vehicles. The cost has been split between both states to share the cost burden.

RTP 2030 Public Comments and Responses

<p>Wilmington Parking Summit</p>	<p>There should be better coordination between NCC and DE for selection of projects</p>	<p>New Castle County and the State of Delaware have staff representation on both WILMAPCO's Technical Advisory Committee (TAC) and on the WILMAPCO Council. In the Project Prioritization process, the TAC reviews and comments on each project's Technical Score and the Council has the final determination on the Project Ranking. The final project ranking is reflected in the WILMAPCO TIP and is recommended to DeIDOT.</p>
	<p>How does DeIDOT track the developer-funded projects? Does this private funding add incentive and raise the priority of a project?</p>	<p>Developer funding contributions are considered as a criterion in the WILMAPCO Project Prioritization process. Currently, DeIDOT has responsibility to track any private funding of transportation projects.</p>
<p>TMA Delaware</p>	<p>WILMAPCO should be working with Chester County to plan for regional projects.</p>	<p>WILMAPCO is a member of the Planning at the Edge roundtable, which is an ongoing cooperative effort for MPOs and municipal governments from Delaware, Maryland, Pennsylvania and New Jersey. Chester County is represented on this council by both the Chester County Planning Commission and the Delaware Valley Regional Planning Commission.</p>
	<p>DART service is not improving. More money should be spent to provide transit service.</p>	<p>WILMAPCO is not an implementing agency, and so cannot implement operational changes or resource allocation for the transit system. However, WILMAPCO will convey these concerns to the Delaware Transit Corporation and work with DTC towards any warranted service improvements and increased public outreach.</p>
<p>Bear-Glasgow Council of Civic Assoc.</p>	<p>What rail service is planned between Newark and Wilmington? What rail service is planned elsewhere New Castle County?</p>	<p>Between Newark and Wilmington, the financially constrained RTP and TIP contains track improvements south of Wilmington, the relocation of the Newark Station, and the purchase of four new commuter rail cars. Other station improvements include a parking garage/office building at Fairplay Station/Churchmans Crossing and ADA improvements and passenger amenities in Wilmington. These improvements will allow for increased service and align the Newark station for future downstate rail and Maryland connections. Downstate Rail and Maryland Rail extensions, however, are currently unfunded and on the RTP aspirations list to be considered if additional funding becomes available.</p>
	<p>How will BRAC impact the Bear-Glasgow area?</p>	<p>More than 10,000 civilian Defense Department and contractor jobs are slated for Aberdeen Proving Ground, (not including indirect or tertiary jobs) by 2011 resulting in the need for 14,000 additional households. A survey of relocating employees found that 11 percent plan to live in Delaware. This should have some impact on real estate demand in the Bear-Glasgow area. In terms of traffic, this will represent a new commute pattern with a greater number of workers traveling south along the I-95 corridor.</p>
	<p>How did the transportation funding problem get so bad?</p>	<p>Over the past few years, the region has seen an increased demand for transportation services, inflated costs for construction, and aging infrastructure demanding preservation for which revenues growth has been inadequate to fund. In Delaware for instance, the Transportation Trust Fund (TTF) grew 31 percent between 1995 and 2005; during this same time, transportation operating costs were moved from being funded through the general fund to through the TTF. In addition, capital and operating costs increased significantly due to the expense of raw materials, fuel and real estate. It is expected that without restructuring transportation funding and identifying new revenue, we will not be able to fund projects beyond basic preservation and operations.</p>
<p>Delaware State Chamber of Commerce</p>	<p>I-95 Toll plaza has significant interregional impact and should be number 1 priority.</p>	<p>I-95 Toll Plaza is a high WILMAPCO priority. Funding is currently in the outyears of the FY 2008-2011 TIP for construction. Because of the higher volume of users at the SR 1/I-95 interchange and I-95 north of SR 1, DeIDOT has elected to complete these project phases first through the TIP.</p>

WILMAPCO

2006 Public Opinion Survey Results Summary



*Survey completed by Public National Research Center Inc.
Report created by WILMAPCO July 2006*

www.wilmapco.org

January 12, 2007

WILMAPCO

March 22, 2007

About the Survey

PURPOSE

The Wilmington Area Planning Council (WILMAPCO) conducts a Public Opinion Survey annually, to understand how residents of New Castle County, Delaware and Cecil County, Maryland feel about local transportation and land use issues and the policies and strategies contained in 2030 Regional Transportation Plan. This is the eighth annual survey we have conducted. Specifically, the survey identified community:

- Perceptions about transportation and transportation planning
- Use of public transit, bicycle and pedestrian modes
- Preferences for growth and development

PROCESS

The survey was conducted through telephone interviews using randomly selected telephone numbers. Surveyors interviewed 400 New Castle County residents and 200 Cecil County residents, ages 18 years and older. Aspen Media and Market Research, a survey call center, conducted the interviews between May 24th and July 2nd. Each survey took approximately 15 minutes. Interview responses were imported into a dataset for analysis by National Research Center, Inc. The sample selection has a 95 percent confidence level and a sampling error of +/- 5 %. Surveyors had a response rate of approximately 21 percent.

RESULTS

The results summarize responses about satisfaction with the system, travel modes, perception of congestion, transportation and land use strategies, and demographics of those surveyed. The results are provided with comparisons of previous years, when applicable.

This is a summary providing highlights of the survey. If you would like more details on the complete report, please contact:

*Randi Novakoff, Transportation Planner
(302) 737-6205 x11
rnovakoff@wilmaco.org*

Transportation is a critical concern

Transportation

The majority of residents surveyed in New Castle County (33%) consider transportation to be the most critical issue they face in the next five to ten years. This is followed by concern about growth/development (21%) and the economy (8%). However, in Cecil County 32 percent of residents consider growth/development to be the most critical issue followed by transportation (20%). Residents were also given the option of handwriting a response and overwhelmingly gas prices were cited as the most critical issue faced in the next five to ten years.

Looking ahead, what do you think will be the most critical issue facing the region in the next 5 to 10 years?	Cecil County	New Castle County	Overall
The economy	3%	8%	8%
Growth/development	32%	21%	23%
Transportation	20%	33%	31%
Environment	3%	2%	2%
Open space and farmland	0%	1%	1%
Public education	2%	4%	4%
Crime	1%	2%	2%
Affordable housing	2%	3%	2%
Other	40%	33%	34%
Don't know/Refused	7%	10%	10%
There are no critical issues	0%	1%	0%

Resident Satisfaction with Transportation

Residents gave mixed responses as to their satisfaction with transportation in the WILMAPCO region. While the majority (67%) feel that transportations does meet their needs “very well” or “somewhat well”, the majority (58%) also feel that there are “very few options” from which to chose. Resident satisfaction has also continued to decrease from previous years. 80 percent of residents stated their transportation needs were met “well” or “very well” in 2001 while in 2002, 75 percent stated so and in 2004, 76 percent felt their needs were met.

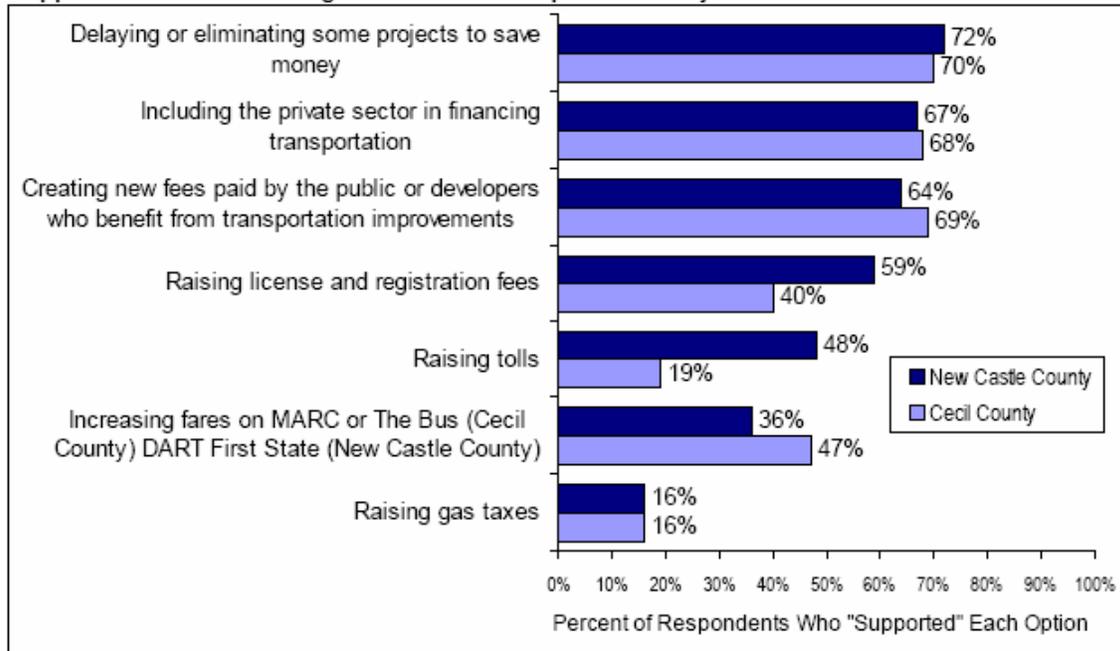
When asked what types of transportation residents would like to have more available to them 43 percent stated that they wanted more bus service and 31 percent more train service.

Transportation Planning

The vast majority of residents (79%) feel that there is “not enough planning” with regard to transportation and new development. When offered with three statements about the transportation system in their county, over half (60%) felt that the system “needs some major changes and investments.”

Residents were asked to rate several means of funding transportation projects. The majority (72%) responded that they support delaying or eliminating some projects in order to save money, followed closely by (64%) support for creating new fees to be paid by the public developers who benefit from transportation improvements. 59 percent of residents supported raising license and registration fees in New Castle County and 48 percent supported raising tolls, while in Cecil County only 40 percent supported raising license and registration fees and 19 percent supported a toll increase. Support was the lowest (16%) in both New Castle County and Cecil County for raising gas taxes.

Support for Various Funding Methods for Transportation Projects



Congestion

Through the years, congestion has been an increasing area of concern to residents in the WILMAPCO region. New Castle County and Cecil County residents responded that they find themselves in traffic congestion while going to work “sometimes” or “most of the time” 56 percent in 2003, 59 percent in 2004, and 61 percent in 2006. Nearly half (45%) of respondents living in New Castle County said they find themselves in traffic congestion “most of the time” when they travel to work, while 29 percent of Cecil County respondents reported they find themselves in congestion while traveling to work. Overall, 81 percent of residents consider congestion a “very serious” or “somewhat serious” issue.

Defining Congestion

In 2001 a series of questions was added to the survey to determine how people measure congestion. The survey found that increased travel time is the number one measure of congestion, followed by decreased speed, number of cars, and time at intersections.

Residents were read a list of ideas regarding how to improve the transportation system and reduce congestion. The number one response overall (59%) was “designing communities that make it easier for people to walk and bike to stores, schools and other public facilities, and other neighborhoods”. 57 percent of both Cecil County and New Castle County residents felt that improving timing of traffic signals was also a very effective solution. Cecil County residents (53%) and New Castle County residents (34%) both agreed that building new highways would be the least effective method of improving transportation.

Now I am going to read you a list of some things that might be done to improve the transportation system and reduce congestion in your area. For each, please tell me how effective you think it would be.	Overall			
	Very effective	Somewhat effective	Not at all effective	Total
How about improving and expanding bus services?	37%	49%	14%	100%
Expanding passenger railroad services?	36%	41%	24%	100%
Providing special lanes for carpooling and transit?	27%	45%	28%	100%
Coordinating and better timing of traffic signals?	57%	32%	11%	100%
Widening existing highways?	43%	37%	21%	100%
Building major new highways?	24%	39%	37%	100%
Building more sidewalks to connect neighborhoods and commercial areas?	40%	37%	23%	100%
Providing more information to make it easier to take transit or carpool?	46%	41%	13%	100%
Developing more park-and-ride lots?	34%	52%	14%	100%
Providing more information on traffic incidents, construction, accidents and delays?	48%	36%	16%	100%
Expanding bicycle networks - bike trails, lanes and routes?	29%	44%	27%	100%
Designing communities that make it easier for people to walk and bike to stores, schools and other public facilities and other neighborhoods?	59%	29%	12%	100%
Reducing the amount of new development?	52%	33%	15%	100%
Improving freight railroads so more products can travel by rail?	48%	38%	14%	100%

Use of public, bicycle and pedestrian transit modes

Public Transit

Residents were asked to choose the most common form of public transit used in the last year. 48 percent of New Castle County and 73 percent of Cecil County reported that they had not used any. 24 percent of residents overall (5% in Cecil and 27% in New Castle) reported that they use AMTRAK and DART busses while SEPTA trains were reported as having been used by 20 percent of New Castle County residents and 5 percent of Cecil County residents.

Residents were then asked what their destinations were when public transit was used. 40 percent of New Castle County reported travel to work and 23 percent recreational/entertainment purposes. Cecil County reported 33 percent of residents use public transit for recreation/entertainment purposes and only 19 percent of Cecil County residents use it to travel to work.

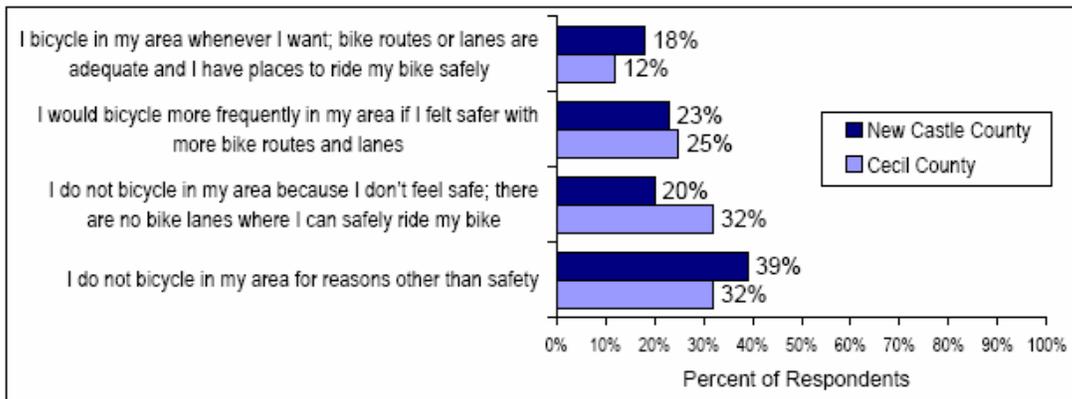
Bicycle and Pedestrian Transit

51 percent of New Castle County residents reported that they walk whenever they want because sidewalks and crosswalks are adequate and they have places to safely do so, while only 28 percent of Cecil County residents reported this finding. The number of residents reporting adequate or safe bike lanes was greater in Cecil County (32%) than New Castle County (20%).

Use of Pedestrian Facilities



Use of Bicycle Facilities



Preferences for Growth and Development

New Development

Overall, resident support for new development was split with 57 percent not wanting any and 43 percent accepting new development because it improves the economy. However, both agree (77% overall) that placement of new development should be in existing towns and in designated growth areas rather than where developers and landowners decide (23%). When asked preference of living environment 55 percent of New Castle County residents preferred suburban and 27 percent preferred rural, while 66 percent of Cecil County residents prefer rural and 25 percent preferred suburban.

There was agreement (46% in New Castle and 55% in Cecil) on “supporting farmland or open space preservation through tax incentives or subsidies to help direct development to other areas.” The least support was shown from both New Castle County (25%) and Cecil County (28%) in the statement “mixing appropriate business with new residential development should be encouraged.”

Air Quality

42 percent of Cecil County residents rated their air quality as being good while only 24 percent of New Castle County rated their air quality as good. Overall, only 6 percent of residents rated the air quality as very good and the majority (35%) rated the air quality as fair.

65 percent of residents in New Castle County and Cecil County stated that they would carpool or vanpool in order to improve air quality. 62 percent said they would take transit and 57 percent said they would walk or ride a bike.

Who we surveyed

DEMOGRAPHICS

This survey group consisted of 48 percent male and 52 percent female participants. The majority of whom are white (75% in New Castle and 95% in Cecil). 57 percent reported having some college or a bachelors degree in Cecil County and in New Castle County 59 percent have some college or a bachelors degree. Overall, the majority of residents (24%) were age 25-34, followed closely by 45 to 54 age bracket (23%). The residents mostly live in two person households (33%) and own two cars (48%). The majority has also lived in the area for 21+ years or all of their lives (54%).

Familiarity with WILMAPCO

FAMILIARLY WITH WILMAPCO

Finally, we asked residents how familiar they were with WILMAPCO. 32 percent were familiar with WILMAPCO, similar to the 2004 response of 33 percent. When asked if interested in receiving more information from WILMAPCO, such as our newsletter or public meeting announcements, interest has been declining for the past few years. 30 percent indicated they would be interested in both this year, compared to 35 percent in 2004, and 37 percent in 2003.

Conclusion

The residents of New Castle County and Cecil County are concerned about transportation and related issues. Over the last few years larger and larger percentages of residents consider congestion to be the one of the most important transportation issues. It's not surprising that as congestion has increased resident satisfaction with the transportation system has decreased. Residents expressed desire for carefully planned new development, more transit options and preservation of open space and farmland. We will continue to pursue these goals by encouraging our member agencies to incorporate these elements in their transportation projects throughout our region. Overall, the results of this survey found that residents support the goals and strategies WILMAPCO has set forth in our 2030 Region Transportation Plan.

Summary of Public Outreach Efforts for the WILMAPCO Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP)

Prepared for the WILMAPCO Council
March 22, 2007

Contents:

- I. Press Releases, Newsletters and E-News articles
- II. Webpage Contents
- III. Website Statistics
- IV. Staff Presentations
- V. Received Public Comments
- VI. Media Coverage

The logo for WILMAPCO, featuring the word "WILMAPCO" in a bold, italicized, sans-serif font. The letters are black and set against a white background. The logo is framed by a thick, black horizontal bar that runs across the width of the text.

Section I. Press Releases, Newsletters and E-News articles

Contents:

- 12/29/06 E-News (approx. 400 recipients)
- 1/12/07 RTP press release
- 2/1/07 E-News (approx. 400 recipients)
- 2/6/07 open house press release
- Winter 2007 *Transporter* Newsletter (approx. 3,000 recipients)
- 3/1/07 E-News (approx. 400 recipients)
- Press release contact list
- RTP "Comment Card" and CD label cover

From: bsamuelson@wilmapco.org
Sent: Friday, December 29, 2006 4:17 PM
To: bsamuelson@wilmapco.org
Subject: WILMAPCO ENEWS

WILMAPCO E-NEWS

Who: The Wilmington Area Planning Council
Where: New Castle County, DE & Cecil County, MD
What: A monthly e-mail newsletter that includes land use and transportation information, meeting announcements and updates on local events.

TRANSPORTATION NEWS

WILMAPCO's REGIONAL TRANSPORTATION PLAN AND TRANSPORTATION IMPROVEMENT PROGRAM WILL BE MADE AVAILABLE FOR PUBLIC COMMENT

On January 16, pending Council approval, WILMAPCO will release drafts of its Regional Transportation Plan 2030 and FY2008 - 2011 Transportation Improvement Program (TIP) for public comment. They will be available for download at our website, www.wilmapco.org. The public comment period will extend through February 28, and WILMAPCO staff is available to make presentations to community groups.

