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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 the Steering Committee.

The fifth and final step of the project, the implementation of the Plan recommendations, is now in its tenth year. This tenth 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 (CMC). Until 2008, this committee typically met three or four times each year with the project team to review conditions in the corridor, which the project team monitored throughout the year. Due to funding constraints, the CMC did not meet in 2009.

The monitoring efforts, which are summarized in this report, consider:

- Land development
- Traffic
- Corridor preservation

- Highway safety
- Transit service
- Project status
- Impact of completed 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 Hazard Elimination Program (HEP), a component of the Highway Safety Improvement Program, 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 typically monitored through 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. The site review team did not meet specifically about Route 40 projects in 2009; however, DelDOT's Development Coordination Section met on a monthly basis to review development proposals throughout New Castle County. Members of the Route 40 Project Team continue to review plans in the corridor for consistency with and impact to the Plan and provide comments to DelDOT and New Castle County. The team's comments include recommendations in such areas as corridor preservation, access management, and cost-sharing opportunities.

Summary of Development Activity

During 2009, there were 25 new development plans (3 major / rezoning, 11 minor, and 11 resubdivision /other) submitted to New Castle County for review in the Route 40 corridor. This level of development activity is slightly less than last year. The number of new major plans submitted fell from six in 2008 to three in 2009. Table 1 provides a description and status of the current major development proposals, as well as other previously-submitted major plans discussed during the year. Major development locations are shown in Figure 1.

Review of 23 major developments proposed before 2009 continued this year. Among those plans, six (Bradford Pond/Bible Fellowship Church, Christiana Self Storage, Dover Federal Credit Union, Whittington Woods, Thirteen Stars, and Glasgow Commons/W.L. Gore Site) were recorded during 2009. Among the remaining 17 major development plans, six are in the record plan submittal stage, six are in the preliminary submittal stage, three are in the exploratory submittal plan review stage, and two expired. Additional impacts of some significant developments on the Plan are as follows:

- Whittington Woods is a proposed 82-lot residential subdivision on two existing parcels totaling approximately 88 acres. The development is located on the former Whittington Sand and Gravel site approximately 2,500 feet west of Smalleys Dam Road. The property is surrounded by several existing subdivisions, including

Calvarese Farms, where access will be provided. DelDOT is working with the developer to dedicate right of way for a future segment of the proposed Newtown Trail.

- The proposed Lincoln Center development is located on a 56-acre portion of the property previously owned by JP Morgan Chase, adjacent to the core data center. The proposed development includes 508 dwelling units and 761,500 square feet of retail, office and mixed use buildings. The plan also includes a park, early learning center, and Pencader community center. The historic house and cemetery on the site will be restored. The first phase will include the same amount of traffic proposed for the original First USA Bank proposal for the site. The developer will provide up to \$2.5 million for traffic mitigation both on- and off-site, along with monitoring to ensure the development meets its trip reduction goals. DelDOT is still reviewing the potential phasing of the site as related to concurrency.
- School Bell Crossing is a proposed development located on the south side of Route 40 at the intersection of School Bell Road. The development will include a 69,659 SF supermarket and 41,800 SF of retail. As part of the proposal, the developer will add a fourth leg to the intersection of Route 40 and School Bell Road, along with an access road for existing development along the south side of Route 40.
- The Vista at Red Lion is a two-phase development along Old Porter Road that includes 289 single family units and 286 age-restricted townhomes. DelDOT is working with the developer to construct improvements that were recommended in Phase I of the Route 40 Plan.
- The Whitewood Village subdivision is located on the 165-acre Sniadowski parcel on both sides of Reybold Road. A 209-lot townhouse community is proposed on the portion of the property north of the road. DelDOT is working with the developer to include offsite transportation improvements along Reybold Road, including widening and constructing a segment of a shared-use bicycle/pedestrian path.
- As part of the preliminary approval for the Meridian Crossing II site, the developer is required to provide roadway improvements along Old Porter Road near the site entrance. One of these improvements includes realignment of the curve east of Lauren Farms. Final design is almost complete but a construction schedule has not been established.

Table 1. Major Plans/Rezoning Received and/or Reviewed During 2009.

Site	Description	Remarks	New plan in 2009?
Bradford Pond/Bible Fellowship Church	26 lot age-restricted residential community & 21,917 square feet church expansion	Recorded	No
Christiana Self Storage	83,876 square feet self storage facility & 1,000 square feet office	Recorded	No
Dover Federal Credit Union	24,000 square feet shopping center & 4,738 square feet credit union	Recorded	No
Whittington Woods	82 lot single family land development	Recorded	No
Thirteen Stars	Subdivide two parcels in 14 lots	Recorded	No
Glasgow Commons/W.L. Gore Site	1,635,139 square feet office/manufacturing/warehouse	Recorded	No
Old State Road Hotel	Rezone from S to CR & develop site with 80 room hotel	Record Submittal	No
Lincoln Center	508 dwelling units and 761,500 square feet of office, retail, and mixed use buildings	Record Submittal	No
Lighthouse Baptist Church	15,917 square feet church, 8,005 square feet multi-purpose building, 720 square feet storage building	Record Submittal	No
Farmington Phase 3	Subdivide lot no. 200 into 11 building lots	Record Submittal	No
Arbeiter Property	Workforce plan for 240 apartment units	Record Submittal	No
Rockwood Parcel 1-B	24 additional apartment units plus 10,000 square foot daycare in existing apartment development	Record Submittal	No
Shuman Property	Five Office/Warehouse buildings with a total of 120,000 square feet, proposed on 33.53 acres	Preliminary Submittal	No
Rockwood Parcel 1-C	90 apartment units, 5 storage buildings	Preliminary Submittal	No
School Bell Crossing Shopping Center	69,659 square feet supermarket and 41,800 square feet retail building	Preliminary Submittal	No
Vista at Red Lion Section Two	Rezone from S to ST for 289 single family units	Preliminary Submittal	No
Old State Road Self Storage	Rezone from S to CR for construction of 48,350 square feet of mini-warehouses with office	Preliminary Submittal	No
Vista at Red Lion Section One	Rezone from S to ST to construct 286 age restricted townhouse units on 56.71 acres	Preliminary Submittal	No
Maria's Court	Workforce plan for 19 townhouses	Exploratory Submittal	No
339 Old State Road	25,700 square feet of flex warehousing/general heavy retail	Exploratory Submittal	No
Whitewood Village	209 lot townhouse community	Exploratory Submittal	No
Rockwood Section A	71 apartment buildings totaling 426 units, storage building and associated improvements	Exploratory Submittal	Yes
Soneji Property	Rezone from NC21 to ST for 20 apartments	Preliminary Submittal	Yes
La Grange Office Park	Rezone 1.41 acres of S lands to CR and develop site with 5,548 square foot restaurant, 28,800 square feet office and associated improvements	Exploratory Submittal	Yes
Dade Behring	150,000 square feet research & development building	Expired	No
Voice of Truth Church	Rezone from S to CR for church use (replaced by new application without rezoning)	Expired	No

- Salem Center, Phase II, is a revision to an existing commercial development that was originally recorded in 1988. Since then, there have been a series of resubdivision plans recorded for this development that included expanding the existing shopping center. One of those plans, recorded in 1998, added a Wawa convenience store with gas pumps. The most recent plan, which was recorded and constructed in 2009, included approximately 35,000 square feet for a proposed grocery store along with parking and access modifications. The expansion triggered an agreement with the developer to fund the installation of a traffic signal at the intersection of US 40 and Glasgow Drive. The addition of the signal also provided the opportunity for the developer to address access modifications from Salem Center / Wawa to Salem Church Road. These access modifications were recommended as part of a safety study completed in 2006.
- Among many of the minor development plans new for 2009 and previously reviewed, DelDOT and New Castle County continue to consolidate access and recommend cross access agreements where feasible.

