

2002 CORRIDOR MONITORING AND TRIGGERING REPORT

February 2003



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INTRODUCTION

The Route 40 Corridor Improvements Project was initiated by the Delaware Department of Transportation in partnership with New Castle County and WILMAPCO in September 1998. Completion of the first four steps of this project produced a community-supported 20-year transportation plan prepared under the direction of a Steering Committee composed of civic leaders, elected officials, and business interests. Technical support for plan development was provided by a project team, composed of the project partners' staffs and their planning and engineering consultants. The Route 40 Corridor 20-Year Transportation Plan (the Plan) was adopted on June 19, 2000.

The Plan addresses the conditions that are expected to result from projected growth in housing, employment and traffic over 20 years. The Plan contains projects, separated into three phases (Phase I 2000-2007, Phase II 2008-2013, Phase III 2014-2020), that address projected transportation problems. By phasing projects over 20 years and using a monitoring and triggering mechanism, projects will be built only as conditions dictate, addressing one of the main goals of Steering Committee.

The fifth and final step of the project, the implementation of the Plan recommendations, is now in its third year. This third annual Corridor Monitoring and Triggering Report is an essential component of this step. To assure that all projects in the Plan are implemented as conditions dictate—neither prior to the anticipated need, nor subject to unnecessary delay after need is identified—the Plan included an implementation strategy consisting of five components:

- Corridor preservation
- Monitoring
- Triggering
- Citizen involvement
- Project implementation

Citizen involvement is accomplished through a Corridor Monitoring Committee. This committee meets quarterly with the project team to review conditions in the corridor, which the project team monitors throughout the year. The monitoring efforts, which are summarized in this report, consider:

- Land development
- Traffic
- Corridor preservation
- Highway safety

- Transit service
- Project status
- Impact of implemented projects
- Other projects in the region

Each of these factors is discussed in the following sections. The project team's assessment of these monitored conditions forms the basis for the triggering section of the report. Examples of triggering, as defined in the Plan, are listed below.

- Major land development activity would trigger immediate review of transportation needs: level of service implications and strategy, transit service needs or opportunities, safety concerns, and pedestrian and bicycle needs.
- Steady deterioration in level of service to "D" or worse would trigger a response in the form of strategies to stabilize/reduce demand (i.e. travel demand management measures or transit improvements) or increase capacity.
- Safety improvements recommended by the Highway Safety Improvements Program review team would trigger an evaluation by the project team of the compatibility of the proposed improvements with the Plan and of the need to make adjustments to the Plan.
- Transit service changes proposed by DTC would trigger an evaluation by the project team of any ancillary improvements needed to complement the service changes, such as sidewalks or shelters, that should be advanced in the Plan's implementation.
- Transportation improvements that are not part of the Plan but that impact the corridor and are proposed for implementation (for example, widening of Interstate 95) would trigger an evaluation by the project team. The evaluation would focus on compatibility of the proposed improvements with the Plan and the need to make adjustments to the Plan.

Assessment of these potential changes may trigger one of the following options to best respond to the new conditions:

- Continue with a Plan project or projects as currently scheduled in the TIP/CTP.
- Move a project(s) forward in the TIP/CTP schedule and determine appropriate level of effort for design activities.
- Move a project(s) back into the out years of the TIP/CTP schedule.

MONITORING

Land Development

Site Review Team

Development activity is monitored through regular meetings of the site review team, which consists of representatives from DelDOT, the New Castle County Department of Land Use, and the Delaware Transit Corporation. At these meetings the team reviews development proposals for consistency with and impact to the Plan. The team’s comments include recommendations in such areas as corridor preservation, access management, and cost-sharing opportunities.

Summary of Development Activity

During 2002, there were 41 new development plans (five major, 18 minor, and 18 resubdivision) submitted to New Castle County for review in the Route 40 corridor. This represents the same number of development proposals received in 2001, but far fewer (five vs. 13) were major plans this year. In fact, only about 140 new dwelling units were proposed in the corridor during 2002. Table 1 provides a description and status of those major development proposals, as well as other previously-submitted major plans discussed during the year. Development locations are shown in Figure 1.

The most substantial new proposal submitted during 2002 was the W.L. Gore site in Glasgow Commons, on the north side of GBC Drive just east of SR 896. A total of 750,000 square feet of industrial and office uses is proposed at this location. The developer will be required to submit a traffic impact study and comply with transportation improvement recommendations resulting from its review.

Review of four major developments proposed before 2002 continued this year: Meridian Crossing, a rezoning on the west side of Church Road just south of Norfolk Southern; St. Andrews Addition, a rezoning on the west side of Porter Road at East Scotland Drive; the Abram Fox property, near the northwest corner of US 40 and Walther Road; and Calvarese Farms (and the adjacent Saienni

commercial property), near the northeast corner of US 40 and Walther Road. The impact of these developments on the Plan is as follows:

- Previous approvals for the Meridian Crossing site tie the developer to a portion of improvements along Church Road, including its intersections with US 40 and SR 71. Sidewalk and transit improvements are also required along the south side of US 40 between Brookmont Drive and Church Road. The developer is also proposing an alternative connection from the site to Old Porter Road, which may, among other benefits, support DTC’s local transit services.
- The developers of the Saienni property, along the north side of US 40 between Walther Road and Governors Square, are required to widen US 40 to six lanes from the vicinity of the Glendale Connector to west of Walther Road. DelDOT met with the developers during 2002 to discuss those improvements to ensure they meet the goals of the Route 40 Plan. See “US 40, west of Walther Road to Governors Square” in the Project Status section of this report for more information.
- The plan for the Abram Fox property expired this year.
- A traffic impact study for St. Andrews Addition was submitted and reviewed. One condition identified during the review was extension of East Scotland Drive to Porter Road, which was identified as a Route 40 Plan project, at the developer’s expense.

Developer Agreements

In addition to those noted above, more than 40 land development projects in the Route 40 Corridor have developer agreements with the State or County regarding transportation improvements in the corridor. These improvements range from sidewalks to widening of roadways. New Castle County is working with DelDOT to develop a comprehensive tracking system for these agreements, which will be used to coordinate private and DelDOT-sponsored roadway improvements.

