

TRANSPORTER

WILMAPCO

Route 9 Plan Takes Shape

An economic assessment and an extensive public visioning process have built a strong foundation for the Route 9 Corridor Master Plan. The plan will develop strategies for revitalizing a three-mile stretch of Route 9 near Wilmington, including the highway's adjoining communities. Requested by New Castle County, the work has been guided by a steering committee comprised of civic leaders, state and county government, and community organizations.

Opportunities to maximize the corridor's economic potential were uncovered through an analysis of data indicators and discussions with key stakeholders. In the analysis and discussions, housing, new retail business, office development, and seaport expansion were the primary topics. Specifically, a strong opportunity was found for senior housing, along with strengthening of all sectors tied to a port expansion.

In addition to the economic analysis, a comprehensive public visioning process is ongoing. The public process will help determine what residents, visitors, business owners, and stakeholders think the area should be like in the future. More than 250 people provided their ideas at a public workshop, online, or during a series of local events and mobile workshops. The area's youth, teens, seniors, and residents of every neighborhood in the study area contributed. Some of the popular ideas and themes included maintaining affordable housing, implementing better recreational facilities, making transportation safe and efficient, and

supporting business development.

Planners spent the summer establishing future redevelopment alternatives in the corridor, including road and intersection redesigns. Another public workshop is expected in November to select the preferred redevelopment scenario, with a final report expected by year's end.

To learn more and sign up for email notifications of opportunities to participate, visit www.wilmapco.org/Route9 or follow the project on Facebook at www.facebook.com/Route9MasterPlan.



Planning for Sustainable Growth and Development in the SR 141 Corridor

The project team held three public information sessions and conducted numerous interviews with key stakeholders to build a vision for the corridor.

The vision combines the best practices of sustainable land use, transportation, design, and aesthetics to create an area that is home to a variety of residential developments, ranging from multi-family homes to spacious, single-family residences on larger lots.

The corridor is envisioned to be a showpiece in which land use and transportation planning enable the creation of complete communities that are healthy and livable, inclusive and active, and sustainable. The vision also includes:

- Multiple high quality employment opportunities providing a rich environment for emerging technology and other high quality employers.
- A corridor that facilitates the “living near your work” concept and is an attractive and unique gateway to the Brandywine Valley.
- Retail and service development focused on the sites that primarily serve employees and residents in the area.
- Multiple transportation options, providing for those who drive and for those who prefer or depend on other modes such as transit, walking, and biking.
- A transportation network that primarily serves local and short-distance trips and discourages high-speed through and heavy vehicle traffic.
- Where development and redevelopment occur, care will be taken to retain open space, wherever possible, and protect

existing historic and natural resources.

- Where feasible, access to outdoor recreational areas will be available by all modes of transportation, and parklands will be connected through a trail system designed for non-motorized traffic.

This vision plan will guide transportation and land use policy for the corridor during the next twenty years. Consensus-building and the establishment of stakeholder support have been key elements in this process.

To learn more, please visit
www.wilmapco.org/141.



The New Castle County Department of Land Use, DelDOT, and WILMAPCO have completed planning for future transportation and land use development in the Route 141 Corridor. The final meeting of the SR 141 20-Year Transportation and Land Use Plan with stakeholders and residents was held on May 25, 2016. The plan identifies key issues, challenges, and opportunities for transportation and land use in the corridor. The plan also takes a look at developing innovative approaches to managing congestion, while promoting more sustainable growth patterns.

The Route 141 Corridor is a major arterial which links the City of New Castle to US 202/I-95 near Blue Ball. Several roads intersect SR 141, such as Kirkwood Highway (SR 2), Concord Pike (US 202), and Newport-Gap Pike (SR 48). These intersections create segments of SR 141 with very different characteristics and traffic flows. Land use varies along these segments and includes a mix of residential housing, neighborhood shopping centers, large corporate offices, and institutions, including a regional hospital. While much of the land adjacent to the roadway is developed, there is a significant amount of new development planned for the area.

