

TRANSPORTER



WILMAPCO Conducts Walkable Community Workshop in West Side Wilmington

Approximately 30 residents, business representatives, community organizations and transportation professionals attended the West Side Wilmington Walkable Community Workshop, at the Woodlawn Library. Workshop attendees divided into two groups and completed a walking audit along Union Street. Following the walking audit, participants divided into groups to brainstorm and map their recommendations.

Walkable Community Workshops are interactive events that bring together residents, elected officials, advocates, public agency staff, health practitioners, educators, planners and engineers to make communities safer and easier for walking.

Recommendations resulting from the discussions include:

- Sidewalks in the area studied vary in width and character. Sidewalks should be at least five feet wide in residential areas and in commercial areas eight feet or wider is preferred. Wider sidewalks provide space for outdoor dining, benches, bicycle racks, sandwich boards and trash cans that are separate from where people walk.
- Bicycle street markings, racks, and other bike facilities should be added to Union Street and Bancroft Parkway.
- Sharrows, or Shared Lane Markings,

accommodate bicyclists on lower volume, lower speed streets without sufficient width for bicycle lanes. Sharrows also assist bicyclists with proper lane positioning relative to the curb and on-street parking.

- Bancroft Parkway and 9th Street could be designed as “Bicycle Boulevards,” which use a mix of signs, pavement markings, and traffic calming measures to discourage through trips by motor vehicles, create safe, convenient bicycle crossings of arterial streets and give bicycles travel priority.
- Reduce the number of lanes on Union Street to provide space for on-street parking and community amenities including outdoor dining and landscaping.
- Crosswalks should be striped as wide as or wider than the sidewalk it connects and use high-visibility markings that contrast with the pavement and are reflective at night. Crosswalks should be added to Union Street at Pennsylvania Avenue, 11th, 10th and Howland Streets.
- The intersection of Union Street and Pennsylvania Avenue is currently both unmarked for pedestrians and unsafe due to the poor visibility of pedestrians waiting to cross. At this, and other intersections, drivers were seen making turns onto Union quickly and not looking in both directions for crossing pedestrians.



Widening the sidewalk at Union Street, near Pennsylvania Avenue, and reducing the number of lanes all along Union Street will help to reduce turning radii at intersections; this will reduce the speed at which drivers turn and shorten crossing distances for pedestrians.

- Existing and potential traffic signals should be reviewed with DelDOT Traffic to identify ways they can improve the walkability of the community.
- Location of bus stops should be reviewed to make sure they are located close to safe places to cross. Benches, shelters and trash cans make waiting for the bus more comfortable. Locating bus stops at bump-outs help bus drivers spot waiting riders.

For more information on the West Side Wilmington WCW or WILMAPCO's WCW program, visit www.wilmapco.org/walkable.

WILMAPCO Adopts Transportation Projects and Air Quality Analysis

More than \$1.8 billion of anticipated transportation projects were approved in WILMAPCO's Transportation Improvement Program (TIP), which was available for public comment January 13 through March 4. The document was approved during the March 13 Council meeting.

The FY 2015-2018 TIP for New Castle County, DE, and Cecil County, MD, is a four-year listing of federally funded transportation projects. A corresponding analysis of project impacts to air quality was also completed for New Castle County. The projects include a mix of preservation, management and expansion. Most funding (59%) is dedicated to roadway improvements.

New projects in this TIP include:

- **Claymont Sidewalks on Myrtle and Manor Avenues**—Sidewalk construction along Myrtle Avenue (from Philadelphia Pike to the I-495 overpass) and along Manor Avenue (from Governor Printz Boulevard to I-495 pedestrian overpass). The project would provide a safer

pedestrian route from Philadelphia Pike to the Claymont Train Station.

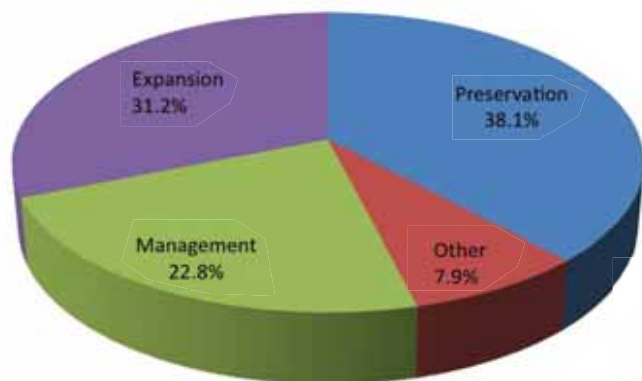
- **SR 299, SR 1 to Catherine Street**—Additional travel lanes in each direction on SR 299 (from SR1 to Silver Lake Road) with a center median. In addition, a two-way left turn lane will be included from Silver Lake Road to Catherine Street. Bike and pedestrian improvements would be added throughout the corridor.
- **Wilmington Initiatives**—Walnut Street, MLK to 16th Street and 4th Street, Walnut Street to I-95 – Repaving, streetscape and new striping and pavement markings on Walnut Street. Bus shelters and pedestrian improvements along 4th Street. Improvements to traffic signalization will also be included.
- **US 13, Duck Creek to SR 1**—Controlled access, sidewalk, bike access, and other amenities will be included in this improvement project.
- **Susquehanna River Bridge Replacement**—Completed in 1906, this rail bridge connects Havre de Grace and

