

TRANSPORTER

WILMAPCO

New WILMAPCO Report Assesses Impact of Sea-Level Rise

Global sea levels have been on the rise since the turn of the 20th century. Scientists expect this trend, a byproduct of climate change, to continue through the next century. Delaware has had more than 1 foot of sea-level rise (SLR) since 1900, with an additional 2 feet expected by 2100. This poses a serious, but not insurmountable challenge to our region's transportation system.

WILMAPCO took a fresh look at potential SLR impacts in its latest Data Report. The report examines potential impacts to land, population, social equity, roadways, railways, and planned transportation projects.

Below are some key findings:

- Due to geological differences, New Castle County can expect far greater SLR impacts than Cecil County. In a 6-foot SLR scenario, for example, 8% of New Castle County's land is inundated versus only 2% in Cecil County.
- In the City of Wilmington, where the most economically profound SLR impacts are expected, black neighborhoods are disproportionately impacted. About three quarters of the population impacted at 2-foot SLR are non-Hispanic blacks, for example, though this group makes

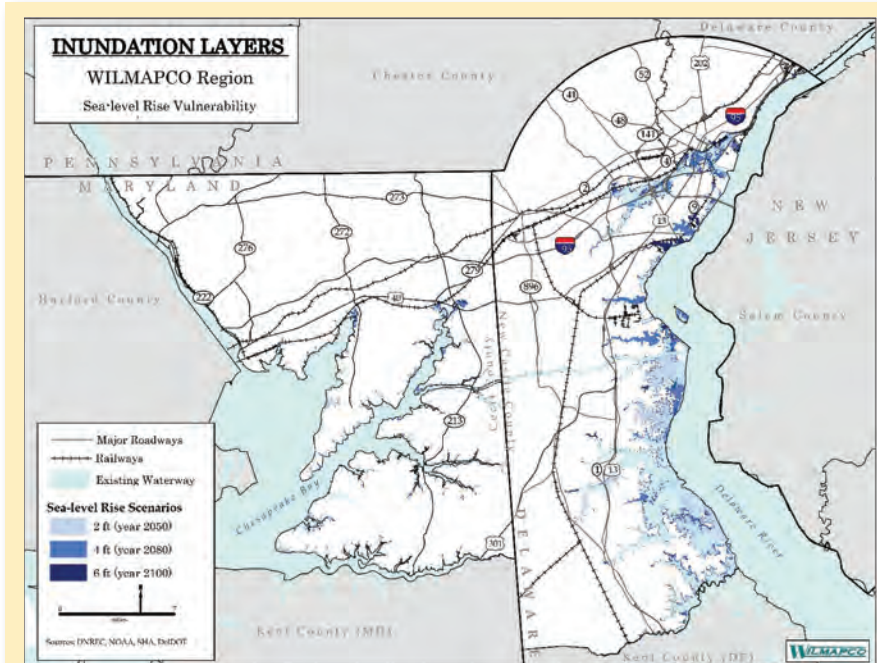
up just over half of the city's population.

- Beyond Wilmington, other places that may see significant impacts include the City of New Castle and Delaware City, the Route 9 corridor in southern New Castle County, and the area north of the New Castle County Airport.
- Dozens of funded and unfunded transportation projects in the 2050 Regional Transportation Plan are in places with SLR impacts. Elements of these projects may need to be adapted to SLR.

Our collective response to SLR should be two-pronged. First, greenhouse gas emissions, which help drive global warming and SLR, should be limited. Doing so now will reduce the severity of future SLR and other climate impacts. Second, comprehensive, localized adaptation approaches will be required. Adaptation to SLR can take a few forms, including:

- Fortification (either natural or man-made)
- Raising of structures
- Retreat (abandoning developed places)

Please visit the WILMAPCO SLR page to download a copy of the Data Report and see its interactive maps:
www.wilmapco.org/slr



Concord Pike Corridor Master Plan to Strengthen the Community's Voice

The New Castle County Department of Land Use, Delaware Department of Transportation (DelDOT), WILMAPCO, and the Concord Pike community are planning for the future of development and transportation along the US 202/Concord Pike corridor.