The Regional Transportation Plan sets out a transportation plan for Cecil and New Castle Counties spanning at least 20 years. It is updated every four years in order to incorporate new trends, demographic data and public opinions. Projects identified in the plan are included in the TIP.

The TIP serves to implement the plan by serving as a document that shows the available funding for projects to be undertaken over the next four years. (Until recently, the TIP had presented three years' worth of information.) WILMAPCO solicits project ideas from agencies, municipalities, and the public throughout the year. These projects are then submitted to the Delaware and Maryland Departments of Transportation.

U.S. 301 PUBLIC HEARINGS

The Delaware Department of Transportation has released a joint public notice for the U.S. 301 public hearings on Monday, January 8 and Tuesday, January 9 at the Middletown Fire Hall. This [public notice](#) includes maps, meeting details, snow dates and background information on the project. It was created in conjunction with the Federal Highway Administration and the U.S. Army Corp of Engineers, Philadelphia District.

PLEASE TAKE WILMAPCO's ON-LINE SURVEY

Public participation is a key part of the planning process. For this reason, we have implemented a new

website survey to solicit public opinion. The survey can be found on the bottom of our homepage www.wilmapco.org, and the current survey topic is the website itself. Our website is constantly being updated. We created this brief survey to help us tailor the site to better meet the needs of our visitors. We would appreciate your participation in the survey, as well as future surveys posted on our site. We're always interested in feedback from you as to how we can improve the website or any other feedback you may have.

WILMAPCO STAFF WISHES YOU A HAPPY NEW YEAR!

RETRACTION

The WILMAPCO December E-News erroneously reported road closures north of Wilmington, just off Concord Pike. The improvements associated with these road closures were already completed at the time the December E-News was released. The editor apologizes for any confusion, and gives many thanks to those who brought the error to his attention.

WILMAPCO MEETINGS

All meetings are open to the public. Unless otherwise noted, meetings are held in the WILMAPCO Conference Room. In case of inclement weather, call (302) 737-6205 x 10 for cancellations or postponements.

PAC Meeting

Not Scheduled for January 2007

Air Quality Subcommittee

Thursday, January 11
10:00 a.m.

Council Meeting

Thursday, January 11
6:30 p.m.

TAC Meeting

Thursday, January 18
10:00 a.m.

For updates or more information on upcoming WILMAPCO meetings, visit www.wilmapco.org.

OTHER MEETINGS

DelDOT Meetings

Click [HERE](#) for a complete list of DelDOT Public Meetings

Maryland State Highway Meetings

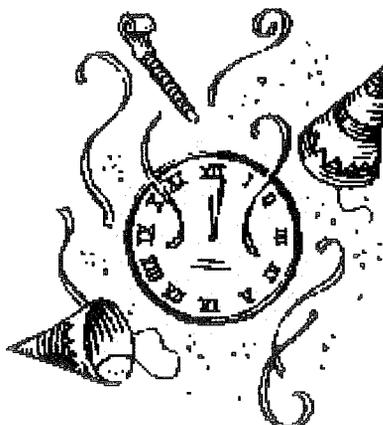
Click [HERE](#) for MD SHA meetings.

New Castle County Comprehensive Plan

The following hearings allot some or all of their time to soliciting public comment on the New Castle County Comprehensive Plan:

- **January 8, Rescheduled Planning Board Meeting** Council Chambers of the City/County Building, 800 French Street, Wilmington at 7:00 p.m. (This public hearing has the agenda from the cancelled January 2nd meeting, so local zoning issues will take up some of the time originally allotted to public discussion of the comprehensive plan.)

Participants are asked to use the public garage adjacent to the Double Tree Hotel at 8th and King Streets, since the parking garage underneath the City/County Building won't be open past 7 p.m.



To unsubscribe/change profile: [click here](#).

To subscribe: [click here](#).

WILMAPCO
850 Library Ave
Suite 100
Newark, Delaware 19711

Email list management powered by <http://MailerMailer.com>

WILMAPCO Press Release

FOR IMMEDIATE RELEASE

DATE: January 12, 2006

Contact Information: Heather Dunigan ext. 18 Tigist Zegeye ext. 14
Principal Planner Executive Director
hdunigan@wilmapco.org tzegeye@wilmapco.org

WILMAPCO seeks Public Comment for the Regional Transportation Plan 2030 Update and for the Transportation Improvement Program

The Wilmington Area Planning Council (WILMAPCO) is seeking public comment for the long-range regional transportation plan update, as well as for the Transportation Improvement Program (TIP) for FY2008-2011 that includes the list of proposed transportation projects that serve to implement the first four years of the Plan.

The Regional Transportation Plan 2030 (RTP 2030) satisfies federal requirements and is the fiscally constrained Regional Transportation Plan for the region. It serves as a guide for all the transportation plans scheduled in New Castle County, Delaware and Cecil County, Maryland through the year 2030. It outlines the transportation projects to be undertaken over the next 20 years and makes the region's goals and visions become a reality. The RTP is developed through a coordinated process between local jurisdictions, agencies, and the public, in order to develop regional solutions to the transportation needs of our region's citizens.

The goals of the RTP are:

- Support Economic, Growth, Activity and Goods Movement
- Efficiently Transport People
- Improve Quality of Life

The full text of the plan is available on WILMAPCO's website www.wilmapco.org or by calling (302) 737-6205. WILMAPCO will hold a public open house workshop to solicit comments for the RTP and TIP at the following time and location.

Public Open House Workshop

Monday, February 12, 2007

4:00 p.m. – 6:45 p.m.

WILMAPCO Conference Room

850 Library Ave. Ste. 100

Newark, DE 19703

The Public Comment Period for the RTP is January 16, 2007 – March 9, 2007, the Public Comment Period for the TIP is February 8, 2007 – March 9, 2007. Comments may be submitted via comment form on our website (www.wilmapco.org), through email to wilmapco@wilmapco.org, fax (302) 737-9584, or mailed to WILMAPCO at the above address. You can also contact WILMAPCO to schedule a presentation at your group's next meeting.

---More---



From: bsamuelson@wilmapco.org
Sent: Thursday, February 01, 2007 11:32 AM
To: bsamuelson@wilmapco.org
Subject: WILMAPCO ENEWS

WILMAPCO E-NEWS

Who: The Wilmington Area Planning Council
Where: New Castle County, DE & Cecil County, MD
What: A monthly e-mail newsletter that includes land use and transportation information, meeting announcements and updates on local events.

TRANSPORTATION NEWS

DON'T MISS THE OPPORTUNITY TO COMMENT ON THE REGIONAL TRANSPORTATION PLAN AND TRANSPORTATION IMPROVEMENT PROGRAM

WILMAPCO has released a draft of the 2030 Regional Transportation Plan (RTP) for public comment. The plan can be viewed on our website. The public comment period for the Regional Transportation Plan extends thru March 9.

The Transportation Improvement Program (TIP) will be available for public comment on February 8. WILMAPCO invites interested individuals and groups to attend our Open House Public Workshop for the RTP and TIP at our offices. The workshop will be held at the following time and location:

- **Monday, February 12**, 850 Library Ave, office building lobby, Newark, DE from 4:00 p.m. to 7:00 p.m. (WILMAPCO's offices are located across from the College Square Shopping Center and the Newark Free Library.)

You are also invited to attend RTP and TIP presentations given by WILMAPCO staff. Several presentations are scheduled at locations in Cecil and New Castle Counties for civic groups and local governments over the next seven weeks. Comments on the RTP can also be submitted via the Internet using WILMAPCO's public comment form or by e-mail to wilmapco@wilmapco.org.

PROPOSED SERVICE CHANGES FOR PERRYVILLE TO ELKTON BUS ROUTE

The Cecil County government will hold a public meeting to propose service changes to the bus route connecting Perryville to Elkton. Proposed changes include eliminating bus stops on Route 7, reducing the frequency of service to Perryville Outlets, adding a bus stop on Route 40, and increasing the frequency of service to North East and the Perry Point Veterans Administration Hospital. The meeting

will be held at the following time and location:

- **Wednesday, February 21**, 300 Cherry St., Perryville American Legion, Perryville, MD at 10:30 a.m.

More details about the meeting are posted on www.wilmapco.org/cecilbusmeeting.

WILMAPCO INVITES YOU TO ATTEND A CONFERENCE ON "COMPLETE STREETS"

WILMAPCO will host an audio/web conference about "Complete Streets", which is sponsored and organized by the American Planning Association. "Complete Streets" advocates the design, engineering, and operation of roads to maximize the safety of all users, including pedestrian and bicycle users. Information packets and continuing professional development credits are available. The location and time of the audio/web conference is as follows:

- **Wednesday, February 14**, 850 Library Ave, Suite 100, WILMAPCO Conference Room, Newark, DE from 4:00 p.m. to 5:30 p.m. (WILMAPCO's offices are located across from the College Square Shopping Center and the Newark Free Library.)

Those planning to attend should RSVP Randi Novakoff at (302) 737-6205 ext. 11 or rnovakoff@wilmapco.org. For more information on "Complete Streets", please download WILMAPCO's flyer for the conference.

THE TRANSPORTATION JUSTICE STUDY IS NOW AVAILABLE

WILMAPCO's Transportation Justice Study offers a plan for the transportation needs of three groups in our region: the elderly, the disabled, and households without an automobile. Short of calling for the distribution of private vehicles to every household without one, or the provision of a fleet of private drivers, or the continued expansion of big budget paratransit services, the study tackles accessibility and mobility issues from a more pragmatic perspective. It calls for practical, cost-effective measures such as improved access to bus stops, greater frequency of fixed-route buses to and from key locations, and enhanced walkability within and around targeted neighborhoods to improve mobility and combat isolation. The final version of WILMAPCO's Transportation Justice Study is now available at www.wilmapco.org/EJ/index.htm. Please contact Bill Swiatek at (302) 737-6205 ext. 13 or bswiatek@wilmapco.org for more information about the study.

COMMUNITY PLANNER JOB OPENING IN SOUTH WILMINGTON

The Delaware Coastal Programs (DCP) has a job opening for a community liaison/project coordinator in South Wilmington. DCP is housed in the Delaware Department of Natural Resources and Environmental Control, Division of Soil & Water Conservation. The person filling this post will assist with the implementation of the South Wilmington Special Area Plan (SAMP). Applicants should send cover letters, resumes, and completed State of Delaware employment applications to DCP by February 9, 2007. The job listing being distributed by DCP has all of the details and contact information.

DELAWARE VALLEY SMART GROWTH ALLIANCE LOOKING TO GIVE RECOGNITION TO SMART GROWTH DEVELOPMENTS OR PROJECTS IN THEIR PLANNING STAGES

The Delaware Valley Smart Growth Alliance (DVSGA) is looking to give recognition to projects in the eastern half of Pennsylvania (including Dauphin County), Southern New Jersey (including Mercer County and south) or Delaware. To be eligible, projects must not have received all of their required

approvals. Projects recognized to be in compliance with DVSGA's criteria receive a letter of endorsement and an offer of testimony before local approval authorities. After the last round of submissions, DVSGA recognized two mixed-use developments proposed for brownfield sites: a 13-acre urban infill project in Wyomissing, Berks County, PA; and an active adult-oriented 370-acre site in Stafford Township, Ocean County, NJ. **The deadline for this round of submissions is March 1, 2007.** To learn more about this program and to download an application, please visit www.delawarevalleysmartgrowth.org.

SMART GROWTH IMPLEMENTATION ASSISTANCE BEING OFFERED BY U.S. ENVIRONMENTAL PROTECTION AGENCY

Communities, regions, and states around the country are interested in building stronger neighborhoods, protecting their environmental resources, enhancing public health, and planning for development, but they may lack the tools, resources, or information to achieve these goals. The Environmental Protection Agency (EPA) can help applicants overcome these roadblocks by providing evaluation tools and expert analysis. EPA is soliciting applications from states or communities that want help with either policy analysis or public participatory processes. Those selected will receive assistance in the form of a multi-day visit from a team of experts organized by EPA and other national partners to work with local leaders. Applications will be accepted until March 8, 2007. For more information and application materials, please go to www.epa.gov/smartgrowth/scgia.htm.

AGREEMENT REACHED OVER DESIGN OF THE TRANSIT CENTER TO SERVE THE WORLD TRADE CENTER SITE IN NEW YORK CITY

Architects and planners have reached agreement on a design for the Fulton Street Transit Center in Lower Manhattan. Some officials at the Metropolitan Transit Authority (the organization that operates New York City's subways and buses) objected to an earlier design because it didn't provide adequate connections between every subway line that will serve the new transit center. After raising their objection, planners found an area in the temporary World Trade Center train station where a connector could be built without compromising the sophistication of the transit center's architecture. Previous designs were scaled back for financial and security reasons. The Fulton Street Transit Station will make it easier for commuters to travel to and from Lower Manhattan and give visitors to the World Trade Center Memorial direct access using public transportation.

WILMAPCO MEETINGS

All meetings are open to the public. Unless otherwise noted, meetings are held in the WILMAPCO Conference Room. In case of inclement weather, call (302) 737-6205 x 10 for cancellations or postponements.

The following reflects recent scheduling changes to the PAC and TAC meetings:

Non-Motorized Transportation Working Group

Tuesday, February 6
3:00 p.m.

Joint Air Quality & TAC Meeting

Thursday, February 8
10:00 a.m.

PAC Meeting

The PAC meeting for February has been cancelled. PAC members are asked to attend the joint RTP &

TIP Workshop being held at WILMAPCO on February 12 from 4:00 p.m. to 7:00 p.m. PAC members are encouraged to attend the "Complete Streets" conference on February 14, too.

For updates or more information on upcoming WILMAPCO meetings, visit www.wilmapco.org.

OTHER MEETINGS

2007 American Planning Association National Conference

This year's conference will be held April 14 - 18 in Philadelphia. The biggest early registration discounts are available until February 15. Click [HERE](#) for more information.

DeIDOT Meetings

Click [HERE](#) for a complete list of DeIDOT Public Meetings

Maryland State Highway Meetings

Click [HERE](#) for MD SHA meetings.



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*WILMAPCO
850 Library Ave
Suite 100
Newark, Delaware 19711*

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WILMAPCO Press Release

FOR IMMEDIATE RELEASE

DATE: February 6, 2007

Contact Information:

Heather Dunigan ext. 18
Principal Planner
hdunigan@wilmapco.org

Tigist Zegeye ext. 14
Executive Director
tzegeye@wilmapco.org

WILMAPCO will host an Open House Workshop

The public is invited to the Wilmington Area Planning Council's (WILMAPCO) Open House Workshop. The purpose of the workshop is to solicit comments on the Regional Transportation Plan 2030 (RTP), as well as, the Transportation Improvement Program (TIP) for FY 2008 – 2011. The Regional Transportation Plan sets out the transportation goals and objectives for New Castle County, Delaware, and Cecil County, Maryland; and no transportation project in New Castle or Cecil County may be constructed unless it is included in the Transportation Improvement Program and supports the goals and objectives of the RTP.

The full text of the plan is available on WILMAPCO's website www.wilmapco.org or by calling (302) 737-6205. The workshop will be held at the following time and location.

Open House Workshop
Monday, February 12, 2007
4:00 p.m. – 6:45 p.m.
WILMAPCO Conference Room
850 Library Ave. Ste. 100
Newark, DE 19711

Comments on the RTP and TIP will be accepted through March 9th. Comments may be submitted via comment form on our website (www.wilmapco.org), through email to wilmapco@wilmapco.org, fax (302) 737-9584, or by mail to WILMAPCO at the above address. You can also contact WILMAPCO to schedule a presentation at your group's next meeting.

WILMAPCO is the Metropolitan Planning Organization for New Castle County, Delaware and Cecil County, Maryland. We are responsible for coordinating transportation planning in our region and involving the public to ensure that transportation projects will meet their needs. For more information go to our website at www.wilmapco.org or contact WILMAPCO at (302) 737-6205 or toll free from Cecil County at 1-888-808-7088.

###



TRANSPORTER

Quarterly newsletter of the Wilmington Area Planning Council—the Metropolitan Planning Organization for New Castle and Cecil Counties



Winter 2007

Comments Sought for The Regional Transportation Plan Update

Every four years, WILMAPCO must update the long-range transportation plan with at least a 20-year planning horizon. This long-range plan must be financially reasonable and conform to air quality standards. No transportation projects in this region may be funded with federal money unless the projects are found in an approved long-range transportation plan.

The purpose of a long-range transportation plan is to first examine the forecasted trends for the region such as population, employment, housing, and trip making. The transportation challenges that these trends predict are then identified, and transportation investments are proposed that will mitigate these challenges. Its purpose is to steer our region into the transportation future that will provide the quality of life our citizens desire. The long-range transportation plan provides not only a framework for future decision making, in that all future proposed transportation projects must support the goals of the plan, but it also lists all of the anticipated short- and long-term transportation projects. The goals of the long-range plan will be accomplished through the efforts of the member Departments of Trans-

portation, transit authorities, states, counties, and municipalities.

While the 2030 Regional Transportation Plan (RTP) builds upon the progress from the past ten years, it is the transportation needs stemming from current and future driving forces that

this plan must address. An overriding challenge we must contend with is that our anticipated transportation needs far override the funds available to pay for them. Other challenges include anticipated demographic changes, particularly an aging population, likely economic changes, including workforce changes, rising gas prices, likely demands for alternative energy

sources, and the challenge of making transportation changes that do not harm the environment. Over the past ten years, regional land use trends have increased, including an increase in development in rural areas of the region. New land use policies have also emerged. These include the Cecil County Priority Funding Areas, Delaware Strategies for State Policies and Spending, and those contained in the 2006 New Castle County Comprehensive Plan.

No plan can realistically provide answers to all transportation problems. Thus, this plan is designed to refocus our efforts on establishing actions and measures that are directed to where our efforts need to be applied.

On January 16, 2007 the public comment period for the 2030 RTP will begin. Please submit comments to WILMAPCO's website, call, or write to the following address:

www.wilmapco.org
302-737-6205
850 Library Ave.
Suite 100
Newark, DE 19711



Important Choices about the Future of Transportation Are Being Made

What should WILMAPCO be planning for and studying during the next few years?

The draft RTP contains a series of Actions that will guide our planning activities. These Actions address a range of topics including freight planning, transit, bicycle and pedestrian planning, and subregional plans. A complete listing of proposed Actions is available online.

What projects should be funded?

With limited transportation revenue, we can only fund some of our identified transportation needs. The draft RTP contains a listing of "financially constrained" projects for which revenue has been identified and an unfunded "aspirations list" that we will prioritize and draw projects from as additional funds become available. We seek your comments on the full project listing, which is available online.

What areas should be included in the TIA map?

The draft RTP includes a revised transportation investment area (TIA) map and descriptions that detail appropriate public transportation investments in different parts of the region. The TIA map has been revised to reflect the draft New Castle County Comprehensive Plan, Delaware State Spending Strategies, and Maryland and Cecil County Priority Funding Areas and growth plans. TIAs focus on expansion and enhancement of multi-modal transportation facilities within the I-95 and North East Rail Corridor where transportation capacity exists and transit is feasible. TIAs also limit public expenditure in rural parts of our region to preservation and safety investments. TIAs allow us to spend our limited funds efficiently while supporting state, county and local land use plans.

