

SPRING 2017

Quarterly newsletter of the Wilmington Area Planning Council

TRANSPORTER

WILMAPCO

WILMAPCO Partners with Local Bicycle Nonprofits

Bicycle collectives, cooperatives, and community bike shops are often not-for-profit organizations that provide a venue for people to learn about bicycling while building community around promoting sustainable transportation. Our region is home to two such organizations: Urban Bike Project of Wilmington, founded in 2006, and Newark Bike Project, founded in 2011.

Urban Bike Project (UBP) supports Wilmington communities by providing access to bicycling as a healthy, affordable, and practical means of transportation and recreation. With its East Side neighborhood location, UBP provides a safe venue for community youth to gather while learning bicycle safety and maintenance, and earning their own bicycles.

WILMAPCO provides funding support to the UBP Earn-A-Bike Program. The program began in 2010 and has served hundreds of youth. It gives a hands-on learning opportunity for youth, with a focus on the 19801 zip code. UBP also partners with schools and youth organizations to teach bicycle mechanics and safe riding, connect

students to nature, and expose them to bicycle riding for transportation and recreation. Students learn about bicycle safety and refurbish used bikes, which they keep upon graduating from the program. Older students get to go on a bicycle ride the last day of class, while younger students enjoy a bicycle rodeo.

The Newark Bike Project (NBP) serves the greater Newark and University of Delaware areas. Each month, volunteers repurpose more than 50 donated bikes and assist with approximately 100 walk-in repairs. NBP graduates a dozen or so new mechanics from its training program each season. They also give away free bicycles, including a lock, helmet, and lights, based upon referrals from a social service agency. NBP also hosts regular music and performing arts events, a youth program, and discussion groups.

Like at UBP, WILMAPCO also supports a youth program at NBP. The Youth Empowerment Program



is open to children ages 10 to 14. The youth learn about bike safety/maintenance and engage in community service and leadership training. Bicycle rides throughout the community are another highlight and promote physical activity and health.

Learn more about UBP at www.urbanbikeproject.com and NBP at newarkbikeproject.org.



WILMAPCO's 2016 Our Town: The Future of Transportation

Tigist Zegeye, WILMAPCO Executive Director, welcomed 80 elected officials, public agency staff, planners, engineers, and the public at the 2016 WILMAPCO Our Town forum, “The Future of Transportation.” The event, held at Wilmington’s Chase Center on September 2, featured panel discussions to help attendees think differently about transportation, including such topics as self-driving vehicles, vehicle-to-vehicle communications, UBER and Lyft (car-lending systems), unmanned aerial systems (drones), and other technical advancements.

During her opening remarks, Nicole Majeski, Deputy Secretary, DelDOT, said, “‘The Future of Transportation’ is a fitting theme, with all of the innovations we are seeing today in transportation and how people are traveling.” As a result, DelDOT created a Division of Technology and Innovation to look at ways to take advantage of advancements and innovations.

She said, “DelDOT is moving most of its services online, and we are constantly working on expanding our app that provides real-time traffic information, mapping layers, the status of road construction, and snowstorm-tracking information.”

She added, “It is a very exciting time to be part of transportation, and the possibilities are endless.”

The emcee, Edward O’Donnell, Senior Fellow and Instructor, University of Delaware, said, “The future of transportation promises to change our landscape and our travel behavior.” As an example, he discussed the first-ever commercial self-driving shipment by UBER of 50,000 cans of Budweiser beer, which traveled 120 miles in a truck named Otto, from Fort Collins, Colorado, to Colorado Springs.

Panel member Michael Boyer, Associate Director for Planning, Delaware Valley Regional Planning Commission (DVRPC) in Pennsylvania, said that while

preparing to update our Long Range Transportation Plan, which is updated every four years, DVRPC hosted a meeting of experts on “Future Forces.”

