

Fall  
2013



**WILMAPCO**



Quarterly newsletter of the Wilmington Area Planning Council

# TRANSPORTER

## Targeting Outreach Hits a Bulls Eye

More than ten thousand people have attended events and festivals where WILMAPCO has exhibited. Some of the events have included the Platinum Picnic, 55+ Expo, IndiaFest, Wilmington Grand Prix, Newark Community Day, Middletown Peach Festival, Wilmington Earth Day, Elkton Fall Fest, and Southbridge Community Weekend. The agency has reached even more by increasing its radio, newspaper, and online advertising presence.

In addition to conducting outreach to the general public, WILMAPCO conducts targeted outreach. One strategy employed by us to focus our efforts is to utilize the Transporter Newsletter distribution list as a measure of participation by a particular geographic area. We target events and festivals in those areas that are underrepresented on our mailing list and underserved by the transportation system. As a result, overall Transporter subscriptions in low-income and minority areas has more than quadrupled since 2008.

WILMAPCO also aims outreach toward children to encourage safe walking and biking to school. This year WILMAPCO partnered with A.I. Dupont Hospital and DelDOT to conduct several bicycle and pedestrian rodeos and walk to school events through our Safe Routes to School program. Hundreds of students had the opportunity to walk through various "stations" designed to teach a particular pedestrian safety skill, while older students rode bikes through an obstacle course learning hand signals and traffic safety laws.



The Air Quality Partnership of Delaware, which provides air quality education and information, is another targeted outreach effort. This year the partnership is in the process of developing a mascot who will perform during school assemblies and appear at statewide events, illustrating the importance of improving air quality by utilizing alternative modes of transportation.





## WILMAPCO Takes Action on Asthma in Wilmington

WILMAPCO has joined with the South Wilmington Planning Network (SWPN), a group comprised of more than forty organizations working to improve conditions in Southbridge, in developing an Asthma Action Plan for the 19801 and 19802 zip codes in Wilmington. The effort is being spearheaded by Nemours Health and Prevention Services, on the back of a three-year Center for Medicaid and Medicare Innovation Grant. Funding for planning and implementation is being channeled through the grant.

Asthma is a chronic inflammatory disorder of the airways. It involves recurrent wheezing, breathlessness, and coughing. It is estimated that 26 percent of residents in Wilmington's Eastside and Southbridge neighborhoods suffer from asthma, more than double the state rate.

The Asthma Action Plan seeks to reduce both the indoor and outdoor pollutants which cause asthma. Key indoor pollutants include: cigarette smoke, mold, and household chemicals. Outdoor triggers involve the emissions associated with industries, trucks, buses, and cars.

From the transportation perspective, the 19801 and 19802 areas are home to a seaport and many industries which enlist the services of hundreds of polluting vehicles and equipment each day. The area is also bisected by a busy expressway and arterial highways. These uses and highways operate in close proximity to area homes.

Short, intermediate, and long-term recommendations will be identified in the action plan. Draft recommendations include: supporting anti-idling policies, home visitation of asthma patients, stiffer health standards at childcare centers, and the separation of industrial and residential land uses.

## Transportation Justice Report Update is Underway

Across the world humans are aging. Better food access, sanitation improvements, and advanced medical care are enabling more infants to survive into childhood, and adults to live longer. In the WILMAPCO region, the senior population (age 65+) is expected to double by 2040, the fastest growing age cohort. While this brings with it numerous benefits, a society with more seniors poses some challenges.

In the transportation sector, the chief challenge is warding off social isolation. According to the United Nations, more than a quarter of North Americans over the age of 60 lived alone in 2005, compared to only five to ten percent in the global South. This cultural phenomenon, when paired with the increased risk of poverty, disability, and loss of mobility independence that comes with aging is troubling, and potentially fatal. Seventy-one percent of those killed in Louisiana during the aftermath of Hurricane Katrina were over the age of 60.

