

TRANSPORTER


WILMAPCO

Route 9 Walkable Community Workshop

Each year, WILMAPCO conducts several Walkable Community Workshops (WCW). A WCW is typically a three-hour session that includes an educational presentation on what makes a community walkable, a walking audit of a specific area, and a mapping session, where participants engage in brainstorming solutions.

State Route 9 (or SR 9), New Castle Avenue, is a highway that connects Wilmington to Dover. Car-oriented commercial development lines the highway's sides and several distinctive suburban residential communities sit behind these shops. New Castle County's Department of Community Services requested a WCW for SR 9, in step with revitalization efforts for the area anchored by the construction of a new library.

Currently, communities along SR 9 are burdened with illegal heavy truck traffic associated with the nearby seaport and industry, the absence of pedestrian and bicycle interconnectivity between communities and places of interest,

and pedestrian and bicycle safety concerns. Other issues include aging infrastructure, poor signage, and access for non-vehicular travelers with disabilities.

The workshop, which was held at the Rose Hill Community Center on May 5, resulted in several ideas for improvements to the area ranging from adding accessible pathways, to the new library, to improving pedestrian infrastructure along Hillview Avenue, and improving the crossings of SR 9.

The absence of good sidewalk consistency along the highway, as well as various obstructions (such as a raised sewer cover between Morehouse Drive and Lambson Lane), encourage pedestrians to travel in the highway's shoulders. Additionally, while SR 9 is a designated state bicycle route and part of the interim East Coast Greenway route, no bicycle infrastructure (signage, marked lanes, etc.) exists. While bicyclists can and do travel in the highway's shoulders, the buildup of debris



makes bicycle travel difficult.

The resulting Walkable Community Workshop Report recommends a phased approach to tackle these problems. As a first step, gaps in sidewalk infrastructure should be filled.

Many more ideas were shared during the workshop and are documented in the report. These ideas will be folded into a more detailed forthcoming land use and transportation study of the Route 9 Corridor, which WILMAPCO hopes to begin this fall.

For more information, please visit
www.wilmapco.org/walkable.

Opinion about Transportation Differs by Race, Ethnicity, and Income

WILMAPCO has been unpacking the results of a public opinion survey conducted last summer. Differences in responses by race, ethnicity, and income have become apparent.

Every four years, we gauge public opinion about transportation through a random telephone survey of 600 residents in New Castle County and Cecil County. Respondents are asked about personal experiences with the transportation system, what improvements would be effective, feedback on potential transportation policies, and familiarity with WILMAPCO. The results are very important because they inform the Regional Transportation Plan.

While opinion on many matters is close across racial, ethnic, and income groups, there are some key differences. Notably, respondents with high incomes (more than \$100,000/year) and non-Hispanic whites were more than twice as likely to be familiar with

WILMAPCO as respondents with low incomes (less than \$25,000/year) and minority groups (blacks, Hispanics, and Asians).

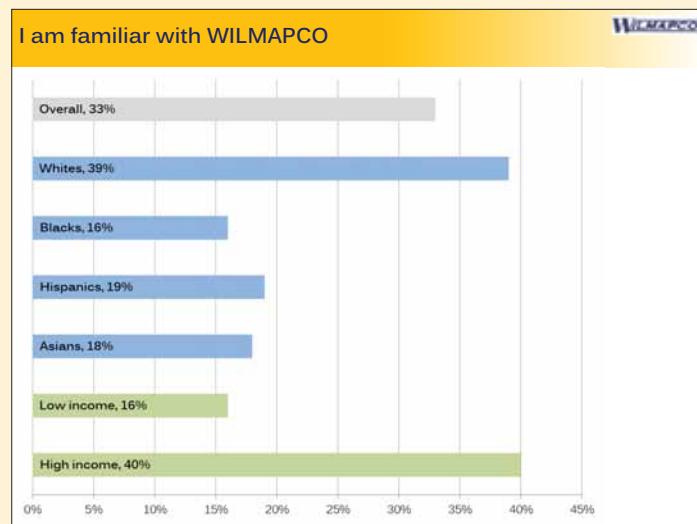
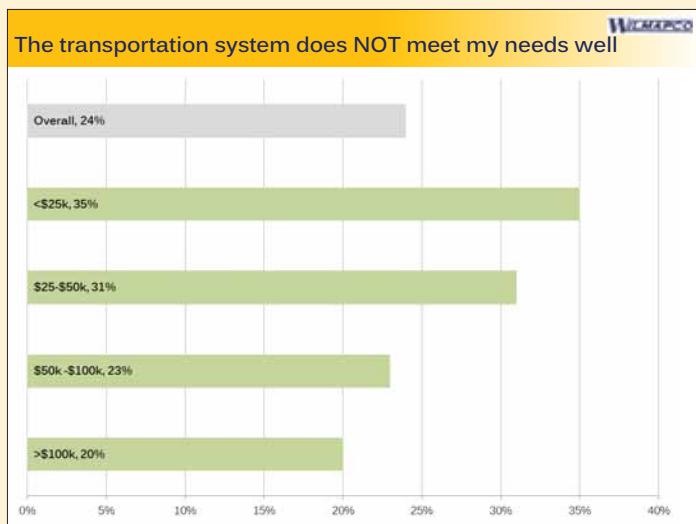
Data also revealed that the higher a respondent's income, the better they feel our transportation system serves them. Twenty percent of high-income respondents said that the system does not meet their needs well versus 35% of low-income respondents.

