Planning for **Sustainable Growth and Development** in the SR 141 Corridor

The New Castle County Department of Land Use, DelDOT and WILMAPCO are about to begin planning for the future of transportation and land use development in the Route 141 corridor with the launch of the SR 141 20-Year Transportation and Land Use Plan. The plan will develop innovative short- and long-term approaches to managing congestion, while promoting more sustainable growth patterns. It will include an emphasis on strengthening alternative travel modes, travel demand management, integration of sustainable transportation and land use planning, and more compact patterns of development.

Route 141 is a major arterial that links the City of New Castle to US 202 and I-95 near Blue Ball. The study area runs from Kirkwood Highway to US 202 at Blue Ball (see map to the right). The 141 functions as the western beltway of Wilmington, serving local and regional trips. Several arterials intersect SR 141, including 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. Land use varies along these segments and includes residential housing, neighborhood shopping centers, large corporate offices and institutions, including a regional children’s hospital. While much of the land adjacent to the roadway is developed, there is a significant amount of new development planned for the area.

The consensus-based plan will guide transportation and land use policy for the corridor over the next 20 years. Consensus building and establishment of stakeholder support is a key component of the process. This will be accomplished through a facilitated stakeholder outreach process that will include many opportunities for public involvement during meetings and interactive workshops.

For more information, visit [www.wilmapco.org/141](http://www.wilmapco.org/141).
The Transportation Improvement Program (TIP), which includes New Castle County, Del., and Cecil County, Md., is a four-year listing of federally funded transportation projects. Projects encompass road, transit, rail, bicycle and pedestrian improvements.

To aid in the public’s understanding of the TIP, a “TIP Quick Guide” has been developed. The guide was developed with the help of WILMAPCO’s Public Advisory Committee. The four-page booklet features key changes between the proposed and approved TIP, adopted the prior year. The centerfold highlights a map of major projects in the region. It also depicts the funding breakdown between federal, state and other (local, developer contributions, toll bonds and grants) funding sources.

The FY 2016-2019 TIP includes a 7 percent decrease in available funds, causing many projects to lose all or most of their funding. While funding decreases have caused projects to slip, projects that preserve the existing infrastructure and address safety remain a high priority. Eight new bridge preservation projects were added, totaling $43.5 million and overall preservation projects account for nearly 40 percent of the TIP. The newly added bridge funds include $42 million for the I-95 Bridge over the Brandywine Creek. The emergency closure of I-495, during the summer of 2014, has accelerated the deterioration of the existing bridge.

For more information on the TIP or TIP Quick Guide, please visit www.wilmapco.org/tip.
Traveling around the WILMAPCO region without an automobile is, at best, challenging and, at worst, impossible. While most families own cars, some groups are less likely to have access to an automobile. And driving becomes — for all of us — more costly, difficult and dangerous as we age.

WILMAPCO is wrapping up a study on the mobility needs of seniors (age 65+) and two groups that are less likely to drive — people with disabilities and those who live in households without vehicles. We collectively refer to these groups as “Transportation Justice (TJ)” populations.

The TJ study features a special public opinion survey. More than 200 TJ residents participated in the survey, relating their experiences and thoughts about our region's transportation system. We found that each group was either less satisfied overall with the system than average, or were likely to experience some difficulties reaching key destinations, such as food markets.

According to national-level studies, seniors are burdened by the financial costs of car ownership and decreasing physical abilities to safely operate vehicles and survive crashes. Persons with disabilities often encounter more problems with the transportation system — particularly those with low incomes and severe disabilities. Households without vehicles are often mobility constrained because they have to negotiate a transportation system where car travel is dominant. A common thread that ties the three groups together is the need for a more robust alternative for transportation.

Using data from the census and local governments, we found concentrated pockets of TJ residents and then looked at how well connected they were to the transportation system and important destinations. Generally, many TJ communities were identified in our region’s suburban fringe, where public bus service is light and destinations (such as senior centers and libraries) are spread out. In our analysis of planned and existing age restricted housing developments outside of the City of Wilmington, for example, we found that 40% were located beyond close reach of operating bus lines, sidewalks and trails. This makes accessing services difficult for residents without automobiles.

Our TJ study is still under development, with Council adoption expected in May. A future Transporter article will detail other key findings and recommendations. If you would like to learn more about our TJ work, or get involved, please contact us!

For more information, please visit www.wilmapco.org/ej.
Northern Claymont Area Master Plan to Focus on Access and Economic Expansion

North Claymont has a mix of industrial, commercial, residential and open space. Currently, much of the planning area is underused and represents a tremendous opportunity for economic development due to its easy access to I-95, I-495, Amtrak Northeast Corridor, public transit and the Delaware River. Notable sites for redevelopment include the Tri-State Mall and 425-acre former Claymont Steel.