New Castle County To Begin Refining Red Clay Valley Scenic Byway Plan

The Red Clay Valley Scenic Byway was designed in 2008 to protect and enhance the area's scenic character of roads and views. In 2015, WILMAPCO began work with New Castle County, DelDOT, and the Red Clay Valley Scenic Byway Alliance to develop ways to implement land use components of the byway's Corridor Management Plan (CMP). During the past 18 months, the planning team reviewed best practices nationwide, conducted outreach through two public workshops and coordination with an advisory committee, and reviewed existing policies to develop a series of regulatory tools and design standards for future development and redevelopment in the byway. This June, draft design standards and overlay zoning were presented for community comment at the project's third public workshop.

The proposed overlay zoning and

associated design guidelines provide a regulatory strategy to achieve the land use measures in the CMP, which is intended to work with DelDOT's Context Sensitive Solutions (CSS) for Delaware Byways. The overlay proposes three sub-districts (see graphic below):

- Sub-district 1 – All roads and land controlled by DelDOT are subject to CSS
- Sub-district 2 – Land visible within 200 feet around the roads; only enhancements to the byway (i.e. landscaping, stone walls) would be allowed in visible areas within this inner buffer
- Sub-district 3 – Land visible within 200-1,000 feet from the roads; development visible within this outer buffer should minimize changes inconsistent with the area's special character

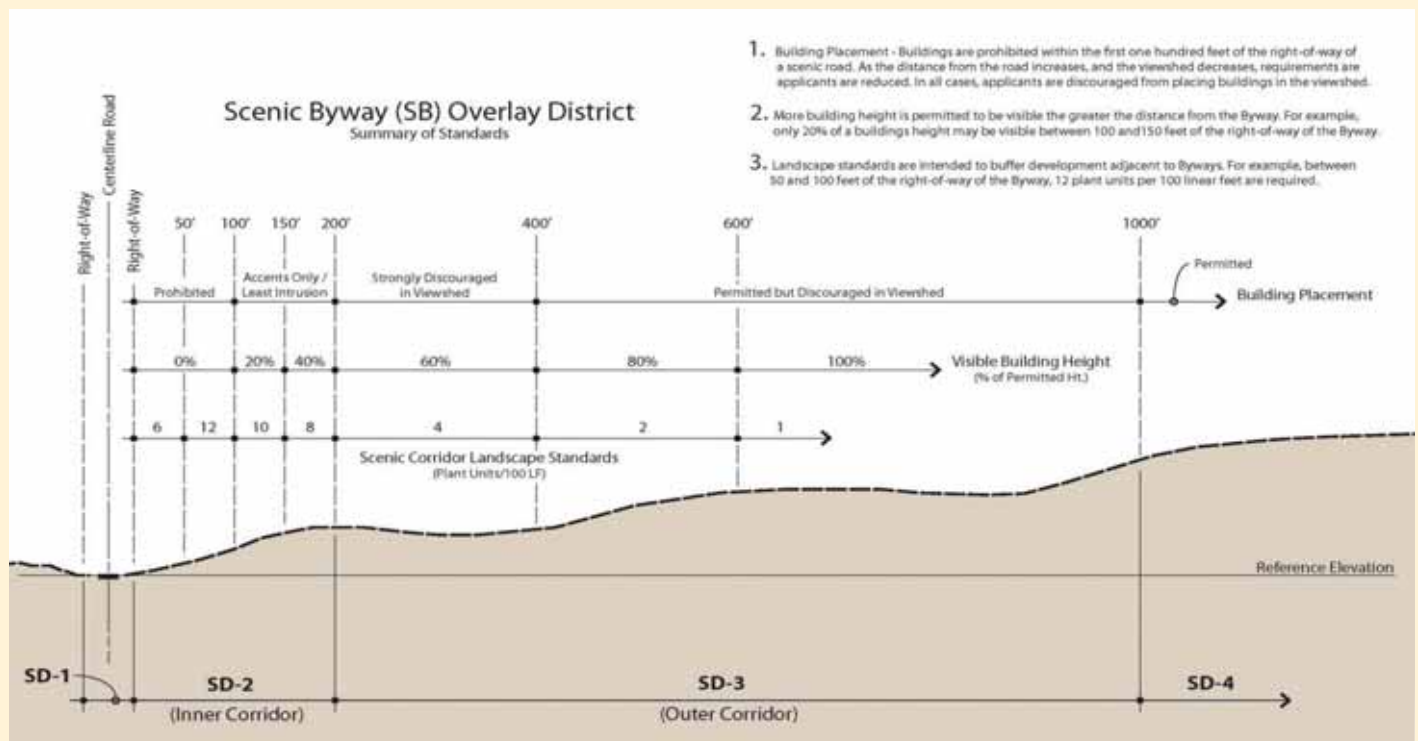
Beyond 1,000 feet, views are not included in the overlay, but