Developer Agreements

In addition to those previously noted, more than 35 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, signal agreements and significant right-of-way dedication. New Castle County continues to work with DelDOT on a comprehensive tracking system for these agreements, which is used to coordinate private and DelDOT-sponsored roadway improvements. Developer contributions throughout the corridor are highlighted in Figure 2.

TIS Waivers / Fair Share Contributions

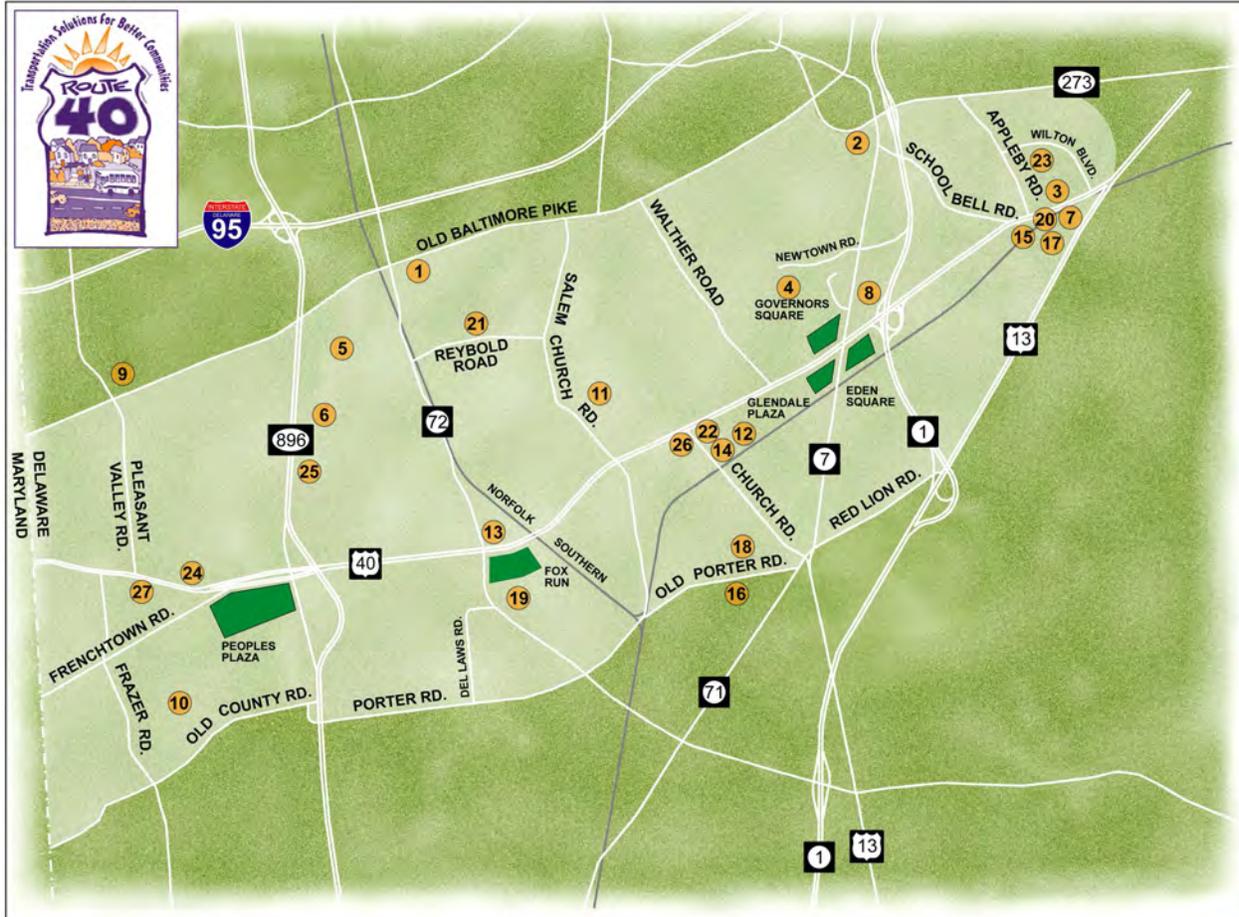
In 2005, New Castle County added a provision to its Unified Development Code allowing developers a waiver from the Traffic Impact Study (TIS) process under certain conditions. TIS Waivers are allowed in Transportation Improvement Districts (TIDs), or similarly defined areas where a transportation plan is in place. Although Delaware currently has no official TIDs, the Route 40 Corridor has many characteristics of one. A TIS Waiver is intended to use the long-range transportation plan, rather than a TIS, to determine what transportation improvements should be the developer's responsibility. The developer may still be required to perform a Traffic Operational Analysis (TOA), and DelDOT must confirm that Level of Service (LOS) standards are met.

Within the Route 40 Corridor a total of 17 development plans have requested a TIS Waiver. By the end of 2009, 16 have been approved and one did not require a TIS because of a recently constructed intersection improvement.

In 2006, due to the continuing increase in the number of applications for TIS waivers, DelDOT began discussions on developing a standardized approach to addressing TIS waivers and a method to determine developers' fair share contributions. This has become a more prevalent issue because of the reduced funding available for transportation projects. The purpose is to develop a simple, yet defensible, approach to determine fair share contributions. The goal is to have developers fund DelDOT's portion of the costs for the remaining Route 40 corridor improvements.