WILMAPCO is beginning an update to its Transportation Justice (TJ) Report, which will examine the mobility challenges for our seniors of today and tomorrow. We hope to survey seniors to better understand their transportation needs and improve transportation connections between senior population clusters and key destinations. For more information, please visit [www.wilmapco.org/ej](http://www.wilmapco.org/ej).



# Twenty-Year Regional Transportation Plan Progress Report

An update to the biannual Regional Progress Report is in the works. The report tracks how the actions in the 2040 Regional Transportation Plan (RTP) are progressing. With an update to the RTP slated to begin this winter, the 2014 Progress Report comes at the right time.

Performance measures form the backbone of the Progress Report. WILMAPCO analyzes reams of demographic, traffic, transit, and project funding data to understand how well its long-range plan is progressing.

For example, vehicle miles traveled (VMT) projections are on the rise. Regionally, we expect VMT to increase by 38 percent between 2015 and 2040, though population is only expected to grow by 17 percent during that period. New Castle County's increasingly dispersed growth pattern is likely behind these figures, compelling future residents to log an additional six miles of driving each day.

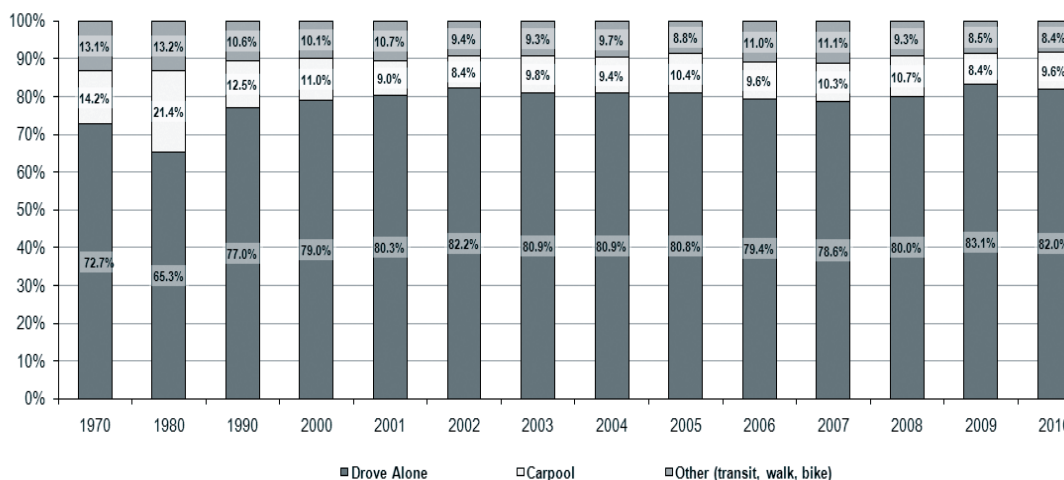
In step with this, private vehicles are becoming more and more the mode of choice, often by necessity, for this dispersed population. Today, a higher percentage of workers drive alone in a car to their job than ever before.

These trends presents serious challenges to a range of issues from air quality to providing meaningful mode choices to adequately financing the transportation system.

To learn more, please visit [www.wilmapco.org/regional-progress-report](http://www.wilmapco.org/regional-progress-report).



*Commute by Mode for New Castle County Workers*



Source: United States Census 1970, 1980, 1990, 2000, 2010; American Community Survey 2001-2010



## WILMAPCO's Unified Planning Work Program

The Unified Planning Work Program (UPWP) is the document that describes the work tasks and studies that will be conducted by WILMAPCO during the upcoming fiscal year. It also lists the agency's sources of funding and identifies how those funds will be distributed.

In FY 2013, WILMAPCO had a total budget of \$2.7 million (which includes carryover funding from the prior year's work tasks that were not yet completed) provided by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the States of Delaware and Maryland, New Castle and Cecil Counties, and the City of Wilmington.