the design guidelines recommend voluntary use of conservation design to minimize impacts. These design guidelines would also be required in the other sub-districts. Conservation design is a flexible approach to developing land in harmony with its environmental and scenic qualities. The proposed process includes mapping special features for the property, proposing changes to protect or enhance these features, and then working with a Design Review Advisory Committee to improve the designs as appropriate.

Following completion of the study this fall, New Castle County will begin working to refine the draft overlay ordinance and will hold public hearings.

Learn more at

www.wilmapco.org/redclay.



WILMAPCO's Transportation Improvement Program and Air Quality Conformity

WILMAPCO's Transportation Improvement Program (TIP), a four-year listing of federally funded transportation projects for the region, has been recently reviewed by the public for feedback. Projects include highways, buses, rails, bicycles, and pedestrian. Each year, the TIP is amended to reflect available funding in the Delaware Bond Bill and public priorities for projects.

The recently approved TIP includes six percent more funding than the previously approved version. Projects removed or changed include Grubb Road Pedestrian Improvements and US 13/Claymont Plan Implementation. New in the TIP are several bridge preservation projects, an extension of I-495 Lane at I-95 in the southbound direction, and commuter rail station upgrades for SEPTA's new key card payment technology.

In conjunction with our TIP process, WILMAPCO continually assesses the air quality impacts of its transportation system. According to federal standards, Cecil County and New Castle County are in nonattainment for ozone and New Castle County is in maintenance for fine particulate matter (PM_{2.5}). It must be ensured that proposed transportation projects do not raise dangerous levels of Nitrogen Oxides (NO_x), Volatile Organic Compounds (VOCs), and PM_{2.5}, which are the building blocks of ozone. These pollutants are produced in abundance by our region's fossil-fuel-based transportation system.

Emissions are projected for the years 2020, 2030, and 2040 using computer models, which consider the cumulative impact of the proposed TIP projects on the rest of the transportation system. For each of these years, transportation emissions must fall below budgeted amounts for each pollutant. These budgets are developed by the state environmental departments.

Results of the conformity analysis are presented in the table below. As shown, emissions from each pollutant fall below its budget.

A public workshop was held on August 31 at the Newark Free Library. Attendees met with representatives from DelDOT and WILMAPCO, viewed project information, and provided feedback. Public comments were accepted through September 6, prior to adoption by WILMAPCO's Council on September 8.

To learn more and view an interactive map of the region's projects, visit www.wilmapco.org/tip.

DRAFT MAJOR PROJECTS IN FY 2017-2020 TIP



CECIL COUNTY	2020	2030	2040
VOC emissions	1.6	1.0	0.9
VOC budget	2.2	2.2	2.2
NOx emissions	5.5	3.6	3.7
NOx budget	7.3	7.3	7.3

NEW CASTLE COUNTY	2020	2030	2040
VOC emissions	4.8	4.0	4.1
VOC budget	9.9	9.9	9.9
NOx emissions	9.6	7.1	7.3
NOx budget	19.2	19.2	19.2
PM _{2.5} emissions	0.3	0.3	0.3
PM _{2.5} budget	.04	.04	.04

*VOC and NO_x data are tons/summer day. PM_{2.5} are tons/year.
Emissions were calculated by MDOT and DelDOT.*



The US 202 Corridor Master Plan

The New Castle County Department of Land Use, DelDOT, and WILMAPCO are about to begin planning for the future of land use development and transportation along the US 202/Concord Pike Corridor.