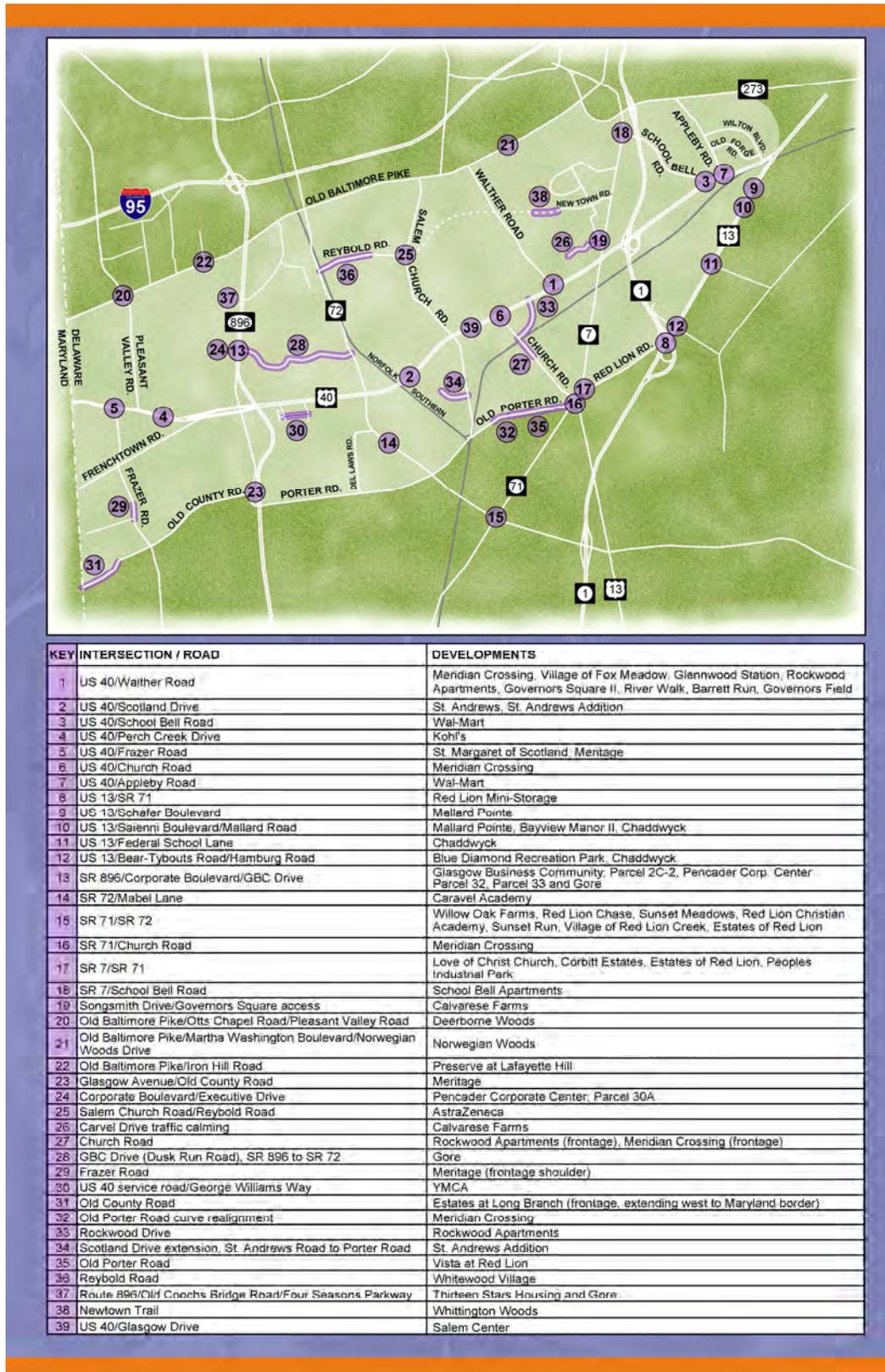
Traditionally, developer funded transportation improvements and contributions have been determined on a development-by-development or project-by-project basis. Previous studies completed to address this issue were focused on localized capacity improvements; however, the Route 40 corridor improvements are more comprehensive and regional. DelDOT will continue to review its approach to fair share contributions on a development-by-development basis until a statewide methodology is established.

Figure 1. Major Development Location Map.



- | | |
|---|--|
| 1. Bradford Pond/ Bible Fellowship Church | 15. School Bell Crossing Shopping Center |
| 2. Christiana Self Storage | 16. Vista at Red Lion Section Two |
| 3. Dover Federal Credit Union | 17. Old State Road Self Storage |
| 4. Whittington Woods | 18. Vista at Red Lion Section One |
| 5. Thirteen Stars | 19. Maria's Court |
| 6. Glasgow Commons/W.L. Gore Site | 20. 339 Old State Road |
| 7. Old State Road Hotel | 21. Whitewood Village |
| 8. Lincoln Center | 22. Rockwood Section A |
| 9. Lighthouse Baptist Church | 23. Soneji Property |
| 10. Farmington Phase 3 | 24. La Grange Office Park |
| 11. Arbeiter Property | 25. Dade Behring |
| 12. Rockwood Parcel 1-B | 26. Voice of Truth Church |
| 13. Shuman Property | 27. Royal Farms |
| 14. Rockwood Parcel 1-C | |

Figure 2. Developer Contributions.



Traffic

To monitor traffic growth, the project team conducted full-day traffic counts on five segments of Route 40 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 Corridor Monitoring and Triggering Reports during 2000 through 2008. Average daily traffic (ADT) volumes along Route 40 are summarized in Table 2.

The Route 40 Plan anticipated that at the five locations shown in Table 2, traffic would increase by an average of about 1.8 percent per year through 2020. Current data indicate growth rates less than what was originally anticipated (See Figure 3). The volumes at these five locations are summarized in Table 2. Four of the locations experienced less traffic than the 2009 projections predicted, ranging from about 12 percent to almost 19 percent. One location was 16.3 percent higher than predicted. As a result, the general growth trend through 2009 is about 1.4 percent annually.

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 2009. 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. A new signal was installed at the intersection of US 40 and Glasgow Drive in late November 2009, after the annual counts were conducted. This intersection will be included in next year's study.

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 (LOS) analysis are summarized in Table 3. As indicated, six intersections had minor degradation in levels of service from 2008 and four had a slight improvement.

- The intersection of US 40 and Frazer Road decreased to LOS D in the AM peak after maintaining LOS C since it was installed in 2004. The intersection remained at LOS B in the PM peak.
- The intersection of US 40 and Pleasant Valley Road fell from LOS C to LOS E in the PM peak. Because the intersection has an actuated single lane northbound approach, the addition of a few northbound right turns had a fairly significant impact on the overall delay at the intersection.
- The intersection of US 40 and Glasgow Avenue (north) returned to LOS D in the AM peak after improving to LOS C in 2008. The intersection remained LOS D in the PM peak.
- The intersection of US 40 and SR 896 improved to LOS D in both the AM and PM peaks.
- The intersection of US 40 and SR 72 remained at LOS D in the AM peak for the second consecutive year and at LOS E in the PM peak for the fifth consecutive year.
- The intersection of US 40 and Scotland Drive fell to LOS D from LOS C in the PM peak. The intersection remained at LOS C in the AM peak.
- The intersection of US 40 and Salem Church Road / Porter Road remained at LOS D and LOS E in the AM and PM peaks, respectively.
- The intersection of US 40 and Governors Square remained at LOS C in the AM peak and returned to LOS D in the PM peak after worsening in 2008.
- The intersection at US 40 and SR 7 remained at LOS C in the AM peak and LOS D in the PM peak.
- All other signalized intersections on US 40 operated at acceptable levels of service (D or better) during both peak hours.