In January 2012, transportation planning projects were solicited from the municipalities in the region, and on May 10, 2012 the UPWP was adopted by WILMAPCO's Council. On May 9, 2013 the document was amended to include seven new work tasks. Some of these projects included:

- Newark Comprehensive Development Plan Update, requested by the City of Newark
- Delaware Chemical Supply Chain Analysis and Impact to the Regional Transportation System, requested by DelDOT
- Air Quality Education and Character Branding Pilot Project, requested on behalf of the Air Quality Partnership of Delaware
- Locust Lane Sidewalk Feasibility Study, requested by the Town of Elkton

To view the UPWP, please visit [www.wilmapco.org/upwp](http://www.wilmapco.org/upwp).

## Newark Bicycle Plan Nears Completion

After more than a year of planning and public outreach, the 2013 Newark Bicycle Plan is expected to be completed this fall as part the completion of the 2013 Newark Comprehensive Plan. The draft Newark Bicycle Plan reviews existing and recommended routes, facilities, programs, and policies. The recommendations go beyond the physical bicycling network and examine maintenance, education, safety, and promotional activities to encourage more and safer riding.

The draft plan was released for public comment last May during National Bike Month. Recent outreach has included an ongoing "Virtual Workshop" where participants can suggest routes and bike rack locations and help identify trouble spots. In addition, the planning team—WILMAPCO, City of Newark, and the Newark Bicycle Committee—partnered with the Newark Bike Project to host a focus group workshop in June.

Already the planning team has embraced the recommendations by implementing many of the quick-fixes such as improvements to street sweeping in bike lanes, bollard improvements on the Hall Trail, the addition of shared lane markings (sharrows) on Main Street, new bike racks downtown and on the University of Delaware campus, and changes to bicycle parking zoning. To learn more, please visit [www.wilmapco.org/bikenewark](http://www.wilmapco.org/bikenewark).



*Newark workers install sharrows on Main Street, the plan's top priority short-term recommendation*

# Changes to the Transportation Improvement Program are Approved

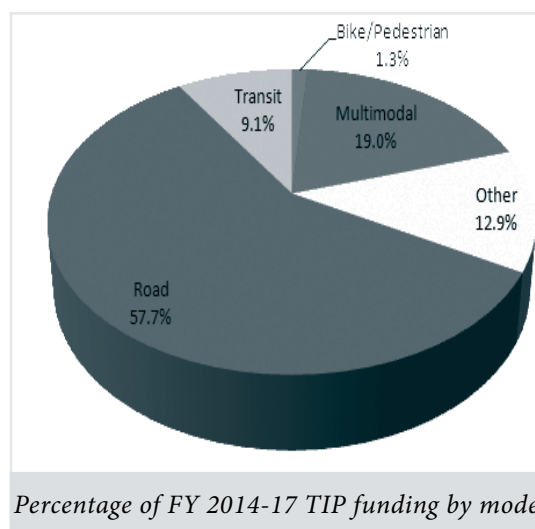
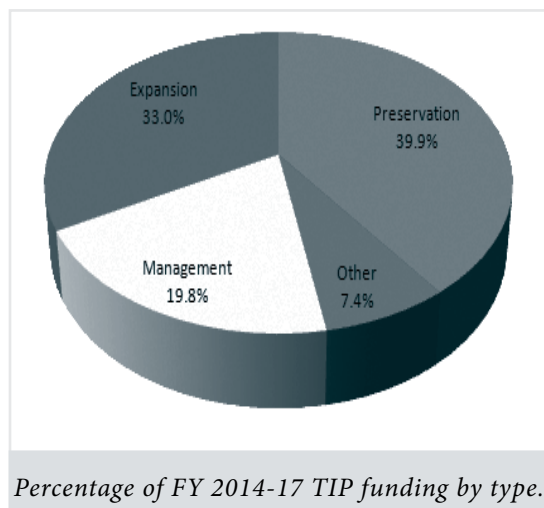
After a month-long public comment period, WILMAPCO's Council voted in early September to approve amendments to the FY 2014-2017 Transportation Improvement Program (TIP). WILMAPCO's TIP is the list of transportation projects proposed for funding for New Castle County, Delaware and Cecil County, Maryland. The approved New Castle County and Delaware statewide portions of the TIP are amended each year to reflect available funding in the Delaware Bond Bill, which passed in June.

