

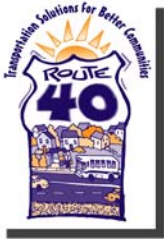
ROUTE 40 CORRIDOR 20-YEAR TRANSPORTATION PLAN

2006 Annual Corridor Monitoring and Triggering Report

In June 2000, a 20-Year Transportation Plan for the Route 40 Corridor was adopted by a Steering Committee made up of area residents, civic leaders, business people and elected officials.

An integral part of the Plan was the formation of a Corridor Monitoring Committee to monitor conditions in the Corridor and ensure the timing, advocacy, and implementation of projects in the Plan.

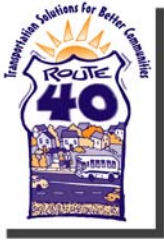
HANDOUT FOR
AUGUST 20, 2007
CORRIDOR MONITORING COMMITTEE
PUBLIC WORKSHOP



ROUTE 40 CORRIDOR 20-YEAR TRANSPORTATION PLAN

Components Of the Plan

- Build “triggered projects” only as conditions dictate.
- Enhance travel alternatives to the automobile, including biking, walking and transit.
- Address immediate congestion and safety concerns.
- Complete concept design in Phase I.
- Preserve right of way for future transportation projects.
- Encourage ongoing citizen participation through workshops, outreach, and the Corridor Monitoring Committee (CMC).



ROUTE 40 CORRIDOR 20-YEAR TRANSPORTATION PLAN

Corridor Monitoring Committee (CMC)

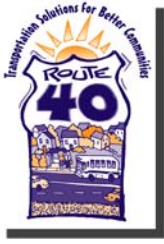
- Represents the Community's interests
- Monitors conditions in the Corridor
- Ensures the timing, advocacy, and implementation of projects in the Plan
- Meets 3-4 times a year with the Project Team (DelDOT, New Castle County, WILMAPCO) to review traffic, development and safety conditions and determine if any revisions are needed to the Plan

MEMBERS

- Linda Bailey, 7&40 Alliance
- Dan Blevins, WILMAPCO
- Barbara Erskine, at-large member
- Jerome Heisler Jr., business community member
- John Janowski, New Castle County
- Frank Romanelli, Bear-Glasgow Council
- Mark Tudor, DelDOT
- Ruth Visvardis, 7&40 Alliance
- Karl Walters, Christiana Fire Company

Monitoring Process

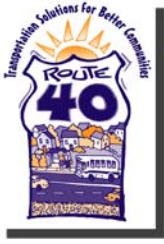
- Conditions in the Route 40 Corridor are monitored to determine if any “triggered” projects need to move forward or if revisions need to be made to the Plan. Items monitored include:
 - Land development proposals
 - Traffic impact studies
 - Traffic volumes and congestion
 - Transit services and ridership
 - Highway and transit project progress
 - Highway safety needs
- A Corridor Monitoring Report is prepared for the CMC to review and make recommendations.



ROUTE 40 CORRIDOR 20-YEAR TRANSPORTATION PLAN

Land Development

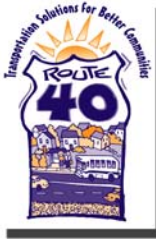
- Development proposals submitted during 2006 included:
 - 8 major
 - 16 minor
 - 4 resubdivision or parking plans
- The level of development activity in 2006 was slightly higher than last years.
- Developers are required to pay all or a substantial portion of the cost for these transportation:
 - SR 7 / SR 71 Intersection Improvements (construction completed in 2006)
 - Widening and realigning a segment of Old Porter Road at the entrance to Meridian Crossing II (construction to be scheduled in 2007)
 - Traffic signal at US 40 and Becks Woods Drive (currently under design)
- During 2005, New Castle County added a provision to its Unified Development Code (UDC) allowing a traffic impact study (TIS) waiver based on certain conditions.
- TIS waiver is intended to use long-range transportation plans, such as Route 40, to determine which transportation improvements should be the developer's responsibility.
- Below is a list of major development plans in the Route 40 corridor currently applying for a waiver:
 - La Grange
 - St. Andrews Addition
 - Dasher Farm
 - Whittington Woods
 - Dover Federal Credit Union
- DelDOT is currently working to determine a fair-share contribution that would be used to assist in the review of TIS waiver requests and other land development activity in the Route 40 corridor.