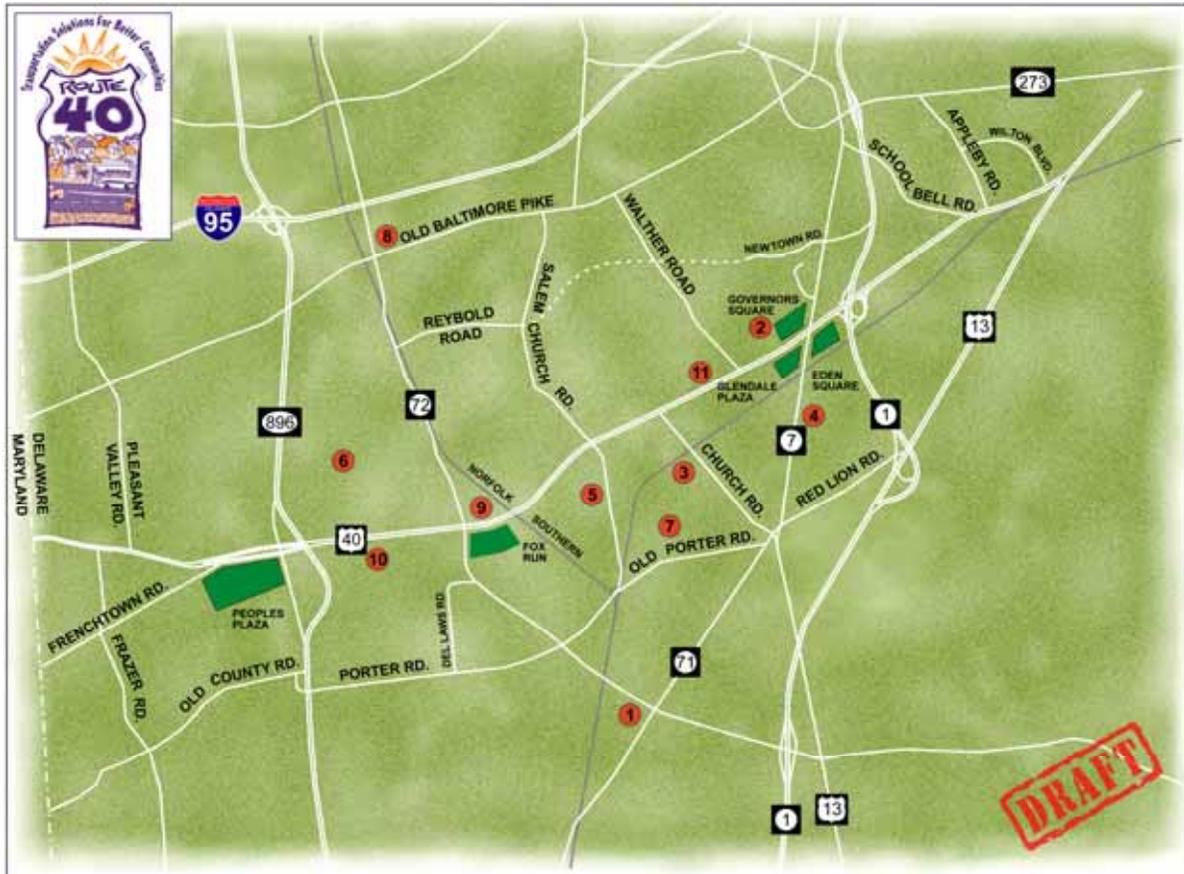
Table 1. Major Plans Received and/or Reviewed During 2002.

Site	Description	Remarks	New plan in 2002?
Jester Crossing	56 townhouses (rezoning)	Recorded	No
Calvarese Farms	145 single-family houses	Preliminary review	No
Meridian Crossing	738 mixed residential units (rezoning)	Preliminary comments. Site has current approval for 738 manufactured homes.	No

Table 1. Major Plans Received and/or Reviewed During 2002 (continued).

Site	Description	Remarks	New plan in 2002?
Corbitt Estates	32 single-family houses	Preliminary approval	No
St. Andrews Addition	259 mixed residential units (rezoning)	Preliminary approval	No
Glasgow Commons/ Gore site	750,000 square feet industrial/office	Exploratory review	Yes
Meridian Crossing II	50 mixed residential units (rezoning)	Preliminary approval	Yes
Royal Farms	Convenience store with gas pumps (rezoning)	Exploratory comments	Yes
Shuman Property	90 mixed residential units (rezoning)	Exploratory submittal	Yes
YMCA	89,500 square feet + athletic fields	Exploratory submittal	Yes
Abram Fox Property	168 single-family houses	Expired	No

Figure 1. Development location map.



- | | | |
|----------------------|------------------------------|------------------------|
| 1. Jester Crossing | 5. St. Andrews Addition | 9. Shuman Property |
| 2. Calvarese Farms | 6. Glasgow Commons/Gore site | 10. YMCA |
| 3. Meridian Crossing | 7. Meridian Crossing II | 11. Abram Fox Property |
| 4. Corbitt Estates | 8. Royal Farms | |

Traffic

To monitor traffic growth, the project team conducted full-day traffic counts on road segments using automatic tube counters. These segment counts were used to monitor overall trends, as opposed to intersection counts, which were used to measure levels of service. The segment counts were compared with the traffic information utilized during development of the Plan, which was developed from counts conducted primarily in 1998 and 1999, as well as counts conducted for the first two Corridor Monitoring and Triggering Reports in 2000 and 2001. Average daily traffic (ADT) volumes are summarized in Table 2.

As indicated in Table 2, daily volumes varied considerably from previously collected data. In general, counts were substantially lower than those conducted during the same time of year in 2001. However, the turning movement counts noted on page 5 did not reflect this substantial decrease in traffic, indicating that the method used to conduct the daily counts may not accurately reflect actual traffic conditions.

Traffic triggers for Plan projects typically depend on intersection turning movement counts, not the daily roadway segment counts noted above. However, the project team will examine means to gather more reliable data to track growth in traffic over time.

To compare current levels of service for intersections along US 40 to the levels of service used during the Plan development process, the project team conducted intersection counts during

peak traffic hours at all signalized intersections on US 40 in November 2002. Unsignalized intersections were not counted because no improvements are included at these intersections in the Plan. It is assumed that any future signalization of these intersections, whether required due to land development or traffic growth, will have to meet intersection signalization warrants as required by DeIDOT.