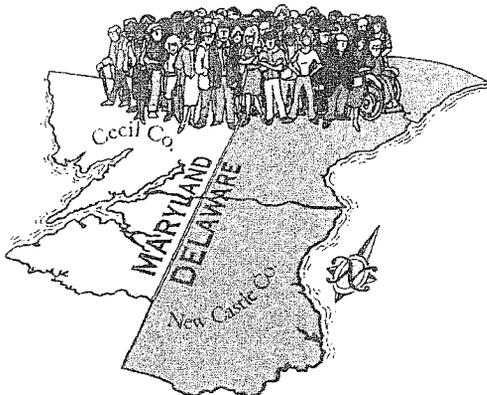
Learn more and share your comments!

Public comment period begins January 16 and ends February 28 for the RTP and the Draft FY 2008-2011 Transportation Improvement Program (TIP), which serves to implement the first four years of the RTP. During this time we invite you to:

- Attend the "Open House" Workshop on February 12 between 4:00 p.m. and 6:45 p.m. at WILMAPCO.
- Attend or host a meeting. Call or visit our web site to learn about upcoming meetings or invite us to speak at your meeting.
- Visit www.wilmapco.org to learn about the RTP and TIP, review the draft documents, view presentations and workshop displays, and comment online.

Following the end of the comment period, WILMAPCO will review all comments with our PAC, TAC and Council and make appropriate changes based on your comments. Council approval is expected on March 8.

WILMAPCO



Partners with you in transportation planning.

For more information:

Call: (302) 737-6205
(888) 808-7088 - Toll Free From
Cecil County

Email: wilmapco@wilmapco.org

Write: WILMAPCO
850 Library Ave., Suite 100
Newark, DE 19711

Web: www.wilmapco.org

Draft 2030 RTP Financially Constrained Project List

Projects to be In-Service by 2010 (Short Term)

Project Name	County	Project Group	Project Cost
I-95 Widening from DE 1 to DE 141	NCC	I-95	\$62,000
US 13 and SR 896, Boyd's Corner Rd. and SR 896, Boyd's Corner Road	NCC	301 MIS	\$12,904
SR 896 at N 54 & N396 Intersection, including Howell School Road to SR 71	NCC	302 MIS	\$9,200
Southern New Castle County Improvements	NCC	Local Roads Study	\$45,023
US 40, Eden Square Connector	NCC	US 40 Plan Phase 1	\$3,620
Walther Road Sidewalks, US 40 to Old Baltimore Pike	NCC	US 40 Plan Phase 1	\$2,610
School Bell Road, US 40 to SR 7	NCC	US 40 Plan Phase 2	\$6,620
N437, Bunker Hill Rd, US301 to Choptank Rd	NCC	Westtown	\$2,330
N10, Levels Rd, MOT Charter School to US 301	NCC	Westtown	\$2,180
N447, St. Anne's Church Rd, Levels Road to SR71	NCC	Westtown	\$4,790
Wiggins Mill Road	NCC	Westtown	\$2,180
I-295 Improvements, Weave Elimination from I-95 to US 13	NCC	Major Road Projects	\$6,600
SR 141, SR 2, Kirkwood Hwy. to Faulkland Rd. (includes Br -160)	NCC	Major Road Projects	\$20,516
SR 2, South Union St. from Railroad Bridge to Sycamore St.	NCC	Other Road	\$5,500
Brackenville Road, SR 41, Lancaster Pike to Barley Mill Road	NCC	Other Road	\$5,120
Mill Creek Road and Stoney Batter Road Intersection	NCC	Other Road	\$2,500
I-295 Improvements, Westbound from I-295 to US 13	NCC	Other Road	\$4,000
US 301 Truck Weigh Station and Inspection Facility	NCC	Other Road	\$4,373
McCoy Rd, Kirkwood St Georges Rd to SR72, Wrangle Hill Road	NCC	Other Road	\$2,300
Pomeroy Line Pedestrian/Bicycle Trail	NCC	Bike/Ped	\$4,771
SR 896 and I-95 Interchange Improvements	NCC	Other Road	\$1,500
SHORT TERM		TOTAL	\$210,637

Projects to be In-Service by 2020 (Medium Term)

Project Name	County	Project Group	Project Cost
I-95 Widening DE Line to Susquehanna River	CC		\$505,084
SR 4, Harmony Road Intersection Improvements	NCC	Churchmans Crossing	\$15,080
I-95 Turnpike Toll Plaza	NCC	I-95	\$92,000
SR 1/ I-95 Interchange	NCC	I-95	\$124,000
SR 4 Christina Parkway from SR 2, Elkton Road to SR 896 South College Ave.	NCC	Newark/Elkton	\$5,800
SR 2 - Elkton Rd, MD Line to Delaware Ave	NCC	Newark/Elkton	\$49,500
US 40, Pulaski Highway/SR 72, Wrangle Hill Road (Includes Del Laws Road Intersection)	NCC	US 40 Plan Phase 2	\$7,150
SR 7, Newtown Road to SR 273	NCC	US 40 Plan Phase 2	\$12,440
Tyler McConnell Bridge, SR141, Montchanin Road to Alapocas Road	NCC	US 202/141	\$31,000
I-95 & US 202 Interchange	NCC	US 202/141	\$36,500
US 301, Middleneck Rd to Peterson Rd	NCC	Westtown	\$24,210
City of New Castle Improvements (SR9/3rd)	NCC	City of New Castle	\$2,500
City of New Castle Improvements (SR9/6th)	NCC	City of New Castle	\$2,500
City of New Castle Improvements (SR9/Delaware St)	NCC	City of New Castle	\$2,500
I-295 Improvements, Third Lane from SR141 to SR 9	NCC	Major Road Projects	\$30,000
MEDIUM TERM		TOTAL	\$940,264

Draft 2030 RTP Financially Constrained Project List Continued

Projects to be In-Service by 2030 (Long Term)

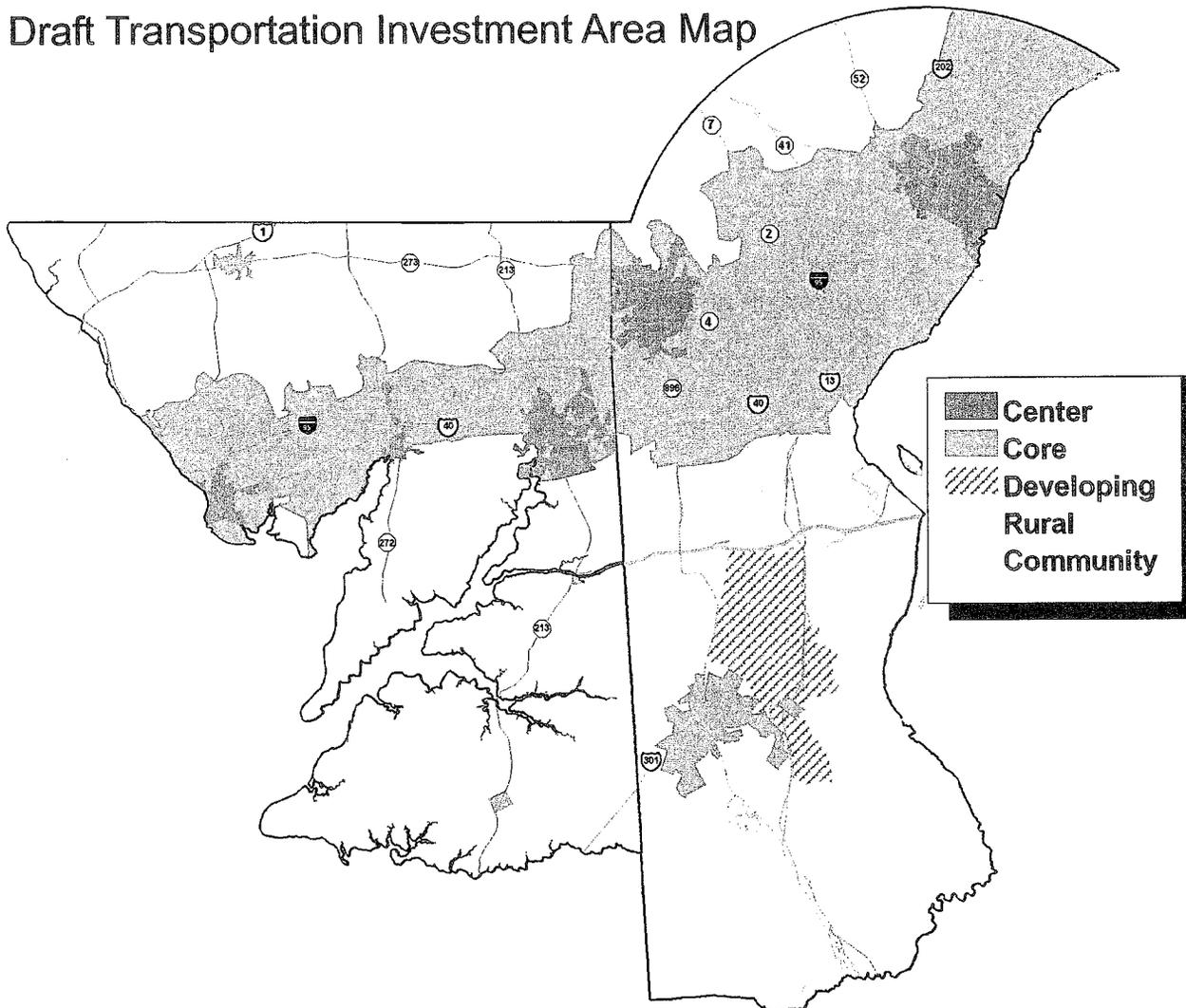
Project Name	County	Project Group	Project Cost
MD 213: Frenchtown Road to US 40	CC		\$15,000
MD 272: US 40 to Lums Rd	CC		\$12,900
LONG TERM		TOTAL	\$27,900

Draft

TOTAL - CECIL COUNTY	\$532,984
TOTAL - NEW CASTLE COUNTY	\$645,757

All \$ X 1,000; All cost in 2005 dollars

Draft Transportation Investment Area Map



More WILMAPCO News!

"Our Town" Public Workshop a Success

Despite inclement weather, more than 80 member agencies' staff, elected officials, members of the business and development communities, and the general public attended WILMAPCO's "Our Town" event at the Embassy Suites in Newark on November 13. The event's purpose was twofold. To seek input on our Regional Transportation Plan (RTP) and to explore ideas for innovative finance strategies. Our Town began with an introduction to WILMAPCO's RTP, presented by Tigest Zegeye, WILMAPCO's Executive Director. Zegeye discussed the metropolitan planning process including public outreach. She also detailed the philosophy behind the RTP, which includes three questions: "where have we been", "where are we going" and "how is the RTP going to help us get there?"

In addition to learning about the RTP, the event educated the public, as well as decision makers, about alternative transportation finance strategies. This is particularly relevant given the transportation funding crisis that our region is currently facing. Zegeye explained, "Operations, debt service, and matching of Federal earmarks' projects continue to consume more of the available funding for transportation." The result is lack of available funding for capital pro-

jects and a financial dilemma for the region. The projected revenue for New Castle County is \$646 million. This equals the projected costs of a financially constrained RTP. Project costs, including projects on the aspirations or wish list, total \$2.5 billion. This leaves a deficit of \$2.5 billion and dismal financial outlook for many needed projects, including U.S. 301, U.S. 40, and all transit expansion projects.

Given this financial problem, alternative finance strategies must be developed. Several speakers, including Kevin Soucie, a consultant on transportation policy and government affairs; Shirley Ybarra, former Secretary of the Virginia Department of Transportation; Jacquelyn Magness Seneshal, Senior Planner with KCI Technologies, Inc.; and Nick Harding, who is Halcrow's Market Sector Manager for Strategic Highway Management in North America, spoke about public-private partnerships as one such strategy.

Public-Private Partnerships (PPP) are formed when the State makes an agreement with a private consortium to construct a project. The private enterprise invests the needed capital for the project and then rebuilds and

operates the roadway generating profit from customers who are charged for usage, explained Soucie. Soucie also listed some benefits of PPPs including the lack of need for tax increases, users paying their own costs, nonresident users paying, and that it is a market driven vs. a politically driven system.

Shirley Ybarra discussed how PPPs have been successful in Virginia as well as in other states. Some of these projects include Union Station in Washington, D.C., JFK International Airport Terminal, U.S. Navy Public Works Center, Florida Turnpike Enterprise Interchanges, Las Vegas Monorail, and the Hudson-Bergen Light Rail.

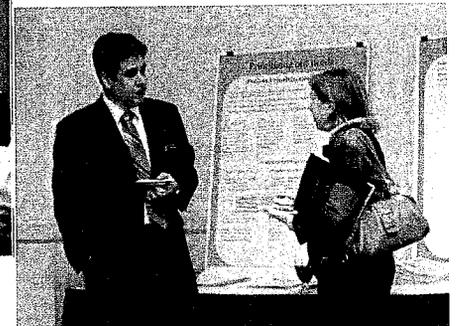
Ybarra explained that some keys to the success of PPPs include an organized structure, detailed business plan, stakeholder support, and a carefully selected partner. She also stated that PPPs "are not a silver bullet" and that they are one possible option for some projects.

More information on PPPs is available at www.ncppp.org or www.fhwa.dot.gov/ppp. Links to the Our Town speakers' presentations and more information about the event can be found at www.wilmapco.org/RTP

Randi Novakoff



Our Town Speaker Panel from left to right: Ed O'Donnell (moderator), Kevin Soucie, Jim Hatter, Jacquelyn Magness Seneshal, Shirley Ybarra, and Nick Harding



Burt Samuelson discusses the RTP.



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and Quality of Life Policy*
 - Carolann Wicks
Secretary of Delaware Dept. of Transportation
- Tigist Zegeye
 WILMAPCO Executive Director
 Randi Novakoff
 Transporter Newsletter Editor

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

Public Meetings

Unless specified, meetings will be held at WILMAPCO, 850 Library Avenue, Suite 100, Newark, Delaware. Your participation at these meetings is appreciated. If you have any questions, please contact us at 302-737-6205. **DURING INCLEMENT WEATHER, PLEASE CALL TO VERIFY MEETINGS.**

February

March

April

Non-motorized Working Group

Tuesday, Feb. 6 3:00 p.m.

Air Quality Subcommittee

Thursday, Feb. 8 10:00 a.m.

RTP Open House Public Workshop

Monday, Feb. 12 4:00 - 6:45 p.m.

Public Advisory Committee

Monday, Feb. 12 7:00 p.m.

Technical Advisory Committee

Thursday, Feb. 15 10:00 a.m.

Air Quality Subcommittee

Thursday, Mar. 8 10:00 a.m.

WILMAPCO Council Meeting

Thursday, Mar. 8 6:30 p.m.

Public Advisory Committee

Monday, Mar. 12 7:00 p.m.

Technical Advisory Committee

Thursday, Mar. 15 10:00 a.m.

Non-motorized Working Group

Tuesday, Apr. 3 3:00 p.m.

Air Quality Subcommittee

Thursday, Apr. 12 10:00 a.m.

Public Advisory Committee

Monday, Apr. 16 7:00 p.m.

Technical Advisory Committee

Thursday, Apr. 19 10:00 a.m.

Contact WILMAPCO to schedule an RTP presentation at your next meeting.

From: bsamuelson@wilmapco.org
Sent: Thursday, March 01, 2007 10:16 AM
To: bsamuelson@wilmapco.org
Subject: WILMAPCO ENEWS

WILMAPCO E-NEWS

Who: The Wilmington Area Planning Council
Where: New Castle County, DE & Cecil County, MD
What: A monthly e-mail newsletter that includes land use and transportation information, meeting announcements and updates on local events.

TRANSPORTATION NEWS

NEW SEPTA BUS ROUTE CONNECTING DELAWARE TO WEST CHESTER, PA AND GREAT VALLEY, PA

The Southeastern Pennsylvania Transportation Authority (SEPTA) will have a new bus route from Brandywine Town Center in Delaware to Great Valley, PA via West Chester, PA. Bus Route 306 will begin service on March 12, 2007. No public transit had been connecting points in Delaware to West Chester, PA before the implementation of this new service. For more information, please view the [SEPTA schedule for Bus Route 306](#).

DOWNTOWN WILMINGTON PARKING SUMMIT

The City of Wilmington will host a summit addressing the parking needs of downtown Wilmington. The theme of the summit, "Parking, Navigating the New Downtown Wilmington," is reflective of downtown Wilmington's increasing role as a residential and retail center in addition to its traditional role as an employment center. At the summit, city officials will unveil a plan to address the parking needs of downtown Wilmington and how it can be better connected to surrounding communities. The summit is scheduled to take place:

- **Tuesday, March 20**, Doubletree Hotel, 700 King Street. The day will have two separate conference sessions. The first is 1:00 p.m. to 4:30 p.m. and the second is 5:30 p.m. to 8:00 p.m. **The Parking Summit is free and open to the public.**

While not required, registration is encouraged. To register or to take the City's survey about parking in downtown Wilmington, please visit the [City of Wilmington's webpage for the Parking Summit](#).

PUBLIC COMMENT PERIOD FOR REGIONAL TRANSPORTATION PLAN AND TRANSPORTATION IMPROVEMENT PROGRAM COMING TO A

CLOSE

The public comment period for WILMAPCO's Regional Transportation Plan 2030 (RTP) and FY 2008-2011 Transportation Improvement Program (TIP) draws to a close on March 9. Interested individuals can download drafts of the RTP and TIP on WILMAPCO's website, and fill out the online comment form for the RTP. WILMAPCO's Council votes on adoption of the RTP and TIP on March 22.

WILMAPCO's PUBLIC PARTICIPATION SURVEY

In order to ensure a comprehensive public participation process, WILMAPCO staff will be updating our public participation document and creating a Public Participation Plan. As a preliminary step in this process, we have created a web based survey. Public opinions and comments are vital to ensuring that plans are reflective of citizens' true needs and goals. For this reason, we ask that you please take five minutes to complete our new public participation survey, and tell us what you think are the best ways for your opinions to be included in the planning process. The survey can be found on the bottom of our homepage or by clicking on the following link:
<http://www.wilmapco.org/surveys/PublicParticipationSurvey>.

INTERACTIVE TRAVEL ADVISORY MAP AVAILABLE ON DELDOT'S WEBSITE

The Delaware Department of Transportation (DelDOT) now offers an interactive map on its website showing advisories, restrictions, traffic cameras, and weather conditions throughout Delaware.

RED LIGHT CAMERA ENFORCEMENT FOUND TO BE EFFECTIVE IN PHILADELPHIA

The Insurance Institute for Highway Safety finished a study recently on the effectiveness of red light camera enforcement at two intersections along Philadelphia's Roosevelt Boulevard. The study found that cameras at red lights reduced signal violations by 96%, compared to 36% for lengthening the time of yellow light signals. Cameras at red lights were accompanied by signs along Roosevelt Boulevard stating "PHOTO ENFORCED." Philadelphia officials plan to expand the use of cameras at red lights along Roosevelt Boulevard. A recent article offers more information on the study and how to obtain a copy of it.