Levels of service at selected intersections over the course of the Route 40 planning process are illustrated in Figure 4.

Table 2. Average Daily Traffic.

Location	Plan volumes (1998/1999)	2000 counts	2008 counts	Projected 2009 volumes	Actual 2009 volumes	Percentage over (under) projected	2020 forecast
East of Perch Creek Drive	34,000	29,000	38,958	41,000	35,656	-13.0%	48,000
West of SR 72	29,000	27,000	29,824	39,500	32,080	-18.8%	50,000
West of Salem Church Road	32,000	34,000	34,359	42,000	35,628	-15.2%	52,000
West of Walther Road	41,000	43,000	44,679	49,500	43,518	-12.1%	58,000
West of Wilton Boulevard	27,000	27,000	27,012	30,000	34,900	16.3%	33,000

Figure 3. Traffic Growth Along US 40 (average of five count locations).

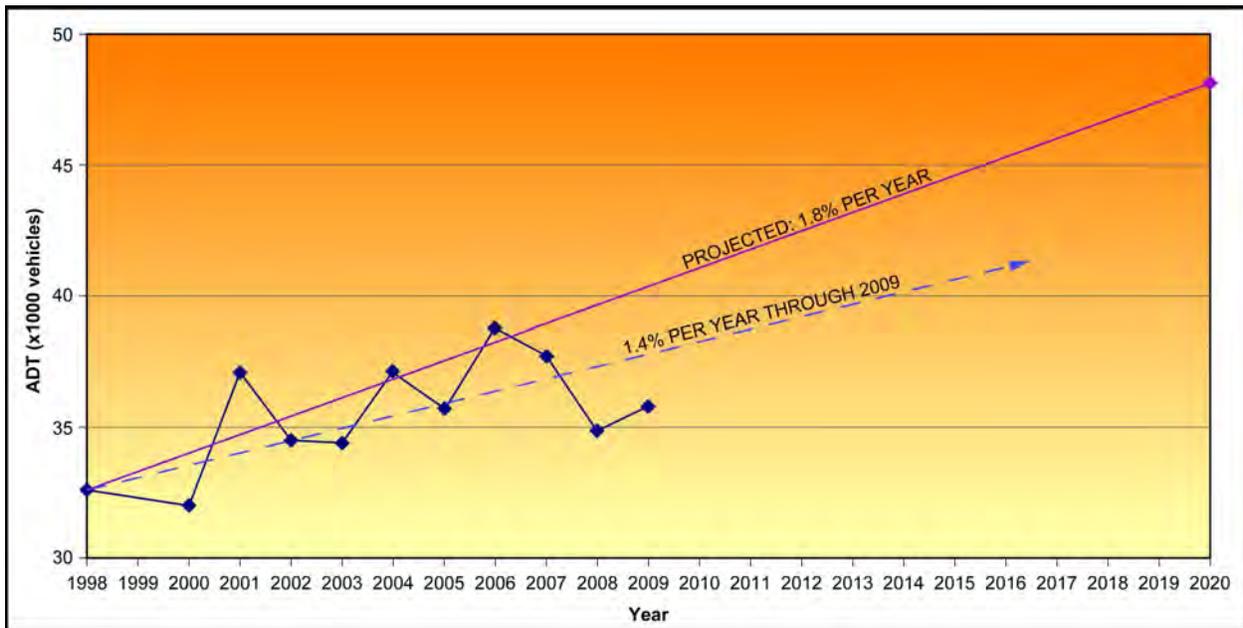


Table 3. Signalized Intersection Level of Service Summary.

INTERSECTION	PEAK HOUR LEVEL OF SERVICE									
	Base Year (1998/1999)		2000		2008		2009		2020 w/o the Plan ³	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Frazer Road	-	-	-	-	C	B	D	B	F	C
Pleasant Valley Road	C	C	C	C	C	C	C	E	E	F
Perch Creek Drive	-	-	B	A	B	B	B	B	C	C
Peoples Plaza north	B	C	A	B	A	A	A	A	A	A
Peoples Plaza south	B	B	B	C	C	D	C	D	C	D
Glasgow Avenue north	C	C	C	C	C	D	C	D	C	E
Glasgow Avenue south	C	D	B	C	C	C	C	C	D	D
SR 896	D	D	D	E	E	E	D	D	F	F
Lagrange Avenue	-	-	-	-	B	B	A	B	B	C
SR 72	D	D	E	E	D	E	D	E	E	E
Scotland Drive	C	B	B	B	C	C	C	D	C	C
Salem Church/Porter Road	C	C	D	D	D	E	D	E	D	F
Brookmont Drive	B	B	B	B	A	B	A	B	B	B
Church Road	D	C	D	C	C	C	C	B	C	C
Walther Road	C	D	D	D	C	C	C	C	C	C
Governors Square	B	C	C	C	C	E	C	D	C	D
SR 7/Eden Square	E	D	E	D	C	D	C	D	D	E
SR 1 SB Ramps	A	A	A	A	A	A	A	A	B	C
SR 1 NB Ramps	B	B	B	A	C	A	B	B	E	C
Buckley Boulevard	-	-	B	B	B	C	C	C	B	C
School Bell Road	B	B	C	A	A ²	A ²	A	A	A	A
Wilton Boulevard	B	B	C	C	B	C	B	C	B	C
US 13	D	B	C	B	B	C	B	C	F	F