The traffic volumes collected at the signalized intersections were analyzed in a manner consistent with the traffic impact study process used by New Castle County and DeIDOT. The results of the level of service analysis are summarized in Table 3. As indicated, the levels of service remained relatively steady, with five intersections showing minor degradation from 2001 levels and five showing slight improvement. Note that one of the improved intersections was at Salem Church Road and Porter Road. At the time the count was conducted, Porter Road was closed for construction, resulting in lower traffic volumes than would normally be expected at this location.

In the 2001 report, the intersection of US 40 with SR 7 operated at LOS F in the AM peak hour, and the SR 72 intersection operated at LOS E in the morning. As shown in Table 3 and Figure 2, those levels of service remained the same in 2002, although delays at both intersections increased. At SR 72, the PM peak hour level of service dropped from D to E. All other signalized intersections on US 40 operated at acceptable levels of service (D or better) during both peak hours.

Table 2. Average Daily Traffic.

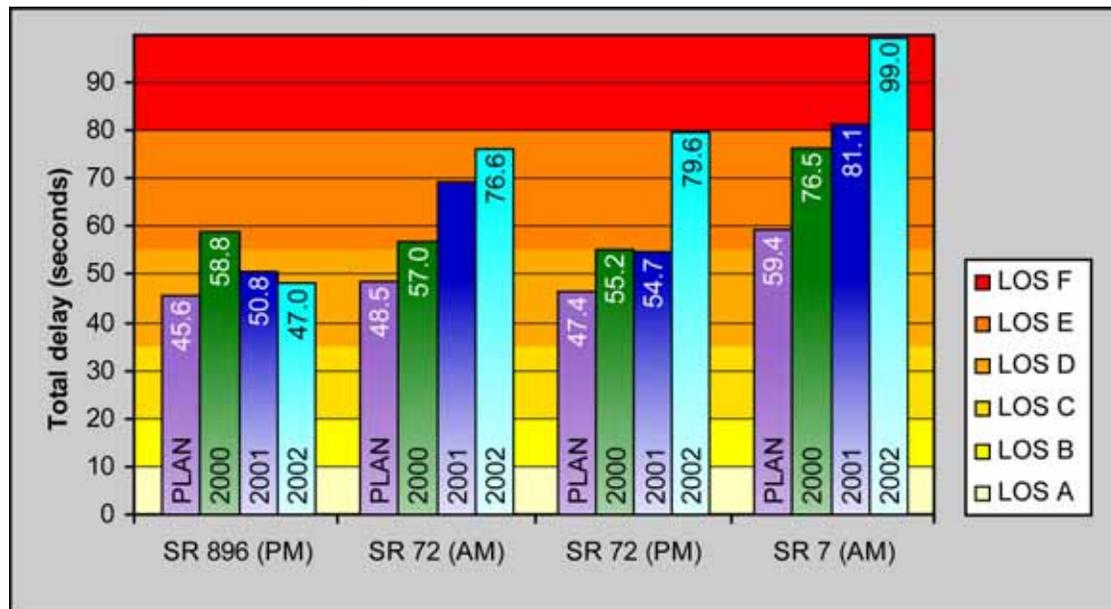
Location	Plan volumes (1998/1999)	2000 counts	2001 counts	Projected 2002 volumes	Actual 2002 counts	Percentage over (under) projected	2020 forecast
East of Perch Creek Drive	34,000	29,000	36,700	36,500	36,800	+ 0.7%	48,000
West of SR 72	29,000	27,000	31,400	32,800	28,900	- 13.6%	50,000
West of Salem Church Road	32,000	34,000	42,200	35,600	38,600	+ 7.7%	52,000
West of Walther Road	41,000	43,000	44,400	44,100	42,400	- 4.0%	58,000
West of Wilton Boulevard	27,000	27,000	30,900	28,100	26,000	- 8.0%	33,000

Table 3. Signalized Intersection Level of Service Summary.

INTERSECTION	PEAK HOUR LEVEL OF SERVICE									
	Base (1998/1999)		2000		2001		2002		2020 w/o the plan	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Pleasant Valley Road	C	C	C	C	C	C	C	D	F	F
Perch Creek Drive	-	-	B	A	B	B	B	B	-	-
Peoples Plaza north	B	C	A	B	B	C	A	B	B	C
Peoples Plaza south	B	B	B	C	B	C	B	C	B	C
Glasgow Avenue north	C	C	C	C	C	C	C	C	C	F
Glasgow Avenue south	C	D	B	C	B	C	C	C	C	E
SR 896	D	D	D	E	D	D	D	D	F	F
SR 72	D	D	E	E	E	D	E	E	F	F
Scotland Drive	C	B	B	B	C	C	C	C	D	E
Salem Church/Porter Road	C	C	D	D	D	D	D	C	D	F
Brookmont Drive	B	B	B	B	B	B	A	B	B	E
Church Road	D	C	D	C	D	C	D	D	E	F
Walther Road	C	D	D	D	D	D	D	D	F	F
Governors Square	B	C	C	C	C	C	C	C	C	E
SR 7/Eden Square	E	D	E	D	F	C	F	D	F	F
SR 1 SB Ramps	A	A	A	A	B	B	B	B	A	B
SR 1 NB Ramps	B	B	B	A	C	B	B	B	B	E
Buckley Boulevard	-	-	B	B	B	B	B	B	-	-
School Bell Road	B	B	C	A	B	B	B	B	B	C
Wilton Boulevard	B	B	C	C	B	C	B	B	C	F
US 13	D	B	C	B	C	C	C	C	F	F

Note: Red denotes a worse level of service than 2001; green denotes improvement in level of service over 2001.

Figure 2. Level of Service Comparison at Selected Intersections.



Corridor Preservation

As noted in the Land Development section, all development proposals in the corridor are acted upon by the site review team. For projects on US 40, sufficient right of way is required to accommodate widening to the outside and to provide area for sidepaths for pedestrian and bicycle use. The following specific corridor preservation efforts were also undertaken.