The Northern Claymont Area Master Plan will be developed through a partnership between WILMAPCO, New Castle County, Claymont Renaissance Development Corporation, Delaware Office of State Planning Coordination, DelDOT, Delaware Transit Corporation, DNREC and DEDO. Analysis will examine the potential for redevelopment to support economic development, access to jobs, retail and services, and transportation by road, rail, water, transit, walking and bicycling. The analysis will assess the potential for a mixed use residential, commercial and industrial area designed to promote economic activity, make public transit successful, walking and bicycling convenient and safe, and provide for a vibrant, livable community.

To learn more about the project, please visit www.wilmapco.org/ncamp.

Red Clay Valley Scenic Byway Design Standard Overlay Project Kicks Off

WILMAPCO, New Castle County Department of Land Use, DelDOT, Delaware Nature Society (DNS) and the Red Clay Valley Scenic Byway Alliance have kicked off the Red Clay Valley Scenic Byway Design Standard Overlay project with a public meeting held at Ashland Nature Center. The Red Clay Valley Scenic Byway is comprised of a network of 28 roads within the Red Clay Creek watershed, located in New Castle County. The byway includes scenic, natural and historic resources. The new design standards will improve protection for the byway, including the possibility of incorporating the standards into the County’s Unified Development Code (UDC).

During the kickoff meeting, project partners discussed the history of the byway and presented the goals and purpose of this project. Working in roundtable groups, participants discussed the area’s special places and favorite things to preserve, hopes for the byway’s future, potential threats to the byway’s character, and what types of uses and designs are most appropriate for future development in harmony with the area. Planners will compile feedback to identify a menu of possible strategies to preserve, protect and enhance the byway to be refined through a second public workshop this spring. Community ideas are also being sought through the project website.

To learn more about the project, please visit www.wilmapco.org/redclay.

Photo Credit: Gaadt Perspectives
The New Castle County Department of Land Use, WILMAPCO and DelDOT have begun the Glasgow Avenue Planning Study. Glasgow Avenue is a 1.3 mile, two-lane, collector road between US 40 and SR 896. Before construction of the SR 896/Glasgow bypass, this section of old SR 896 functioned as an arterial roadway with limited access points. The current road still reflects the previous traffic patterns, even though the bulk of vehicular traffic is now found on the bypass. Today’s trips are generated by a large regional shopping center, medical offices, age restricted and single family residential units and a high school.

With additional development planned for the area, this roadway will continue to face mobility and safety challenges. The goal of the study is to create a safe and attractive street that supports more non-motorized trips, slows existing traffic and creates safer connections between land uses. Safer walking and biking connections between the high school, parkland, residential development and commercial areas will encourage more pedestrian and bicycle trips, which helps to reduce greenhouse gas emissions and improve respiratory health. The study will also set design standards to create a vibrant mix of local uses and attractive public spaces, while enhancing economic activity.

Consensus building and the establishment of a broad stakeholder group is a key element in this process that began in late January with a series of stakeholder meetings. Meetings included residents, commercial property owners, state and local elected officials, community agencies and institutions.

For more information, please visit www.wilmapco.org/glasgow.
The link between transportation and health is a well-documented one. Healthy communities have access to nutritious foods, safe places to walk, run, bike and breathe clean air. To aid in these efforts, WILMAPCO is working with the South Wilmington Planning Network (SWPN), Healthy Kids Delaware (HKD) and the Air Quality Partnership of (AQP) of Delaware.

The SWPN is a group of more than 40 organizations working to improve the South Wilmington area. After chairing the network for the past few years, WILMAPCO is now the vice-chair and has become the chair of the network’s youth committee. During an initial meeting, the youth committee identified several projects, including conducting community dinners in partnership with the Neighborhood House Community Center, Elbert-Palmer Elementary School, Henrietta Johnson Medical Center and Healthy Kids Delaware. Community dinners typically include cooking demonstrations, information tables, food tastings, health education and giveaways.

For more information about the South Wilmington Planning Network, please visit www.swpn.org.

Healthy Kids Delaware (HKD) is a statewide network of more than 60 organizations working together to improve the health of Delaware’s children. WILMAPCO has been a member of HKD for several years, but recently has become the chair of the network’s community dinner subcommittee. The subcommittee is planning one community dinner per month in partnership with community centers, schools, medical centers, community groups and New Castle County. For more information on Healthy Kids Delaware, please visit www.HealthyKidsDE.org

WILMAPCO is also the chair of the Air Quality Partnership (AQP) of Delaware. AQP is a public/private coalition of groups and individuals working to educate Delawareans about simple steps, including taking public transit or carpooling, which improve air quality. The partnership is currently rolling out an assembly program that will introduce Tropo, the partnership’s new mascot. Tropo, a fuzzy alien from the Planet Sora, is here to educate fifth graders and encourage students to become Tropo Troopers who pledge to help save the air by walking and biking when it’s safe.