Perryville in Maryland and is perhaps the worst bottleneck and arguably the most badly in need of replacement along the Northeast Rail Corridor. In 2011, the state was awarded a \$22-million grant to initiate preliminary engineering and environmental review of new bridge facilities.

- **MARC Maintenance Facility**—Construction of a facility that will provide MARC with the capability of storing, servicing and inspecting complete commuter rail train sets and maintenance on locomotives and passenger cars. The general project area is a 115-acre site in Perryville, MD.

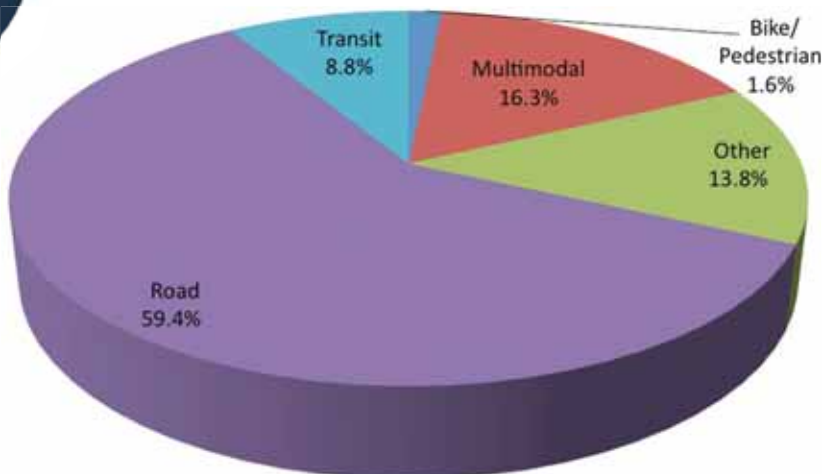
Due to the addition of projects in New Castle County, which may influence air emissions, a new air quality conformity analysis was completed. The document was approved by WILMAPCO's Council during their March 13th meeting

For more information on the TIP, visit www.wilmapco.org/tip.



These pie charts represent how more than \$1.8 billion in transportation projects will be divided as part WILMAPCO's FY 2015-18 Transportation Improvement Program (TIP). The projects include a mix of preservation, management and expansion with most funding (59%) going toward roadway improvements.

Transportation projects are sorted by investment type. System Preservation includes bridge repair, pavement rehabilitation, and equipment; System Management includes intersection and safety improvements, and aesthetic and streetscape improvements; and System Expansion includes widening of major roadways and construction of new roads.





WILMAPCO Partners to Conduct Bicycle Safety Education Rodeos in Elementary Schools

Nemours/Alfred I. duPont Hospital for Children, the Delaware Department of Transportation (DelDOT) and WILMAPCO have partnered to conduct bicycle safety education in elementary schools in New Castle County.

The partnership began in spring of 2013 at Claymont Elementary School. The group conducted their first bicycle rodeo—an educational event where students (typically grades 3-5) practice safety skills by riding bikes through various “stations.” Skills practiced include: using hand signals, understanding rights-of-way and riding in figure eights.

The partnership has been a great success and several rodeos have been conducted at schools participating in the Safe Routes to School (SRTS) program. SRTS is a federal program that aims to encourage students to walk and bike to school by funding infrastructure improvements and safety education.

Several schools are participating in the program, including: Claymont, Maple Lane, Mount Pleasant, Elbert-Palmer, Thomas Edison Charter and most recently Hanby Elementary School. Many students who participated in the bike rodeo said it was their first opportunity to ride a bike, and schools reported seeing an increase in the number of students biking to school immediately after a rodeo was conducted.

The bike rodeos have been a great success in increasing student confidence and safety skills on bicycles and in increasing collaboration among transportation and health organizations in Delaware.

For more information, please visit www.wilmapco.org/school-children.



Area children learned the basics of bicycling safety.