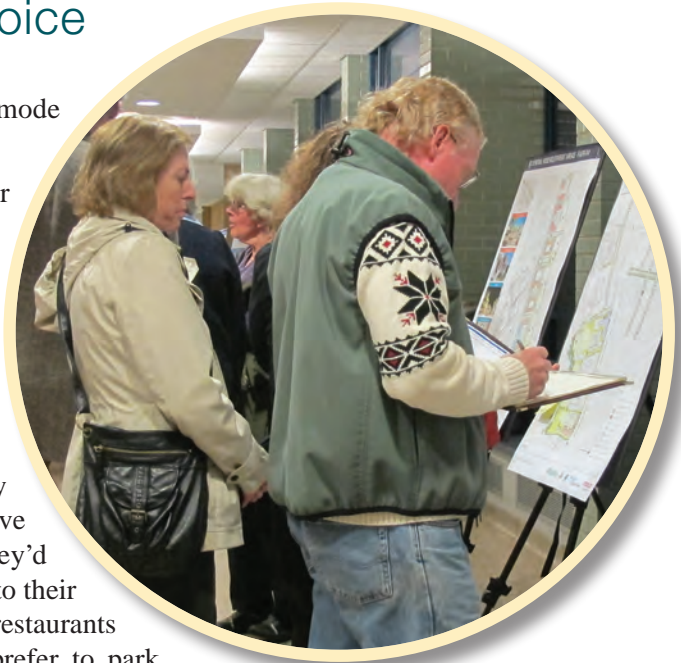
The Concord Pike Corridor Master Plan will address near- and long-range transportation and land use, with an emphasis on strengthening walking, biking, and public transportation options and promoting more compact and sustainable patterns of development. The following goals for study have resulted from public feedback received during multiple public workshops and community meetings:

- Creating an attractive and cohesive master plan
- Integrating land use and transportation
- Identifying possible multi-modal improvements

- Diversifying travel mode share
- Making the corridor more pedestrian- and bike-friendly

To date, the project team has held four public workshops that have been attended by hundreds of community members. Attendees have emphasized that they'd like to be able to walk to their favorite shops and restaurants and that they would prefer to park their car and walk safely to multiple destinations in the corridor.

Concern about development has also been a repeated theme throughout our outreach. Plans for redevelopment of the larger properties along the corridor have led residents to voice concerns about increasing congestion. Our study points out areas that are likely to be redeveloped in the future, which



has led to many animated discussions at public workshops. While some redevelopment is already permitted by the current land use and zoning, the time to plan for potential new development is now, before plans are submitted to the county for approval. This master planning process gives residents and community members a voice in developing a plan for the future.

The project team has developed land use scenarios that show how development could potentially take place in the future. The scenarios were used to conduct traffic analyses. The results of the analysis were then used to help develop transportation project recommendations that were presented for public feedback during a virtual public workshop held on April 1. A final public workshop will be held in the coming months to present the final report and recommendations for public feedback.

To learn more or sign up for updates, visit www.wilmapco.org/202.



Air Quality Partnership Encourages a Healthier Delaware

The Air Quality Partnership of Delaware (AQP) is a public and private coalition of businesses, agencies, and individuals working together to raise awareness and inform Delawareans about practices that can improve air quality and public health. These include walking, biking, carpooling, taking public transit, and telecommuting instead of driving alone to destinations. The partnership has been working together for nearly 20 years and includes American Lung Association in Delaware, Chesapeake Utilities, DART First State, King Creative, Dover/Kent MPO, DNREC, RideShare Delaware, WILMAPCO, and many others.

This year, AQP has a number of initiatives, including:

- **Tropo Assembly Program:** Tropo, the mascot of the AQP, works to educate school children throughout Delaware through assemblies, walk-to-school days, an activity booklet, and other giveaways. Tropo helps raise awareness of air quality issues in a fun and memorable way.
- **Wilmington Earth & Arbor Day:** Although the event was postponed this year, the AQP has helped to coordinate Wilmington's Earth & Arbor Day event for the past three years. During the event, AQP had planned to conduct a transportation safety rodeo. The rodeo would have included bicycle and pedestrian safety stations in partnership with Urban Bike Project, DelDOT, and Safe Kids Delaware.
- **Air Quality Champion Award:** Nominations were solicited for local businesses taking measures to improve air quality and the winner will be announced when Wilmington's Earth & Arbor Day event is rescheduled.
- **Try It Days:** Try It Days encourage the use of alternative modes of transportation by asking people to try a new mode of travel to work for just one day. Once normal work schedules resume, Try It Days will be continued.