Groups also differed in their thinking about development strategies. Most whites (80%), for example, felt new development should occur in towns and growth areas. Only half of blacks (49%) and Hispanics (50%) agreed. And half of high-income earners (54%) rated revitalizing existing places and downtowns critical versus only a quarter of low-income earners (23%).

Other key disparities in opinion include: feelings about the effectiveness of public transportation, safety when walking, and air quality awareness.

These findings underline the need for planners and decision-makers to be sensitive to differences in opinion across population groups. While a decision could be popular overall, it could be unpopular with a particular group. The findings also highlight the need for an extra effort to involve more low-income and minority persons in the transportation planning process. This should help drive more transportation funding into neighborhoods with concentrations of low-income and minority people, where transportation spending is lower than we would expect.

You can read a data report detailing the findings of this analysis here:
www.wilmapco.org/data-reports.



Investing in Alternative Transportation

WILMAPCO received eight bicycle and pedestrian project funding requests as part of the FY 2016 Transportation Alternatives Program (TAP), which we jointly administer with MDOT and DelDOT. Five of the submissions came from the City of Wilmington.

Our staff prioritized the submissions. Our TAP scoring process provides points for projects located in close proximity to places that should be accessible on foot and bike, such as parks, libraries, and bus stops. Additional points are assigned to projects that close gaps in the pedestrian and bicycle networks and projects

located in places where walking and bicycling crashes have occurred.

Generally, urban areas do best in our prioritization system. This makes sense because more people are likely to use alternative transportation in these places. Since all of the submissions for FY 2016 were in urban areas, the scoring was quite close. WILMAPCO's Council ranked the submissions, using the technical scores as guidance.

Our top project was a plan to put Union Street in Wilmington on a "road diet." This project would reduce the size of existing travel lanes, add wider sidewalks,

back-in angle parking, streetscape enhancements, and a bicycle lane. The City hopes that this project will lead to better walking access to the many shops that line Union Street as well as act as a crime deterrent.

A listing of the projects with their descriptions and technical scores is found above. We separate New Castle County and Cecil County projects because the funding streams are different. Due to the fact that the Locust Lane sidewalk project was the only submission from Cecil County, it did not receive a technical score.

For more details about TAP, visit www.wilmapco.org/tap.

NEW CASTLE COUNTY TAP SUBMISSIONS

Project	Submission	Description	Score	Council Rank
North and South Union Street	Wilmington/West Side Grows	Redesign/road diet of street	29	1
North King Street and H. Fletcher Brown Park	Wilmington/Rotary Club	Improve pedestrian access to park; revert N. King Street to two way traffic	27	2
Delaware and Pennsylvania Avenue	Wilmington	Complete Street project	26	3
SR 9 and Memorial Drive	New Castle County	Pedestrian improvements in the Route 9 Innovation District	25	4
West 4th and North Rodney Streets	Wilmington	Complete Street project	24	5
North Church and Spruce Streets	Wilmington/Wilmington Housing Partnership	Complete Street project	24	5
Newark Main Street	Newark	Parklets and crosswalk upgrades	21	6

CECIL COUNTY TAP SUBMISSION

Project	Submission	Description	Score	Council Rank
Locust Lane	Elkton	Sidewalk construction on Locust Lane between Main Street and Mitchell Street	n/a	1

Save the Date for the 2015 Mid-Atlantic Regional Planning Roundtable

The Wilmington Area Planning Council (WILMAPCO), Delaware Valley Regional Planning Commission (DVRPC) and Baltimore Metropolitan Council (BMC) will host the 2015 Mid-Atlantic Regional Planning Roundtable.