Concept Design: The Plan recommended preparing concept designs in the first stage of implementation to identify right of way needs. In fulfillment of this directive, concept design continues for 17 Plan projects along US 40 between SR 896 and SR 1. An environmental assessment is being prepared for this area to obtain approval of the preferred widening alternative from federal and state agencies based on the level of environmental impact. When this document is approved in mid-2003, right-of-way needs will be more clearly defined within the study area. For example, this document will provide documentation for acquiring the former Fox Run Section V parcel just east of Rickey Boulevard. Workshops were held in October 2001 and May 2002, and another will be held in early 2003 to present the preferred alternative to the public.

Concept design for a number of other projects is also underway, as detailed in the "Project Status" section of this report.

Access Management on Developing Properties: One of the goals of the Route 40 Plan was improved access, because clearly defined, properly spaced driveways improve highway mobility and safety. The site review team has had great success in providing improved and/or shared access through the development process. Listed below are some examples from 2002.

- The properties on the south side of US 40 between Belltown Run and SR 896 may constitute the best example of long-term access management planning in the corridor. Currently, the Keene Elementary School and State Police Troop 2 share one access point on US 40 at Aiken Avenue. With the proposed development of the adjacent YMCA site, both the YMCA and the nearby Bristol Place townhouse community will have sole access to US 40 via Aiken Avenue as well. Ultimately, a new roadway called Abbey Boulevard will connect the YMCA and Bristol Place and cross over SR 896 to Glasgow Avenue, providing local traffic an alternative to US 40.
- The Artisans Bank in Glasgow was constructed with a connection to Peoples Plaza to reduce traffic between the developments on Route 40. The property also provides cross access with the Applebee's restaurant under construction to the west.
- Calvarese Farms, noted in the land development section above, has no direct access to major roads. All access is through the Governors Square II shopping center on Route 40 and through Carvel Drive in Stone Mill, which was designed to accommodate that additional development traffic.
- PF.net is a proposed minor land development plan across US 40 from Becks Woods Drive. The site review team worked with this developer and the developer of St. Andrews Addition, just behind the PF.net property, to provide a shared entrance opposite Becks Woods Drive. This could provide a consolidated access point for all properties along the south side of US 40 in this vicinity.
- The developer of Meridian Crossing, a 738-unit development on the west side of Church Road, was asked to provide a second access to the property. Because the development's frontage on Church Road is short and there is no other direct road access, the developer proposed a smaller new development, Meridian Crossing II, to provide a second access on Old Porter Road. The entrance will fall at the main curve on Old Porter Road, which will be straightened and widened slightly to improve safety.
- The resubdivision of the Elizabeth Plaza property, on the south side of US 40 just east of Church Road, provided the opportunity to not only retain the shared access with Seasons Pizza shown on the former record plan, but provide an additional cross access easement to the undeveloped Rockwood commercial property to the east.
- A planned expansion of the La Casa Pasta restaurant, on the southwest corner of SR 896 and Four Seasons Parkway, provided the opportunity to make a long-awaited frontage road connection. The frontage road along the west side of SR 896 extends from the Pencader Corporate Center to south of the restaurant, just short of a connection to Four Seasons Parkway. The La Casa Pasta plan shows extension of the frontage road just west of (behind) the restaurant, with a connection opposite the driveway to Four Seasons Plaza. This connection will allow travel between the corporate center and the shopping center without the need to access SR 896.

Highway Safety

Review of Conditions in 2002

The goal of this report with respect to safety is to determine those intersections where crash rates increased in the past year, identify the reasons for those increases, and pass those sites on to the Route 40 Safety Committee for detailed study and improvement recommendations. To determine priorities for potential safety improvements, five years of crash summary data were analyzed for all roadways in the Route 40 corridor. The number of crashes in the past year at each intersection was compared to the average number of annual crashes at that same location for the previous four years. Nine intersections where the most recent crash data was more than 50 percent higher than the previous four-year average were prioritized. Furthermore, three of those intersections met these same criteria in 2001, so they were given highest priority.

Based on this analysis, the following intersections are recommended for further study by the Safety Committee:

First priority

- US 40 at School Bell Road
- US 40 at SR 896
- US 40 at Frazer Road

Second priority

- US 40 at SR 72
- US 40 at Pleasant Valley Road
- US 40 at Frenchtown Road
- US 40 at Scotland Drive
- US 40 at Salem Church and Porter Roads
- US 40 at Buckley Boulevard

The Route 40 Safety Committee

The safety committee, composed of representatives from the project team, DelDOT's Traffic Section, the Office of Highway Safety, and the Corridor Monitoring Committee, met twice in 2002. Their actions resulted in the following initiatives:

- A flier encouraging pedestrian safety was published in the Route 40 Flier.
- A consistent 50-mph speed limit between SR 72 and SR 1 was established in 2002.
- One existing unsignalized crossover east of Pleasant Valley Road was closed as part of the Kohl's development. Although the crossover at the west edge of property was also slated for closure, negotiation with the adjacent Bett's

Garage resulted in postponement of that closure. Kohl's has put the money to close the crossover in escrow for up to five years while a permanent solution is identified.

- Closure of some or all of the four unsignalized crossovers in the Fairwinds area between Buckley Boulevard and School Bell Road is still under consideration. In 2003, the potential for restricting left turns out of the adjacent developments will be discussed with the public.
- Pedestrian safety improvements, potentially including signal timing changes and positive pedestrian guidance, should be incorporated into the Church Road intersection construction occurring in 2003.

Over the next year, the committee will continue to assist in guiding the safety recommendations of the corridor monitoring and triggering process. Several activities are anticipated for 2003:

- A pedestrian safety education program at the Boys and Girls Club.
- Public involvement efforts for modifications to the Fairwinds crossovers.
- Press releases and presentations to civic associations to publicize the work of the committee.
- A safety "open house," potentially in conjunction with Delaware State Police Troop 2.
- A brochure explaining the safe use of pedestrian signals.
- Review of high-accident locations identified by this report.

Highway Safety Improvement Program Sites

The following sites within the corridor were part of DelDOT's statewide 2001, 2002, and 2003 Highway Safety Improvement Program (HSIP). Accident rates were based on events that took place during the three preceding calendar years (e.g. 1998 – 2000 for the 2001 HSIP). The recommendations from the HSIP review team and status of implementation are summarized below:

- 2001 Site T – Old Baltimore Pike, Old Cooch's Bridge Road to Albe Drive. The most significant cluster of accidents occurred at the Old Baltimore Pike/Old Cooch's Bridge Road intersection. Potential turn restrictions to improve safety at this intersection are under consideration by DelDOT.
- 2001 Site AA – SR 72, US 13 to Sunnyside Lane. The most evident problem at this location was red light running for vehicles exiting SR 1, resulting

in 15 of the 38 accidents during the study period. During 2002, DelDOT installed rumble strips on the two SR 1 offramps to SR 72 to assist in reducing vehicle speeds.