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TRANSPORT
PEOPLE**

Taking Stock of WILMAPCO's Long-Range Plan Progress

The final touches are being placed on the 2014 Regional Progress Report that assesses each action of WILMAPCO's 2040 Regional Transportation Plan (RTP) to see if we are on course towards implementation. Quantitative data indicators are used where possible.

Green lights are given for RTP actions that have made good progress, yellow lights for partial progress and red lights for poor progress. As a whole, we have made good progress. About half of the 52 actions received green lights, while the remaining actions were about evenly split between yellow and red lights.

Safety of the transportation network is one of our green lights. While our car-centric transportation system is dangerous (vehicle crashes are the overall leading cause of accidental death in the U.S.), fewer and fewer people die or are injured in crashes each year. Improvements to vehicle safety and highway design have reduced overall crash rates and their corresponding casualties. WILMAPCO's intensive crash data analyses and our help with project development have contributed positively toward this trend.

One of our yellow lights is increasing access to mass transit. Since 1996, data show that the percentage of people and jobs within walking distance to bus stops has increased in Cecil County; jobs within walking distance to bus stops has also risen slightly in New Castle County.

These are all good trends. However, the percentage of New Castle County's population nearby a bus stop has fallen steadily during that same period. In 2014, less than half of that County's residents lived within walking distance to bus stops. Housing growth in our outer suburbs is behind this and a handful of our red light trends.

One of these red lights is working with land use agencies to encourage new housing

and commercial development in places with solid transportation infrastructure. Trends in population growth over the past decade, recent building permitting, and projected household growth through 2040, all reveal that our less-developed, outer suburbs are growing much faster than



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& GOODS
MOVEMENT**

established places—namely along the I-95 corridor.

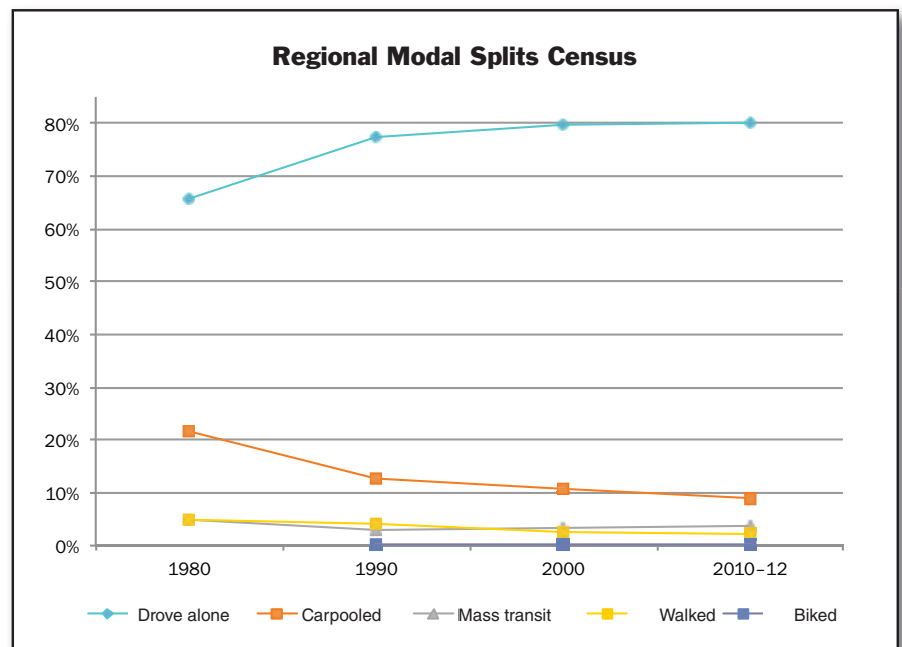
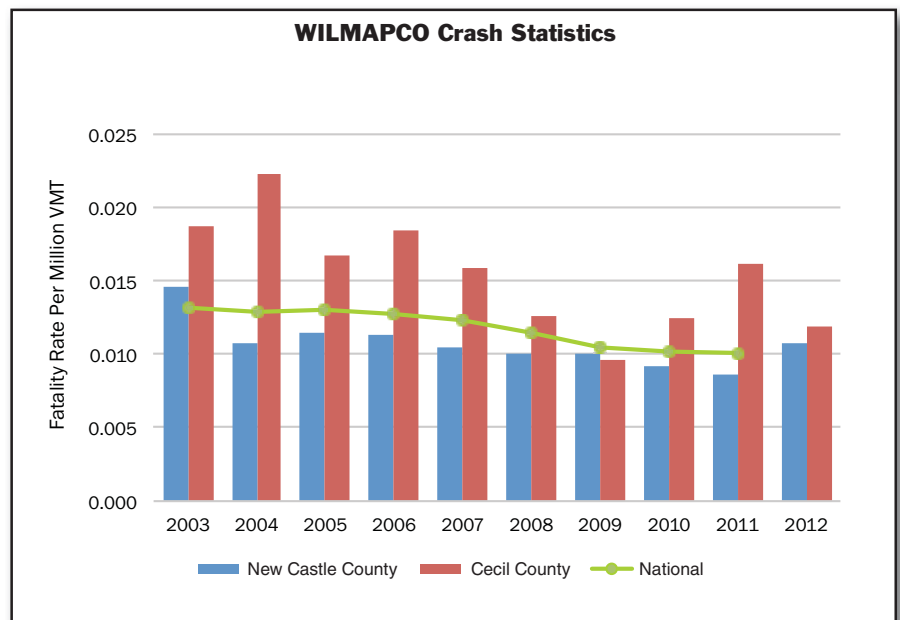
This has triggered major capacity increases of highways and interchanges to support this growth, and hinders efforts to promote alternative transportation.