The event, focusing on Mobility, Sustainability and Economic Competitiveness in the Mid-Atlantic Region, will take place on Thursday, Oct. 29, at the Chase Center on the Riverfront in Wilmington, DE.

This year's Mid-Atlantic Regional Planning roundtable continues a series of forums running since 2005 that foster communication and address the urgent need to work collaboratively to solve transportation challenges faced in the region.

The Roundtable allows agencies with common goals to share

resources and collaborate on plans, projects, and a variety of contemporary issues. This year's topics will include: Federal Railroad Administration's (FRA) Northeast Corridor (NEC) Future Program, Every Day Counts (EDC) Initiative, Planning Emphasis Areas (PEAs), federal

authorization, regional transit projects, sustainability, and interregional freight planning and operations.

Planners, elected officials, and the public are invited to participate in this free event. For more information, please visit www.wilmapco.org/mid-atlantic.



Reducing Vehicle Idling around Schools

WILMAPCO has been leading an effort to reduce car and bus idling outside of schools. Idling contributes to poor air quality, which causes and exacerbates respiratory health conditions. The work is an outgrowth of a Nemours Health and Prevention Services effort to reduce asthma-related hospital visits by children. Project partners include Nemours, DNREC, and the American Lung Association.

Last year, we provided training

to Christina School District bus drivers on the importance of not idling their buses for long periods. They also received guidance on using asthma-safe products to clean the inside of their buses. This year we are providing the training to bus drivers of the Colonial School District and the contractor drivers of the Christina School District.

Separately, our team has developed a campaign aimed at reducing private-vehicle idling around schools. The campaign involves promoting awareness of

idling at a participating school and the close involvement of a science class at that school. The science class could work with DNREC staff to measure pre-and post-campaign air quality levels around the school. Science teachers are being solicited this summer to find a school interested in participating. If you know of a school that would be interested, please let WILMAPCO know!

For details, visit www.TropoNose.org.



Developing Strategies to Protect & Enhance the Scenic Red Clay Valley

explored “what if” scenarios for future development based on existing land use policies, and heard about the strategies drawn from community feedback at the first February workshop and from a review of best practices nationwide.

Tools reviewed for possible use included:

- Preserving scenic views with buffers, open space protection, and vista controls or measures linked with environmental, historic, and character protection.
- Regulating scenic roadways through context sensitive design.
- Implementing zoning, design standards, protective easements, or enhanced local monitoring.

Currently, the planning team is developing a draft report, design standards, and design guidelines that will be presented at a third public meeting this fall. This project is a partnership between WILMAPCO, New Castle County, DelDOT, and the Red Clay Valley Scenic Byway Alliance, with the guidance of those who live, work, and play in the scenic Red Clay Valley.

For more information, visit www.wilmapco.org/redclay. To learn about upcoming workshops, sign up for WILMAPCO’s enews at www.wilmapco.org.

Red Clay Valley Scenic Byway Design Standards Overlay Project held a second Public Workshop on May 18 to get community feedback on strategies to protect and enhance the area’s special character.

During the interactive event, participants discussed which potential tools might be used,

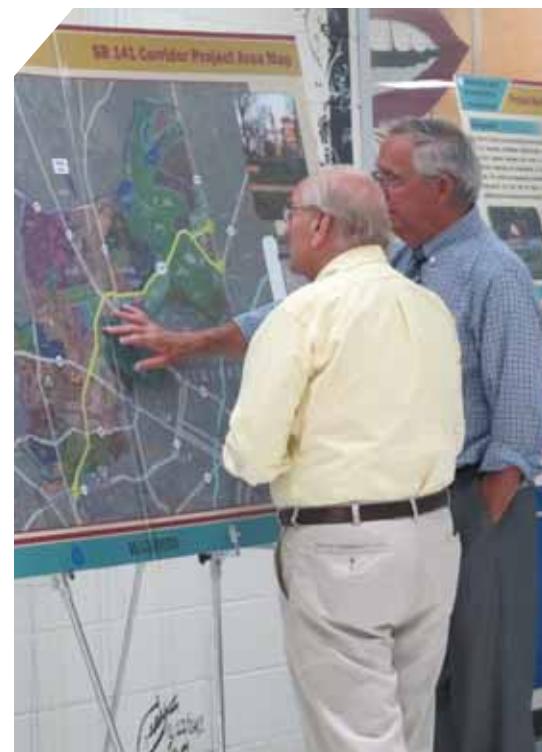
Information Session Held for SR 141 Transportation and Land Use Plan