ROUTE 40 CORRIDOR 20-YEAR TRANSPORTATION PLAN

Corridor Preservation

- A site review team reviews all development proposals for consistency with the Plan.
- Concept design continues for a number of major Plan projects, enabling right of way needs to be identified for those projects.
- In conjunction with concept design, an environmental assessment is being completed to determine the preferred US 40 widening alternative based on environmental impact.
- The site review team continues to pursue access management opportunities as part of the development process.

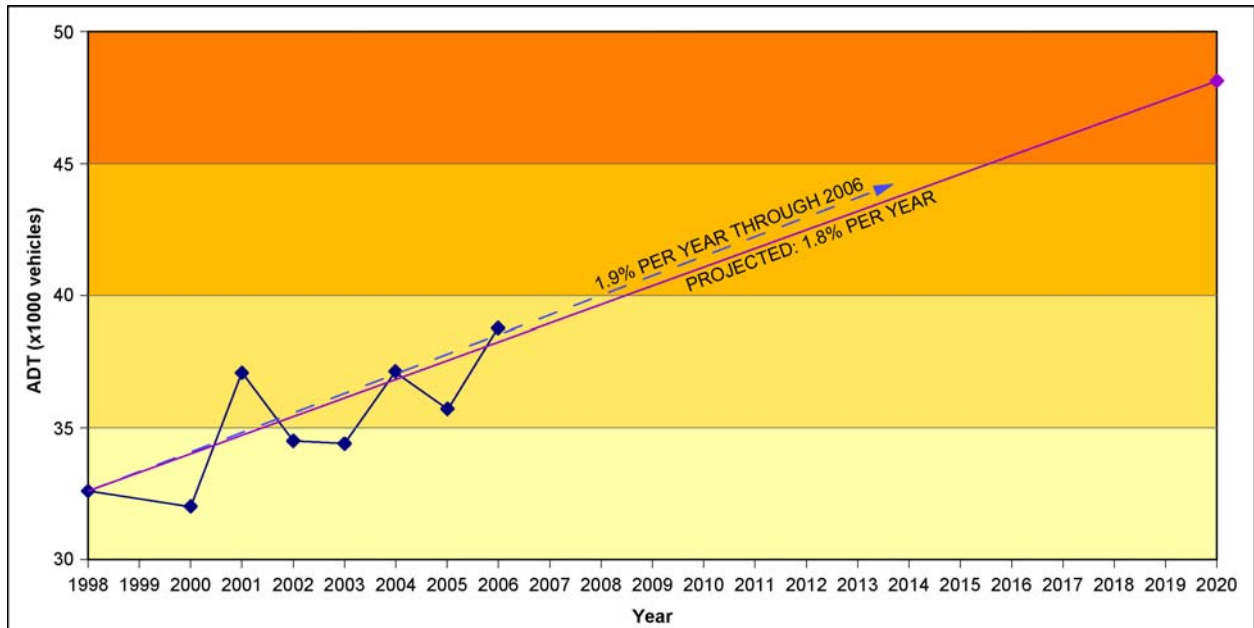


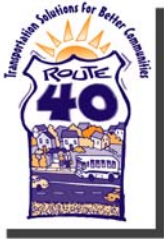
ROUTE 40 CORRIDOR 20-YEAR TRANSPORTATION PLAN

Traffic

- In general, growth in daily traffic has been similar to what was anticipated by the Plan.

Location	Plan volumes (1998/1999)	2000 counts	2001 counts	2002 counts	2003 counts	2004 counts	2005 counts	Projected 2006 volumes	Actual 2006 volumes	Percentage over (under) projected	2020 forecast
East of Perch Creek Drive	34,000	29,000	36,700	36,800	35,800	37,100	33,800	39,100	39,600	1.3%	48,000
West of SR 72	29,000	27,000	31,400	28,900	30,000	32,600	30,500	36,600	34,500	-5.9%	50,000
West of Salem Church Road	32,000	34,000	42,200	38,600	36,500	42,700	39,500	39,300	40,800	3.8%	52,000
West of Walther Road	41,000	43,000	44,400	42,400	41,800	47,000	46,400	47,200	45,900	-2.6%	58,000
West of Wilton Boulevard	27,000	27,000	30,900	26,000	28,000	26,400	28,600	29,200	33,100	13.5%	33,000