WILMAPCO MEETINGS

All meetings are open to the public. Unless otherwise noted, meetings are held in the WILMAPCO Conference Room. In case of inclement weather, call (302) 737-6205 x 10 for cancellations or postponements.

Air Quality Subcommittee Meeting

Thursday, March 8
10:00 a.m.

PAC Meeting

Monday, March 12
7:00 p.m.

TAC Meeting
Thursday, March 15
10:00 a.m.

Council Meeting
Thursday, March 22
6:30 p.m.

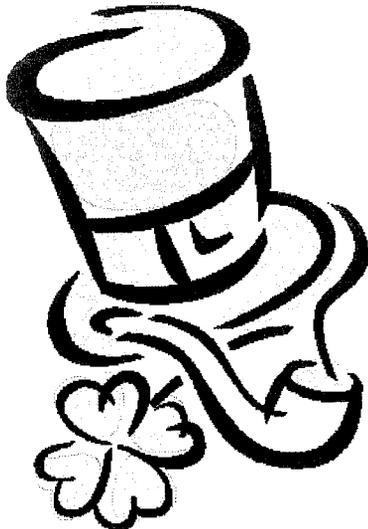
For updates or more information on upcoming WILMAPCO meetings, visit www.wilmapco.org.

OTHER MEETINGS

2007 American Planning Association National Conference
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DeIDOT Meetings
Click [HERE](#) for a complete list of DeIDOT Public Meetings

Maryland State Highway Meetings
Click [HERE](#) for MD SHA meetings.



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WILMAPCO

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	Jo Jo Benzen	Reporter	x3060	410-398-4044	
	Suzanne Streeter	Editor	410-273-9220	410-272-4208	
Cecil Co. Business Ledger	Stephanie Palko	Editor	410-398-3311	410-398-4044	
Cecil Co. Chamber of Com	Susan Doordan	Exec. Dir	410-392-3833	410-392-6225	
Northeast, Perryvle The Herald - covers Rising Sun,	Lisa Tomes	Editor	410-658-5740	410-658-2679	
Bay Journal	Carl Blankenship	Exec. Dir.			
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The Kennett Paper			1-610 444-6590	444-4931	
Avon Grove Sun			1-610 869-8300	444-4931	
Phila. Inq. ,West Chestr Off.	Diane Mustrall	Editor	1-610 701-7619	701-7630	

Community Groups and Organizations:

NCC League of Women Voters	Pat Todd	Pres.				
DE League of Women Voters	Jackie Harris	Editor	2003	571-8948		lwvde@libertynet.org
NCC Civic League Newsletter	Frank Sims	Editor	2003 529-1529			frank5965@aol.com
DE Greenways	Metta Barbour	Exec. Dir.	571-9725	655-7274		
Preservation Delaware	Trent Margrif	Exec. Dir.	651-9617	651-9603		
Sierra Club	Jim Steffens	Chair	239-9601			
DE Nature Society	Lorraine Fleming	PubAdvoc	656-6232			
DE Bicycle Council News	Joe Cantalupo	Editor	739-2453	739-2251		
Wilmington Renaissance Corp.	Carrie White	Act. Dir.	425-2495	425-2485		
The Dialog (Diocese of Wilm)	Jim Grant	Editor	573-3109	573-2397		news@thedialog.org
Home Builders Assoc.	Joe Thompson	Ex VP	994-2597	994-9071		
Bear-Glasgow Civic Org	Steven Johnson		838-0822			email@BearGlasgowCouncil
7and40 Alliance	Linda Bailey	pres	838-3931			president@7and40alliance.o
Little Italy Neighborhood Assoc.	Dan Burroughs					info@discoverlittleitaly.com

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	Summer Harlow	Reporter		324-5509		
	Robin Brown	Reporter	838-3189	324-5509	rbrown@delawareonline.com	
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	Merritt Wallick	Business Editor	324-2795	324-5509		
	Betsy Price	Features Editor	324-2884	324-5509		
For Editorial Submission/Letters to Editor: Submit Event		http://miva.delawareonline.com/miva/cgi-bin/m	324-2799			
The Business Ledger	Doug Rainey	Editor	737-0923	737-9019	ledgernews@chespub.com	
	Pam George	Contributin Editor		737-9019		
Newark Post	Mary Petzak	Editor	737-0724	737-9019		
DeIDOT External Affairs	Darrel W. Cole	Director	760-2080	302-739-2092		
Route 40 Flier	Christine Serio	Editor	737-0724	737-9019		
U of D Review		Editor	831-2771	831-1396		
Middletown Transcript	Jessica Thompson	Editor	378-9531	378-0647		
Community News (Hockessin, Greenville, Mill Creek, Brandywine)	Jason Brimmer	Editor	239-4644	239-7033	editor@communitypub.com	
Better Years	John Larosche	Editor	239-4644	239-7033		
New Castle Weekly (call first to notify before faxing)	Earle Carpenter	Editor	328-6005	328-6005		
DE Business Journal	Ryan DuBosar	Editor	576-6565	654-0691		
NCC Chamb of Comm	Philip Birk	Director of	294-2054	737-8450	birkp@ncccc.com	
APA Newsletter-DE Chapter		831-8971	739-3825	831-3488	kevin.coyle@state.de.us	
Delaware Capitol Review		dial (302) Editor	1-800-426-4192	302-741-8223	inicorporate@newszap.com	
Delaware Today	Marsha Mah	Editor	656-1809	656-5843	editors@delawaretoday.com	
New Castle Public Library	Please Post		328-1995			
Newark Library	Please Post		740-349-5500			
Delaforum	Jim Parks		478-1424		delaforum@comcast.net	
Radio/TV						
WILM radio	Mark Fowser		656-9800	655-1450	MFowser@wilm.com	
WVUD			831-2701	302-831-1399	ud-wvud@udel.edu	
WJBR	Valorie Mack	News Dire	765-1160	765-1199	vmack@wibr.com	
WDEL	Chris Carl		478-8899	479-1532	wdelnews@wdel.com	
WHYY 12 TV	Marie Krips		888-1200	575-0346	mkrips@whyy.org	
Fox Phil	Christian Farr		215-925-7065	215-413-3808		
ABC - 6	Johnie Braxton		429-6666	429-6669	johnnie.braxton@abc.com	

WILMAPCO



- What do you think?
- ~ How should transportation improvements be funded?
 - ~ What types of improvements should priority be given to?
 - ~ Which actions are the most important to you?
 - ~ Are the goals of the RTP concurrent with your own?

If you don't help make transportation decisions, someone else will make them for you.

WILMAPCO Comment Card

Please take a few minutes to let us know your thoughts.

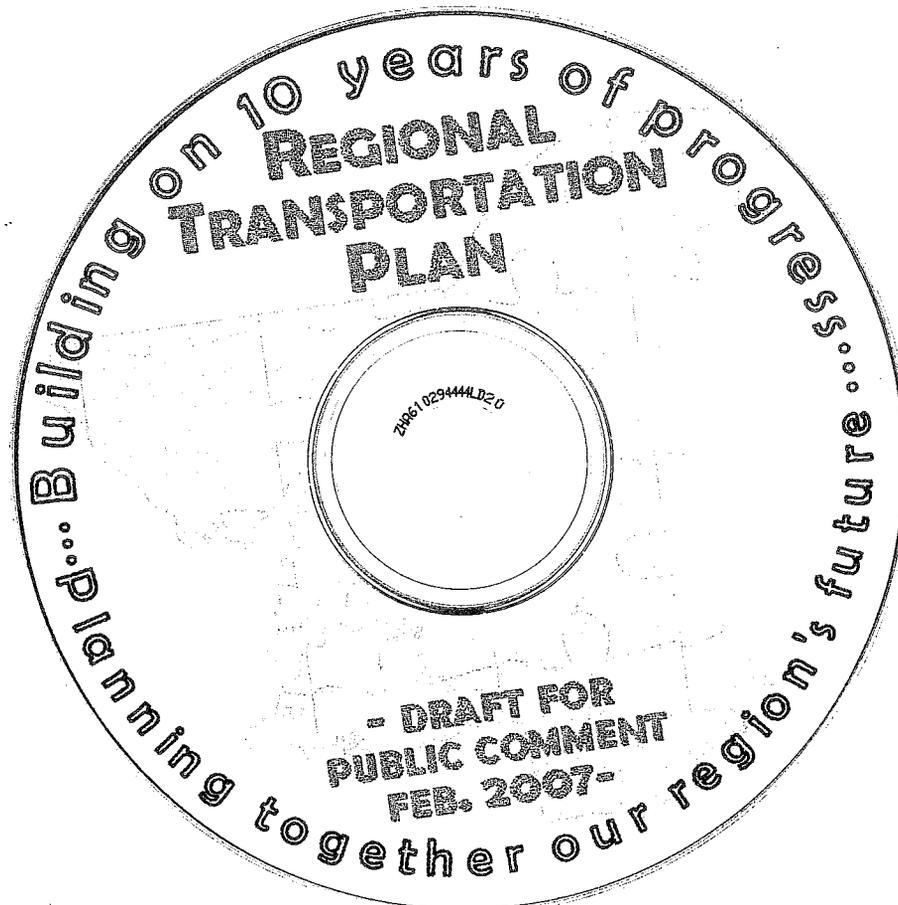
Submit comments to:

www.wilmapco.org

Or email: wilmapco@wilmapco.org

~For more information~

Call: (302) 737-6205
(888) 808-7088 - Toll Free From Cecil County
Email: wilmapco@wilmapco.org
Write: WILMAPCO
850 Library Ave., Suite 100
Newark, DE 19711
Web: www.wilmapco.org



CD Cover

Section II. Webpage Contents

Contents:

- WILMAPCO Homepage
- RTP webpage contents
- TIP Webpage contents
- RTP/TIP Presentation Schedule

WILMINGTON AREA PLANNING COUNCIL

PARTNERS WITH YOU IN TRANSIT



What's New?

WILMAPCO is the Metropolitan

Planning Organization for New

Castle County, Delaware and

Cecil County, Maryland.

. [DRAFT 2030 Regional Transportation Plan is now available](#)
[Public comment period through March 9](#)

. [DRAFT FY 08-11 Transportation Improvement Program is now available](#)
[Public comment period through March 9](#)

. [RTP/TIP presentation schedule to municipal and civic groups](#)

. [2007 Transportation Justice Study](#)

Partners with you in

transportation planning.

Please take a moment to complete a brief survey. Your participation is appreciated!!

. [Public Participation Survey](#)

. [Website Survey](#)

. [United We Ride Agency Survey](#)

Upcoming Events

. [WILMAPCO Meetings](#)

- [Public Advisory Committee](#) - March 12, 7:00 p.m.

- [Technical Advisory Committee](#) - March 15, 10:00 a.m.

- [WILMAPCO Council](#) - March 22, 6:30 p.m.

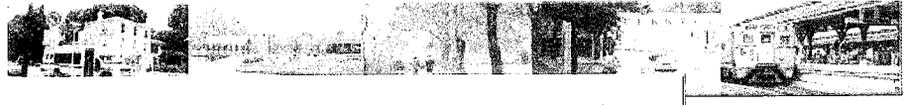
. [APA National Planning Conference \(Philadelphia, PA\)](#) - April 14-18

. [Audio/Web Conference - Complete Streets](#) - [Click here for Q and A](#) - DVD showing in ,

. [Delaware GIS Conference \(Dover, DE\)](#) - May 1-3

**To receive monthly announcements of all our upcoming meetings,
 sign up for the [WILMAPCO ENEWS](#).**

WILMINGTON AREA PLANNING COUNCIL

PARTNERS WITH YOU IN THE
PLANNING

The Regional Transportation Plan (RTP 2030) draft is now available!

The 2030 RTP is now available for viewing. This is a **DRAFT** document and is open for public comment from **January 16-March 9, 2007**. Because of its size, the document has been broken out by section. All sections are Adobe Acrobat (.PDF) documents. To download free viewing software, visit <http://www.adobe.com>

- [A public workshop is scheduled for February 12, 4 - 7 p.m. at WILMAPCO](#)
- [Schedule of other presentations](#)

Draft document:

- [Introduction to the 2030 RTP](#)
- [Section 1: Where have we been: Building on ten years of success](#)
- [Section 2: Where are we now? Where are we going?](#)
- [Section 3: How do we get there?](#)
- [RTP Goal: Supporting Economic Growth and Activity](#)
- [RTP Goal: Efficiently Transport People](#)
- [RTP Goal: Improve Quality of Life](#)
- [Section 4: Planned Investments](#)
- [Section 5: Measuring our performance](#)
- [Section 6: Meeting the federal requirements](#)
- [Appendices](#)
- [Air Quality Conformity](#)
- [Download the full RTP Document\(4.5MB\)](#)

If you would like a hard copy of the document or comment form, please contact us at 302-737-6205 or via email at wilmapco@wilmapco.org

How to Comment on the draft RTP:

Anyone can submit written comment concerning the RTP. Please use the any of the following methods below:

1. Fill out the online RTP comment form. (Click [HERE](#) to access online form)
2. Download form and email comments to wilmapco@wilmapco.org. (Click [HERE](#) to download form)
3. Mail written comments to:

WILMAPCO
850 Library Avenue, Suite 100
Newark, Delaware 19711

Would you like more details about the plan? We are available to present the RTP to your civic association or other groups interested in the RTP. Please contact us with your available meeting dates.

Other Regional Transportation Plan Activities

- . ["Our Town" public workshop](#)
- . [WILMAPCO Transportation Investment Areas](#)
- . [Link to current RTP](#)
- . [WILMAPCO Goals and Objectives](#)
- . [WILMAPCO Transportation Investment Areas](#)
- . [Air Quality Conformity](#)
- . [Future Scenario Analysis](#)

What are we doing

WILMAPCO is currently working to update our long range plan. The plan, called the Regional Transportation Plan 2030 (RTP 2030) provides a guide for all the transportation plans scheduled in New Castle County, Delaware and Cecil County Maryland through year 2030. It contains specific Goals, Objectives and Strategies to ensure that we maintain a high quality of life in our region.

We will be working with state, county and local agencies to promote better integration between transportation and land use.

- . [Schedule](#)
- . [Regional Progress Report](#) - An analysis of how effective our actions have been at achieving the goals for our region.
- . [Population and Employment Projections](#) - The anticipated future demographics.
- . [Prioritization Process](#) - to help analyze the most effective projects to be undertaken
- . [Scenario Analysis](#) - A series of "What-if" future scenarios are currently being developed to decide which one is the best way for us to grow.

See the WILMAPCO [RTP 2025](#) adopted in March 2003.

You can send comments to wilmapco@wilmapco.org.

Presentations

- . [March 9, 2006, Council Presentation on TIP and RTP](#)

Our Town Event

On November 13th 2006 WILMAPCO held an "Our Town" public workshop. The purpose of the event was to unveil the draft Long-Range Regional Transportation Plan 2030 and educate the public about alternative transportation finance strategies. Speakers included Kevin Soucie, named 2003 "Innovator of the Year". Soucie is a consultant on transportation policy and government affairs. He detailed public-private partnerships, their need, given the current financial transportation funding crisis faced by our region.

Additional speakers included Jim Hatter, an innovative finance specialist for the United States Department of Transportation Federal Highway Administration and Shirley Ybarra former Secretary of the Virginia Department of Transportation. The event concluded with a question and answer panel which included all of the speakers. A CD containing all of the speaker's presentations is available by request or they can be viewed by clicking links below.

[Our Town 2006 - Innovative Finance Strategies](#)

- [Our Town Agenda](#)
- [Our Town Speaker Bios](#)

Our Town Speaker Presentations:

- [Kevin Soucie](#)
- [Jim Hatter](#)
- [Shirley Ybarra](#)
- [Jaquelyn Magness Seneshal](#)
- [Nick Harding](#)

Our Town Poster Boards:

- [Objectives of the Regional Transportation Plan](#)
- [Meeting the Goals of the Regional Transportation Plan](#)
- [Project Prioritization Process](#)
- [Aspiration List for Central and Southern New Castle County Projects](#)
- [Aspiration List for Northern Projects](#)
- [Regional Planning](#)
- [Long Term Financial Outlook](#)
- [Congestion Management System](#)
- [Environmental Justice](#)
- [Freight and Goods Movement](#)
- [New Castle County Greenway Plan](#)
- [Land Use Scenarios Tested](#)
- [Land Use Scenario Results](#)

02/12/2007

WILMAPCO 850 Library Avenue, Suite 100 Newark, Delaware
19711

Phone: 302/737-6205 From Cecil Co: 410/338-2200
Fax: 302/737-9584

WILMINGTON AREA PLANNING COUNCIL

PARTNERS WITH YOU IN TRANSIT



[Draft FY 2008-11 TIP](#) **Transportation Improvement Program (TIP)**

[FY 2006-8 TIP](#)

DRAFT FY 2008-11 TIP

The DRAFT FY 2008-11 TIP is available for review and public comment from February to March 9. Public workshops and meetings will be held jointly with information about the DRAFT Regional Transportation Plan.

[Links](#)

[Public meetings and workshop](#)

[Draft Document:](#)

- [Introduction](#)
- [Delaware Statewide](#)
- [New Castle County System Preservation](#)
- [New Castle County System Management](#)
- [New Castle County System Expansion](#)
- [Cecil County](#)
- [Air Quality Conformity](#)
- [Glossary](#)
- [Index](#)

[Summit comments:](#)

- [Email \[wilmapco@wilmapco.org\]\(mailto:wilmapco@wilmapco.org\)](#)
- [Phone: 302/737-6205](#)
- [Mail: 850 Library Ave, Suite 100, Newark, DE 19711](#)
- [Fax: 302/737-9584](#)

[FY 2006-2008 TIP document \(Adobe PDF\)](#)

If you have an problems opening the document please [contact us](#) to receive the document through the mail.

[FY 2007 AMENDMENTS TO FY 2006-8 TIP:](#)

- [New Castle County Amendments, September 2006](#)
- [Cecil County Amendments, September 2006](#)
- [Introduction](#)
- [Delaware Statewide](#)
- [New Castle County, System Preservation](#)
- [New Castle County, System Management](#)
- [New Castle County, System Expansion](#)
- [Cecil County](#)
- [Prioritization of unfunded projects](#)

The WILMAPCO Transportation Improvement Program (TIP) serves as a 3-year transportation planning document. For all planned capital transportation investment the TIP lists project descriptions, scopes, justification and anticipated schedules for t

next three years. The document is separated into Program Development (Projects still under study), New Castle County, and Cecil County specific projects. Within each of the County breakouts, the projects are sorted by the type of investment:

- . System Preservation:

- (Bridge Repair, Pavement Rehabilitation, Equipment, etc)

- . System Management:

- (Intersection Improvements, Safety Improvements, Aesthetic/Streetscape Improvements, etc)

- . System Expansion:

- (Major Roadway Widening, New Road Construction)

There are many times throughout the yearly development of the TIP where members of the public can play an active role in determining the where's, what's and how much of the following year's spending plan. For more details on participating in the annual TIP development process, see our [schedule](#).