On June 17, WILMAPCO, in conjunction with DelDOT and New Castle County, held an information session for the SR 141 20-year Transportation and Land Use Plan. The session was designed to give the public a first glance at the future of transportation and land use development along the Route 141 corridor. The Route 141 corridor is a major arterial that links the City of New Castle to US 202/I-95 near Blue Ball. In many ways, the road functions as a western beltway of Wilmington serving local and regional trips with several other arterials intersecting,

including: Kirkwood Highway (SR 2), Concord Pike (US 202), and Lancaster Pike (SR 48).

About 70 people attended and viewed a brief PowerPoint presentation as well as several display boards showing the goals of the plan along with current traffic, land use, and safety conditions. Attendees were also encouraged to fill out a survey that gave WILMAPCO, DelDOT, and New Castle County more details on how the corridor should grow.

For more information about the project and to see the boards presented at the meeting, please visit the project website at www.wilmapco.org/141.





Glasgow Avenue Planning Study

The Glasgow Avenue Planning Study is an ongoing project that is the result of a partnership between the New Castle County (Delaware) Department of Land Use, DelDOT, and WILMAPCO.

Glasgow Avenue is a 1.3 mile two-lane collector road between US 40 and SR 896. The goal of the study is to work with residents to create roadway and land use guidelines that will provide a safe and attractive street that encourages more non-motorized trips, slows existing traffic, and creates better connectivity while also creating a vibrant mix of local uses and appealing public gathering places to enhance economic activity.

Enhanced connections between the existing high school, parkland, residential development, and commercial areas would encourage more pedestrian and bicycle trips within the area as well as add safety measures for existing pedestrians while reducing greenhouse gas emissions, and improving respiratory health.

The project team held stakeholder interviews in January with residents, commercial property owners,

community agencies, and elected officials. In addition, the team led two workshop sessions that were open to the public. During the first workshop on March 4, where 35 people attended, the project team reviewed existing conditions on the corridor from the viewpoint of community residents and business owners.

The workshop included small group breakout sessions where people could ask questions about future growth along the corridor and give direct feedback about how they wanted to see the community grow.

There was general agreement that roadway travel speeds were too fast and pedestrian and bicycle amenities were not currently in place. Residents also expressed a desire for better access to trails and open space as well as more community activity areas, such as a library.

The project team used responses from the workshop attendees to develop a community vision and a set of goals for the Glasgow Avenue corridor. In addition, the project team used the comments to

develop alternatives for the roadway configuration of auto travel lanes, bike lanes, and multi-use paths for different segments of the corridor. Finally, proposed design guidelines were created for mixed-use village-style development along the northern segment of Glasgow Avenue.

The project team brought these concepts back to the community at another public meeting held on June 10. Project team members collected the attendees' responses to the vision and goals, the roadway alternatives, and the land use ideas. The team will use these comments to develop final recommendations, which will be presented at a final workshop this fall. The next step for the project team is to work with the public to develop a vision and goals for the corridor. This will be addressed in a second public workshop to be announced this fall.

For more information on this project, please visit our website: www.wilmapco.org/glasgow.

To be alerted to upcoming workshops, sign up for WILMAPCO's enews at www.wilmapco.org.

Freight Summit Welcomes Industry Leaders

The 5th annual Delmarva Freight Summit was held on June 24 at the Dover Downs Hotel. DelDOT, the Dover/Kent MPO, and WILMAPCO hosted the half-day summit, which brought together both public and private sector freight professionals to focus on the needs and interests of freight movement across the Delmarva Peninsula.