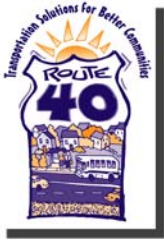




ROUTE 40 CORRIDOR 20-YEAR TRANSPORTATION PLAN

Traffic

- Intersection traffic volumes remained fairly steady in most of the corridor.
- Following the completion of construction at Route 40 and SR 7, the intersection now operates at level of service (LOS) D during the AM peak hour and LOS C during the PM peak hour.
- The intersection of Route 40 and SR 896 operates at level of service D during the AM peak hour and level of service E during the PM peak hour.
- The intersection of Route 40 and SR 72 operates at level of service E during both the AM and PM peak hour.
- The intersection of Route 40 and Glasgow Avenue improved to level of service D in the PM peak hour.
- The intersection at Route 40 and Salem Church Road / Porter Road worsened to LOS F during the PM peak hour.
- The intersection at Route 40 and US 13 worsened to LOS E during the PM peak hour.



ROUTE 40 CORRIDOR 20-YEAR TRANSPORTATION PLAN

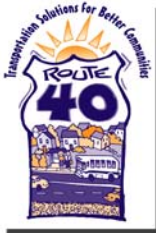
Traffic

INTERSECTION	PEAK HOUR LEVEL OF SERVICE																	
	Base (1998/1999)		2000		2001		2002		2003		2004		2005		2006		2020 w/o the Plan	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Frazer Road	-	-	-	-	-	-	-	-	-	-	C	B	C	B	C	B	-	-
Pleasant Valley Road	C	C	C	C	C	C	C	D	C	D	C	D	C	D	D	D	F	F
Perch Creek Drive	-	-	B	A	B	B	B	B	B	B	B	B	B	B	B	B	-	-
Peoples Plaza north	B	C	A	B	B	C	A	B	A	A	A	C	A	A	A	A	B	C
Peoples Plaza south	B	B	B	C	B	C	B	C	B	C	B	C	C	D	C	D	B	C
Glasgow Avenue north	C	C	C	C	C	C	C	C	D	C	C	C	C	E	D	D	C	F
Glasgow Avenue south	C	D	B	C	B	C	C	C	C	B	C	C	C	D	C	C	C	E
SR 896	D	D	D	E	D	D	D	D	D	D	E	D	D	E	D	E	F	F
Aiken Avenue	-	-	-	-	-	-	-	-	-	-	-	-	A	A	A	B	-	-
SR 72	D	D	E	E	E	D	E	E	D	D	D	E	E	E	E	E	F	F
Scotland Drive	C	B	B	B	C	C	C	C	B	C	C	D	C	C	C	C	D	E
Salem Church/ Porter Road	C	C	D	D	D	D	D	C	D	C	D	D	D	D	D	F	D	F
Brookmont Drive	B	B	B	B	B	B	A	B	A	B	B	B	B	B	B	B	B	E
Church Road	D	C	D	C	D	C	D	D	C*	B*	D	C	C	C	D	C	E	F
Walther Road	C	D	D	D	D	D	D	D	D	D	C	C	C	C	C	D	F	F
Governors Square	B	C	C	C	C	C	C	C	C	D	D	C	C	D	C	D	C	E
SR 7/Eden Square	E	D	E	D	F	C	F	D	E	D	F	C	F**	D**	D	C	F	F
SR 1 SB Ramps	A	A	A	A	B	B	B	B	B	B	B	B	A	A	A	A	A	B
SR 1 NB Ramps	B	B	B	A	C	B	B	B	C	B	C	B	B	A	A	A	B	E
Buckley Boulevard	-	-	B	B	B	B	B	B	B	B	B	B	B	C	B	C	-	-
School Bell Road	B	B	C	A	B	B	B	B	B	B	C	A	B	A	A	A	B	C
Wilton Boulevard	B	B	C	C	B	C	B	B	B	C	C	C	B	C	B	C	C	F
US 13	D	B	C	B	C	C	C	C	B	B	C	C	C	D	C	E	F	F

Note: Red denotes a worse level of service than 2006; green denotes improvement in level of service over 2006.