The Progress Report will help to inform the development of our next RTP, due next year.

For more information, visit www.wilmapco.org/regional-progress-report.

Right Above: Improvements to vehicle safety and highway design have led to decreased overall crash rates and their corresponding casualties. WILMAPCO's assistance with project development has contributed positively toward this trend.

Right Below: The graph shows how people get to work in the WILMAPCO region. Driving alone is by far the dominant means of transportation for area residents.



SAVE THE DATE! 2014 Regional Planning Conference

The Delaware/Maryland Chapters of the American Planning Association Planning Conference, “Planning for Healthy & Sustainable Places,” is set for Oct. 28 and 29 at Embassy Suites in Newark.

This conference, cosponsored by Nemours, will feature exemplary planning efforts in Delaware, Maryland and beyond that seek to create healthier and more sustainable neighborhoods, towns, cities and regions.

Sponsorship opportunities are available. For more information, visit www.delawareapa.org/2014-conference.

PLANNING FOR HEALTHY AND SUSTAINABLE PLACES



REGIONAL CONFERENCE

OCTOBER 28-29, 2014
NEWARK, DELAWARE





WILMAPCO Intersection Operations Analysis

The WILMAPCO Intersection Operations Analysis report examines how intersections are performing through measures of delay and vehicle throughput. In order to accomplish this, a capacity analysis is done using the Critical Movement Summation (CMS).

This method focuses on the “raw” intersection capacity, or the ability of an intersection to process a given traffic demand, with a given lane use configuration and given traffic signal phase sequence.

The CMS is a volume-based measure that looks at each of the “critical” movements of an intersection. Using this volume-based analysis, in conjunction with the traditional delay-based approach, it reviews poorly functioning intersections to determine whether there is a capacity issue or a need for less costly improvements such as better signal timing or other minor modifications (i.e. re-striping, light phasing, etc.). This method allows transportation planners to get a better handle on the demand being placed on an intersection in order to determine

the reduction strategies that would need to be deployed to bring the intersection into an acceptable level of service (LOS).

The chart below illustrates a list of poorly functioning intersections using both methods. These intersections will require

significant reductions in demand through the intersection or capital improvements.

To learn more about our Intersection Operations Analysis, visit www.wilmapco.org/cms.

Intersection	AM DELAY LOS	PM DELAY LOS	AM VOLUME LOS	PM VOLUME LOS
SR141 & SR37 (Commons Blvd.)	D	F	C	E
Foult Rd. & Murphy Rd.	E	C	C	E
SR48 & Hercules Rd.	D	E	D	F
SR48 & SR141	D	F	-	F
SR2 & Cleveland Ave.	F	F	E	E
SR2 & SR41	F	F	F	F
SR141 & Barley Mill Rd.	F	E	F	F
SR273 & Harmony Rd.	F	F	E	E
SR896 & Old Baltimore Pk.	F	F	F	F
SR7 (Limestone Rd) & SR4 (Main St.) Stanton	D	E	D	E
SR7 & Skyline Dr.	D	F	C	F
US40 & Porter Rd.	D	E	B	E
US13 & Bacon Ave/Boulden Blvd.	F	F	F	F
SR273 & Chapman Rd (Eagle Run)	F	F	E	E
US202 & Fairfax Blvd.	D	E	C	E
US202 & Brandywine Pkwy.	E	D	A	A
SR273 & Main St.	F	E	C	E
SR141 & Rising Sun Lane	F	F	C	F
SR273 & Old Ogletown Rd./Paradise Ln.	F	F	B	E

WILMAPCO Adopts Additional Projects for the Fiscal Year 2014 and 2015 Unified Planning Work Program

Each fiscal year, WILMAPCO solicits new projects to be included in the following year's Unified Planning Work Program (UPWP), which is the document that describes the tasks and studies that will be conducted by the agency during the upcoming fiscal year.