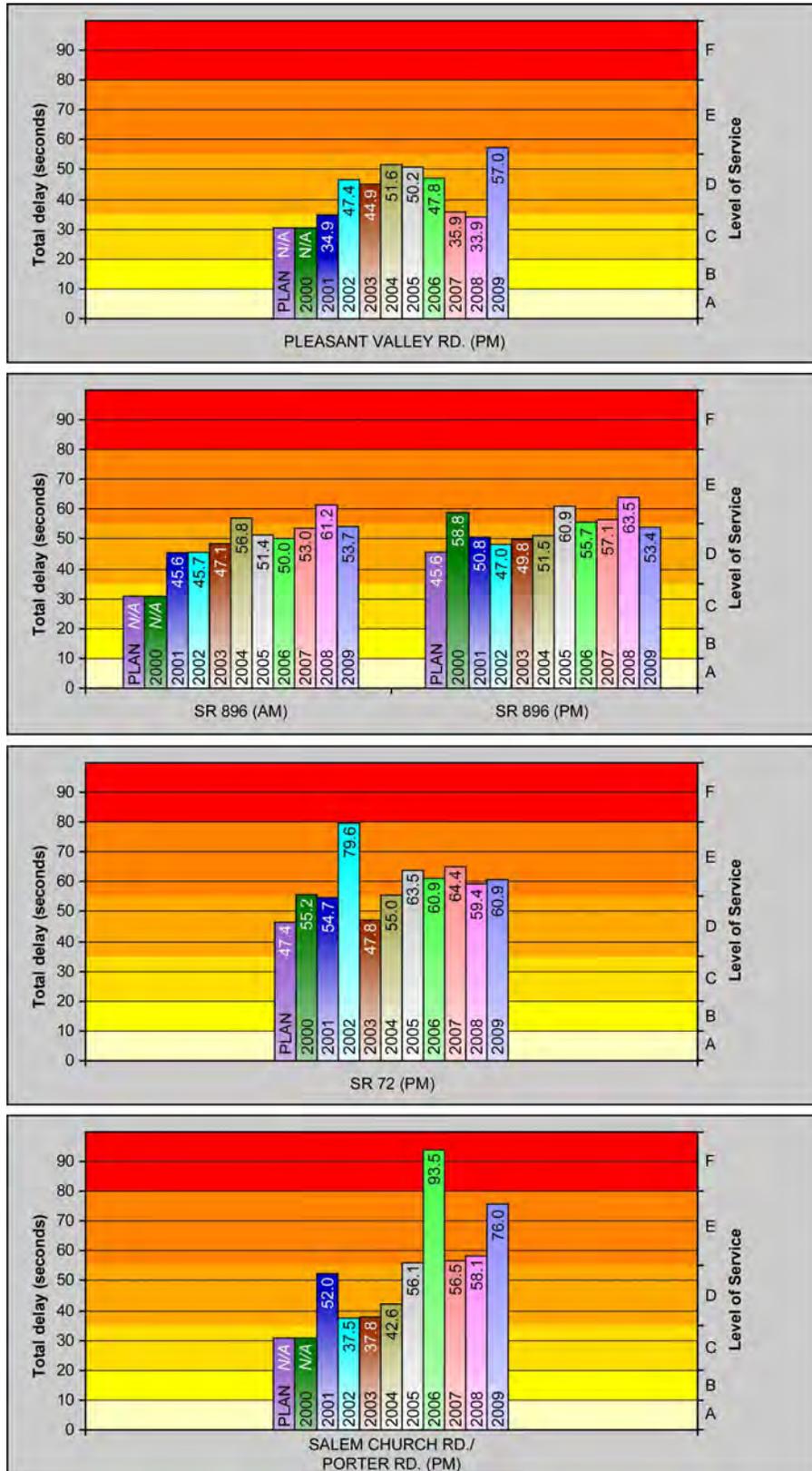
Note: Red denotes a worse level of service than 2007; green denotes improvement in level of service over 2007.

¹ A traffic signal was installed at US 40 and Frazer Road in 2004.

² School Bell Road was under construction from June 2007 to October 2008.

³ 2020 traffic projections were updated in 2009

Figure 4. Level of Service Comparison at Selected Intersections.



Highway Safety

Review of Conditions in 2009

The goal of this report with respect to safety is to determine those intersections where crash rates increased significantly (>50%) in the past year, identify the reasons for those increases, and consider those sites for detailed study and improvement recommendations. To determine priorities for potential safety improvements, 14 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 all previous study years.

The results of the analysis indicate that there was one intersection in the corridor in which the most recent crash totals were more than 50 percent higher than the previous 13-year average.

US 40 @ Peoples Plaza

Based on crash summary data, the number of crashes in 2009 was equal to 2008 and almost double the previous 13-year average. This location was originally identified in the 2006 Corridor Monitoring and Triggering Report and studied in 2007-2008. The studies included the review of detailed crash reports and assessing existing field conditions. A review of the detailed crash reports demonstrated a reduction in the total number of reported crashes at the intersection. This was due to several crashes in the summary data occurring at commercial development access in the median and along the outside lanes of US 40. Based on the results of these studies, the following remedial improvements were recommended as a part of the 2008 CMTR:

- Install oversize (48"x48") W3-5 Reduced Speed Ahead signs along eastbound US 40 approximately 1,350 feet west of the stop line at Peoples Plaza
- Install oversize (48"x60") R2-1-40 Speed Limit signs along eastbound US 40 approximately 1,000 feet west of the stop line at Peoples Plaza
- Install oversize (48"x48") W3-3 Signal Ahead signs along eastbound US 40 approximately 700 feet west of the stop line at Peoples Plaza

The recommendations have not been implemented, and no additional studies are recommended at this

time until these recommendations are implemented and their benefits assessed.

Table 4 shows the number of reported crashes annually at select intersections beginning in 2000. It is important to note that these totals are approximated based on raw crash data summaries and not the actual reports. The number of crashes is determined based on the DelDOT mile posts at a particular intersection along US 40 and includes all crashes listed within 0.15 miles of the intersection. These numbers may vary upon review of the detailed crash reports.

Hazard Elimination Program Sites

DelDOT's statewide Highway Safety Improvement Program (HSIP) includes several categories of transportation safety throughout the state. One of those categories includes the Hazard Elimination Program (HEP), which involves reviewing statewide crash rates and selecting 30 sites for study.

Sites chosen for the 2009 HEP included crash rates based on events that took place during the three preceding calendar years (2006 – 2008). 2009 Site R – Old Baltimore Pike from east of Hanna Drive to east of Timber Wood Boulevard was the only site within the Route 40 Corridor. At the Task I meeting, the HEP committee recommended studies to determine the need for:

- Realigning the north leg of Old Baltimore Pike at Salem Church Road (east) / Salem Woods Drive intersection to the west across from Salem Church Road (west).
- Protected-only left-turn phasing on the eastbound and westbound Old Baltimore Pike approaches to Salem Church Road (east) / Salem Woods Drive and Salem Church Road (west).

The HEP committee recommended installing the protected-only left-turn phasing along with some additional lighting as a short-term improvement. There were also some long-term improvements that may be considered by DelDOT Project Development. These improvements include removing concrete medians and restriping Old Baltimore Pike to provide double left-turn lanes at the approaches to Salem Church Road (east) / Salem Woods Drive and Salem Church Road (west). Additional potential improvements include significant widening of Old Baltimore Pike and realigning the north leg of Old Baltimore Pike at Salem Church Road (east) / Salem Woods Drive to the west.

Table 4. Intersection Crash Data Summary.