During that meeting, we identified five future forces that impact transportation, including “enduring urbanism,” which means we need to invest in more complete streets and transit service; a “free agent economy,” as a result of people working at multiple jobs; a “U.S. energy boom,” due to the abundance of domestically produced energy that keeps costs low; “severe climate changes,” creating a need to improve emergency preparedness; and “transportation-on-demand,” such as smart phones, apps, and real-time information. Boyer said, “Trends in digital transportation are more about accessibility than mobility where information is the key.”

Another panel member, Morgan Ellis, DNREC, said the national Coalition on Clean Cities is focused on reducing the use of foreign

petroleum products, which includes deploying alternative-fuel vehicles. Delaware's Coalition on Clean Cities' efforts are primarily focused on deploying these vehicles. One major fuel used in Delaware is propane, which is a by-product of natural gas. It is used for school buses, vans, and mid-sized vehicles. Compressed Natural Gas (CNG) is another option available to fleets. It consists predominantly of methane and is considered a domestic fuel. It works well for heavy-duty trucks, passenger cars, school buses, waste-management trucks, and DNREC trucks.

Delaware's Clean Vehicle Rebate Program features rebates of \$3,500 for electric vehicles, \$1,500 for plug-in hybrids, \$1,500 for dedicated propane vehicles, and \$1,500 for dedicated natural gas vehicles. Additional rebate programs provide incentive amounts that go toward the purchase of an electric-vehicle charging station, including at the workplace, up to \$5,000; commercial, up to \$2,500; and residential, up to \$500. The U.S. now has 37,000 charging stations. Delaware has 61 charging stations at 26 locations.

Gene Donaldson, DelDOT Transportation Management Center (TMC) Operations Coordinator, emphasized the statewide electronic monitoring network, which uses video monitoring, a Roadway Weather Information System, and signal system loop detectors. Traveler information is available through the WTMC-1380 AM radio station, the DelDOT website, Twitter and Facebook, in a smartphone app, on interactive maps, through live traffic cameras, and on electronic changeable message signs. He said, "Connected and automated vehicles are the next phase of the Integrated Technology Management System

(ITMS), using technology to communicate with other vehicles."

Vehicle to Infrastructure Interaction (V2I) and fully connected interactive travelers are the next wave of the future. The general dates for these advancements are: early automated (2016); limited V2V (2016–2020); self-driving (2020–2035); and full V2V (2018–2030). In addition, DelDOT's Unmanned Aerial Vehicles, or drones, which require the users to have flight training and certification, have multiple uses, including infrastructure inspection of bridges, utilities, communication towers, pipelines, landfills, open mines and quarries, and raw material stockpiles.

Renata Haberkam, Director of Business Development, The Traffic Group, Baltimore, said, "The adoption of self-driving and Autonomous Vehicles (AV) may cause major changes to land use. The disruption and transformation of cities could be enormous, including substantial reduction in revenue for municipalities." The demand for Transit Oriented Development (TOD) may be reduced, suburban residences could increase, and there may be better uses for roads without needing to widen them.

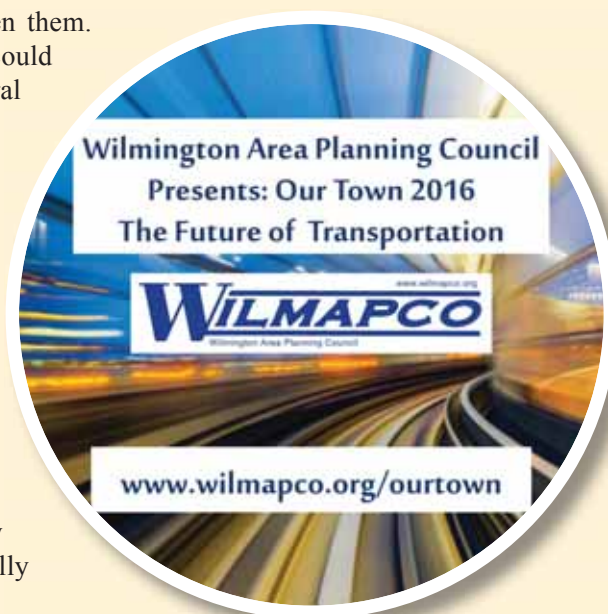
Long commutes could become easier in rural areas, and there may be substantial reductions in pedestrian and auto accidents.