To learn more about any of the initiatives of the AQP or to learn how to bring Tropo to your child's school, please visit www.wilmapco.org/aqp.

New Members Join WILMAPCO's Public Advisory Committee

WILMAPCO's Public Advisory Committee (PAC) helps us to develop strategies to educate and involve local agencies and the public in the transportation decision-making process. PAC members include representatives from civic umbrella groups, business groups, public interest groups, environmental groups, transportation interest groups, and agencies that represent diverse populations, such as minorities, the elderly, disabled residents, and transit-dependent populations.



Ken Potts



Mike Kaszyski

This year, WILMAPCO welcomes a few new members, including:

- **Ken Potts, Delmarva Rail Passengers Association:** Mr. Potts is the current President of the Delmarva Rail Passengers Association. He served as Chief Rail & Planning Consultant with SunLine Transit Agency from 2015 to 2019 and as the Chief Administration Officer of Delaware Transit Corporation from 1995-2017. WILMAPCO had the pleasure of working with Mr. Potts in the past, and welcomes him back to meetings.
- **Jaywann Saunders, Simonds Gardens Civic Association:** WILMAPCO is also pleased to welcome Jaywann Saunders to the PAC. Mr. Saunders serves as the President of Simonds Gardens Civic Association, where he advocates for his community and volunteers his time to help bring resources and provide services that are otherwise unavailable to members of his community.
- **Mike Kaszyski, Delaware State Chamber of Commerce:** Mr. Kaszyski is the Technical Director for the Civil Engineering Division at Duffield Associates, Inc. He has 27 years of experience in land development and municipal work, covering a vast array of disciplines include zoning and land use, stormwater management, water and sewer systems, and traffic studies/street and entrance design. Mr. Kaszyski has been with Duffield Associates since 2007 and resides in the Glasgow area of New Castle County.



Kevin Racine

- **Kevin Racine, City of Wilmington:** Mr. Racine has been a dedicated transit and disability advocate for many years in Harford County, but WILMAPCO is pleased to welcome him to the City of Wilmington and the PAC. He has been involved with WILMAPCO for nearly two decades. As a disabled person, Mr. Racine relies on public transportation to get him where he needs to go. He has taken it upon himself to help others learn how to use transit and has shown many how to get to their destinations.

To learn more about WILMAPCO's PAC, please visit www.wilmapco.org/pac.

Planning for More Wildlife-Friendly Cities

In the fall of 2019, staff from the Brandywine Zoo and WILMAPCO attended a summit of the Urban Wildlife Information Network (UWIN) in Chicago. UWIN is a collaborative research network that includes 23 other cities. UWIN is coordinated by the Lincoln Park Zoo in Chicago, and brings together researchers studying urban wildlife all across North America in what is now the largest urban wildlife camera-monitoring project in the world.

Wilmington and other cities provide a unique opportunity for science. Cities are the Earth's fastest-growing ecosystem and constitute more than 10% of total land cover on the planet. The high human population in them provides an untapped and valuable opportunity to engage the public in the process of ecological research and connect people to nature.

Since 2017, the Brandywine Zoo has been studying urban wildlife across New Castle County, Delaware and southern Chester County, Pennsylvania using wildlife game cameras. At more than 30 locations along an urban to rural gradient, the zoo deploys cameras as part of its Urban Wild program to collect data on primarily terrestrial mammals living in our cities in order to ultimately understand how urbanization affects movement, tolerance, and biodiversity.

By gaining a better understanding of urban ecosystems, the zoo can help minimize human-wildlife conflict and maximize positive wildlife interactions.

The Brandywine Zoo submits data to UWIN, which is available to researchers. UWIN also

brings together land use planners, land managers, city planners, landscape architects, and more to collaborate and make recommendations on best practices for developing more wildlife-friendly, wildlife-permeable cities.