TIP Links:

- . [Delaware Capital Transportation Program](#)
- . [Maryland Consolidated Transportation Program](#)

*This page last updated:
02/12/2007*

WILMAPCO 850 Library Avenue, Suite 100 Newark, Delaware
19711

Phone: 302/737-6205 From Cecil County:
Fax:302/737-9584

WILMINGTON AREA PLANNING COUNCIL

PARTNERS WITH YOU IN TRANSIT



Regional Transportation Plan
and
Improvement
Program
Schedule

Transportation
Presentation

This schedule is subject to change, please check back for updates.

* denotes meeting where WILMAPCO's RTP and TIP presentation is the only agenda item.

WILMAPCO's Presentations of 2030 Long Range Transportation Plan			
Agency/Meeting	Date	Time	Address
Cecil County Commissioner's	February 6, 2007	7:00-8:00 p.m.	104 North Street, Elkton, MD
Town of Elkton	February 7, 2007	7:00-8:00 p.m.	100 Railroad Avenue, Elkton, MD
Newark Council	February 12, 2007	7:30-8:30 p.m.	City Council Chamber (next to City Secretary's Office) Newark Municipal Office Bldg., 220 Elkton Rd., Newark DE
Land Use Committee	February 20, 2007	1:30-3:30 p.m.	City Council Conference Room, 8th Floor, Louis R. Redding City/Council Bldg., 800 N. French Street,

			Wilmington, DE
Civic League of New Castle County	February 20, 2007	7:00-8:00 p.m.	Troup 2, Rt. 40, Past 896, Police Commissioner's Room, Newark, DE
Wilmington Public Works & Transportation	February 21, 2007	4:30-5:30 p.m.	1 st Floor, 800 French Street, Wilmington, DE
Townsend Council Workshop	February 21, 2007	6:30-8:30 p.m.	661 South Street, Townsend, DE
Chesapeake City - Planning and Zoning	February 21, 2007	7:00-8:30 p.m.	Town Hall, 108 Bohemia Avenue, Chesapeake City, MD
CCOBH Council of Civic Organizations of Brandywine	February 22, 2007	7:00-8:45 p.m.	Brandywine Hundred Branch Library, 1300 Foulk Rd., 2nd Floor, Wilmington, DE
Rising Sun Town	February 27, 2007	7:00-8:00 p.m.	Town Hall, 1 E. Main Street (3-Story Building at Center Square), Rising Sun, MD
North East Town	February 28, 2007	7:00-8:00 p.m.	North East Town Hall (Back Meeting Room), North East, MD
* New Castle City Council and Planning Committees	March 1, 2007	5:30-6:30 p.m.	Town Hall, 201 Delaware Street, New Castle, DE
7-40 Alliance	March 5, 2007	7:00-8:00 p.m.	Bear Library, Rt. 40, Bear, DE
Odessa Council	March 5, 2007	7:00-8:00 p.m.	315 Main Street, Old Academy Building, Odessa, DE

Perryville Town	March 6, 2007	7:00-8:00 p.m.	Town Hall, 515 Broad St., Upstairs Meeting Room, Perryville, MD
Elsmere Council	March 8, 2007	6:30-7:30 p.m.	11 Poplar Avenue, Elsmere, DE
Bellefonte Town	March 12, 2007	6:30-7:30 p.m.	Town Hall, 901-A Rosedale Ave., Bellefonte, DE
Cecilton Town	March 14, 2007	7:00-8:00 p.m.	117 West Main Street (across from Federal on 283 West), Cecilton, MD
Newport Commission	March 15, 2007	7:00-8:00 p.m.	15 N. Augustine Street, Newport, DE
Claymont Renaissance Development Corporation	March 15, 2007	5:00-7:00 p.m.	Claymont Community Center, 3301 Green Street, Claymont, DE
Claymont Community Coalition	March 15, 2007	7:30-9:30 p.m.	Claymont Community Center, 3301 Green Street, Claymont, DE
Middletown Planning and Zoning Meeting	March 15, 2007	7:00-8:00 p.m.	19 W. Green Street, Middletown, DE
Delaware City Mayor & Council	March 19, 2007	6:30-7:30 p.m.	407 Clinton Street
Bear-Glasgow Council of Civic Associations	March 21, 2007	7:00-8:00 p.m.	Bear Medical Center, Behind People's Plaza, Bear, DE
TMA Delaware	March 21, 2007	9:00-11:00 a.m.	DelTech Conference Center, 400 Stanton-Christiana

Section III. Website Statistics

Section III. - Website Activity for RTP TIP Public Comment Period

WILMAPCO Home Page page visits	Jan	Feb	21-Mar	TOTAL
index.htm	4,347	4,213	3,606	12,166

RTP page hits	Jan	Feb	21-Mar	TOTAL
RTP/Update.htm	257	243	95	595
RTP/rtp_draft/2030 RTP_DRAFT_JANUARY.pdf	721	723	570	2,014
RTP Section 1: Intro.PDF	53	78	14	145
RTP Section 3 transport.PDF	35	81	17	133
RTP Section 3 Econ.PDF	25	78	37	140
RTP Section 3 QOL.PDF	29	62	32	123
RTP Section 4- Projects.PDF	85	78	60	223
RTP Section 5 - Measuring our Effectiveness.PDF	34	36	23	93
RTP Appendix.PDF	33	31	10	74
2002 RTP (Old Plan).PDF	218	132	160	510

TIP page hits	Jan	Feb	21-Mar	TOTAL
tip.html	54	138	83	275
<u>FY2008-11 TIP - NCC Syst Pres.pdf</u>	N/A	30	77	107
<u>FY2008-11TIP-Svst Management.pdf</u>	N/A	47	83	130
<u>FY2008-11 TIP - NCC Svst Exp.pdf</u>	N/A	116	75	191

Section IV. Staff Presentations

Contents:

- RTP presentations given/scheduled for WILMAPCO Staff
- Agencies contacted but unable to schedule presentations

RTP/TIP Presentations given by WILMAPCO Staff

STAFF	DATE	EVENT	OUTREACH FORMAT	ATTENDEES
DB, HD, TZ, DG	January 23, 2006	NCC Comp Plan Update: Joint Future Land Use and Infrastructure Committee mtg.	Presentation	55
ALL	September 17, 2006	Newark Community Day	Display and Survey	48
ALL	October 14, 2006	Wilmington Transportation Festival	Display and Survey	21
HD, RN	October 11, 2006	New Castle County Board of Realtors	Display and presentation	250
HD, TZ	October 18, 2006	League of Women Voters	Display	50
HD	October 26, 2006	Brandywine Hills Civic Assoc.	Presentation	40
ALL	November 13, 2006	Our Town	Public Workshop	90
DB	November 16, 2007	US 40 Corridor Monitoring Committee	On Agenda, 30 min. presentation	10
DB	January 19, 2007	DVRPC Planning at the Edge Meeting	Presentation	15
TZ	February 6, 2007	Cecil county Commissioner's Meeting	Presentation	30
TZ	February 7, 2007	Town of Elkton League of Women Voters article (1/2007)	Presentation Newsletter article	25
HD	February 12, 2007	Newark City Council	On agenda, 15 min presentation	30
ALL	February 12, 2007	Public Workshop	Public Workshop	25
TZ	February 20, 2007	NCC Land Use Committee	Presentation	35
HD	February 20, 2007	NCC Civic League	On agenda, 15 min presentation	35
DG	February 21, 2007	Wilmington Public Works & Transportation	Presentation	18
DB	February 21, 2007	Townsend Town Council	On Agenda, 30 min. presentation	10
TZ	February 21, 2007	Chesapeake City Planning & Zoning	Presentation	14
HD	February 22, 2007	CCOBH	On agenda, 15 min presentation	20
TZ	February 27, 2007	Town of Rising Sun	Presentation	15
TZ	February 28, 2007	Town of North East	Presentation	28
TZ	March 1, 2007	New Castle City Council and Planning Committees	Presentation	8
WS,RN	March 5, 2007	Odessa Council Meeting	Presentation	14
DG,BS	March 5, 2007	7-40 Alliance	Presentation	24
TZ	March 6, 2007	Perryville Town	Presentation	18
WS,RN	March 8, 2007	Elsmere Town	Presentation	15
BS, WS	March 12, 2007	Bellefonte Town	Presentation	19
TZ	March 14, 2007	Cecilton Town	Presentation	12
HD, WS	March 15, 2007	Newport Commission	Presentation	12
DG,RN	March 15, 2007	Claymont Renaissance Development Corporation	Presentation	30
DG, RN	March 15, 2007	Claymont Coalition	Presentation	25
BD,BS	March 15, 2007	Middletown Planning and Zoning Meeting	Presentation	
WS,BS	March 19, 2007	Delaware City Mayor & Council	Presentation	70
DG,RN,BS	March 20, 2007	Wilmington Parking Summit	Display	100
HD	March 21, 2007	Bear-Glasgow Council of Civic Associations	Presentation	15
DG	March 21, 2007	TMA Delaware	Presentation	42
			TOTAL	1,268

**WILMAPCO 2030 LONG-RANGE PLAN PRESENTATIONS—
 Ten out of 40 were contacted and did not respond or were not able to
 set-up presentations that fit our schedule.**

1)Centreville Civic Association	Not Presented
2)Greater Hockessin Area Development Association	Not Presented
3)Miltown-Limestone Civic Alliance	Not Presented
4)Pike Creek Valley Civic League	Not Presented
5)Southern New Castle County Alliance	Not Presented
6)Arden	Not Presented
7)Ardencroft	Not Presented
8)Ardentown	Not Presented
9)The Committee of 100	Not Presented
10)New Castle Chamber	Not Presented

Section V. Received Public Comments

- Comments Received from:
- WILMAPCO web survey form
 - 2/12/07 RTP/TIP open house
 - Presentations from public meetings
 - Mailed in comments

RTP Comments Received via Web Survey

Submitted by	3 Favorite Actions	TIA Map	Priority for Funding	How Fund Projects	Other Comments	Response
PAC Member / RTP Workshop	<p>3 Favorite Actions</p> <ol style="list-style-type: none"> Fix Rt. 299 through Middletown before investing in new growth. Take Rt. 299 off aspirations list and fix it now Make improvements to Choptalk Rd. 	Reasonable but need to be phased in. First fix existing problems in areas	<ol style="list-style-type: none"> Transit Fix existing problems Invest in new growth areas 	<ol style="list-style-type: none"> State Impact Fee for new development tax for cost of infrastructure provided by state funds. 	n/a	
Newark Resident / RTP Workshop	n/a	n/a	n/a	n/a	<p>Promote actions that support high speed rail from Philly Airport to Downtown</p> <p>Four-track the Northeast rail corridor. Assign 2 outside tracks for passengers serving local stops</p> <p>Raise all station platforms</p> <p>Acid a second raised platform island to Wilm. Station</p> <p>Plan for future stations at Ott's Chapel, Newport (Rt. 141), Edgemoor and Naamans</p> <p>Prohibit any obstruction of line between New Castle and Wilmington Stations and plan to use it for service to Dover serving Langolen and Bear should be high speed</p> <p>Septa has a slower train boarding design then New York MTA.</p>	
Wilmington Resident / Web Form	<ol style="list-style-type: none"> Increased buses during peak times Increased buses on busier roads Serving underserved developing areas 	n/a	<ol style="list-style-type: none"> More improvements to later buses and Sunday service Not running Sunday and late Saturday night buses hurts local economy and diminishes quality of life for residents dependant on bus service 	<ol style="list-style-type: none"> Tolls are already somewhat unreasonable and unwelcoming DART bus fees are too low Government and State subsidies 	<p>Wilmington cannot accomodate certain lifestyles and people will continue to move out of state.</p> <p>Lack of transit impedes ability to pursue certain careers and nightlife and quality of life.</p>	
PAC Member / Web Form	<ol style="list-style-type: none"> Establish a Transit Trust Fund for transit Use shoulders for buses during congested times and make them appealing to transit Restructure paratransit fees with premiums being charge for trips outside ADA areas and medium fares for trips in ADA area but begin or end outside. 	<p>TIA's are right on. The relation between their placement and jobs/population density is clear</p>	<ol style="list-style-type: none"> There is a serious gap between aspirations list and goals supported in RTP. Frequent mention is made of transit but little support in the aspirations list Transit and walk/bike options and public relations support rather than new roads. 	<p>Support Transit Trust Fund</p> <p>Developers should contribute</p>	<p>Paratransit siphons funds from fixed route and something must be done. It is unfair that it only serves a small percentage of riders but costs 33% of transit funds.</p> <p>Fixed route riders are working poor and legislators have chosen them to support paratransit since legislators approve budgets giving paratransit a high percentage of funds.</p> <p>Paratransit goes far beyond ADA requirements for handicapped people living with in 3/4 mile of a fixed route line.</p>	Gasoline Tax

RTP 2030 Public Comment Received

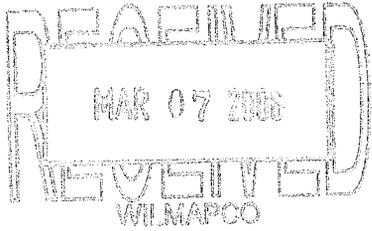
Submitted by	Comment	Response	How submitted
Public Public	Developer fees should cover transportation improvements Public transit not convenient for suburb to suburb trips. Short trips take a long time because transit users must travel to Wilmington and transfer. Also, lack of Sunday service a concern		Workshop comment Workshop comment
Jeane White, Newark	Opposed to advertising on Bus shelters		Public comment in WILMAPCO office; to be followed by a letter.
NCC Civic League	Comments included: <ul style="list-style-type: none"> · Concern raised about lack of funding when toll revenue is so high · Plan needs more transit · Plan needs to focus on regional routes and highways · Light rail should be funded · Plan does not meet our needs and should be started over from scratch · Plan should include comparison of our region's congestion and comparisons in other areas · All development should be stopped · All transportation projects should be stopped 		NCC Civic League Discussion
Newark Council	Greater coordination with growth in Cecil County needed Municipal street aid is not enough to meet City needs		Newark City Council presentation
Townsend Council	Would like to know how citizens go about nominating projects for study/construction		Townsend Town Council
Town of Elkton	Did not support the widening of I-95 from the DE Line to the Susquehanna River Project Would like to investigate the possibility of having a monorail along the I-95 stretch, through Cecil Co.		Town of Elkton Presentation
Chesapeake City Planning Commission	Would like a stop sign installed at the intersection of 2nd Street and Bohemia Ave. Would like technical assistance from WILMAPCO on traffic circulation study in the area of Route 213 and Route 285 Would like to see the commuter rail gap between Perryville and Newark closed Would like to investigate the possibility of direct bus service between Perryville and Newark		Chesapeake City Planning Commission
NCC Land Use Committee	One Councilperson felt that too much money was being spent on bike/ped improvements, when very few people use that mode Need to address the traffic relief issue in the Dobbinsville/SR 9 area with the understanding that the City of New Castle does not want their streets congested A number of projects have been in the "books" for many years. Would like to see immediate concerns, or quick-fixes, addressed while we wait for long-term improvements/solutions/funding for an area In light of the financial crisis we are faced with, there are a number of intersection improvements that could be implemented immediately. Is someone working on the planning to fix immediate needs of the community? Need a multimodal transportation system in NCC.		NCC Land Use Committee
Town of Rising Sun	Municipalities do not have money to maintain their road network Would like to get adequate municipal street aid from the State A \$5 toll is collected in Cecil County and yet locals do not see those dollars spent on their community roadways		Town of Rising Sun
Wilmington Renaissance Corporation	Does not agree with Demographic Projections for City of Wilmington. Feels that as Wilmington is a Center on the TIA Map, there should be more funded projects on the Constrained List.		Wilmington Renaissance Transportation & Design Committee discussion
Wilmington Public Works & Transportation Committee	Does not agree with Demographic Projections for City of Wilmington. Supports re-investment of resources into Centers and Core of TIA. Would like to see more transit investment in City; need to reduce peak-hour congestion on streets. Current level of transit service (trip frequency and service span) are insufficient, which results in under-utilized Park & Rides and half-empty buses.		Wilmington City Council Public Works & Transportation Committee discussion
Town of North East	Would like schedual and traffic management plan for the Delaware I-95 widening project		Town of North East
New Castle City Council and Planning Committees	Disappointed by the amount of proposed projects in the City; felt they did not get their fair share of the transportation funding The City has been promised that improvements will be forthcoming for a long time; projects are pushed back again and again While improvements in other communities such as in Hockessin have been implemented those in the City have not been Would recommend changing signal timing on SR 41/SR 273 City council members are unable to get traffic counts from DelDOT There were a number of meetings with DelDOT regarding the SR 9 improvements and the community agreed on a concept plan for implementation. However, the City has not heard from DelDOT in a while and has become frustrated by lack of progress. Members wondered why the majority of the projects in the area had 100% state funding. They would like to explore the possibility of FHWA funding with state matches for those projects.		New Castle City Council and Planning Committees
Odessa Town Council	Council expressed inconsistency with the maintenance first policy of the Plan while new expansion projects were being funded elsewhere (such as Bayberry). Because of this, they wondered how much sway WILMAPCO really has on DelDOT's process. Specifically, Council was not pleased that the "U.S. 13, Odessa Transportation Plan" project still has no funding. They said the project had funding in the past, but that DelDOT removed it for undisclosed reasons. How much weight do WILMAPCO plans really have? What happened to \$1,000,000 in funding for Rt. 13 improvements?		Odessa Council Meeting Presentation
Perryville Town	The parking lot at the Perryville Train Station is over flowing. Limited parking space is causing a problem for the town police where they continuously enforcing parking in the Town's streets. Members support closing the commuter rail gap between Perryville and Wilmington; however, they felt that addressing the immediate parking problem should be a priority in the short term. The Town would like to get help from WILMAPCO and the State on the parking problem at the train station. A bill has been introduced in the Maryland legislation that would make Maryland adopt similar air quality standards as California by 2011. The Town supports this legislation and encourages WILMAPCO to do the same as it implements the RTP goals and objectives. Members support moving the toll booth closer to the Delaware State line. They also support consolidating the tolls between Maryland and Delaware and sharing the revenue. Members were disappointed not to see construction funding for the long term improvements to the Hatem Bridge in the constrained RTP. As for the short term bridge improvements, members were unhappy to learn that these improvements have also been delayed.		Perryville Town