The purpose of the study is to create a master plan that will encourage future economic growth along the corridor while positioning existing businesses to be competitive and accommodate changes in retail business models. The plan will also develop a program for necessary multi-modal improvements to reduce congestion and make the corridor more bicycle and pedestrian friendly.

The US 202 corridor is a major roadway that connects the City of Wilmington to the Pennsylvania state line, and beyond (to Bangor,

Maine). The road serves many functions, providing access to Wilmington and other job centers while serving local and regional shopping with approximately 46,000 vehicle trips per day. Several roads intersect the corridor, such as Naamans Road (SR 92), Silverside Road, and Powder Mill Road/Murphy Road, and in the Blue Ball area there are interchanges with SR 141 and I-95. Land use varies along the corridor and includes a mix of residential housing, neighborhoods, regional shopping centers, restaurants, and large corporate offices. While much of the land adjacent to the roadway is developed, there is still a significant amount of development planned for the area.

The objective is to study the US 202 corridor and develop innovative approaches to managing

congestion and growth along the corridor in consultation with stakeholders and the general public. The study will address near-term and long-range solutions with an emphasis on strengthening alternative travel modes and options, travel demand management, integration of sustainable transportation and land use planning, and promoting more compact and sustainable patterns of development.

A consensus-based plan will guide transportation and land use policy to support existing businesses and foster an environment that supports innovative land use development on a busy roadway. This will be accomplished through a facilitated stakeholder outreach process that will include many opportunities for public feedback at meetings and interactive workshops.

For more information, visit www.wilmapco.org/202.



Driving to Cleaner Transportation

WILMAPCO has been working with the Delaware Department of Natural Resources and Environmental Control (DNREC), the Air Quality Partnership (AQP) of Delaware, American Lung Association in Delaware, RideShare Delaware, Nemours Health and Prevention Services (NHPS), local schools, and others to craft a fun, engaging, action-based educational program that provides air quality and traffic reduction strategies for Delaware's elementary schools. The DNREC-led program is designed to be as simple as possible for schools to implement, through a three step-process.

- **Step 1:** Develop and implement a campus-wide anti-idling policy and implementation strategy
- **Step 2:** Implement one cleaner transportation pathway

- **Step 3:** Communicate and educate the Clean Air message to students and staff

A toolkit is currently being finalized that will help schools implement each of the three steps. The toolkit includes a list of options or "Clean Transportation Pathways" that a school may choose from, along with local resources to help implement them. Pathways include the Safe Routes to School Program (SRTS), which encourages students to walk and bike to school when it is safe to do so through contests, walk/bike to school days, and safety education. The SRTS also provides needed funding for infrastructure improvements, including sidewalks, crosswalks, and signage. Schools may also choose to have Tropo, the Air Quality Partnership's six-foot tall blue mascot, conduct an

educational and fun assembly, among many other options.

The goal of the Driving to Cleaner Transportation program is to designate schools as Clean Air Schools and award a Blue Skies Delaware certificate to those participating. The toolkit will be completed this fall with its introduction to schools throughout Delaware during the 2016-2017 school year. During the initial year of the program, schools that have been accepted in the Delaware Pathways to Green Schools Program will be approached. These schools have committed to supporting environmental education and sustainability.

To learn more about the Air Quality Partnership of Delaware and its other initiatives, visit www.wilmapco.org/aqp.

Municipal Populations Grow in the WILMAPCO Region

The population in municipalities has been rising steadily in the WILMAPCO region (New Castle and Cecil Counties). Since 2000, nearly 20% of the region's population growth has taken place within the municipalities in both counties. In total, the region has added more than 28,000 people to

its cities and towns since 2000, out of the 70,000 added to the region. A few of the changes include:

- Middletown has increased by the largest amount, more than tripling its population.
- Elkton and Newark have shown sizeable gains, both adding roughly 4,000 residents.

- Townsend, has grown 500%, from 346 people in 2000 to more than 2,100 in 2015.

To review all the municipal population estimates for Delaware and Maryland, please visit the U.S. Census website at www.census.gov.