Most Delawareans are unaware of the diversity of wildlife that calls this state home, particularly in this highly urbanized area. Awareness of the species revealed in these studies may bring a predictable mix of emotions from the public, from fear and concern to curiosity and wonder.

Understanding the wildlife sharing urban areas will allow us to mitigate human-wildlife interactions and conflicts, educate the public on how to peaceably live alongside urban

wildlife, make recommendations for least-impactful human activities for sensitive species, and contribute to plans that will benefit the local human population as well as wildlife.

To find out more about this project, please visit www.brandywinezoo.org/urbanwild or www.urbanwildlifeinfo.org.



New Castle County to Peak in Population Around 2040, Then Decline

On October 31, the Delaware Population Consortium (DPC) adopted its most recent series of population, household, and employment projections for the State of Delaware and its three counties. These figures are produced on an annual basis to provide policymakers, planners, and the general public a single set of estimates that factor into decision-making.

New this year are projections for all municipalities in the state. Previously only Dover, Newark, and Wilmington were included. In addition, a seasonal population projection for the period between June and August has been produced as well. The projections do not include populations in hotels, motels, campgrounds, and RV sites,

but these are all under study and will be reported in future updates.

Overall, the projections show an increase of around 74,000 in the state's total population from 2020 through 2050.

During the next few decades, Delaware is expected to undergo several demographic changes in the composition of its residents.

These include:

- New Castle County is expected to peak in population around 2038, then begin a slight decline.
- Sussex County will grow the most in absolute numbers (51,308) and percentage-wise (22%) out of all three counties. Net in-migration drives this growth.
- The 65-and-over population will continue to rapidly grow statewide, by 39% from 2020 to 2050. New Castle County is expected to increase by 43,000, topping out at around 134,000 residents over the age of 65 by 2050. This age group will make up nearly a quarter of the county's population by 2050.
- Sometime before 2030, Delaware's natural population growth (births vs. deaths) will turn negative, meaning more deaths than births will occur. The only growth will be based upon migration into the state.

For more details, or to view the full set of projections, please visit the Delaware Office of State Planning Coordination at http://stateplanning.delaware.gov/information/dpc_projections.shtml.

County Population Projections for Delaware: 2020-2050

Population	2010	2020	2030	2040	2050	2020-2050 Population Change
New Castle	539,642	564,780	580,351	583,975	577,814	13,034
Kent	162,847	178,650	183,202	186,720	188,290	9,640
Sussex	197,970	234,350	257,470	273,746	285,658	51,308
DE Total	900,459	977,780	1,021,023	1,044,441	1,051,762	73,982

% of Population	2010 Census	2020	2030	2040	2050
New Castle	60%	58%	57%	56%	55%
Kent	18%	18%	18%	18%	18%
Sussex	22%	24%	25%	26%	27%

Source: Delaware Population Consortium, Version 2019.0, October 2019

Pedestrian Detection Systems

May Not Work When You Need Them Most

More and more pedestrians are being killed on America's roads. Luckily, many new cars have technology specifically built in to lessen the likelihood or severity of a crash — whether with another vehicle or a pedestrian. But AAA's latest research found that pedestrian detection systems don't work in all scenarios, all the time.

AAA recently tested four vehicles equipped with automatic emergency braking systems that include pedestrian detection, to evaluate their performance in a number of simulated driving scenarios.

Not only did the systems perform inconsistently, they were completely ineffective at night. A surprising result, considering the majority of pedestrian deaths — 75% — occur after dark. The systems were also challenged by a car turning right into the path of an adult or a child darting out from between two parked cars. In these cases, the systems did not react at all to the adult target in the path of the car turning right and avoided the child target just one in 10 times.