RTP 2030 Public Comment Received

<p>7-40 Alliance</p>	<p>Member sees DART buses traveling along US 40 half full, or less than that. Can DART use smaller buses? What can be done to get more people onto the buses? There are very few Park & Rides along the US 40 corridor. Why isn't there a transit service between Delaware and Philadelphia International Airport? The SEPTA R2 takes you past the airport to Downtown, where you have to transfer to the R1 to get to the airport. Could there be a bus service put in place? We need SEPTA service south of Wilmington on Saturdays and Sundays. Night service should also be in place. DelDOT/DTC should explore a rail service to the Delaware Beaches from New Castle County.</p> <p>There are no TIP projects for the western part of the US 40 corridor. This is the fastest growing part of the area, in Maryland and Delaware, and these projects need to be funded.</p> <p>Will WILMAPCO respond to everyone who submits a comment about the RTP or TIP? How much weight do WILMAPCO plans really have? How does WILMAPCO convey the public's priorities to DelDOT and the State Legislators, and what will make them listen?</p>		<p>7-40 Alliance Meeting</p>
<p>League of Women Voters of New Castle County</p>	<p>The League of Women Voters of New Castle County supports creating and maintaining a balanced multimodal transportation system that meets the needs of increasing population. Having carefully studied the County's Comprehensive Plan Update the importance of the connection between land use and transportation is evident. The LWV of NCC supports the goals of the County's Update to encourage anticipated growth in areas where infrastructure is already in place and to concentrate growth in rural areas so as to maximize the preservation of farmland and open space. This scenario should help to reduce dependence on the automobile for mobility. However, for this goal to be realized transportation's financial resources cannot continue to be so heavily tilted toward making it ever more convenient or necessary to drive ones car rather than choose transit. It's not enough just to have a multi-modal system; we must build a transit system to be equal to the potential demand if we ever expect to improve on the congestion and air pollution situation.</p> <p>WILMAPCO's Regional Transportation Plan (RTP) presents laudable goals for Efficient Transport of People. The rationale supporting the action steps is clearly set forth. Why, then do we continue to see in the TIP the huge imbalance of resources going to facilitate automobile travel? The League of Women Voters urges that the TIP stop nibbling at the problem and take the difficult steps to reallocate resources in order to do what is needed to make this county truly multi-modal.</p>		<p>via- email 3/7/07 by Jane Dilley, Chair, Land Use/Transportation Committee</p>
<p>Town of Elsmere</p>	<p>The council had a question about how the WILMAPCO council members are selected and the length of their term. Council raised some concerns about the deterioration of local roads (2nd and Forest Ave) and their lack of funding to fix them Council asked why the City of New Castle had three projects on the RTP Constrained list, while Elsmere only had one. They asked if the fact that New Castle's mayor serves on the WILMAPCO Council had any influence on the number of projects in New Castle. Council wanted to know why the Tyler McConnell bridge funding keeps getting pushed back</p>		<p>Elsmere Town Council Meeting</p>
<p>Comment from : Safety, Agriculture, Villages, and Environment, Inc. (S.A.V.E.)</p>	<p>Thank you for the opportunity to submit a few general comments regarding the TIP and the Long Range plan: 1.) Why not consider a roundabout as the superior improvement option at Route 7 & Valley Road?</p> <p>2.) Please place a much higher priority on implementing passenger rail service from Wilmington to Middletown to Dover instead of building a monstrous Route 301 "improvement" that will only serve to catalyze sprawl in southern New Castle County and Kent Count and Maryland, worsen the intersection at I-95 / Christiana Mall (NO amount of "improvement will EVER be able to catch up to the congestion there), and foster a "car-oriented" development plan rather than a more pedestrian-oriented plan with the many, many attendant environmental and health benefits thereof (including air quality, obesity, watershed quality,</p> <p>3.) Because the funding is not on the horizon for Route 301 "improvements," please consider bringing in a firm such as Glatting Jackson to take a fresh, blank slate look at the issues involved with 301. The proposed expansion of 301 is a conventional approach that might benefit from a firm that is applying new philosophies about transportation and land use planning across the country.</p> <p>4.) In general, please institute a more comprehensive policy and outlook on the use of modern roundabouts – they are not simply "traffic calming devices" but actually generally superior intersection control devices that improve capacity, congestion, safety (both vehicular and pedestrian), air quality, fuel consumption, aesthetics, opportunities for economic development and access, and encourage pedestrian-oriented communities. Sound too good to be true? I would be more than happy to provide additional materials or presentations on the subject for any interested audiences should you so desire.</p> <p>5.) I applaud the implementation of policies that will focus transportation expenditures in designated, smaller, growth zones, and discourage development outside those zones by not providing the funding necessary for road improvements and capacity expansion. Keep up the great work!</p>		<p>via email from: Dee Durham, Executive Director</p>
<p>CCOBH</p>	<p>Implement additional projects in the Brandywine 100 Sidewalk Plan</p>		<p>Comments during presentation to Executive Meeting</p>
<p>Town of Bellefonte</p>	<p>A study is necessary to document need for construction and improvement of pedestrian facilities in the town, as suggested in the town's draft comprehensive plan. Such a study can establish an areawide pedestrian infrastructure project for eventual inclusion on the RTP or TIP. Improvements to the Harvey Road / I-95 interchange are needed Bellefonte's Planning Commission believes Bellefonte will not increase in population by 2030, as suggested by State projections</p>		<p>Comment made during question and answer session after presentation.</p>
<p>Town of Newport</p>	<p>Does most of the funding for transportation come from the gas tax? Does WILMAPCO push more for roadway expansion and maintenance or public transportation? What does the third rail track expansion, from Newark to Wilmington entail? Will there be additional stops, ROW concerns? How would the SR 141 (Burnside Blvd. to I-95) project impact Newport? How does WILMAPCO interact with DelDOT? The railroad overpasses in Newport are in poor condition. Is that DelDOT's responsibility? Municipalities do not have sufficient money to maintain their road network Does WILMAPCO have anything to do with increased DelDOT spending on redeveloping Wilmington's Riverfront?</p>		<p>Comments from Newport Council</p>
<p>Claymont Renaissance Development Corporation</p>	<p>We must consider the environmental costs of non-impervious surfaces to local sewer systems and local municipalities. Has DelDOT considered the funding needed to meet Federal regulations on future projects, and the costs to retrofit old roadways? The lack of transit projects is depressing, more public transit is needed Why do we need new development in order to get transit when the demand already exists? Why are there no buses from Aberdeen to New Castle where there is no rail? It's silly not to run rail service where it is needed and the infrastructure is already in place. People have a racial bias against taking the bus in New Castle. We should explore ways to improve bus ridership by erasing this bias.</p>	<p>public public</p>	<p>CRDC Board member CRDC Board member</p>

RTP 2030 Public Comment Received

	<p>Why is there no carpool or bus to the beach? Bus leaves from Rodney Square on Sundays but there is no service to get to Rodney Square. People would be encouraged to use transit if employers did not provide free parking Is unhappy with the fact that in order to get to the airport you have to go to center city and then come back south More liveable communities should be built with mixed uses and efficient, accessible transit.</p>		<p>CRDC Board member public public CRDC Board member</p>
Claymont Community Coalition	<p>Requested more dependable transit Gas Tax increase will not be popular with Legislators in Dover. The DMV fee increases could happen. The Philadelphia Pike Project cannot go forward without a redesign to accommodate the wishes of the Claymont Community.</p>		
Cecilton Town	<p>The Town is concerned that it has not been part of the BRAC discussions with State and/or County officials. They request that WILMAPCO facilitate the coordination effort related to BRAC and bring them to the table. The Town has serious concerns that roadway projects in the aspiration list were developed with no input from them. They would like to submit projects to be included in the RTP aspiration list before WILMAPCO Council adopts the RTP on March 22. The Town has issues with the Route 301 project in Delaware--specifically toll evasion. Below are items the Town would like to add to the Aspiration list: <i>Expansion of SR 213</i> <i>Improve traffic flow</i> <i>Modifications to expand turn lanes (Example: Rt. 213 and Rt. 282 intersection in Cecilton) or a bypass should be considered</i> <i>Consideration of expanding the entire length of SR 213 along with possibly constructing a new overpass at Chesapeake City due to the condition of the existing bridge.</i></p>		Cecilton Town
Delaware City	<p>The Town was pleased to see funding in the TIP for bus service by 2012-2013. However, they feel the service should be provided much sooner. A member of Council felt that the Town should receive tax dollars it sends to support DART service back, since service is currently not provided. How much federal funding do projects receive?</p>		Comments from Delaware City Council and Residents
Town of Middletown	<p>Is it possible to widen the existing 2-lane portion of US 301 to 4 lanes until the by-pass is constructed There 2 weigh stations being built on US 301 slated for construction, one in Delaware and one in Maryland. Why are they not being built in one location? Isn't this a waste of money?</p>		
Wilmington Parking Summit	<p>There should be better coordination between NCC and DE for selection of projects How does DeIDOT track the developer-funded projects? Does this private funding add incentive and raise the priority of a project?</p>		<p>public public</p>
TMA Delaware	<p>WILMAPCO should be working with Chester County to plan for regional projects. DART service is not improving. More money should be spent to provide transit service.</p>		TMA Board member
Bear-Glasgow Council of Civic Assoc.	<p>What rail service is planned between Newark and Wilmington? What rail service is planned elsewhere New Castle County? How will BRAC impact the Bear-Glasgow area? How did the transportation funding problem get so bad?</p>		Comments from Civic Association meeting



1108 Artwin Road
Wilmington, DE 19803-2702
March 5, 2007
(302) 478-3651
jreed96@verizon.net

WILMAPCO
850 Library St.
Newark, DE 19702

Dear Sir:

I have the following comments on the Regional Transportation Plan:

The spending of \$500 million for a Route 301 truck bypass of Middletown will increase air pollution from diesel truck engines (decrease air quality in New Castle County) and not provide significant relief of traffic conditions for those Middletown residents commuting to jobs in Wilmington and Philadelphia. The bypass proposal does nothing to relieve the terrible commuter traffic of DE Route 1 and I-95 experienced by Middletown area residents. Delaware will receive no income from this expenditure. Diesel fuel will be purchased in other states. There is no tolls that will be collected. This proposal is WRONG for Delaware residents.

A more sensible solution for Middletown commuters would be to spend the \$500 million dollars to establish a reliable commuter rail service Middletown to Wilmington with few intermediate stops. This would relieve automobile tie ups on Route 301, DE 1 and I-95. It would improve air quality in New Castle County by reducing automobile travel with its attendant pollution.

Sincerely yours,

Joseph C. Reed

Please include this letter in the report of the upcoming meeting and in the minutes of the meeting.

March 5, 2007

TO: WILMAPCO
850 Library Avenue, Suite 100
Newark, Delaware 19711

FROM: Jean S. White, New Castle County resident
103 Radcliffe Drive
Newark, Delaware 19711

SUBJECT: Regarding WILMAPCO's Regional Transportation Plan of Winter 2007,
and specifically, WILMAPCO's suggestion for raising money through advertising in bus shelters, etc.

INTRODUCTION Prior to the recent February 12th meeting of Newark City Council, I was going through the Council packet in the City Secretary's office, and came across WILMAPCO's Regional Transportation Plan. In very briefly thumbing through the 75-page document, just by chance I happened to open it to a page that had a suggestion to raise money for transportation-related needs by putting advertising in bus shelters. On discovering this, I was very upset. Later when I looked at a copy of the plan, I could not locate this page via the table of contents, and had to ask someone at the WILMAPCO office to point out to me what page this was on (page 23).

My position on putting advertising in bus shelters I want to go on record with this letter as being adamantly opposed to putting advertising in bus shelters. I will try to lay out the reasons for my opposition below.

Overcommercialization as evidenced by advertising is creeping into every corner and aspect of American life. There is a legitimate place for advertising — the sign on the business location, the ad in the newspaper, the flyer in the mailbox, and many others I could list. Businesses have a legitimate right to advertise decently and a legitimate right to make a profit in an ethical manner. But advertisers are pushing advertisements into every nook and cranny of places we were safe and free from this before, in their search for greater access to the consumer and for the purpose of targeting specific consumer groups, or in many cases gaining access to "captive audiences". A "targeted group" might be potential consumers of a particular demographic, such as by age, race, sex, level of income, wealth, occupation, or use of leisure time. A "captive audience" is a group of potential consumers who by activity or obligation need to be in such a place, cannot escape the ad, and are forced to view it or be subjected to it.

Hence we see ads plastering the sides of sporting events, sponsors' names on football uniforms of public universities and on clothing worn by competing Olympic contestants (once not allowed), in doctors' and dentists' offices, in public museums, corporate naming of whole public buildings, efforts (sometimes successful) to put advertising in public schools (a prime case of a captive audience), and many more examples I could name, even in some places on bathroom doors! If all this advertising is allowed to continue unchecked, the irony is that

pretty soon it may get so the grounds of corporate headquarters of businesses who are advertising around the country will be freer of advertising than the public spaces such businesses seek to advertise in!

My position is that public institutions and non-profit arms of government, or quasi-government organizations, like WILMAPCO, should not be partners to enable advertisers to "penetrate" (using a marketer's questionable term) their target markets of the public. My reasons for being against advertising in bus shelters are several:

FIRST- Principle of no private advertising in public domain
Public properties and public institutions, for which we pay taxes directly or indirectly, should not contain advertising by businesses. Governmental institutions and non-profit organizations supported by the government should remain free of advertising for private commercial gain. This is the general principle upon which it should hinge on whether or not advertising should be allowed. In the case at hand, bus shelters are places for the convenience and shelter of riders of publicly funded and administered transit. Therefore there should be no advertising in them. Therefore this principle is one reason I offer against advertising in bus shelters.

I

Please note that I am distinguishing between advertising to convince a potential consumer to buy a product, and public-service messages. Public-service messages in contrast are those designed to relay information on health or safety or related matters that would be beneficial to the public; they are not designed to get the public to buy a product for the personal profit of the company.

SECOND - Negative aesthetics Advertising in bus shelters is a type of sight pollution. It mars the landscape and clutters up the visual surroundings, both for the riders of the DART buses who wait in the shelter for the bus to come, and for the driver and passengers of vehicles riding by.

That advertising can negatively contribute to the visual clutter of the streetscape and landscape is affirmed by city and county codes that attempt to limit the number and size of signs and by national and regional campaigns to outlaw or limit billboards along highways. All the bus shelters in New Castle County look really fine now, free of advertising. Please don't ruin a good thing and allow advertising to go on the surfaces of our bus shelters!

THIRD - Environmental and social justice Your Regional Transportation Plan document talks about the importance of transportation equity and better servicing low-income and minority communities. I would submit that putting advertising in bus shelters (though anybody is free to ride DART buses) in practice preferentially targets the low-income and minority populations, who at present make up a greater proportion of those who ride buses.

Philosophically, I am a supporter of public transportation. But I must be forthright: I am an occasional rather than a regular rider of DART buses. When appropriate or convenient, I do ride one of several different-numbered routes of buses between Newark and

Wilmington. When I ride th No. 6 bus for instance (one of several numbered buses convenient to me), I am always struck with how much the population riding the bus contrasts with the general population in other places in Newark and the county I have just been immersed in. The No. 6 bus riders are predominantly or more greatly minority (African-American or Hispanic), speaking a number of different non-English languages, or appear to be poor or working at minimum-wage jobs (granted, appearances can be deceiving). This is fine because diversity of people is interesting especially with an interest in other languages, and I'm glad the bus service exists to serve us all. But the local bus riding population at least as witnessed here tends to contrast with the transit population of Amtrak trains and airplanes, other forms of mass transit, perhaps because they cost a lot more. How many of the doctors, lawyers, bankers, public officials, and elected officials in New Castle County regularly ride DART buses to work, or have ever ridden a DART bus?

Therefore, to conclude, I would submit that putting advertising in DART bus shelters, in addition to the visual pollution for all, has the effect of unfairly targeting those who are minority and low-income ("transit-dependent populations", as you call them), who are more likely to ride the buses at this point in time. This is unfair and is in direct contradiction to WILMAPCO's broader goals of environmental and social justice.

* * * * *

Addressing others' arguments used to support advertising in bus shelters

Argument #1 others use: "Advertising in bus shelters is not desirable, but after all, we need money for public transit improvements, so this is a small 'price to pay' to get the added money."

I feel this is prostituting one's public program or service or agency, overlooking the long-term consequences for short-term gain. And each time money is gotten through selling advertising space in public spaces, it undermines ~~the~~ the ability to get future monetary support from the public for public causes, other causes and needs as well. Not only does the line between public and private become blurred or even erased, the public becomes even more inclined to "sell off" its public spaces for advertising. Our national parks need more money for upkeep and administration? Let's put advertising at scenic outlooks and campgrounds. Our state parks and county parks need money for rangers and employees and interpretive displays? Let's put advertising at the beaches and playgrounds and nature centers. Our public schools need more money? Let's sell advertising space on classroom walls and sell naming rights to our schools. One could go on and on. Where will this "trade-off" end?

And the "price" is paid, so to speak, by the daily bus riders and the general public subjected to the advertising. The costs are subjective, but they are there.

Argument #2 others use: "Other places such as the cities of Philadelphia and Washington D.C. have advertisements in bus shelters. So if it is O.K. for them, why not us?"

This type of argument I heard many times from my children when they were teenagers: "But so-and-so does it, why can't I?" I always tried to point out, that in the interest of logic and reason, just because someone else does something, it does not follow that what they want to do is automatically right, or ethical, or justified. One has to examine the issue more carefully. Likewise, just because city X or county Z has advertising in bus shelters, doesn't mean that we in New Castle County and Delaware can't have different (and better!) standards of our own. Sometimes what others (other persons, other organizations, other jurisdictions, other countries) ^{do} is worth copying, other times not!

Recognize that the advertising industry (which also serves proper purposes) is constantly trying to expand into new places to put advertising, and in doing so, is consciously seeking to dull the public's reaction to advertising in public places formerly off limits. Please, WILMAPCO and DART should not be willing parties to this practice.

Argument #3 others use: "It makes sense not to put advertising in national parks and scenic rural areas, but cities and suburban areas are already full of advertising, what's a bit more?"

My response is that additional advertising in public or semi-public places should not be allowed even if in a city, town, or suburban area. Every little bit of additional visual clutter, of ugliness, of sight pollution, adds to the sum of the whole. If the above argument had merit, our cities and towns would not have parks, would not be working to spruce up their downtowns, would not be putting in street trees, would not be insisting on codes that mandate or encourage more attractive buildings, would not have landscaping requirements, would not be painting railroad overpasses or covering up graffiti, would not have an interest in adding attractive street amenities like decorative lampposts and public art, would not be trying to reduce litter and promote cleaner streets. Please, no advertising in bus shelters, which are an integral part of the streetscape.

* * * * *

In conclusion, I implore WILMAPCO not to put advertising in bus shelters.

(See the following page for comments on advertising on farecards and buswraps.)

Advertising on DART farecards

I would not want advertising on the back of farecards either. I have a \$16.10-value blue/purple DART farecard in my pocketbook. I believe that all information on the DART farecard should be related to riding DART buses and there should be no irrelevant distracting information.

If you put unrelated advertising on the back of the farecard, I as a DART user am forced to look at it when I use the card, and forced to carry the advertisement in my pocketbook in between uses, until I use up the value of the card, unlike a flyer that arrives in the mail that I can throw out.

That does not mean there is no useful relevant information relative to riding a DART bus that could go on the back of the farecard. One piece of information that could go on the back would be "no expiration date". When I buy a new DART farecard, I always have to ask to be sure the farecard doesn't expire at a certain date. I should not have to do this. Other possible information that could be on the back of the farecard are typical places to get bus schedules (public libraries, municipal offices, Amtrak station in Wilmington) and where one can buy farecards (Newark municipal building - finance department; where else?) On the card could also be the address of the main DART First State office.

NOTE: I never even knew there were farecards until I attended the Transit Committee meetings at the City of Newark, and heard mention of this. Before that, I always paid, on my occasional DART bus trips, the \$1.15 in change. Using the farecards is more convenient.