With more than two billion dollars, the amended TIP contains 19 percent more funding than the FY 2014-17 TIP, approved in March 2013. This is a departure from funding shortfalls witnessed the past few years, which delayed or deferred many projects. Newly added roadway projects include:

- Cavaliers Mitigation Project, which includes building berms and vegetative walls around the Cavaliers Community parallel to I-95
- SR 4, Christina Parkway Project, which includes reconstructing the existing concrete roadway to provide two eastbound lanes on Christina Parkway from SR 896, South College Avenue to SR 2, Elkton Road
- Nine bridge preservation projects

Additionally, continued funding is proposed for key projects including the Christina River Bridge, US 301, I-95 and US 202, rail track expansion in New Castle County, and the Chesapeake and Delaware (C & D) Canal Trail. Funding has also been added for projects such as the Newark Regional Transportation Center and restored for projects such as Garasches Lane, which will improve multimodal connections to the Wilmington Riverfront.

To complete the public comment period, WILMAPCO and DelDOT jointly hosted an open house public workshop on August 26th. Those who attended the workshop reviewed the proposed changes, explored the design details of funded projects, and provided their input. For more information about the TIP or to view an interactive map of projects, please go to [www.wilmapco.org/tip](http://www.wilmapco.org/tip).





# Delaware Chemical Supply Chain Project is Underway

WILMAPCO, has started work on a project that will explore the impact of the chemical industry on the Delmarva Peninsula. The purpose of the study is to better understand the ever changing chemical industry and its impact on the transportation system. The chemical industry is a key portion of Delaware's economy with more than forty percent of Delaware's total annual exports, at \$2.3 billion, making it the largest export industry in the state. Some key components of the study will include:

Key external factors impacting the Delmarva economy and chemicals industry will be examined, including:

- Shale oil, gas, and non-gas liquid (NGL) production (particularly Marcellus and Utica)
- Re-activation of regional petroleum refining
- Panama Canal expansion
- Re-shoring of manufacturing
- Environmental regulations

In addition, the primary chemical industry supply chains in the Delaware, Pennsylvania, and Maryland regions including ports, pipelines, rail, and other transportation assets that could affect chemical supply chains, will be identified. Maps of each mode of transportation will also be developed to allow for a better understanding of freight flows in, out, and through the region.

The project is expected to be completed near the end of the calendar year. To view some of the preliminary results, please visit [www.wilmapco.org/freight](http://www.wilmapco.org/freight).



- Snapshots of the national, state, and regional economy (the drivers of current economic activity)
- Baseline forecasts including a detailed analysis of all the chemical industries in the Delmarva Peninsula
- Detailed analysis of chemical production, forecasted future growth, and plant investment and closures in the region

Key topics will include:

- The impact of shale gas (particularly Marcellus and Utica)
- Domestic and international market growth and contraction
- Trends in production, consumption, and investment in the Northeast and Mid-Atlantic



# Intersections are the Focus of an Operations Analysis

In September, the WILMAPCO Council approved the 2012 Congestion Management System (CMS) Summary. While the CMS is not a new document, it has been redesigned to feature a special emphasis on the operations of intersections along identified congested corridors in our region. The goal is to create a document that is useful to both the planning and operations communities.

The WILMAPCO Intersection Operations Analysis creates a process for developing cohesive solutions for congested corridors. The report not only examines how intersections are performing through measures of delay, but it also includes the measurement of vehicle throughput at each intersection. In order to accomplish this, a capacity analysis was completed using the Critical Movement Summation. This method focuses on intersection capacity, or the ability for an intersection to process traffic with a given lane configuration and signal phase sequence.