A fleet of AVs could provide access to jobs, schools, and shopping at a fraction of the cost of owning a car. "Today, cars sit 95% of the time; however, it would be cheaper to pay for the time you actually

use the car," Ms. Haberkam said. In addition, garage designs could alter dramatically and be built to 17 or 18 feet for repurposing. There could also be 30–50% less need for parking spaces, and the cost of urban construction could drop by 10–20%. Other effects of digitization could reduce car, energy, petroleum, and auto parts manufacturing and reduce the need for insurance, hotels, public parking lots, public transportation, airlines, and mobility drivers.

A brief question-and-answer session followed the panel discussion. One attendee asked if self-driving cars and AVs would work well in Southern New Jersey, which is mostly rural and is economically depressed. Ms. Haberkam responded, "In the future, individuals would not be purchasing self-driving vehicles because economically it would be better to order one from a fleet that would run constantly everywhere."

For more information regarding WILMAPCO's Our Town event and to view the speakers' presentations, please visit www.wilmapco.org/ourtown.





More Than \$2 Billion Proposed for Transportation Improvement Program

More than \$2.1 billion in road, transit, rail, multimodal, bicycle, and pedestrian projects were proposed in WILMAPCO's Transportation Improvement Program (TIP).

The TIP, which includes New Castle County, Delaware, and Cecil County, Maryland, is a four-year listing of federally funded transportation investments. Projects range from preserving our existing infrastructure to building brand-new facilities.

New projects include:

- **BR 1-295 on Providence Drive over Tributary to Christina:** Bridge maintenance project.
- **Denny Road and Lexington Parkway Intersection Improvements:** Intersection improvements to address neighborhood safety, including consideration of a roundabout.
- **Middletown Park and Rides:** Development of new park and

ride lot(s) in southern New Castle County, likely near the future interchanges of the new U.S. 301.

- **Old Capitol Trail, Newport Road to Stanton Road:**

This project aims to slow traffic and improve safety along the Village of Marshallton. Changes include new roundabouts, drainage improvements, new sidewalks, and pedestrian upgrades.

- **SR4 at Harmony Road Intersection and SR4, Ogletown Stanton Roads/ SR7, Christiana Stanton Phase I, Stanton Split:**

Transportation projects to address the growth and congestion in the Churchmans Crossing area. Improvements to other modes, including pedestrians, bicyclists, and transit riders, continue to need to be addressed to support a range of transportation choices.



- **SR896 at Bethel Church Road Interchange:**

Part of the improvements identified for U.S. 301 to address crash issues in the area, the project will soften the sharp curve and remove the signal.

State funding matches are provided by the Delaware and Maryland Bond Bills. Some projects also include matching funds from local governments or developers. We anticipate amendments to the TIP will be available for public comment from mid-July through August based on the Delaware Bond Bill.

For more information on the TIP or to view an interactive map of projects, please visit www.wilmapco.org/tip.

Route 9 Corridor Master Plan Outlines Strategies for Revitalization

The Route 9 Corridor Master Plan is nearly complete. The plan will outline strategies for revitalizing a three-mile stretch of Route 9 near Wilmington, including the highway's adjacent communities. Requested by New Castle County, the work has been guided by a steering committee composed of civic leaders, state and county government, and community organizations.

The plan has been guided by an extensive outreach process to ensure that every community member has a voice in the plan's development. After a summer in which residents of all ages and neighborhoods contributed their thoughts at local events and mobile workshops, and considering findings from a market analysis and traffic studies, we developed a series of broad and detailed draft recommendations.