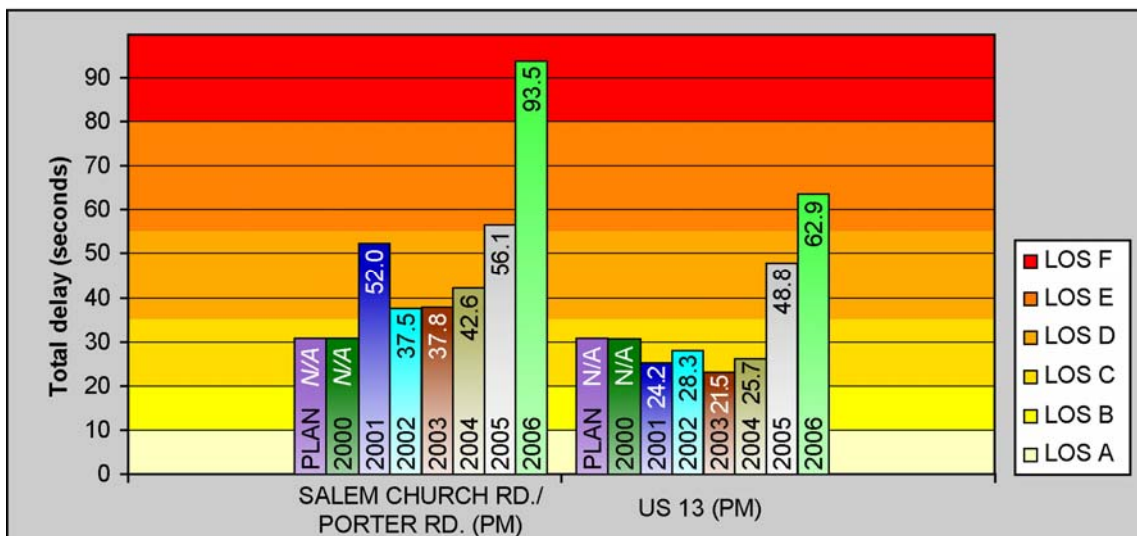
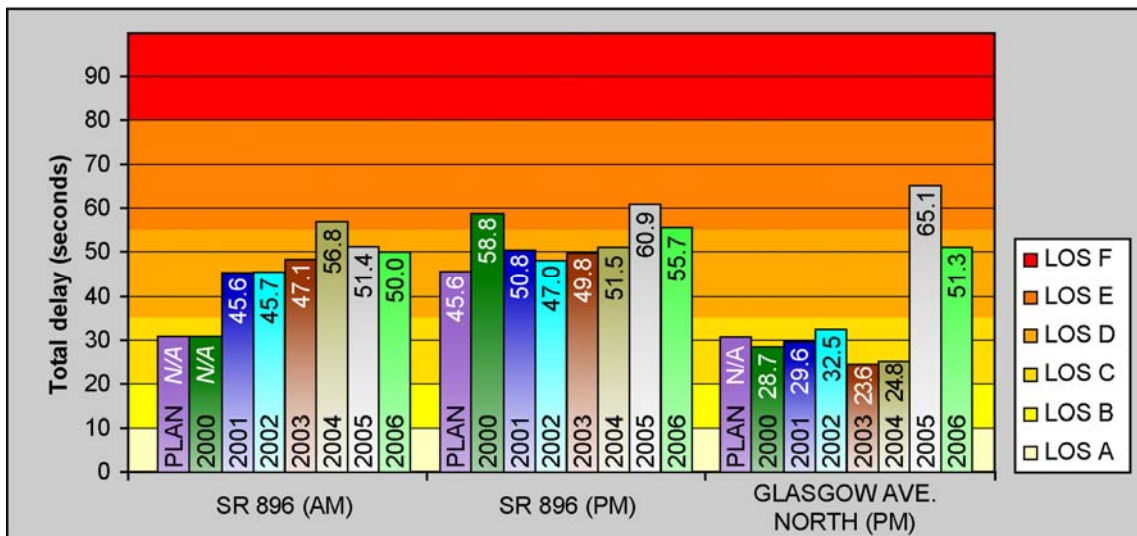
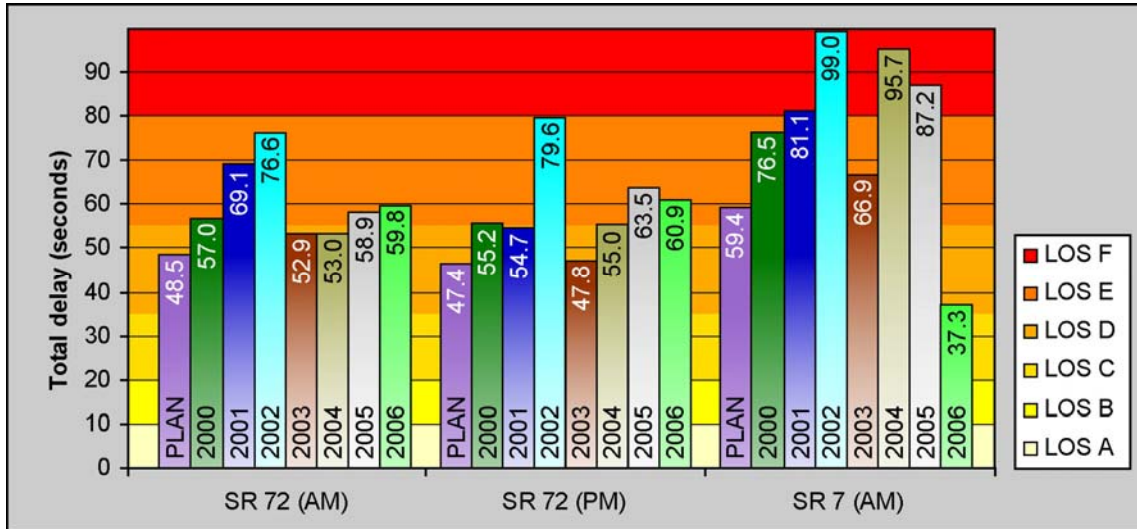
* - During most of 2003, Church Road was closed to through traffic south of US 40.