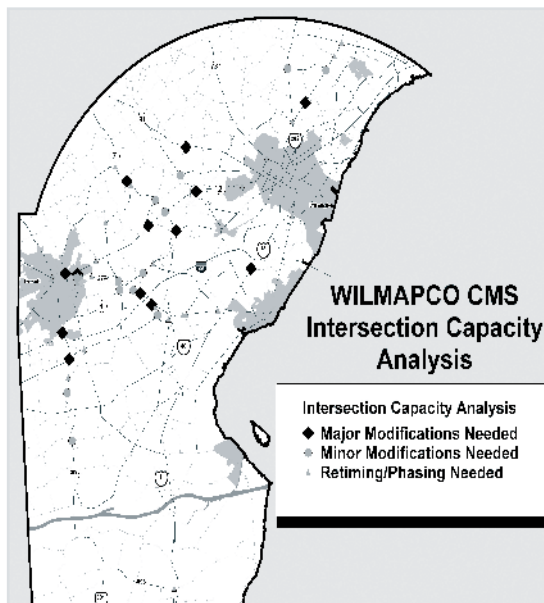
Traffic signal phasing is one component of the analysis, but it is important to note that many of the subtleties of traffic signal phasing and operation are not included in this analysis. This simple hands-on approach can be used to easily understand an intersection's ability to handle traffic demands. Critical Movement Summation looks at each of the "critical" movements at an intersection. It is a volume-based measure.

Using a volume-based intersection movement analysis, in conjunction with the traditional delay-based analysis, Critical Movement Summation reviews poorly functioning intersections to determine if there is a peak period

capacity issue or a need for less costly improvements, such as better signal timing or other minor modifications (re-stripping, light phasing, etc.). In addition, this method allows planners to better understand the demand that is placed on an intersection during the peak travel period to determine the appropriate demand reduction strategy that would be needed to bring the intersection into an acceptable level of service (LOS).

The map below illustrates intersections that have peak hour delay-based LOS of "E" or "F" and have an LOS of "D" or worse, when measured using the capacity based analysis. Intersections with LOS "E" or "F" were studied further to look for possible configuration changes or lane additions to improve the intersection in conjunction with the recommended demand reduction strategies.

To learn more about WILMAPCO's Intersection Operations Analysis, please visit [www.wilmapco.org/cms](http://www.wilmapco.org/cms).





## WILMINGTON AREA PLANNING COUNCIL

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

- Joseph L. Fisona, Chair  
Mayor of Elkton
- Connie C. Holland, Vice-chair  
Delaware Office of State Planning  
Coordination, Director
- Shailen P. Bhatt  
Delaware Dept. of Transportation  
Secretary
- Thomas P. Gordon  
New Castle County Executive
- Donald A. Halligan  
Maryland Dept. of Transportation  
Director, Office of Planning and Capital  
Programming
- Tari Moore  
Cecil County, County Executive
- Lauren L. Skiver  
Delaware Transit Corporation  
Chief Executive Officer
- Dennis P. Williams  
Mayor of Wilmington
- Tigist Zegeye  
WILMAPCO Executive Director
- Randi Novakoff  
Transporter Newsletter Editor



PRSRT STD  
U.S. POSTAGE PAID  
NEWARK, DE  
PERMIT NO. 190

## Transporter Newsletter Fall 2013

# 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 October 1, 3 p.m.	Air Quality Subcommittee November 14, 10 a.m.	Nonmotorized Transportation Working Group December 3, 3 p.m.
Air Quality Subcommittee October 10, 10 a.m.	WILMAPCO Council November 14, 6:30 p.m.	Air Quality Subcommittee December 12, 10 a.m.
Technical Advisory Committee October 17, 10 a.m.	Technical Advisory Committee November 21, 10 a.m.	Public Advisory Committee December 16, 7 p.m.
Public Advisory Committee October 21, 7 p.m.		Technical Advisory Committee December 19, 10 a.m.

**You are invited to the Complete Communities 2013 Summit  
November 4, 2013 at the Dover Downs Hotel & Casino.  
The summit convenes community stakeholders to discuss  
Delaware complete communities' issues.**

**[www.completecommunitiesde.org/summit-2013](http://www.completecommunitiesde.org/summit-2013)**

**Complete DELAWARE  
Communities 2013**  
attractive, inclusive, efficient, healthy & resilient places