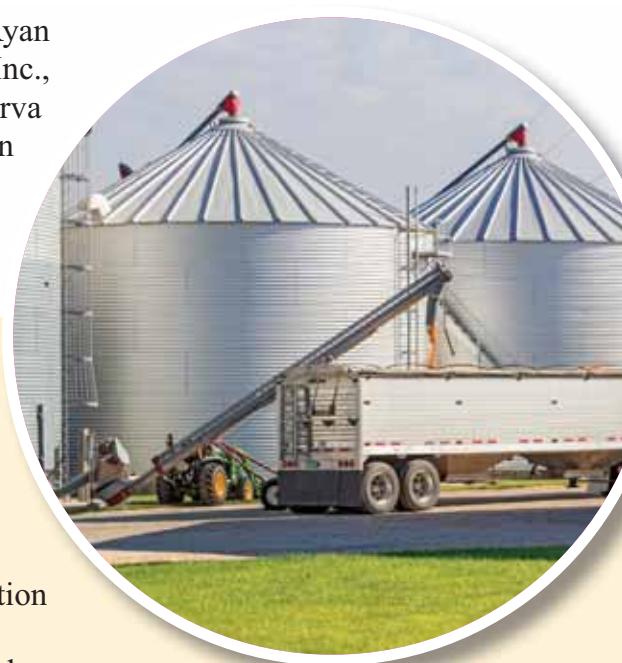
The event featured numerous speakers, including welcoming remarks from Jennifer Cohan, Delaware Secretary of Transportation and Rich Vetter, the Dover/Kent MPO's Executive

Director. Other speakers included:

- Jim Bruce from the United Parcel Service (UPS), who presented "Use of Alternative Fuels in Goods Movement" in delivery vehicles.
- Julie Wheatley, Manager of the Wallops Research Park, who discussed the challenges of freight shipments at Wallops Island/NASA facility.
- Stewart Ramsey and Ryan Siavelis from IHS Global Inc., who presented the Delmarva agricultural supply chain analysis.
- Eric Calloway from the

Maryland & Delaware Railroad Company, who discussed current trends and the future of shortline railroad industry along the Delmarva Peninsula.

The presentations from the Freight Summit can be found at www.wilmapco.org/delmarva.



Agriculture Supply Chain Study Nearing Completion

The Delmarva Agriculture Supply Chain Study, funded by DelDOT, is nearing completion. The study will review regional trends in agriculture production, consumption, and distribution; estimate and forecast industry freight flows; and identify key transportation system requirements.

Delaware has become a center for international fruit and vegetable trade as well as poultry production, in particular, broiler chickens. In 2014, agricultural, food, and paper products made up slightly more than eight percent of Delaware's total annual exports at \$430 million, behind only the chemicals industry (\$2.1 billion), computer and electronic products

(\$971 million), and transportation equipment (\$522 million).

The goal of this study is to develop an understanding of the supply chains supporting the agriculture industry in Delaware and on the Delmarva Peninsula. The study authors aim to identify possible infrastructure improvements and policies for maximizing the industry's potential and its impact on regional economic development. The study consists of five main topics:

- Macroeconomic Trends and the Delmarva Economy
- Delmarva Agriculture Market Analysis
- Primary Research
- Transportation Supply Chain Analysis

- Economic Development Opportunities and Investment Priorities

In addition, a series of interviews were held with key industry professionals, including those working for large regional grain and poultry companies, railroads, and equipment providers. They provided several transportation concerns that could hamper their current operations and prevent growth.

To learn more about the study, please visit www.wilmapco.org/delmarva.

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WILMAPCO PUBLIC MEETINGS

Unless specified, meetings will be held at WILMAPCO, 850 Library Avenue, Suite 100, Newark, Delaware. Your participation at these meetings is appreciated. If you have any questions, please contact us at (302) 737-6205, or toll free from Cecil County at (888) 808-7088. **During inclement weather, please call to verify meetings.**

OCTOBER	NOVEMBER	DECEMBER
Nonmotorized Transportation Working Group <i>October 6, 3 p.m.</i>	Air Quality Subcommittee <i>November 12, 10 a.m.</i>	Nonmotorized Transportation Working Group <i>December 1, 3 p.m.</i>
Air Quality Subcommittee <i>October 8, 10 a.m.</i>	WILMAPCO Council <i>November 12, 6:30 p.m.</i>	Air Quality Subcommittee <i>December 10, 10 a.m.</i>
Technical Advisory Committee <i>October 15, 10 a.m.</i>	Technical Advisory Committee <i>November 19, 10 a.m.</i>	Public Advisory Committee <i>December 14, 7 p.m.</i>
Public Advisory Committee <i>October 26, 7 p.m.</i>		Technical Advisory Committee <i>December 17, 10 a.m.</i>

2015 Mid-Atlantic Regional Planning Roundtable Conference

"Advancing the Mid-Atlantic Region for Mobility, Sustainability, and Economic Competitiveness"

CHASE CENTER ON THE RIVERFRONT WILMINGTON, DE
OCTOBER 29, 2015 • WWW.WILMAPCO.ORG/MID-ATLANTIC

There is no cost to attend this event.