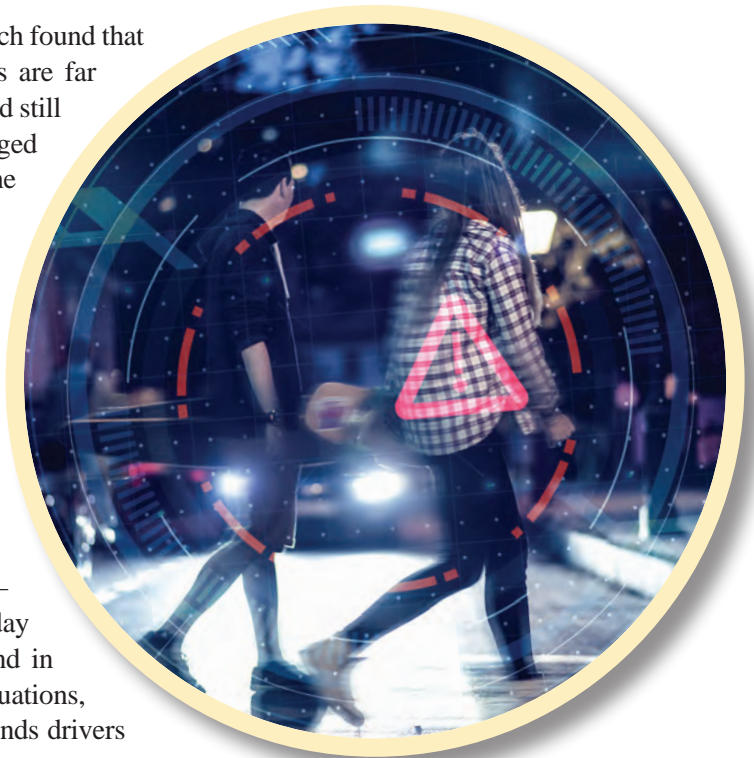
AAA regularly conducts research on emerging vehicle technologies, like lane-keeping assist and adaptive cruise control, to help educate consumers on the limitations of these systems but also to provide insight to the automotive industry on how functionality may be improved.

"Pedestrian fatalities are on the rise, proving how important the safety impact of these systems could be when further developed," said Greg Brannon, AAA's Director of Automotive Engineering and Industry Relations.

"But our research found that current systems are far from perfect and still require an engaged driver behind the wheel."

Until these systems are proven to perform consistently — especially pedestrian detection systems — during the day and at night and in a range of situations, AAA recommends drivers always:

- **Be alert to their immediate surroundings.** Do not rely on pedestrian detection systems to prevent a crash. This technology should only serve as a backup and not a replacement for an engaged driver.
- **Read the owner's manual** to understand what safety systems the vehicle is equipped with and how those work. Before leaving the lot, ask the dealer to explain how these systems work, including what safety system alerts sound and look like and what triggers their activation.
- **Use extra caution when driving at night** since this is the riskiest time for pedestrians and where the systems struggled the most. Previous AAA research found that headlights, even in new condition, do not provide the amount of light needed for drivers to appropriately react to something or someone in the roadway.



It is a driver's responsibility to yield to pedestrians, but those traveling by foot should be diligent as well. Pedestrians should also use caution by staying on sidewalks and using crosswalks as often as possible. Always obey traffic signals, look both ways before crossing the street and do not walk and text.



WILMINGTON AREA PLANNING COUNCIL

100 Discovery Boulevard, Suite 800
Newark, DE 19713
(302) 737-6205

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WILMAPCO PUBLIC MEETINGS

Unless specified, meetings will be held at WILMAPCO, 100 Discovery Boulevard, Suite 800, 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.**

MAY	JUNE	JULY
May 7, 10 a.m. WILMAPCO Council	June 2, 3 p.m. Nonmotorized Transportation Working Group	July 2, 10 a.m. Air Quality Subcommittee
May 14, 10 a.m. Air Quality Subcommittee	June 4, 10 a.m. Air Quality Subcommittee	July 9, 10 a.m. WILMAPCO Council
May 21, 10 a.m. Technical Advisory Committee	June 15, 6 p.m. Public Advisory Committee	July 16, 10 a.m. Technical Advisory Committee
	June 18, 10 a.m. Technical Advisory Committee	

**WILMAPCO staff are working from home
and will remain available via email and virtual meetings.**

WILMAPCO greatly appreciates your understanding during this difficult time.
All WILMAPCO meetings will be postponed or offered virtually.

For the latest information, please visit WWW.WILMAPCO.ORG.