INTERSECTION	NUMBER OF REPORTED CRASHES									
	2000	2001	2002	2003	2004	2005*	2006	2007	2008	2009
Frazer Road	3	4	17	8	6	8	4	12	6	2
Pleasant Valley Road	17	6	23	12	18	15	17	11	12	12
Perch Creek Drive	-	-	-	-	24	12	24	17	6	11
Frenchtown Road	7	7	11	7	2	8	3	2	5	0
Peoples Plaza	5	10	7	5	8	9	10	15	17	17
Glasgow Avenue	34	32	27	35	28	26	28	15	22	30
SR 896	26	27	38	40	48	36	31	35	36	31
LaGrange Avenue	-	-	-	-	0	1	8	9	9	6
SR 72	29	15	37	36	27	28	38	44	27	33
Scotland Drive	23	16	18	17	20	15	18	28	23	20
Salem Church/Porter Road	27	14	21	41	55	46	37	33	44	39
Glasgow Drive	12	4	6	7	7	7	4	4	9	9
Brookmont Drive	21	21	27	11	10	19	10	11	19	12
Church Road	28	11	14	21	34	17	18	15	16	15
Walther Road	31	12	14	20	25	28	16	10	21	19
SR 7	40	27	43	31	53	60	59	56	58	50
SR 1 SB	16	30	24	7	4	4	11	12	11	7
SR 1 NB	6	12	11	7	4	4	7	14	10	7
School Bell Road	3	8	7	7	12	10	2	9	9	8
Buckley Boulevard	-	-	-	-	3	16	13	13	7	13
Wilton Boulevard	10	7	4	14	17	26	12	20	21	14

*Note: 2005 was the first year of the new digital reporting format to the SDM (Safety Data Management) System - not all 2005 data was available at the time the report was published. Results for 2006 and 2007 included 12 full months of crash data.

Transit Service

At the time of this report, transit ridership numbers were only available through June of 2009. Comparing the first six months of 2009 with those of 2008, statewide ridership decreased less than one percent with ridership in the US 40 corridor up less than half a percent. In the previous year, both experienced fairly significant increases in ridership, likely due at least in part to higher gasoline prices.

Since the inception of the Route 40 Plan in 2000, statewide ridership has increased over 20 percent through 2008 and only slightly decreased during the first half of 2009. Ridership in the Route 40 corridor continued to grow in 2009 after approximately 33 percent growth between 2000 and 2008.

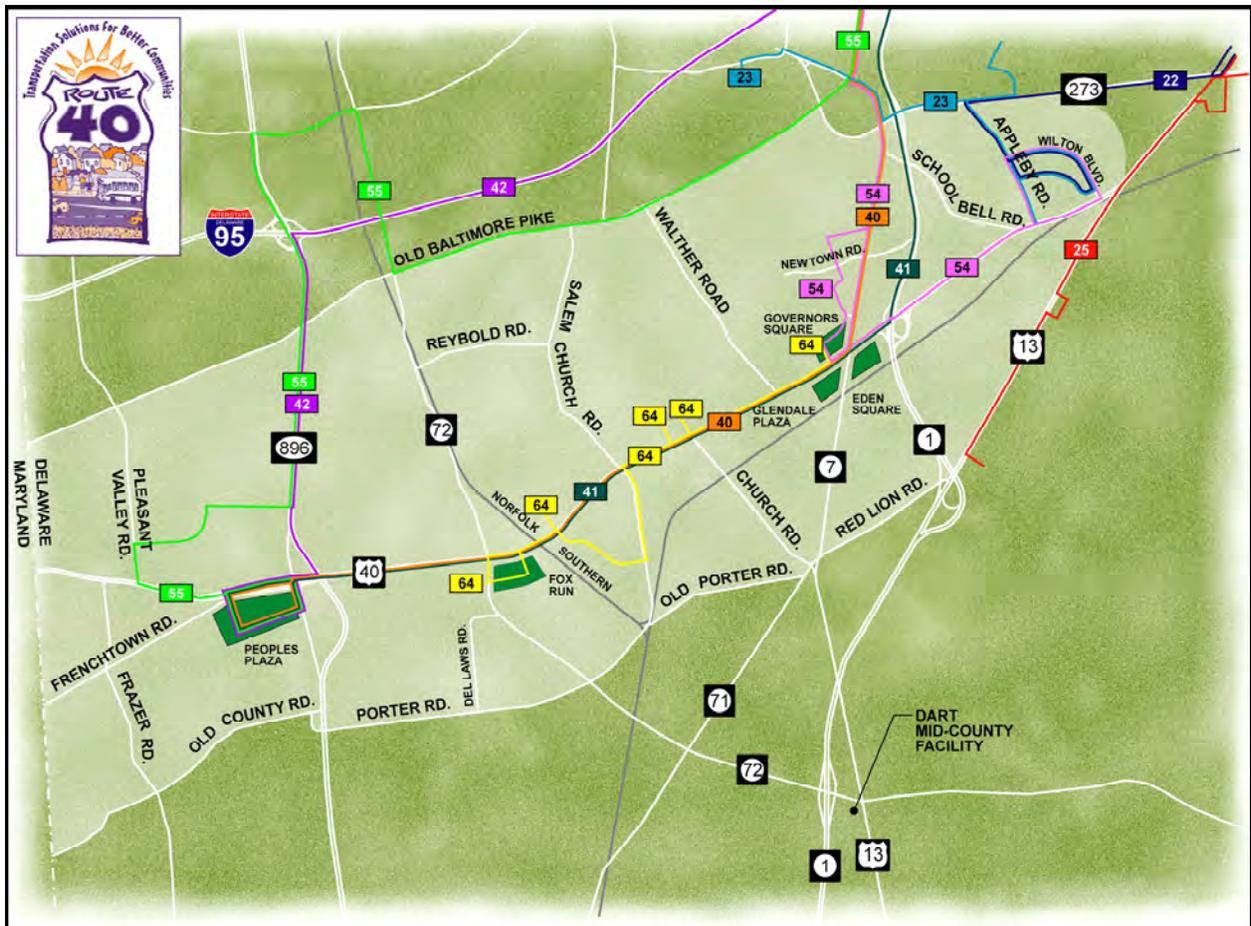
DART First State routes 40, 41, and 42 continue to provide service between Peoples Plaza and Wilmington, route 54 links the Taylortowne and

Wilton areas with Christiana Mall, and route 55 connects Glasgow with Christiana Mall and downtown Wilmington via Old Baltimore Pike. Finally, route 64 provides local feeder service to neighborhoods along Route 40 between Governors Square and Fox Run.

Ridership on route 41 increased about 25 percent after an increase of only one percent in 2008. After a spring 2008 service change extended route 55 non-peak trips from Glasgow to Newark, its ridership increased more than 26 percent. Route 64 experienced an increase in ridership of almost 9 percent, while the other routes in the corridor saw decreases in ridership between 7 and 11 percent. See Figure 5 for route locations.

There were no service changes in the corridor in 2009 and none are currently planned for 2010.

Figure 5. Transit Route Map.



Project Status

There were two active projects in the Route 40 corridor during 2009, US 40 Bear-Glasgow Bus Stop Improvements and SR 7, Newtown Road to SR 273. This circumstance is primarily due to concept and final design for projects awaiting construction funding in the future. Figure 6 shows the status of projects in the corridor as of the end of 2009. Detailed descriptions of projects are provided below.

SR 7, Newtown Road to SR 273

In 2004, final design began for the widening of SR 7 to four lanes between Newtown Road and SR 273. These improvements will extend the widening between US 40 and Newtown Road, which was completed in 2006. The project includes sidewalks, bike lanes, and significant improvements at the School Bell Road intersection. Final design will be complete in early 2010. Right of way acquisition began in 2009, utility relocation is scheduled to begin in early 2010, and construction may start in summer 2010, depending on the advance utility work.