Broad, corridor-wide recommendations include:

- Rezoning to separate industrial from residential uses, which will protect public health and improve quality of life.
- New truck routes to better manage freight traffic and direct trucks off of residential streets.
- Proposed zoning changes to allow mixed-use residential and commercial development, creating a more walkable corridor.
- Focusing new development into centers, beginning with the Innovation District, to create areas of activity within walking distance of neighborhoods. The Innovation District is an area targeted for mixed-use development, centering on a technology center, that would incorporate a mix of housing types, including apartments, townhouses, single-family

detached houses, and senior housing.

- Proposed road diets, including redesigning key intersections and interchanges, to improve traffic flow and safety on Route 9 and Memorial Drive.
- Creating pedestrian and bicycle connections between neighborhoods to increase sustainable transportation options and provide safer and more direct routes between neighborhoods than arterial roads.

WILMAPCO hosted the second Public Visioning Workshop on November 29, where these recommendations were presented. Approximately 70 residents, workers, and business owners attended the workshop and expressed their preferences on various development scenarios and strategies for the corridor. The community prioritized its top

three needs as: eliminating chronic crime, supporting education and job access, and enhancing existing community amenities. On December 1, WILMAPCO staff had the opportunity to present the plan to a class of engineering students at McCullough Middle School. The students expressed enthusiasm and shared their vision for the area's future. According to the students, the top three community needs are better bus, walking, and bicycling transportation; enhancing existing community amenities; and eliminating chronic crime.

A draft of the plan is currently being written. It will be made available for further public comment this spring, before we seek adoption by our Council.

For more information, visit www.wilmapco.org/Route9 or follow the project on Facebook at www.facebook.com/Route9MasterPlan.



The plan envisions a suburban center developing around the new technology center during the next 20 years.

Election Brings Several Changes to WILMAPCO's Council

With the state and local elections behind us, WILMAPCO has seen changes to its Council.



Cecil County Executive
Dr. Alan McCarthy

Dr. Alan McCarthy won the Cecil County Executive seat in November 2016. He was previously the Vice President of the Cecil County Council. Dr. McCarthy was selected to serve as Vice President of the Council in 2012 and reappointed in 2014.

Dr. McCarthy earned his bachelor's degree from the University of Maryland and received his doctorate in veterinary medicine from the University of Georgia, College of Veterinary Medicine. Dr. McCarthy established and built five independent small animal practices in Maryland and Delaware. Additionally, he established an independent real estate company that sells and rents residential and commercial properties in both states.

County Executive McCarthy serves or has served with many organizations, including the Clean Chesapeake Coalition, the Drug and

Alcohol Council, the Upper Shore Regional Council, the Town Council of Chesapeake City, and the Maryland Rural Development Council.

County Executive McCarthy's goals are to bring economic development, employment opportunities, and the balanced development of infrastructure in the growth corridor that conserves the county's rich resources.

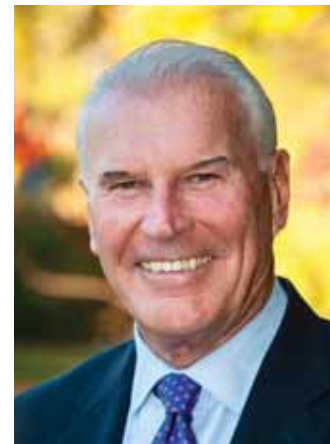


New Castle County Executive
Matthew Meyer

County Executive Matthew S. Meyer, a relative newcomer to politics, was sworn in on January 3, 2017. He is a native of New Castle County who grew up in Wilmington and attended Brandywine School District schools before graduating from Wilmington Friends School. County Executive Meyer attended and graduated from Brown University, where he studied political and computer science, and went on to get his law degree from Michigan Law School. Prior to becoming County Executive, Meyer was a math teacher, an attorney,



a diplomat in Iraq, an economic advisor to Governor Jack Markell, and the founder of two successful businesses. In 2003, Meyer was the recipient of the Samuel S. Beard Award for Outstanding Public Service 35 years and under.