Ads on outside of DART buses, wrapped buses

I actually feel buses should only have public-service messages of a variety of types on their outside. I am aware that other ads (commercial) that I object to are already on the outside of DART buses. Without pursuing that aspect further, let me finish up by addressing a more aggravating type of bus ad: buswraps.

Wrapped buses, or "bus wraps" I've only seen these "bus wraps", where the bus including the windows are "wrapped" tightly with advertising banners, a few times, but they are extremely distasteful to me. (And I have heard, to others.) It makes the bus look like a prison — no side windows can be seen, nor riders inside — it makes one leery of entering and riding the bus.

Surely this makes riding the bus much less enjoyable because it must interfere with the rider looking out the window, one of the special enjoyable parts of busriding. A friend who has ridden a wrapped bus says the sight out the side windows is significantly curtailed, and notes they'd never "wrap" the front windshield of the for visibility reasons.

This is raking in advertising dollars while "hurting" the very bus riders you are trying to attract — hurting their visibility out the side windows and making their bus ride less enjoyable, as well as potentially discouraging or making a distasteful experience for those who would be entering the bus from the outside.

General comments of WILMAPCO's Regional Transportaion Plan compiled for this winter 2007:

I am in general support of the goals of WILMAPCO, and I recognize the serious and detailed work that has gone into this information-dense and proposal-dense work. I wish to commend everyone for the great deal of time and thought that went into its preparation.

If I had more time, I would comment on other aspects of the Plan. As it is, I've focused on one suggestion to raise money buried in the middle of a 75-page report. But that one suggestion rankles me, and that is why I've spent the time to put down my thoughts on the subject. Thank you for taking the time to read and seriously consider them.

Sincerely,

Jean S. White



PHILADELPHIA
SPONSORSHIP



Delaware needs alternative to cars

By Al Matlack

Posted Friday, December 1, 2006

The 2030 Regional Transportation Plan prepared by WILMAPCO has overlooked some important facts. World production of petroleum is expected to peak in about 2010. The price will probably rise faster than overall inflation. Global warming is here, and it is time to do something to moderate it.

Gov. Minner has reached agreement with several governors of Northeastern states to reduce Delaware emissions of carbon dioxide. Delaware fails to meet standards set by the Clean Air Act for ozone.

In addition, there is a projected \$2.7 billion shortfall in funding for transportation projects. We can no longer afford the extravagance of counting cars and building roads to fit.

If each car contained two or more people, energy use, carbon dioxide emissions, ozone alerts, congestion and funds for new roads would all be reduced and people would be healthier.

With all these benefits to gain, the goal should be to make it expensive and inconvenient to drive alone in a car -- and inexpensive and convenient to ride or walk with others.

Some guidance can be obtained from Western Europe, where energy use per capita is half that of the average person in the United States. Bike paths and rail services are more common there.

It costs about \$6,000 per year to own and operate a car. PhillyCarShare estimates that \$4,000 of this could be saved by getting rid of the car and using its rental service.

The extra cost of driving alone must be obvious every day. At tollbooths, a driver can choose a cheaper lane for cars with more than one occupant.

California is about to enact a "feebate" law that would levy a surcharge on vehicles emitting a lot of carbon dioxide and offer a rebate to ones that emit much less. It should be possible to extend this revenue-neutral system to get more than one person in a car.

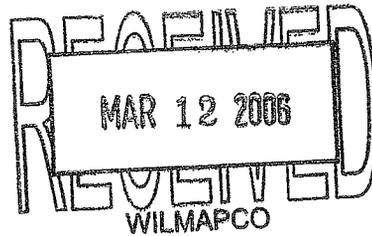
Suppose all employers charged for parking, with a higher fee for cars containing only one person. These fees could be used to support bus passes and van pools. Road-use taxes with congestion pricing could also lead to results.

In the early 1990s the U.S. Environmental Protection Agency asked employers with more than 100 employees at a site to figure out how to reduce the number of cars. A lot of good thinking went into this, but unfortunately the plan was canceled.

Passive solar heating and cooling in homes in the Philadelphia area could save 50 percent of energy.

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MARLENE D. SIBRE
908 HARTLEY PLACE
WILMINGTON, DE 19808



March 9, 2007

Attention: Mr. Dave Gula
WILMAPCO
850 Library Ave. Suite 100
Newark, DE

Dear Mr. Gula:

Since I was unable to attend the meeting, I am replying to the article "Transit agency looks for money and riders" that was in The News Journal, Friday on February 6, 2007.

Enclosed are some problems I and other DART riders are having. Some of these DART problems have been broken for too long a period. I personally believe that DART, the State of Delaware in addition to the City of Wilmington are responsible. I also feel that the DART meetings held before DART schedule changes are a waste of time. Hardly anyone attends them. Most people think that DART does not care and nothing will get done.

I would like you to respond to me regarding my concerns as well as feedback about what was mentioned at the meeting?

Thank you for your assistance.

Sincerely,

Marlene D. Sibre

Enclosures

DART NEEDS TO PROVIDE

- **SUNDAY BUS SERVICE IS NEEDED NOW AND STOP BLAMING EVERYBODY LIKE:**
 1. **THE DELAWARE'S POPULATION**
 2. **STATE OF DELAWARE AS WELL AS ALL OF DE COUNTIES**
 3. **THE CITY OF WILMINGTON**
 4. **EVEN DART**

ON WEEKENDS DART ONLY HAS:

1. LIMITED DART SERVICE UNTIL 7PM ON SATURDAYS
2. SOME AREAS ARE WITHOUT ANY DART SERVICE ON SATURDAYS
3. NO SUNDAY DART SERVICE AS WELL AS NO MONDAY DART SERVICE ON HOLIDAYS LIKE LABOR DAY FOR EVERYONE. DART RIDERS HAVE TO RIDE BUSES WHEN THE WEATHER IS BAD ON SATURDAYS. BUS RIDERS CAN NOT ADJUST THEIR SCHEDULES FOR WORK OR PLEASURE.
4. EVEN NO SUNDAY DART SERVICE DURING THE HOLIDAY SEASON AFTER THANKSGIVING UNTIL NEW YEARS DAY

WHO CARES ABOUT EVENTS IN DELAWARE?

OTHER STATES LIKE MARYLAND, NEW JERSEY, NEW YORK AND PENNSYLVANIA, HAVE:

1. **MORE PEOPLE**
2. **MORE CARS**
3. **MORE TRAFFIC CONGESTION**
4. **MORE VISITORS**
5. **MORE ATTRACTIONS**
6. **HAVE PUBLIC TRANSPORTIONS 24/7**

- MUCH BETTER BUS SERVICE MONDAYS TO SATURDAYS
- BETTER BUS CONNECTIONS TO OTHER BUS ROUTES
- MORE POLICE PROTECTION AT RODNEY SQUARE
- MORE BUSES ON LONGER ROUTES LIKE THE # 1, # 5. # 6 ESPECIALLY AS WELL AS OTHER SIMILAR BUS ROUTES THAT ARE THAT LONG
- FEWER BUSES ON #8, #10, #11, # 12 ESPECIALLY AS WELL AS OTHER COMPARABLE BUS ROUTES
- SHORTER TRIPS AND NOT HAVE RODNEY SQUARE AS THE ONLY BUS HUB SHOULD HAVE NON SMOKING AREAS AT RODNEY SQUARE FOR MEDICAL REASONS LIKE SECOND HAND SMOKE
- DART BUS DRIVERS SHOULD BE MORE COURTEOUS TO DART RIDERS AND KNOWLEDGEABLE OF THE BUS ROUTES
- DART BUSES SHOULD STOP DOWNTOWN AT ALL BUS STOPS AND NOT JUST CERTAIN STREETS
- NEW DIRECTIONS FOR THE FUTURE
- NEW IDEAS WHICH INCLUDES BUS ROUTES THAT SERVE THE SUBURBAN AREAS AS WELL AS OTHER SIMILAR BUS ROUTES AND NOT JUST THE INNER CITY OF WILMINGTON, DE

- DART NEEDS TO IMPROVE ITS PARA TRANSIT SERVICE
- DART ADMINSTRATION OFFICE SHOULD BE OPEN ON SATURDAYS
- DART WORKERS WHO ANSWER THE TELEPHONE AND DO NOT USE ONLY ANSWER MACHINES. DART WORKERS SHOULD BE MONITORED
- DART WORKERS WHO WILL GIVE AN IDEA WHEN YOUR PHONE CALL WILL BE RETURNED
- DART WORKERS SHOULD BE ABLE TO MAIL YOU A RESPONSE REGARDING A DILEMMA AND NOT SAY THEY DO NOT HAVE THE TIME OR ENOUGH WORKERS. IT IS THE COMPUTER AGE!
- DART WORKERS WHO WILL REFER TO SOMEONE ELSE WHO MIGHT BE ABLE TO ASSIST YOU ABOUT A PROBLEM
- DART SHOULD HAVE A DATA BASE OF DE ATTRACTIONS, BUSINESS PLACES, ETC. AND BE ABLE TO ANSWER QUESTIONS ABOUT BUS SERVICE TO SUCH PLACES EASIER.
- ELIMINATE DART BUSES WITH THE LETTER "L" E REGARDING EMPLOYMENT, THE FOLLOWING NEED TO WORK TOGETHER AS A TEAM:
 - **DART**
 - **STATE OF DE ESPECIALLY THE LABOR DEPT.**
 - **EMPLOYERS ESPECIALLY AT COMPANIES LOCATED IN THE SUBURBAN SECTIONS**
 - **CITY OF WIMINGTON**
 - **ALL DELAWARE COUNTIES**
 - **MORE BUSINESSES DOWNTOWN ESPECIALLY A LARGE RETAIL STORE LIKE:**
 1. **BOSCOV'S**
 2. **JC PENNEY**
 3. **SEARS**

IF THERE IS TO BE NO SUNDAY SERVICE, ONLY BUS RIDERS CAN WORK AT THAT STORE LIKE BOSCOV'S DOWNTOWN.

- MORE COMMUNICATION AND NO MORE DISCRIMINATION WITH THE PUBLIC
- DART NEEDS THE GOVERNOR TO BE MORE INTERESTED AND CARES ABOUT DART SERVICE IN NEW CASTLE COUNTY AND NOT JUST KENT AS WELL AS SUSSEX COUNTIES, DE
- DART NEEDS A WILMINGTON MAYOR WHO CARES ABOUT THE DART SERVICE AND NO EXCUSES FOR NOT HAVING DART SERVICE ON SUNDAYS, ETC
- DART SHOULD BE SPLIT UP:
 - **NORTHERN** FOR NEW CASTLE COUNTY
 - **SOUTHERN** FOR KENT AND SUSSEX COUNTIES
- DART SHOULD HAVE TELEPHONE NUMBER IN NEW CASTLE COUNTY FOR ANY DART PROBLEM.FOR NEW CASTLE RESIDENTS
- DOVER. DE OFFICES ARE A PAID PHONE CALL FOR DART AS WELL AS THE NEW CASTLE DE BUS RIDER. NO COMMICATION IS THE RESULT. NOBODY WANTS TO CALL THE OTHER PARTY.

- CHRISTIANA MALL HAS SO MANY BUSES THAT SERVE THERE AND CONCORD MALL HAS FEWER BUSES SERVING THERE AT ALL TIMES OF THE DAY. CONCORD MALL BUSES ARE SO CROWDED AND PEOPLE HAVE TO STAND ESPECIALLY AT RUSH HOUR TIMES.

- DART SHOULD USE PARK AND RIDE AREAS AS ADDITIONAL HUBS FOR CONNECTING OTHER DART BUSES LIKE PRICE'S CORNER # 6, # 9, #19 AND # 36 STOP THERE. DART RIDERS SHOULD BE ABLE TO CONNECT TO A BUS THAT GOES TO
 - CHRISTIANA MALL
 - CONCORD MALL
 - NEW CASTLE, DE
 - CENTERVILLE ROAD
 - LIMESTONE ROAD
 - NEWARK, DE

- TAKE ADVANTAGE OF THE OIL SITUATION TO CONVERT AND ASK DELAWARE RESIDENTS TO TAKE THE BUS AND NOT USE THEIR CARS AS MUCH

- DART SHOULD CATER TO THE YOUNGER DELAWARE RESIDENTS NOW BEFORE THE OLDER DELAWARE BUS PATRONS ARE HOUSE BOUND, IN NURSING HOMES OR DECEASED. IF NOT, DART WILL GO OUT OF BUSINESS.

- DART SHOULD EXPAND SERVICE IN NEWARK, DE ESPECIALLY AT BUSINESS PARKS AND SHOPPING CENTERS, ETC.

- BUS RIDERS SHOULD BE DART WORKERS AND NOT CAR DRIVERS
DART RIDERS UNDERSTAND THE BUS PROBLEMS MORE THAN CAR DRIVERS. **STOP DISCRIMINATING!** DART NEEDS EMPLOYEES WHO ARE DART RIDERS.

- BETTER SCHEDULING AND BETTER CONNECTIONS. PEOPLE WANT TO GET THERE QUICKER AND NOT LONGER. I AM APPALLED THAT DART ADVERTISES **"TAKE DART AND YOU WILL HAVE TIME TO DAYDREAM!"**

- ELIMINATE ONLY PARK AND RIDE BUSES AS WELL AS BUS ROUTES WITH AN L WHICH STANDS FOR LIMITED

- HAVE EXPRESS BUSES STOP FOR BUS PATRONS BEFORE AND AFTER THE DART BUS IS OFF I-95 ALONG KIRKWOOD HWY. BUSES WILL STOP ONLY AT LIMESTONE ROAD TODAY AND NO STOPS BEFORE / AFTER LIMESTONE ROAD.
DART IS LIKE A HYPOCRITE – DART HOLLERS "WE DO NOT HAVE ENOUGH RIDERS" BUT DART DOES NOT SERVE THEIR RIDERS WHEN DART DOES NOT MAKE STOPS TO PICK UP OR DROP OFF THEIR RIDERS! DART YOU CAN NOT HAVE IT BOTH WAYS!

- DART SHOULD MORE PLACES TO PURCHASE DART FARE CARDS LIKE ALL SUPERMARKETS AND BANKS

- TRANSPORTATION COMPANIES DO NOT MAKE PROFITS -- TRANSPORTATION COMPANIES ARE SERVICE COMPANIES
e.g. AMTRAK

DART HAS FEWER RIDERS BECAUSE:

- DOWNTOWN HAS NO RETAIL BUSINESSES AS DOWNTOWN HAD IN THE 1930'S, 1940'S, 1950'S AND 1960'S
- NO MOVIE THEATERS TODAY DOWNTOWN
- DOWNTOWN HAS FEWER COMPANIES ESPECIALLY DE BASED BANKS TODAY.
 1. GONE IS BANK OF DE

2. GONE IS DELAWARE TRUST
3. GONE IS FARMERS BANK
4. BIG DE COMPANIES LIKE DU PONT HAVE GOTTEN SMALLER DUE TO CUTS

THE RESULT IS:

- BECAUSE OF MERGERS, THERE ARE FEWER JOBS FOR DE WORKERS
- EVEN LESSER JOBS GOOD PAYING JOBS FOR BUS RIDERS BECAUSE EMPLOYERS WOULD RATHER HAVE EMPLOYEES WHO DRIVE CARS AND NOT USE DART
- **LESS WORKERS CONTRIBUTING TO SOCIAL SECURITY**

REGARDING EMPLOYMENT, THE FOLLOWING NEED TO WORK TOGETHER AS A TEAM:

- **DART**
- **STATE OF DE ESPECIALLY AND INCLUDING THE LABOR DEPARTMENT FOR JOB SEEKERS. EMPLOYEES AT THE LABOR DEPT. ARE NOT KNOWLEDGEABLE ABOUT THE DART SERVICE AND WELL AS DVR**
- **EMPLOYERS ESPECIALLY AT COMPANIES LOCATED IN THE SUBURBAN SECTIONS**
- **CITY OF WIMINGTON**
- **ALL DELAWARE COUNTIES**
- **MORE BUSINESSES DOWNTOWN ESPECIALLY A LARGE RETAIL STORE LIKE:**
 1. **BOSCOV'S**
 2. **JC PENNEY**
 3. **SEARS**

IF THERE IS TO BE NO SUNDAY SERVICE, ONLY BUS RIDERS CAN WORK AT THAT STORE LIKE BOSCOV'S DOWNTOWN.

DART DOES NOT STAND FOR DE AREA REGIONAL TRANSIT BUT DART TODAY STANDS FOR:
DIRTY AREA REGIONAL TRANSIT

INVESTIGATE WHERE THE MONEY WENT THAT WAS TO BE USED FOR SUNDAY DART SERVICE

INVESTIGATE ACCIDENTS FOR DRIVERS WHO ARE:

- EATING
 - DRINKING
 - USING CELL PHONE
 - MEDICATION SIDE EFFECTS THAT EFFECT DRIVING HABITS
- TAKE THEIR DRIVER'S LICENSE AWAY PERMANENTLY THEN DE WILL HAVE MORE BUS RIDERS

NO SMOKING AT RODNEY SQUARE UNLESS THE CORPORATE AND STATE/LOCAL GOVERNMENTS WANT TO PAY ALL MEDICAL BILLS INCLUDING:

1. **DART**
2. **STATE OF DELAWARE**
3. **THE CITY OF WILMINGTON**
4. **THE COUNTY OF NEW CASTLE**

IF DART CAN NOT AND WILL NOT IMPROVE THEIR SERVICE ~
THEN IT IS TIME FOR DART TO GO!

- BOYCOTT DART AS MUCH AS POSSIBLE
- DEMAND THAT DART GO AND BE REPLACED

- DELAWARE HAD THE DELAWARE COACH COMPANY BEFORE DART AND THE DELAWARE COACH COMPANY CARED ABOUT THEIR RIDERS. DART DOES NOT CARE ABOUT THE PEOPLE!

!

DELAWARE NEEDS CLEANER AIR QUALITY

DELAWARE NEEDSSUNDAY BUS SERVICE

Marlene D. Sibre
908 Hartley Pl
Wilmington, DE 19808

Section VI. Newspaper Articles

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NEWARK POST

November 2, 2006

Workshop to look at money for roads

The Wilmington Area Planning Council (WILMAPCO) will present a workshop on "innovative transportation finance" at the Embassy Suites on S. College Avenue on Monday, Nov. 13, from 4 p.m. to 7 p.m.

The event will feature expert speakers, as well as provide an opportunity for the public to get involved in the decision-making process for the 2030 Regional Transportation Plan, a long-range plan for WILMAPCO.

The "Our Town" workshop will address innovative solutions to transportation financing challenges and ask the question, "How can we adequately fund our communities' transportation needs?"

The event is free and open to the public. For more information, visit www.wilmapco.org.



DELIVERED
BY THE NEWS JOURNAL



Long, winding wish list for Del.

Funding shortfall forces WILMAPCO to shrink long-range plan for roads

By SUMMER HARLOW, The News Journal
Posted Wednesday, January 17, 2007

With a shortfall in state transportation funding forecast to begin in 2014, the Wilmington Area Planning Council has found itself scrapping -- rather than adding -- road projects to its long-range plan.