- 2002 Site D – Old Baltimore Pike, Trevett Boulevard to Edgebrooke Way: The initial HSIP report determined that extending two left-turn bays at the SR 273/Old Baltimore Pike intersection (on eastbound Old Baltimore Pike and westbound SR 273) would help prevent conflicts between left turning and through vehicles. This recommendation will be incorporated into the Old Baltimore Pike needs study.
- 2002 Site Q – US 13, SR 71 to north of Bear-Hamburg Road: The HSIP review team recommended installing a full traffic signal at the intersection of US 13 and SR 71 to alleviate a preponderance of angle accidents. The schedule for installing the signal has not yet been determined.
- 2002 Site Z – Walther Road, US 40 to 1/2 mile north: This site was identified prior to recent turn lane improvements on Walther Road. The new turn lanes should enhance safety, so no additional safety improvements are anticipated.
- 2003 Site B – US 13, US 40 to Rogers Road: This site is currently under study by the HSIP review team.
- 2003 Site V – SR 72, south of Dayett Mill Road to Dawson Drive: This site is currently under study by the HSIP review team.
- 2003 Site AA – US 13, north of Federal School Lane to south of Llangollen Boulevard: This site is currently under study by the HSIP review team.

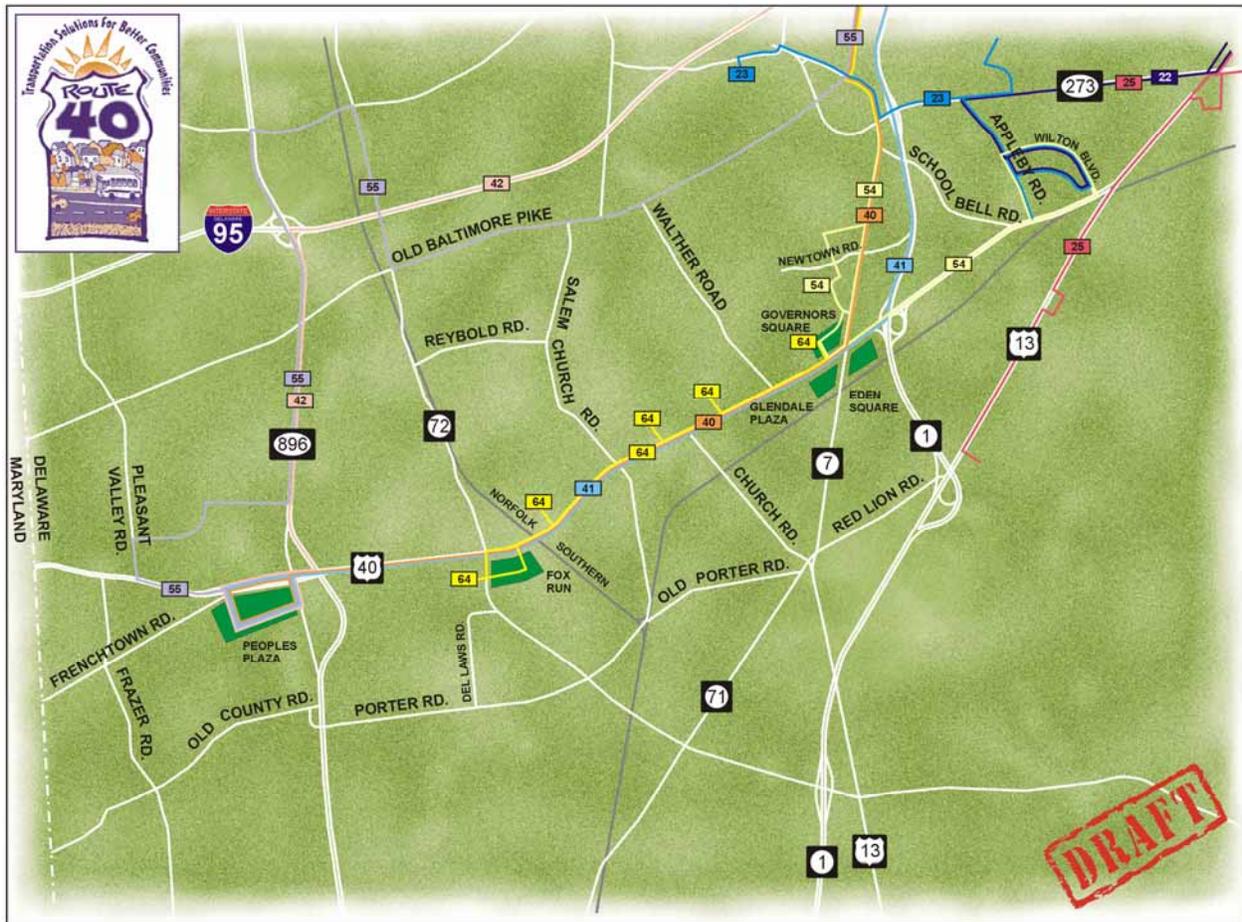
Transit Service

Transit service in the Route 40 corridor, as in most of New Castle County, leveled out somewhat in 2002 after several years of growth. This is likely due to nationwide economic factors and the reduction of jobs in downtown Wilmington, which continues to be the primary transit destination for the county. DART First State routes 40, 41, and 42 continue to provide service between Peoples Plaza and Wilmington, and route 54 links the Taylortowne and Wilton areas with Christiana Mall. During 2002, DART First State implement one service change to improve the accessibility of transit along the corridor:

Route 55

- Starting in December 2002, five inbound and five outbound trips daily were extended into downtown Wilmington from their former terminus at Christiana Mall. This change provides area residents better access to major employment centers.

Figure 3. Transit route map.



Bus Stop Improvements

Final design of about 60 improved bus stops throughout the Route 40 corridor has begun. Funding of \$675,000 has been programmed for fiscal year 2004 to construct bus stop improvements and

associated sidewalk segments, crosswalks, and pedestrian signals to improve access to transit.