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 was completed in October 2008. A construction schedule has not been established for this project.

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. A public workshop was held on April 22, 2002 to introduce the project, and final design is on hold. Although a construction schedule has not been established for the majority of this project, the portion between Brookfield and SR 7 was completed as part of the Bear Area Pedestrian Improvements project.

US 40 / SR 72 Intersection

Widening of SR 72 at US 40 is needed to alleviate existing capacity and safety concerns. To provide appropriate capacity and traffic operations at the intersection, the SR 72 widening will extend from north of Mabel Lane to GBC Drive. Minor realignment of Del Laws Road is also proposed to match the proposed entrance to the Fox Run Business Center. A public workshop was held on July 19, 2005 to present four alternatives to the public. A preferred alternative was selected and final design began in 2008. Preliminary plans were submitted in May 2008 and the project is currently on hold.

Projects In Concept Design

Concept design is currently on hold for the following projects.

- **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 and a second eastbound left-turn lane on US 40.
- **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.
- **US 40 Sidepaths, Maryland State Line to SR 896.** Phase III of the Route 40 Corridor 20-Year Transportation Plan calls for sidepaths along US 40 from the Maryland State Line to SR 896.

Additional Planning Studies

- **McMullen Farm Park.** This project, which was previously planned under an agreement with JP Morgan Chase, included the purchase, at a discount rate, of 50 acres of the 153-acre JP Morgan Chase site as public parkland. In 2006, a portion of the development site was sold to a developer and now contains the proposed Lincoln Center development. DelDOT continues to work with the developer and JP Morgan Chase to include the parkland as originally planned, providing a public amenity for the surrounding community.
- **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. Preliminary recommendations were developed in 2004 to coordinate with the development of Village of Long Creek, which constituted one of the last remaining undeveloped parcels in the area. As of the end of 2005, this study is on hold pending completion of other priorities in the Route 40 corridor. However, a developer has expressed interest in completing this study with private funds.

Impact of Projects Completed in 2009

US 40, Bear-Glasgow Bus Stop Improvements

Completed in August 2009, this project involved the construction of eight new bus stops throughout the Route 40 corridor. By improving bus stops along with associated sidewalk segments, crosswalks, and pedestrian signals, this project safely and efficiently improved transit access for pedestrians.

Other Projects in the Region

As noted in previous Corridor Monitoring and Triggering Reports, 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 is summarized below.

- **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 Regional Transportation Program (RTP).
- **I-95/SR 1 interchange improvements:** Planning was completed in 2004 for major interchange improvements, including two-lane ramps connecting the north leg of I-95 with the south leg of SR 1. Final design is underway and construction is funded to begin in 2011.
- **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 selected alternative for a new limited-access US 301 from the Maryland state line to the south end of the Roth Bridge was announced in May 2007. Final design began in late 2008 and is expected to be complete by 2012. Construction could begin on certain segments as early as 2012.

Figure 6. Project Status.



TRIGGERING

Assessment of Monitored Conditions

Generally, traffic congestion in the corridor did not increase substantially in 2009. Intersection levels of service, with the exception of the intersections of US 40 with Pleasant Valley Road, SR 72, and Salem Church Road/Porter Road, remained acceptable. Ten years of traffic data confirm that growth rates are lower than originally anticipated by the Plan.

During 2009, there were 25 new development plans submitted to New Castle County for review in the Route 40 corridor. This level of development activity is slightly less than last year. A total of 23 major development plans submitted prior to 2009 remained under review. There are several existing and proposed developments with either current commitments for developer-funded roadway improvements or studies underway to determine which development commitments will be appropriate.

Safety trends were studied and there are no priority sites to study next year. Old Baltimore Pike was the only 2009 HEP site under study in the Route 40 Corridor. Short-term and long-term improvements were recommended to DelDOT and their progress will be monitored. When the 2010 HEP list has been finalized, it will be reviewed to determine if any sites are located within the Route 40 Corridor.

Through the first six months of 2009, ridership in the Route 40 Corridor is up less than half a percent when compared to the same period in 2008. Statewide ridership is down less than one percent. There were no service changes in the corridor in 2009 and none are currently planned for 2010.

Most projects comprising Phase I of the Route 40 Plan are in some phase of concept design, final design, construction, or completion.

There are no regional highway or transit projects planned that would trigger the need for improvements in the corridor. However, recently-completed improvements to I-95 will be monitored to determine their potential impacts to traffic along US 40.

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

- Continue to monitor development activity to ensure compatibility with the Plan and maintain consistent developer contributions to transportation improvements.
- Monitor developer agreements for major land developments to ensure the compatibility of developer-sponsored improvements with the Plan.

Corridor preservation

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

Highway safety

- Review crash data summary to identify any locations with significant increases in crash rates in 2010.

Transit

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

Planning, design, and construction

- Complete final design of SR 7 between Newtown Road and SR 273.
- To the extent funding can be made available, establish schedules for the following projects that are on hold:
 - Eden Square Connector (construction)
 - US 40 / SR 72 intersection improvements (final design)
 - US 40 / SR 896 interchange (preliminary and final design)
 - Newtown Trail (final design)
 - Reybold Road, SR 72 to Salem Church Road (final design)
 - Old Porter Road, Porter Road to SR 71 (final design)
 - US 40 / Pleasant Valley Road Intersection (concept design)
 - Church Road, Wynnefield to SR 71 (concept design)
 - US 40 sidepaths, Maryland State Line to SR 896 (concept design)
 - US 40 environmental assessment, SR 896 and SR 1 (concept design)

PUBLIC INVOLVEMENT

Activities During 2009

Public involvement initiatives were limited during 2009 due to funding constraints. There were no public workshops held; however, project team representatives attended civic association meetings when requested.

The Route 40 Corridor project web site is updated regularly 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 web site can be accessed from the DelDOT Web site at:

<http://www.deldot.gov/information/projects/rt40/index.htm>

Activities Planned For 2010

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 will continue the following communications initiatives for 2010:

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

Public workshop—If funding is in place to make significant progress on Plan implementation in 2010, a summer public workshop will be held. Interested stakeholders (the CMC, former Route 40 Steering Committee members, elected officials, civic associations and residents on the mailing list) will receive notice of that workshop.

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.