Mayor Mike Purzycki,
City of Wilmington

Mike Purzycki was sworn in as the 56th Mayor of the City of Wilmington on January 3, 2017.

Mayor Purzycki was born in Newark, New Jersey in 1945. He graduated from Seton Hall Prep in 1963 and earned a football scholarship to the University of

Delaware, where he played for four years and set every Blue Hen receiving record. After graduating with a degree in history, he signed a contract with the New York Giants football team for the 1967–1968 season, but an injury sidelined his professional football career. His love of Delaware continued, and, in 1968, he made Delaware his permanent home.

Purzycki worked in real estate sales and development during the day and attended Delaware Law School at night. After graduating from law school, he was admitted to the Delaware bar and served as attorney for the Delaware State Senate and then practiced law for more than a decade. Mike first ran for public office in 1982 and was elected to the New Castle County Council. He served for nine years as Chairman of the County Council's Finance Committee and wrote the legislation that created the state's first ethics law.

In 1996, Purzycki was tapped to head the Riverfront Development Corporation and was tasked with the challenging job of resurrecting the blighted industrial wasteland. He and his team did what many thought was impossible — they reinvented and reinvigorated the area, turning it into the economic, cultural, and social hub of the city.

He was most recently the Chairman of the Wilmington Hope Commission, where he oversaw the 2014 opening of the Achievement Center, a groundbreaking program that helps formerly incarcerated men successfully transition from prison back into the community.

WILMAPCO Interns Hard at Work

For the past several years, WILMAPCO has partnered with the University of Delaware, which provides student interns. There are currently three interns working at WILMAPCO.

Marcus Gula is a senior at the University of Delaware, with a major in computer engineering and a minor in computer science. He has been named to the Dean's List for the last three consecutive semesters. Marcus began his internship with WILMAPCO in the summer of 2015 with a focus on interactive web-mapping applications. He continues to work on similar GIS-related projects. He has also had the opportunity to use his computer skills to help with WILMAPCO's website and has done some computer programming.

Christian Gerry is a junior with a civil engineering major at the University of Delaware. He hails

from Hillsborough, New Jersey. He began interning with WILMAPCO in January. Christian is working on GIS/Planning projects, which concentrate on transportation. He "hopes to not only gain some knowledge in engineering," as this is his first internship, but also "learn how engineering can affect our everyday lives and specifically what transportation engineering is about."

Jacob Guise is a native Delawarean. He currently resides in Middletown with his family. He is a junior at the University of Delaware, studying environmental engineering with a concentration in biological and chemical processes. Jacob is working on GIS mapping and would like to get more involved in WILMAPCO's air quality and freight work. In his spare time, he enjoys playing tennis, ping pong, video games, and going to the gym.



Marcus Gula



Christian Gerry



Jacob Guise

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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 4, 3 p.m.</i> | Air Quality Subcommittee <i>May 11, 10 a.m.</i> | Nonmotorized Transportation Working Group <i>June 6, 3 p.m.</i> |
| Air Quality Subcommittee <i>April 13, 10 a.m.</i> | WILMAPCO Council <i>May 11, 6:30 p.m.</i> | Air Quality Subcommittee <i>June 8, 10 a.m.</i> |
| Public Advisory Committee <i>April 17, 6:30 p.m.</i> | Technical Advisory Committee <i>May 18, 10 a.m.</i> | Public Advisory Committee <i>June 12, 6:30 p.m.</i> |
| Technical Advisory Committee <i>April 20, 10 a.m.</i> | | Technical Advisory Committee <i>June 15, 10 a.m.</i> |



MAY IS NATIONAL BIKE MONTH. TO LEARN ABOUT BIKE MONTH EVENTS
HAPPENING IN OUR REGION, VISIT WWW.WILMAPCO.ORG/BIKEMONTH.