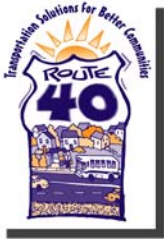
** - SR 7 was under construction during all of 2005 and most of 2006.



ROUTE 40 CORRIDOR 20-YEAR TRANSPORTATION PLAN

Traffic

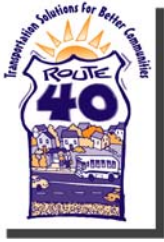




ROUTE 40 CORRIDOR 20-YEAR TRANSPORTATION PLAN

Addressing Traffic Concerns

- **Routes 40 and 7**
 - SR 7 widening and Route 40 intersection improvements – construction completed in 2006.
 - Final design is underway for widening SR 7 from Newtown Road north to SR 273.
- **Routes 40 and 72**
 - A preferred alternative was selected and concept design will be complete in 2007.
 - Funding for right of way acquisition is currently proposed for FY 2009.
- **Routes 40 and 896**
 - Concept design for a potential interchange remains underway.
- **Routes 40 and US 13**
 - A grade separated interchange is planned at this location as part of Phase III (2014-2020)
- **Route 40 and Salem Church Road / Porter Road**
 - DelDOT is studying alternatives to address capacity and safety issues at this intersection.



ROUTE 40 CORRIDOR 20-YEAR TRANSPORTATION PLAN

Safety

- The results of the 2006 accident data review indicated that the accident data was more than 50 percent higher than the previous seven year average at the following intersections:
 - Route 40 and SR 72
 - Route 40 and Peoples Plaza Shopping Center
- Concept design for Route 40 / SR 72 intersection improvements will be complete soon and final design will begin in 2007.
- Crash rates increased for the fourth consecutive year at Route 40 and Peoples Plaza Shopping Center.
- A detailed safety analysis at this location is recommended in 2007.

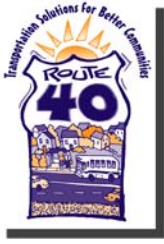
2006 CMC Recommendations

General

- Continue to identify funding sources to implement as many of the recommendations below as possible and restore projects that have been placed on hold.

Land development

- Monitor developer agreements to ensure the compatibility of developer-sponsored improvements with the Plan.
- Continue to develop a more comprehensive and consistent approach to fair share contributions.



ROUTE 40 CORRIDOR 20-YEAR TRANSPORTATION PLAN

2006 CMC Recommendations

(C O N T I N U E D)

Traffic

- Complete traffic signal audit to improve signal operations and safety.

Corridor preservation

- Continue pursuing corridor preservation opportunities through the site review team process.