While previous plans included one long list of projects to receive funding, a draft of the 2030 regional transportation plan released Tuesday includes two lists: a short list of about 40 funded projects, and a "wish list" with about 120 projects -- including improvements to U.S. 301 and U.S. 40 -- awaiting funding.

The plan update also recommends several ways to finance the projects -- such as road privatization -- as a way to cope with more than \$2 billion in unfunded projects in New Castle County.

"This is really unusual for us because this is the first time we're not able to go to the public and ask what additional projects they'd like to see," said Heather Dunigan, principal planner for the Wilmington Area Planning Council, or WILMAPCO. "Instead, we've had to ask them which projects we should cut, so we're much more focused on finances than in the past."

Every four years, WILMAPCO updates its long-range transportation plan, first approved in March 1996. The last update was done in March 2003. The council hopes to approve the 2007 update in March.

WILMAPCO is a federally mandated regional transportation planning agency for New Castle County and Cecil County, Md., made up of city, county and state officials from the region.

To receive federal funding, all transportation projects in New Castle County must be part of WILMAPCO's long-range plan.

Once the project list slated for funding is finalized, it will become part of the state transportation department's capital improvements program, and state funding is to be approved in June as part of the bond bill, Dunigan said.

Darrel Cole, department of transportation spokesman, said the state doesn't know which projects it will be able to fund.

"Their priority list becomes part of the statewide priority list, but it has to be balanced with statewide needs," Cole said. "We don't know what our funding will be, so we don't know how far down the list we'll be able to go."

During the past 10 years, about \$2.9 billion has been spent in capital improvements across Delaware, according to the plan update.

Based on need, though, about \$700 million a year will be required to fund all the transportation projects the state has requested for the next 10 years.

While land, material and labor costs increase each year, revenues are coming from fixed sources, such as tolls, the fuel tax and vehicle registration fees.

Without new, reliable funding, Delaware will face deteriorating roads and reduced mass-transit options, according to the plan.

New Castle County projects in the "constrained" list -- those that will have funding available -- total about \$651 million. The wish list carries a \$2.1 billion price tag.

And while the plan goes through 2030, no capital project funds are projected to be available after 2013.

To address the funding shortfall, the WILMAPCO plan recommends the state pursue a number of new revenue sources -- many of which were included in the state's transportation funding task force's 2005 report to the governor. Those ideas, such as road privatization and increases in tolls, fees and fuel taxes, never were adopted.

The WILMAPCO recommendations include increasing the motor-fuel tax and vehicle registration fees, dedicating a real estate property tax or income tax to transportation projects, increasing developer contributions, collecting additional tolls, and implementing developer impact fees.

Public-private partnerships also are suggested, and Dunigan said she believes that's one of the best options for the state to pursue.

In November, WILMAPCO conducted a forum considering alternative funding possibilities, such as private consortiums with the authority to fund and build roads and then charge user fees, and expanded employer subsidies for transit.

Also a possibility is leasing out I-95, Del. 1 and the new U.S. 301 bypass.

Last year, WILMAPCO conducted a public opinion survey that found 67 percent of New Castle County respondents said the private sector should be included in financing transportation.

State Sen. Robert L. Venables, D-Laurel, who served on the transportation funding task force, said he didn't think there was much will among legislators to pursue the leasing of I-95 or an increase in the gas tax. He said he hoped WILMAPCO's inclusion of funding recommendations in its plan might stir legislators to consider leasing I-95.

Such a lease, he said, could generate nearly \$2 billion, and "really start to address the issues we're facing."

"I think that's what we need to do, but we need to do it real quick," he said. "Soon we're not going to have enough money to run the department; that's the kind of predicament we're in."

If Gov. Ruth Ann Minner doesn't bring up the potential for a turnpike lease during her State of the State address Thursday, Venables said, he's going to do his part to remind his fellow legislators of the repercussions of a transportation funding shortfall.

"Repairs to existing roads are really going to suffer, and we're already cutting back projects," he said.

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News

I-95 widening, bridge projects eyed for surplus

By Jane Bellmyer jbellemyer@cecilwhig.com

Gripe all you want about those tolls on Interstate 95 and Route 40, but they are a major reason why Cecil County has a surplus of federal transportation money coming its way.

The county's share is \$80 million, according to the Wilmington Area Planning Council.

WILMAPCO principal planner Heather Dunigan said most of the money will be spent adding another lane to both north and southbound Interstate 95.

"This is a big project for Cecil ... widening 95 from Perryville to Delaware," she said. It's expected to be complete by 2020.

WILMAPCO, a federally mandated organization charged with guiding transportation issues including funding and planning, brings together different levels of government as well as non-profit organizations and the public. The planning council covers Cecil and New Castle County, Del.

According to Dunigan, Cecil County is in better shape than Delaware for transportation projects.

"Delaware just doesn't have enough funds," she said. "It's not where they don't have enough to fund all the projects on their wish list. Delaware doesn't have money for basic needs."

With the change in leadership both in Cecil and in Maryland, Dunigan said the time has come for a meeting to revisit transportation issues, including the position of toll plazas for Cecil County and Delaware.

"With the new (state) transportation secretary and several new (county) commissioners, it's probably time to sit down and talk about the tolls," Dunigan said.

Cecil County Administrator Al Wein said the meetings are already in order.

"We recently met with New Castle County officials and I think the goal is to meet with the new secretary of transportation to facilitate a new meeting with Delaware Department of Transportation," Wein said.

Cecil County officials tried, with limited success last year, to convince Maryland transportation officials to give county residents relief from the tolls on I-95. Former County Commissioner Nelson Bolender complained that Cecil was the "only county in the state that you must pay to get into and out of."

"We need to look at the possibility of a shared toll," Dunigan said.

There was talk of moving the I-95 toll plaza from the Tydings Bridge to the state line, with Maryland collecting the northbound tolls and Delaware the southbound ones. The talks did not get very far.

Wein said newly appointed Maryland Transportation Secretary John Porcari has been briefed on the toll situation.

Cecil County's wish list includes a new interchange on 95 between North East and Perryville and extending commuter rail service from Perryville to Elkton.

"We are also looking at upgrading the intersections on Route 40 at (routes) 222 and 272," Wein said.

Several projects have been identified, including bridge replacements and paving for which the county will spend \$28 million. Those projects were marked after the annual fall tour that the county hosts to make its desires known.

That leaves \$52 million to be used elsewhere. Dunigan said the money is marked for long-term planning, to be "spread out evenly over a 20-year period."

"Usually in Cecil County they go through the State Highway Administration (to get the funds). Any town can access the funds," Dunigan said.

She said towns could also pursue the money on their own for projects such as street paving and sidewalks.

“There are projects under pedestrian improvement. There’s money out there for sidewalk improvements and greenways,” she said.

With the building boom, which is expected to increase with thousands of jobs coming to Aberdeen Proving Ground, Dunigan said the county should consider using some of these funds for mass transit as well.

“People are coming from urban areas where they’re used to getting transit choices,” she said. “They’re expecting the same thing in Cecil County.”

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PRINT FORMAT
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Transit agency looks for money and riders

Draft of long-range plan lists ways to broaden and improve regional bus service

By SUMMER HARLOW, The News Journal

Updated Tuesday, February 6, 2007

Shifting from foot to foot, her shoulders hunched forward against the wind, Marcia Jones did what she could to keep warm as she waited for the bus Monday morning.

"I hope it's on time," said Jones, 24, of Wilmington. "I hate waiting when it's so cold out."

Jones, who never learned to drive, takes the bus to and from work every day. On nights and weekends, though, when there is reduced bus service, she's dependent on friends for rides.

"It's a pain," she said. "The bus needs to run all the time, and it needs to run more frequently. I think more people would ride it then."

To get more people out of their cars and onto buses -- which would cut down on traffic congestion and pollution -- the Wilmington Area Planning Council's 2030 Regional Transportation Plan suggests dedicated bus lanes, more small, community buses, and expanded weekend and evening service.

The draft of the long-range plan, expected to be approved in March, also recommends new financing mechanisms, such as advertising on fare cards and partnering with retailers and colleges, as ways to cope with the state's estimated \$1.5 billion transportation funding shortfall.

Next fiscal year, the Delaware Department of Transportation will subsidize \$72 million for transit services, department spokesman Darrel Cole said. The entire transit operating budget proposed for next year is \$88.5 million -- and that doesn't include money for new buses or routes.

"Delaware is operating what I would call minimum transit service," said Dave Gula, senior planner for the planning organization. "We need to find ways to hold on to the transit service we do have."

Every four years, the organization, a federally mandated regional transportation planning agency for New Castle County and Cecil County, Md., updates its long-range transportation plan.

Since the first long-range plan in 1996, more travelers are driving alone. And even though total transit usage has increased, the region still is 1 million riders below projections made in the 2000 long-range plan.

"A lot of people didn't grow up riding buses, so the mind-set here is not what you would need for perfect transit," Gula said.

In 1990, 77 percent of New Castle County commuters drove to work alone, 12 percent car-pooled and 3 percent used mass transit, according to the draft plan.

By 2005, 81 percent of commuters drove alone, 10 percent car-pooled and mass-transit users stayed steady at 3 percent.

To entice more commuters to take the bus, the planning organization is pushing for projects that would reduce bus travel times.

<http://www.delawareonline.com/apps/pbcs.dll/article?Date=20070206&Category=NEWS...> 02/06/2007

One solution, according to the draft plan, is to convert the shoulders of I-95 or other busy highways into lanes that buses can use during peak travel times, or to dedicate high-occupancy-vehicle lanes for buses, which would shorten commute times for transit riders, Gula said.

"We have to have some way for buses to move faster than the rest of traffic," Gula said. "One of the things a lot of commuters mention, why they don't use transit, is because it takes longer than their normal commute. We have to give the bus an advantage somehow."

Cole said he's not certain that using road shoulders for buses is feasible.

"You take away the ability for breakdowns, or for emergency vehicles that use the shoulder," he said. "It's always possible to look at, but shoulders are there for a particular reason."

The addition of a fifth lane on I-95 also will not be reserved for bus use, Cole said. "I-95 is at capacity," he said. "The lanes are being added to handle that traffic congestion."

The plan suggests routes with high ridership could be upgraded by scheduling more frequent trips, using higher-capacity buses and equipping buses with technology to trip traffic signals, allowing buses to easily move through intersections.

The plan calls for expanding service on existing bus and rail routes by 25 percent, such as through extended night hours and weekend service.

"We've got to get Sunday service," said Shirley Wiggins, 58, as she waited at a Trolley Square bus stop Monday. "We don't just sit at home on weekends."

The plan suggests using small "community circulator" buses, such as between neighborhoods and retail centers, that would "create a convenient alternative to short auto trips."

By increasing the number of transit users, the need for costly road construction is reduced, according to the planning organization's proposal.

Because the state's transportation department is facing a \$1.5 billion road construction shortfall, the planning organization has identified several potential new sources of revenue for transit costs.

One idea is public-private partnerships with retailers, hospitals, colleges and the like, in which partners could help finance routes that serve their facilities, Gula said.

For example, retailers also would contribute to transit costs for routes that bring more shoppers to their stores. Gula cited an agreement that added a bus stop and loop to an existing bus route so passengers could access the new Social Security Administration building near New Castle. It only cost the developer \$22,000, he said.

"It's possible to do this kind of thing because we're not talking about millions of dollars," he said.

Another idea in the draft plan is to expand advertising on buses, in bus shelters and on fare cards. Also suggested in the draft plan was the exploration of statewide funding options, such as a vehicle-license tax or lottery earnings to be used for transit.

"We're always looking for innovative ways to raise revenues, but revenue proposals need to get the most bang for the buck," Cole said

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Road plans hinge on new revenue

Planning council returns I-95, rail upgrades to draft four-year program

By SUMMER HARLOW, The News Journal

Posted Friday, February 9, 2007

Anticipating additional revenues from proposed increases in tolls, vehicle registration fees and gas taxes, planners have returned improvements to the I-95 and U.S. 202 interchange and upgrades to the commuter rail system to the state's project list for proposed funding.

On Thursday, the Wilmington Area Planning Council released a draft of its 2008-2011 Transportation Improvement Program, which lists all the New Castle County transportation projects to be financed in the next four years. Those projects also are part of the planning council's 2030 Regional Transportation Plan.

"We really see the TIP as being the first four years of the long-range plan," said Heather Dunigan, principal planner for the council. "This is where all the big-picture stuff comes together and gets implemented."

The project list calls for \$1.63 billion in transportation funding for New Castle County and Cecil County, Md., through 2011. Of that, \$815.4 million is for New Castle County.

The transportation department's draft capital plan shows in addition to the \$815.4 million for New Castle County, another \$209.6 million for Kent County and \$611.6 million for Sussex County through 2011.

The council is a federally mandated planning organization for New Castle and Cecil counties. Transportation projects must be part of the council's plan in order for them to receive federal financing.

The draft project list, which reflects the first four years of the Delaware Department of Transportation's six-year Capital Transportation Program, or CTP, still must be approved by the Legislature in June.

"Our top priorities should be the same," said Darrel Cole, DelDOT spokesman. "The one caveat with their plan matching with our capital transportation plan is that if funding is not secured, our draft CTP changes drastically."

For example, if the governor's revenue increases are not approved, the interchanges at I-95 and U.S. 202, and I-95 and Del. 1 no longer could be financed, Cole said.

"Many, many projects could not be funded, not to mention our core business would suffer," he said.

\$1 billion over six years for plans

The governor's proposed increases would generate about \$1 billion over six years -- critical considering the state's transportation fund is facing a \$141 million shortfall next fiscal year, and a \$202 million shortfall for fiscal year 2009, Cole said.

Included on the council's draft project list is \$1 million for improvements to the I-95 toll plaza, including the addition of high-speed E-ZPass lanes. Also listed is \$65 million for construction of a fifth lane on I-95 from the Churchmans Road bridge to I-295, and \$36.2 million for improving the I-95 and U.S. 202 interchange.

Several projects, such as U.S. 202 from I-95 to the Augustine Cut-off, and an interchange on I-95 to connect to the

Riverfront, are included on the project list, but in fact are not fully funded yet.

These projects are listed because federal funding is earmarked if the state can come up with a 20 percent local match, Dunigan said. The \$815.4 million funding total proposed by the planning council includes \$353.5 million in federal funding.

Cole said it's important to include the anticipated federal funding in transportation plans to tell "the federal government we're serious about the project. The idea is that you have to make the most of your federal dollars."

Beyond vehicle transportation

Other projects, such as improvements to U.S. 301 and reconfiguration of the I-95 and Del. 141 interchange, include paying for design, engineering and right-of-way acquisition, but no funding is allocated for construction.

"It's a recognition the project is a priority, but it's not something that's going to be done in the next few years," Dunigan said.

Dunigan said the project list concentrates on multimodal transportation. Meeting transportation needs means providing transit, bicycle and pedestrian options in addition to roads, she said, which is why she's pleased that \$23.2 million is going toward construction of a third rail track between Newark and Wilmington.

The plan also lists \$15.3 million to relocate the Newark train station. Cole said that upgrading the station should help increase ridership.

Also, improvements to Elkton Road from the Maryland line to Delaware Avenue will include more than just repaving, Dunigan said.

"We're going to go in and upgrade the entire transportation system, including improving sidewalks, building better bus stop facilities and adding bike lanes," she said. "It's more efficient and cost-effective to go in and do everything at once."

Funding also is included for a Newark transit hub that is scheduled for construction next fiscal year.

The hub will get large buses off Newark's main streets, as trolley buses will circulate around town, taking passengers from the hub to their destinations, said Mayor Vance Funk.

"It's an incredible plus, and will help beautify downtown," he said.

Funk also said the trolleys could help reduce traffic by encouraging students who typically drive to campus to instead take the trolley to class.

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HOME > LOCAL

Improve transportation, NCCo residents say

From staff reports

Posted Tuesday, February 13, 2007

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Delaware Politics

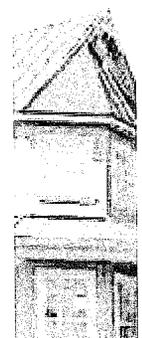
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- Joint Sunset Committee releases schedule
- Hospital infections often kill

New Castle County residents who attended a Wilmington Area Planning Council public workshop Monday in Newark want planners to concentrate on improving the bus system and fixing the transportation system before any new road projects are undertaken. About 20 residents came to review the council's long-range regional transportation plan and four-year list of capital projects. The two plans are expected to be approved in March.

The four-year project list calls for \$815.4 million in transportation funding for New Castle County through 2011. Those projects assume additional revenues from proposed increases to tolls, the gas tax and vehicle registration fees. The long-range plan includes a wish list of about \$2.1 billion worth of projects to be completed if funding becomes available. The public can learn about the council's plans at about 25 town and civic meetings throughout New Castle County and Cecil County, Md.

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More detailed information available here:

<http://www.wilmapco.org/RTP/Update.htm>

WE DESERVE TRI-COUNTY PASSENGER RAIL!!

Posted by: governor10- Tue Feb 13, 2007 8:55 am

Almost a billion dollars of transportation improvements and the NJ gives it two benign paragraphs. No wonder this state and the people in it are so confused and uninformed. Just awful.

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Transportation Plan for 2030+

It's known as "RTP 2030"--- the Regional Transportation Plan.

By Mark Fowser

Monday, February 12, 2007

The Wilmington Area Planning Council wants to know how you feel about components of the long-range transportation plan for the area. The first four years of the plan are up for federal funding. A public open house and workshop will be held Monday, February 12th, from 4:00 pm until 6:45 pm at the WILMAPCO conferenece room, 850 Library Avenue in Newark. Details on the plan can also be found on the web at www.wilmapco.org.

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The Middletown Transcript

News Briefs

Wilmapco seeks public comment for regional transportation plan update

The Wilmington Area Planning Council is seeking public comment for the long-range regional transportation plan update, as well as for the Transportation Improvement Program for FY2008-2011 that includes the list of proposed transportation projects that serve to implement the first four years of the plan.

The Regional Transportation Plan 2030 satisfies federal requirements and is the fiscally constrained Regional Transportation Plan for the region. It serves as a guide for all the transportation plans scheduled in New Castle County and Cecil County, Md., through the year 2030. It outlines the transportation projects to be undertaken during the next 20 years and makes the region's goals and visions become a reality. The RTP is developed through a coordinated process between local jurisdictions, agencies and the public, in order to develop regional solutions to the transportation needs of our region's citizens.

The full text of the plan is available on WILMAPCO's Web site, www.wilmapco.org, or by calling (302) 737-6205. WILMAPCO will hold a public open house workshop to solicit comments for the RTP and TIP on Monday, Feb. 12, from 4 to 6 p.m. in the WILMAPCO Conference Room, 850 Library Ave., Suite 100, Newark.

The Public Comment Period for the RTP is Jan. 16 through March 9. The public comment period for the TIP is through March 9.

Comments may be submitted via www.wilmapco.org, through email at wilmapco@wilmapco.org, fax (302) 737-9584, or mailed to WILMAPCO at 850 Library Ave., Suite 100, Newark, DE 19711. You can also contact WILMAPCO to schedule a presentation at your group's next meeting.

ISSUE DATE 2/8/07

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