This year’s Tropo assembly program will include performances in the Red Clay and Capital School Districts, and a Sussex County School to be determined. To bring Tropo to your child’s school, please visit www.troponose.org.
Delmarva Freight Plan Nearing Completion

The Delmarva Freight Plan, the region’s first comprehensive freight analysis, is nearing completion. The plan is a multi-state, multi-Metropolitan Planning Organization (MPO) effort between the Delaware, Maryland and Virginia DOTs, along with WILMAPCO, Dover/Kent and Salisbury/Wicomico MPOs. Coupled with stakeholder outreach, the plan supports consistency with other area planning efforts while targeting specific freight-related issues relevant to the local and regional economies. The final report will be available this spring. The plan’s primary geographic focus is the entirety of the Delmarva Peninsula, referred to as “the peninsula.” The study area includes 14 counties and three states, with population that is estimated to grow by almost 30 percent from 2010 through 2040, to 1.7 million people.

The impact of freight to the peninsula is significant. Commodity flows on the Delmarva Peninsula in 2011 amounted to approximately 159 million tons valued at over $327 billion. Of this total, roughly 44% of the tonnage (70 million tons), or 23% of the value ($75 billion), was inbound freight destined to the peninsula, outbound freight originating from the peninsula, or inter-county freight moving locally and regionally between two locations on the peninsula.

The overall purpose of the Delmarva Freight Plan is to provide information that will assist decision makers and stakeholders in making well-informed decisions on freight infrastructure investments and freight-related policies. The study is designed to:

- Increase understanding of existing and anticipated freight flows, issues and concerns
- Comprehensively evaluate the multimodal and intermodal freight transportation system
- Explore and analyze future freight-planning “what if” scenarios through year 2040 using the CUBE Cargo model
- Identify relevant infrastructure, policies and regulatory changes that seek to enhance the safety, performance and efficiency of freight.

The draft plan can be viewed on WILMAPCO’s website at www.wilmapco.org/delmarva.

2011 FREIGHT FLOWS

<table>
<thead>
<tr>
<th>2011 Freight Flow</th>
<th>By Weight</th>
<th>By Value</th>
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<tbody>
<tr>
<td></td>
<td>Tons</td>
<td>Share</td>
</tr>
<tr>
<td>Inbound</td>
<td>28,884,521</td>
<td>18%</td>
</tr>
<tr>
<td>Outbound</td>
<td>27,954,253</td>
<td>18%</td>
</tr>
<tr>
<td>Intercounty</td>
<td>12,798,795</td>
<td>8%</td>
</tr>
<tr>
<td>Pass-Thru</td>
<td>87,202,316</td>
<td>56%</td>
</tr>
</tbody>
</table>

| Delmarva Freight (Inbound + Outbound + Intercounty) | 69,637,568 | 44% | $74,613 | 23% |
| Total Freight (Delmarva Freight + Pass-Thru) | 159,839,884 | 100% | $327,314 | 100% |
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.

<table>
<thead>
<tr>
<th>APRIL</th>
<th>MAY</th>
<th>JUNE</th>
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<tbody>
<tr>
<td>Nonmotorized Transportation Working Group</td>
<td>Air Quality Subcommittee</td>
<td>Nonmotorized Transportation Working Group</td>
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<tr>
<td>April 7, 3 p.m.</td>
<td>May 14, 10 a.m.</td>
<td>June 2, 3 p.m.</td>
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<tr>
<td>Air Quality Subcommittee</td>
<td>Council Meeting</td>
<td>Air Quality Subcommittee</td>
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<tr>
<td>April 9, 10 a.m.</td>
<td>May 14, 6:30 p.m.</td>
<td>June 11, 10 a.m.</td>
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<tr>
<td>Public Advisory Committee</td>
<td>Technical Advisory Committee</td>
<td>Public Advisory Committee</td>
</tr>
<tr>
<td>April 13, 7 p.m.</td>
<td>May 21, 10 a.m.</td>
<td>June 15, 7 p.m.</td>
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<tr>
<td>Technical Advisory Committee</td>
<td></td>
<td>Technical Advisory Committee</td>
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<tr>
<td>April 16, 10 a.m.</td>
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<td>June 18, 10 a.m.</td>
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OUR PERSONAL TRAVEL CHOICES AFFECT TRAFFIC CONGESTION AND AIR QUALITY EVERY DAY. WALKING AND BICYCLING MORE OFTEN FOR SHORT TRIPS REDUCES TRAFFIC CONGESTION AND AIR POLLUTION. TO LEARN MORE, VISIT WWW.TROPONOSE.ORG.