Highway safety

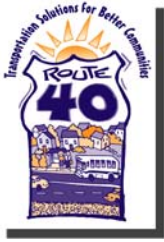
- Conduct study at Route 40 and Peoples Plaza to determine cause of recent crash trends.

Transit

- Continue to track ridership and provide service enhancements where appropriate.
- Continue participation in the site review team to identify opportunities for developer-funded transit improvements.

Coordination with other projects

- Track implementation of the following:
 - Widening of I-95 from SR 1 to I-295
 - I-95/SR 1 interchange improvements
 - I-95 toll plaza improvements
 - Widening of I-95 from the Maryland line to SR 1
 - Widening of SR 1 from US 13 to I-95
 - US 301 project



ROUTE 40 CORRIDOR
20-YEAR TRANSPORTATION PLAN

2006 CMC Recommendations

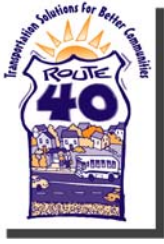
(C O N T I N U E D)

Planning, design, and construction

- Continue construction for the following projects:
 - School Bell Road, SR 1 to US 40
 - Walther Road Sidewalks
 - Bear Area Pedestrian Improvements

- Continue final design for the following projects:
 - SR 7, Newtown Road to SR 273
 - Newtown Trail
 - Eden Square Connector

- Complete concept design for the following projects:
 - US 40 / SR 72 Intersection Improvements
 - US 40 / Pleasant Valley Road Intersection
 - Church Road, Wynnefield to SR 71
 - US 40 Sidepaths, Maryland State Line to SR 896
 - US 40 Environmental Assessment



ROUTE 40 CORRIDOR 20-YEAR TRANSPORTATION PLAN

Opportunities for Public Input

- **Newsletters and Updates** are sent periodically to people on the Route 40 mailing list.
- **Workshops** are held throughout the corridor as individual projects proceed through the design process.
- **Web site:** Go to www.deldot.gov and select “Projects,” then “US Route 40.”

If you have questions or comments or would like to be added to the mailing list, contact us at:

Route 40 Corridor Improvements
PO Box 1489
Bear, DE 19701-1489
(302) 760-2080

ROUTE 40 ANNUAL MONITORING REPORT

Bear Library

Monday, August 20, 2007

Public Workshop Survey

Our goal at DelDOT is to keep the public informed of transportation projects and programs. One of the ways we do this is through public workshops like the one you are attending this evening. By filling out this survey and dropping it in the COMMENTS box, or mailing it to DelDOT at the address listed on the reverse side of this survey, you will greatly assist us in evaluating our community outreach efforts. Thank you.

Please print your responses to the following questions. If you would prefer not to answer a question, simply leave the question blank. We appreciate any comments you may have.

Other than those noted during tonight's workshop, are there additional concerns you have regarding travel throughout the Route 40 Corridor?

[illegible]

GENERAL INFORMATION

1) How would you describe yourself and/or your affiliation? (check as many as apply)

☐ Resident

☐ Adjacent property owner

☐ Community/civic organization

☐ Institution (church, school, other)

☐ Media

☐ Business owner

☐ Other (please explain) _____

2) How did you hear about this workshop?

☐ Neighborhood/friend

☐ Newspaper

☐ Radio

☐ Postcard notice

☐ Blue road sign

3) How helpful and informative were the DelDOT facilitators?

☐ Very helpful

☐ Moderately helpful

☐ Not at all helpful

☐ No opinion

4) How effective were the display materials at explaining the project?

☐ Very effective

☐ Moderately effective

☐ Not at all effective

☐ No opinion

5) If you have any additional comments relating to tonight's workshop please include them here:

If you would like to stay informed on project status and upcoming workshops in the Route 40 Corridor, please provide the following:

Name: _____

Address: _____

City/state/zip: _____

Phone (optional): _____ E-mail (optional): _____

Your comments and opinions are very important. All information you provide on this form will be carefully reviewed by the Delaware Department of Transportation. Under state law, this survey form is public domain, and if requested, a copy of it must be provided to the public or media. Thank you for your participation and contributions to this important transportation project.

Please return this survey to the COMMENTS box, or mail to:
Delaware Department of Transportation, Public Relations
Post Office Box 778
Dover, Delaware 19903
(800) 652-5600 or (302) 760-2080