This year, because of the availability of funding, WILMAPCO solicited additional projects to be included in the FY 2014 and 2015 UPWP. The agency received project requests from local municipalities including the cities of Newark and New Castle, the towns of North East and Elkton, New Castle County and DelDOT.

Requests ranged from help creating safer pedestrians and cyclists access on roadways, to a design study to improve the appearance and functionality along a local roadway, to help with a 20-year transportation and land use plan.

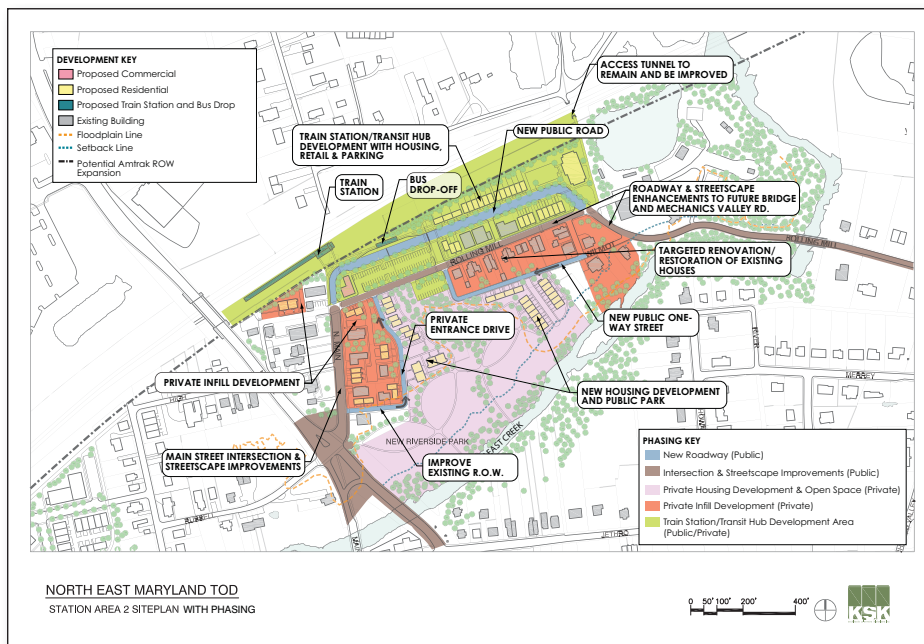
Projects have been reviewed by WILMAPCO for federal eligibility requirements and were presented to the Technical Advisory Committee (TAC) in December and Council in January. Staff met with member agencies prior to final recommendation to Council at their March 13, 2014 meeting.

For more information on WILMAPCO's UPWP, visit www.wilmapco.org/upwp.



Right: North East TOD renderings.

North East TOD Plan Approved



In February, the North East Transit Oriented Development (TOD) Advisory Committee approved the North East TOD Plan. The Plan is currently pending final approval by the North East Town Board and WILMAPCO. TOD is a mixed use residential and commercial area designed to make public transit successful, walking and bicycling convenient and safe, and provide for a vibrant, livable community. The Plan proposes a future train station and transit hub with surrounding private redevelopment, parks and transportation improvements that can be carried out incrementally. The document assesses development potential and recommends a variety of transportation, zoning and park changes.

Above: North East TOD Plan proposes infill development, pedestrian, road and bus access, and parkland.

Learn more at www.wilmapco.org/northeast.

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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.

APRIL	MAY	JUNE
Nonmotorized Transportation Working Group <i>April 1, 3 p.m.</i>	Air Quality Subcommittee <i>May 8, 10 a.m.</i>	Nonmotorized Transportation Working Group <i>June 3, 3 p.m.</i>
Air Quality Subcommittee <i>April 10, 10 a.m.</i>	WILMAPCO Council <i>May 8, 6:30 p.m.</i>	Air Quality Subcommittee <i>June 12, 10 a.m.</i>
Public Advisory Committee <i>April 14, 7 p.m.</i>	Technical Advisory Committee <i>May 15, 10 a.m.</i>	Public Advisory Committee <i>June 16, 7 p.m.</i>
Technical Advisory Committee <i>April 17, 10 a.m.</i>		Technical Advisory Committee <i>June 19, 10 a.m.</i>

May is National Bike Month. Whether you are a beginning cyclist or a seasoned rider, plenty of events are scheduled for 2014. To learn more, visit www.wilmapco.org/bikemonth.