Mid-County Facility

In 2001, DTC selected the 31-acre former St. Georges Auto Auction site at the intersection of US

13 and SR 72 for its new mid-county facility. This facility, as recommended by the Transit Working Group of the Route 40 Steering Committee, will help provide better reliability for service in the area. The proposed maintenance and operations facility will include a one-story operations building for maintenance, a fueling facility, a bus wash building, administrative space, and parking for 96 buses. Construction is expected to begin in 2003.

The US 13 and SR 72 Systems Study prepared in conjunction with planning for the mid-county facility

recommended a potential program of improvements to the corridor. Short-term improvements such as signing, pavement markings, and signal timing changes will be scheduled for implementation by DeIDOT's Traffic Section. Longer-term capital projects will be considered for funding as part of DeIDOT's annual prioritization process.

To ease public funding for these improvements, the New Castle County Department of Land Use is using the study in its plan review process to identify those elements that can be built by developers.



Project Status

Substantial progress was made on about 20 projects in the Route 40 corridor during 2002. Figure 4 shows the status of projects in the corridor as of February 2003. Detailed descriptions of projects are provided below.

Church Road (N382, US 40 to Wynnefield)

Public workshops for Church Road were held in August 1999 and June 2000. Those workshops and meetings with local residents resulted in a modified design, including a three-lane section on Church Road approaching US 40 and a two-lane connector road through Queensbury Village (now Rockwood). This connector will intersect with Church Road south of the Leasure School and with US 40 east of the Leasure School. The Church Road project has been awarded to Diamond Materials and construction is expected to begin in February or March 2003.

Songsmith/Waterford Pedestrian Improvements

This project includes sidewalks along the entire length of Songsmith Drive, from SR 7 to Smalleys Dam Road. Improved bus stops and crosswalks, intersection improvements at Smalleys Dam Road, and a left-turn lane into the Governors Square Shopping Center are included as well. A sidewalk connecting US 40 at Brookmont Drive with the Waterford community has been incorporated into this contract. The project was advertised for bids in December 2002; construction is tentatively scheduled to begin in May 2003.

SR 7, US 40 to Newtown Road

This project was part of transportation improvements required as part of an agreement between DeIDOT and First USA Bank (now Bank One), which planned to develop 106 acres on the east side of SR 7 north of US 40. When First USA withdrew its plans to

develop the site, the Department committed to building this project. DeIDOT has since completed final design, although, as of the end of 2002, negotiations between DeIDOT and First USA to acquire the necessary right of way for the project have not been concluded. Construction could begin within six to eight months of successful resolution of this issue.

Wilton Boulevard/Appleby Road Sidewalks

Sidewalks will be constructed along the entire length of Wilton Boulevard and Old Forge Road, as well as the portion of Appleby Road between Wilton Boulevard and SR 273. Final design is underway, and construction is anticipated for summer 2004.

Eden Square Connector

A connection will be provided from SR 7 opposite the Glendale Connector to the rear of the Eden Square Shopping Center. This project will allow elimination of the left turn from Eden Square onto US 40, which is expected to improve traffic operations in the area. The project will include slight widening of the Glendale Connector, installation of a traffic signal at the SR 7 intersection, and reconfiguration of the access to the Eden Support Services Center (the former Leasure School). Final design is underway, and construction is anticipated for summer 2004.

US 40, Bear-Glasgow Bus Stop Improvements

As noted in the transit section of this report, improvements will be made to about 60 bus stops throughout the Route 40 corridor. Funding of \$675,000 has been programmed for fiscal year 2004 to construct bus stop improvements and associated sidewalk segments, crosswalks, and pedestrian signals to improve access to transit. Final design is underway, and construction is anticipated for late 2004.

Reybold Road, SR 72 to Salem Church Road

Minor shoulder improvements and resurfacing are anticipated to improve safety and facilitate bicycle access. Final design is on hold due to legislative concerns.

SR 7, Newtown Road to SR 273

This project was initiated to address Steering Committee concerns about traffic volumes in the area and for compatibility with transportation improvements for the development of the First USA site (SR 7, south of Route 40 to Newtown Road and the Newtown Road interchange on SR 1). The initial study concluded that without development of the First USA site, significant improvements to this portion of SR 7 were not necessary. Therefore, the overall study will not be undertaken at this time. At the request of the Corridor Monitoring Committee, a detailed study of the SR 7 intersection with School Bell Road has been undertaken to determine if reconfiguration and/or signalization would improve safety and mobility at this location. The results of this study are expected to be available in early 2003.

US 40, West of Walther Road to Governors Square

A new shopping center, Governors Square II (formerly known as the Saienni property) has been proposed for the north side of US 40 just west of Governors Square. Through the site review process, DelDOT and New Castle County determined that the developer of the site must widen US 40 to six lanes from west of Walther Road to Governors Square. For these improvements to meet the goals of the Route 40 Plan, additional right of way and utility relocations, which are outside the developer's control, will be required. Therefore, DelDOT, which has the authority to acquire right of way and relocate utilities, is working to build the ultimate improvements with developer funding. If this arrangement is successful, construction could begin as early as summer 2004.

Projects In Concept Design

Concept design is underway for the following projects.

- **School Bell Road, SR 7 to US 40.** Safety concerns and geometric deficiencies have been identified along School Bell Road, primarily between the SR 1 underpass and US 40. Proposed improvements are likely to include narrow shoulders, curve realignment, and sidewalks. Construction funding has been requested for FY 2005.
- **Newtown Trail.** The Newtown Trail is a proposed bicycle and pedestrian path connecting Salem Church Road with SR 7. This trail provides a unique opportunity for bicycle and pedestrian transportation serving numerous residential communities, schools, parks, and employment centers between US 40 and Old Baltimore Pike. Construction funding is available for FY 2004. A public workshop was held on April 22, 2002 to introduce the project.
- **SR 72/Del Laws Road intersection.** Minor realignment of Del Laws Road is proposed to match the proposed entrance to the Fox Run Business Center. Left-turn, through, and right-turn lanes will be provided in both directions on SR 72 at this location.
- **Walther Road, US 40 to Old Baltimore Pike.** Sidewalks and bike lanes on both sides of the roadway are tentatively scheduled for fiscal year 2006. No timetable has been established for design and construction.
- **Old Porter Road, Porter Road to SR 71.** Phase II of the Route 40 Corridor 20-Year Transportation Plan calls for bike lane improvements to the entire length of Old Porter Road. Realignment of the curve east of Lauren Farms is also anticipated. *This is a concept design effort only; design, right of way, and construction are not funded or scheduled.*
- **US 40/Pleasant Valley Road intersection.** Phase II of the Route 40 Corridor 20-Year Transportation Plan calls for turn lane improvements at the intersection of US 40 and Pleasant Valley Road. Specifically, a second left turn lane and second right turn lane are anticipated on the southbound Pleasant Valley Road approach to US 40. *This is a concept design effort only; design, right of way, and construction are not funded or scheduled.*
- **Church Road, Wynnefield to SR 71.** Phase III of the Route 40 Corridor 20-Year Transportation Plan calls for bike lane improvements to Church Road from the south end of the current improvement project to SR 71. *This is a concept design effort only; design, right of way, and construction are not funded or scheduled.*