MUNICIPAL POPULATION CHANGES; 2000-2015

TOWN	2000 POPULATION	2005 POPULATION	2010 POPULATION	2015 POPULATION	CHANGE 2000-2015	% CHANGE 2000-2015
Cecilton	474	480	663	671	197	42%
Charlestown	1,019	1,080	1,183	1,195	179	18%
Chesapeake City	787	794	673	691	-96	-12%
Elkton	11,893	14,359	15,443	15,782	3,889	33%
North East	2,733	2,780	3,572	3,723	990	36%
Perryville town	3,672	3,731	4,361	4,437	765	21%
Port Deposit town	676	686	653	659	-17	-3%
Rising Sun town	1,702	1,777	2,781	2,859	1,157	68%
Total Municipal	22,956	25,687	29,329	30,020	7,064	31%
Total Population	85,951	69,200	101,128	102,382	16,431	19%
% within Municipal Areas	27%	29%	29%	29%	-	-

City	2000 POPULATION	2005 POPULATION	2010 POPULATION	2015 POPULATION	CHANGE 2000-2015	% CHANGE 2000-2015
Arden village	474	481	439	450	-24	-5%
Ardencroft village	267	273	231	236	-31	-12%
Ardentown village	300	306	264	272	-28	-9%
Bellefonte	1,249	1,280	1,193	1,187	-62	-5%
Delaware City	1,453	1,501	1,695	1,741	288	20%
Elsmere	5,801	5,689	6,129	6,146	345	6%
Middletown	6,161	9,128	18,871	20,372	14,211	231%
New Castle (City)	4,862	4,925	5,285	5,382	520	11%
Newark	28,547	29,965	31,454	33,817	5,270	18%
Newport	1,122	1,100	1,055	1,058	-64	-6%
Odessa	286	320	364	374	88	31%
Townsend	346	370	2,049	2,177	1,831	529%
Wilmington	72,664	72,073	70,851	71,948	-716	-1%
Total Municipal	123,532	127,411	139,880	145,160	21,628	18%
Total Population	501,855	520,929	238,170	555,779	53,924	9%
% within Municipal Areas	25%	25%	26%	26%	-	-

	2000 POPULATION	2005 POPULATION	2010 POPULATION	2015 POPULATION	CHANGE 2000-2015	% CHANGE 2000-2015
Regional Total Municipal	146,488	153,098	169,209	175,180	28,692	18%
Total Population	587,806	617,129	639,298	658,161	70,355	11%

WILMINGTON AREA PLANNING COUNCIL

850 Library Avenue
Newark, Delaware 19711
(302) 737-6205

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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 4, 3 p.m.</i>	WILMAPCO's Our Town Event <i>November 2, 4-7 p.m.</i> <i>Chase Center on the Riverfront</i>	Nonmotorized Transportation Working Group <i>December 6, 3 p.m.</i>
Air Quality Subcommittee <i>October 13, 10 a.m.</i>	Air Quality Subcommittee <i>November 10, 10 a.m.</i>	Public Advisory Committee <i>December 12, 7 p.m.</i>
Public Advisory Committee <i>October 17, 7 p.m.</i>	WILMAPCO Council <i>November 10, 6:30 p.m.</i>	Joint Air Quality Subcommittee and Technical Advisory Committee <i>December 15, 10 a.m.</i>
Technical Advisory Committee <i>October 20, 10 a.m.</i>	Technical Advisory Committee <i>November 17, 10 a.m.</i>	

YOU ARE INVITED TO **WILMAPCO's 2016 OUR TOWN: THE FUTURE OF TRANSPORTATION**
WEDNESDAY, NOVEMBER 2 FROM 4 – 7 P.M., AT THE CHASE CENTER ON THE RIVERFRONT IN WILMINGTON.

THE EVENT WILL HIGHLIGHT TRANSPORTATION INNOVATIONS AND TECHNOLOGIES OF THE FUTURE INCLUDING
DRIVERLESS CARS, VEHICLE TO VEHICLE COMMUNICATIONS, AND MANY OTHERS.

REGISTRATION IS REQUIRED. TO LEARN MORE AND REGISTER, VISIT WWW.WILMAPCO.ORG/OURTOWN.