Table 5. Project Tracking Matrix.
Last updated December 2009

KEY: < N/A > - Not Applicable
TBD - To Be Determined

PROJECT COMPLETE
DESIGN COMPLETE - CONSTRUCTION
PROJECT ON HOLD

No.	Phase	Project	Actual/ scheduled completion	Under study	Concept design complete	Status		Remarks
						In final design	Under construction	
1		SR 7/SR 273 intersection	2000					
2		US 40/Walther Road intersection (short term)	2002					
3		US 40/Governors Square/Glendale Connector intersection	TBD					Part of Eden Square Connector (#13) - Final design complete, project on-hold
4		US 40/SR 72 intersection	TBD			X		Project on-hold - Preliminary Plans submitted
5		SR 72/Del Laws Road intersection	TBD			X		Project on-hold - Preliminary Plans submitted
6		US 40/Eden Square intersection	2000					
7		US 40/Buckley Boulevard intersection	2000					
8		SR 1/Newtown Road interchange	< N / A >					Project dropped from Plan
9		Church Road, US 40 to Wynnefield	2004					
10		SR 7, US 40 to Newtown Road	2006					
11		SR 7, Newtown Road to SR 273	2011					Advance utility work to begin in early 2010 - Construction expected to begin in late 2010
12		Reybold Road, SR 72 to Salem Church Road	TBD		X			Project delayed to Phase II or Phase III - Working with developers to construct portion of improvements
13		Eden Square Connector	TBD					Final design complete, project on-hold
14		Rue Madora	2002					
15		US 40 sidepaths, SR 72 to Scotland Drive	TBD	X				To be built with corresponding roadway segments
16		US 40 sidepaths, Scotland Drive to Salem Church Road	TBD	X				To be built with corresponding roadway segments
17		US 40 sidepaths, Salem Church Road to Church Road	TBD	X				To be built with corresponding roadway segments
18		US 40 sidepaths, Church Road to Walther Road	TBD	X				To be built with corresponding roadway segments
19	PHASE I 2000-2007	US 40 sidepaths, Walther Road to Governors Square	2005					Essentially complete - built by private developer
20		US 40 sidepaths, Governors Square to SR 1	TBD	X				To be built with corresponding roadway segments
21		Old Baltimore Pike sidepaths, SR 72 to SR 273	TBD	X				Subject to results of Old Baltimore Pike study (#39)
22		SR 72 sidewalks, US 40 to SR 71	TBD	X				Project delayed to Phase II or Phase III
23		Walther Road sidewalks, US 40 to Old Baltimore Pike	2008					
24		Porter Road bike lanes, SR 896 to US 40	2002					
25		Wilton Boulevard and Appleby Road sidewalks	2006					
26		Songsmith Drive sidewalks	2003					
27		Short-term improvements project	2000					
28		Enhancements to current transit service	2001					
29		Route deviation service along US 40	TBD					
30		Additional pedestrian connections to transit	2009					
31		Additional bus stop improvements	2009					Part of bus stop improvements project (#31)
32	Preservation and expansion of park and ride capacity	TBD					Project delayed to Phase II or Phase III	
33	Waterford pedestrian access to US 40 bus stop	2003						
34	Access management on selected developed properties	< N / A >		X			Ongoing effort of site review team	
35	Access management on properties as they are developed	< N / A >		X			Ongoing effort of site review team	
36	Landscaping, streetscaping, and signing along US 40	TBD				X	Guide signs only - project delayed to Phase II or Phase III	
37	Pleasant Valley Road/Frazer Road realignment study	2000					Realignment not recommended	
38	Newtown Road transportation corridor	2003					Newtown Trail to be built (#81)	
39	Old Baltimore Pike, SR 72 to SR 273	TBD					Project delayed to Phase II or Phase III	
40	Glasgow Avenue "Main Street"	TBD					Project delayed to Phase II or Phase III	
41	US 13 corridor study, SR 1 to Wilmington	TBD					Project delayed to Phase II or Phase III	
42	SR 72 corridor study, US 40 to SR 1	2002					Implementation strategy not yet determined	
43	SR 71 corridor study, SR 896 to US 13	TBD					Project delayed to Phase II or Phase III	
44	US 40/Walther Road intersection (long term)	2005					Part of widening project (#45) - advanced from Phase II	
45	US 40, Walther Road to Governors Square	2005					Built by private developer - advanced from Phase II	

Table 5. Project Tracking Matrix.
Last updated December 2009

KEY: < N/A > - Not Applicable **PROJECT COMPLETE**
 DESIGN COMPLETE - CONSTRUCTION
 PROJECT ON HOLD

No.	Phase	Project	Status					Remarks
			Actual/ scheduled completion	Under study	Concept design complete	In final design	Under construction	
46	PHASE I	Scotland Drive extension to Porter Road	2004					Built by private developer - advanced from Phase III
47		Bear Area Pedestrian Improvements	2008					New project requested by Corridor Monitoring Committee
48		School Bell Road sidewalks/bike lanes	2008					Advanced from Phase II - Construction completed in October 2008
49	PHASE II 2008-2013	US 40/Pleasant Valley Road intersection		X				
50		US 40/Salem Church Road/Porter Road intersection		X				Part of US 40 environmental assessment
51		US 40/SR 1 southbound ramp intersection		X				Part of US 40 environmental assessment
52		US 40, SR 72 to Scotland Drive		X				Part of US 40 environmental assessment
53		US 40, Church Road to Walther Road		X				Part of US 40 environmental assessment
54		US 40/SR 896 interchange		X				Part of US 40 environmental assessment
55		US 40/SR 7 interchange		X				Part of US 40 environmental assessment
56		Old Porter Road, Porter Road to SR 71			X			Curve realignment to be built by private developer
57		US 40 sidepaths, SR 896 to SR 72		X				To be built with corresponding roadway segments
58		US 13 sidepaths, US 40 to Tybouts Corner						
59		SR 896 sidepaths, Porter Road to Old Baltimore Pike						
60		Salem Church Road sidewalks/bike lanes, US 40 to I-95						
61		Del Laws Road sidewalks						
62		Old County Road sidewalks, Frazer Road to Glasgow Avenue		X				Corridor study completed in 2005
63		Preservation and expansion of park and ride capacity (continued)		X				
64	Access management on selected developed properties (continued)							
65	Closure of all median openings that are not or will not be signalized						Ongoing effort of site review team and safety committee	
66	PHASE III 2014-2020	US 40/Scotland Drive intersection		X				Part of US 40 environmental assessment
67		US 40/SR 1 northbound ramp intersection		X				Part of US 40 environmental assessment
68		US 40/Glasgow Avenue intersection		X				Part of Glasgow Avenue study (#40)
69		US 40, Scotland Drive to Salem Church Road		X				Part of US 40 environmental assessment
70		US 40, Salem Church Road to Church Road		X				Part of US 40 environmental assessment
71		US 40, SR 896 to SR 72		X				Part of US 40 environmental assessment
72		US 40/US 13 interchange						
73		US 40 overpass at Norfolk Southern		X				Shellpot Bridge has reduced rail traffic at this location
74		SR 7, SR 71 to US 40						
75		SR 72, US 40 to Reybold Road						
76	Church Road, Wynnefield to SR 71		X				Concept design underway	
77	Glasgow circulator roadways							
78	US 40 sidepaths, Maryland line to SR 896		X				Concept design underway	
79	US 40 sidepaths, SR 1 to US 13							
80	Closure of all median openings that are not or will not be signalized (cont'd)						Ongoing effort of site review team and safety committee	
81	Newtown Trail, Salem Church Road to SR 7	TBD			X		Project on hold	



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