Additional Planning Studies

- **Old Baltimore Pike, SR 72 to SR 273.** A study identified by the Route 40 Plan is underway on Old Baltimore Pike. This study will assess existing conditions with respect to traffic, transit, safety, land use, and general adequacy of the transportation system. The ability of the roadway to meet projected future travel demands will also be considered. After the study is complete in 2003, public involvement efforts will begin to identify potential improvements and seek funding for design, right of way, and construction.
- **Corridor-wide park-and-ride study.** Future commuting needs will be studied to help identify potential park-and-ride locations in the corridor. The purpose of this study is to identify general locations where park-and-ride facilities will be needed, assess individual sites for suitability, and explore means to purchase those sites or otherwise preserve them for future use.
- **Glasgow Avenue “Main Street” study.** As recommended by the Steering Committee, this study will address means to make old SR 896 in Glasgow less of a through roadway and more of a “main street,” balancing transportation and community needs. At the conclusion of the study, recommendations may be programmed for design, right of way, and construction funding. Initial data collection has begun, but public involvement efforts will be undertaken before the study begins in earnest.



Impact of Implemented Projects

Rue Madora

The “missing link” in Rue Madora, a subdivision street behind the Fox Run Shopping Center, was completed in August 2002. Rue Madora provides a key connection to improve mobility for the residents of the nearby Pine Woods and Forest Glen communities. The project has improved transit, bicycle, and pedestrian access as well. DelDOT entered into an arrangement with Pettinaro Construction, the owners of the adjacent Fox Run Business Center, for the road to be constructed privately with reimbursement by DelDOT. This arrangement not only resulted in cost savings to taxpayers, but the road was completed nearly a year ahead of schedule.

US 40/Walther Road Intersection Improvements

Construction was completed in November 2002 for the addition of two turn lanes on the congested southbound Walther Road approach to US 40. The project included pedestrian signals and crosswalks across the west and south legs of the intersection, as well as sidewalks to access eastbound and westbound bus stops on US 40. This short-term project was designed to be built without right-of-way acquisition. The Walther family, who owns the farm on either side of the roadway, has asked DelDOT to consider long-term intersection improvements and upgrades to Walther Road to address recurring drainage problems in the area. These long-term improvements will be incorporated into the US 40 widening project noted above.

Figure 4. Project Status.



Other Projects in the Region

As noted in the 2000 Corridor Monitoring and Triggering Report, two future regional projects may have an impact on the Route 40 corridor: widening of I-95 and the US 301 project. The status of these projects, unchanged from last year, is summarized below.

- **Widening of I-95, SR 1 to I-295:** This segment of I-95 is not projected to be widened from eight to ten lanes until the 2006-2015 time period, based on WILMAPCO's 2025 Regional Transportation Plan (RTP). Project planning is underway, but funds are not programmed for construction.
- **Widening of I-95, Maryland line to SR 1:** This segment of I-95 is not projected to be widened from eight to ten lanes until the 2016-2025 time period, based on the RTP. Project planning is underway, but funds are not programmed for construction.
- **I-95/SR 1 interchange improvements:** Planning has begun for major interchange improvements, including two-lane ramps connecting the north leg of I-95 with the south leg of SR 1. This interchange is not projected for improvements until the 2006-2015 time period, based on the RTP.
- **Widening of SR 1, US 13 to I-95:** This segment of SR 1 is not projected to be widened until the 2016-2025 time period, based on the RTP. The widening is projected to add one lane in each direction from US 13 to I-95. No planning or design is in progress.
- **US 301 Project:** The Major Investment Study (MIS) for this project was completed in January 2000; implementation of the study recommendations is pending. None of the improvements recommended by the study are currently programmed.

TRIGGERING

Assessment of Monitored Conditions

Generally, conditions in the corridor did not change significantly in 2002. Intersection levels of service, with the exception of the intersections of US 40 with SR 72 and SR 7, remained acceptable.

During 2002, there were five major, 18 minor, and 18 resubdivision plans submitted to New Castle County for review in the Route 40 corridor. For Meridian Crossing, St. Andrews Addition, Calvarese Farms, and the Saienni commercial property, there are either current commitments for developer-funded roadway improvements or studies underway to determine which development commitments will be appropriate. The only other substantial development, proposed by W.L. Gore in Glasgow Commons, will be subject to a traffic impact study, which will likely require developer-funded improvements.

Accident trends were studied and priorities identified for the Route 40 Safety Committee over the next year. The Safety Committee has taken an active role in pursuing safety initiatives including public awareness and recommendation of engineering improvements. These efforts will be continued in the new year. Finally, three new HSIP sites were identified for study in 2003.

Recent transit improvements are generally working well, although ridership has leveled off throughout the DART system. Several trips on Route 55 were extended to downtown Wilmington, improving access to major employment destinations.

Essentially all projects comprising Phase I of the Route 40 Plan are in some phase of concept design, final design, construction, or completion. During 2002, construction at Rue Madora and the intersection of US 40 and Walther Road was completed.

There are no regional highway or transit projects planned that would trigger the need for improvements in the Route 40 corridor.

Based on all of the foregoing considerations, the following recommendations are made for 2003:

Recommendations

General

- Continue funding of the Route 40 program in FY 2008 – FY 2010 to continue work on Phase II of the program. Note that because the Plan recommended expensive projects for Phase II (including US 40 widening and interchanges at SR 896 and SR 7), funding levels are recommended to increase per year to fund later years of program. This is estimated at about \$20 million per year beginning in FY 2008, not including additional funding through developer contributions.

Land development

- Monitor developer agreements for Meridian Crossing, the Saienni property, Calvarese Farms, St. Andrews Addition, and the Gore Glasgow Commons property to ensure the compatibility of developer-sponsored improvements with the Plan.
- Work with New Castle County to develop a comprehensive catalog of developer agreements in the corridor so developer funds are used for improvements whenever appropriate.

Traffic

- Within the constraints of the US 40 environmental assessment schedule, accelerate improvements at US 40 and SR 72, including additional through lanes on SR 72 near the intersection, as much as possible to alleviate continuing capacity deficiencies. Construction is currently scheduled for FY 2006.
- Successfully conclude negotiations with Bank One so that construction of improvements to the US 40 and SR 7 intersection may begin.
- Develop and implement a mechanism for improving and streamlining the gathering of average daily traffic counts along US 40.

Corridor preservation

- Finalize concept design and corridor preservation negotiations at the site of the proposed Norfolk Southern overpass.

Highway safety

- Develop a plan and schedule for safety improvements at the following locations:
 - US 40 at School Bell Road
 - US 40 at SR 896
 - US 40 at Frazer Road
- Determine the feasibility of providing safety improvements where US 40 intersects SR 72, Pleasant Valley Road, Frenchtown Road, Scotland Drive, Salem Church Road, and Buckley Boulevard.
- In conjunction with area residents and business interests, develop a plan and schedule for crossover closures in the Fairwinds area.
- Construct pedestrian safety improvements at the intersection of US 40 and Church Road as part of the Church Road project.
- Involve the public in safety efforts in the corridor, including a program at the Boys and Girls Club, a safety “open house,” and a pedestrian signal brochure.

Transit

- Develop a plan and schedule for implementation of transit route deviation service.

Coordination with other projects

- Track implementation of the US 13 and SR 72 Systems Study recommendations, especially short-term signing, pavement marking, lighting, and signal improvements.
- Track recommendations of the safety study at Old Baltimore Pike and Old Cooch’s Bridge Road.
- Provide input into study of three 2003 HSIP sites.

Planning, design, and construction

- Complete construction of improvements to Church Road and the Songsmith/Waterford pedestrian improvements.

- Begin construction of the SR 7, US 40 to Newtown Road project.
- Continue final design for the following projects:
 - Wilton Boulevard/Appleyby Road sidewalks
 - Eden Square Connector
 - US 40, Bear-Glasgow bus stop improvements
 - US 40, west of Walther Road to Governors Square
- Complete concept design for the following projects:
 - School Bell Road, SR 7 to US 40
 - Newtown Trail
 - SR 72/Del Laws Road intersection
 - Walther Road sidewalks, US 40 to Old Baltimore Pike
 - Old Porter Road, Porter Road to SR 71
 - US 40/Pleasant Valley Road intersection
 - Church Road, Wynnefield to SR 71
- Complete the US 40 environmental assessment between SR 896 and SR 1.
- Determine the schedule for implementing improvements to Reybold Road between SR 72 and Salem Church Road.
- Continue studies that are currently underway, including:
 - Old Baltimore Pike, SR 72 to SR 273
 - SR 7/School Bell Road intersection
- Initiate the following new studies:
 - Route 40 corridor park-and-ride study
 - Glasgow Avenue “Main Street” study

PUBLIC INVOLVEMENT

Activities During 2002

In an ongoing effort to keep the residents of the Route 40 corridor informed of the decisions and progress made by the project team, the following public involvement initiatives were undertaken during 2002.

Public workshops—Corridor residents were given the opportunity to receive information and express their opinions at a public workshop held on July 9 at the Bear Library. Approximately 30 attendees reviewed the recommendations of the 2001 Corridor Monitoring and Triggering Report and provided suggestions for the future direction of the Plan. Individual project workshops were also held during 2002 for the Eden Square Connector, Wilton Boulevard/Appleby Road sidewalks, Reybold Road, and the Newtown Trail, as well as the US 40 environmental assessment.

Presentations to community groups—The project team made presentations throughout the year to various interested groups, including the 7&40 Alliance.

Public workshop mailings—Throughout the year, notices of DelDOT public workshops that were being held in the Route 40 corridor area were sent to the Route 40 mailing list. This provided interested stakeholders an additional opportunity to attend and provide feedback to DelDOT about various projects.

Web site, e-mail, project mailing address and telephone hotline—The Route 40 corridor Web site (accessed from the DelDOT Web site at www.deldot.net) is frequently updated to provide the latest information on implementation of the Plan. The Web site contains information from newsletters, updates on project planning, design, and construction, and a schedule of public meetings and workshops. The project post office box and telephone hotline remain in service to provide residents with an opportunity to comment or ask questions.

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Local press exposure—Articles were published in the *Route 40 Flier* and the *News Journal*, giving added exposure to the accomplishments of the CMC and project team.

Activities Planned For 2003

To ensure the community is kept up to date and involved in the progress of transportation improvements in the Route 40 corridor, the project team has put in place the following communications initiatives for 2003:

Newsletter—Details of this Corridor Monitoring and Triggering Report will be provided in a newsletter format and distributed in the summer. This will be sent to 100% of corridor residents and to the Route 40 mailing list.

Web site—The Route 40 Web site will continue to be maintained and updated on a regular basis.

Public workshops—The Corridor Monitoring Committee will keep residents apprised of corridor improvement projects through a public workshop in the summer. Corridor residents will have the opportunity to view exhibits detailing the progress of projects, as well as ask questions of CMC and project team members. Additional workshops will be held throughout the corridor as individual projects from the Plan proceed through the design process.

Stakeholder updates/public notice mailings—Interested stakeholders (the CMC, former Route 40 Steering Committee members, elected officials, civic associations and residents on the mailing list) will receive periodic updates as projects from the Plan are implemented. In addition, notices for public workshops or hearings for projects in the Corridor will also be sent to these stakeholders.

E-mail, project mailing address and telephone hotline—Residents will still be able to communicate with the project team through various channels—e-mail, mailing address, or telephone.

