

TRANSPORTER



North Claymont Area Master Plan Evaluates Scenarios

The North Claymont Area Master Plan (NCAMP) is identifying needed improvements and infrastructure to guide growth and development for 1.5 square miles at the northeastern tip of the WILMAPCO region. Using a collaborative process, NCAMP will result in a comprehensive vision encompassing land use and design, community and economic development, transportation, the environment, and open space.

On June 6, the NCAMP team presented analysis of four draft scenarios for feedback at the project's second public workshop. Scenarios were evaluated to assess how they performed at achieving the goals to promote economic and business development, create a safe and welcoming community, improve transportation connections for all, increase the network of open space and recreation facilities, encourage design that enhances the existing community context, foster a variety of housing, and protect and restore the environment. The four scenarios include:

- Scenario 1: Base Case - All scenarios include waterfront access, pedestrian, and

bike facilities, train station relocation and improvement, environmental protection of creek and coastal zone, links to and from adjacent areas, identification of gateways, and buffering of neighborhoods and natural areas. This scenario does not include any changes to active industrial or residential areas.

- Scenario 2: No port and limited industrial, large riverfront park, dense mixed use, and the most residential development.
- Scenario 3: Includes new port and greatest industrial use, a

small riverfront access area, office, retail, and the least new residential.

- Scenario 4: No port, but some light industrial and manufacturing, large riverfront park, dense Transit Oriented Development, and residential.

Draft scenarios may be viewed at www.wilmapco.org/ncamp. Currently, we are refining recommendations based on feedback from the public workshop. Results will be presented at a third public workshop that will be announced this fall.



Making a More Walkable Elkton

Officials in Elkton want to make the town a more walkable place. While downtown Elkton is comfortable for walking, getting around on foot elsewhere is not always easy. WILMAPCO is developing a Pedestrian Plan to help. The plan will inventory existing conditions and make recommendations that the town and state can implement to enhance walkability.

We've met with officials from the town and the State Highway Administration (SHA) to agree upon a scope of work. This spring Elkton will inventory existing conditions, then WILMAPCO will translate these into easily understood maps. We will then ask the public for ideas for pedestrian improvements such as where a new path is needed, which stretch of broken sidewalk most needs to

be fixed, and which intersection is too dangerous to cross. Then using previous ideas and public feedback, we will develop a list of actionable recommendations. Finally, these recommendations will be

prioritized and suitable funding streams identified.

For more information, visit WILMAPCO's website in the coming months.



WILMAPCO Updates Its Project Prioritization Process

For the past two decades, we have been refining the process for selecting projects, in order to make the best use of our limited transportation funds. In 2006, we adopted a process to evaluate projects using measurable criteria, based on the goals of our long-range plan. Following a four-step process that includes:

- Step 1: staff screens projects to ensure they are consistent with the Regional Transportation Plan and other local, county, and state plans;
- Step 2: staff quantitatively scores projects;
- Step 3: the Technical Advisory Committee reviews scoring;
- Step 4: Council ranks projects

considering the scoring and other factors.

This May, Council approved an update to the criterion for air quality and safety scoring, and added a pedestrian priority measure so that the process can continue to use the best available data.

To view the full list of criteria, please visit www.wilmapco.org/priority.

Improve Quality of Life

- Air Quality
- Environmental Justice
- Safety

Efficiently Transport People

- Congestion
- Transportation Justice
- Pedestrian Priority

Support Sustainable Economic Development and Goods Movement

- Freight
- Economic development
- Private or local funding contribution



Newark Bike Committee is on a Roll

The Newark Bicycle Committee (NBC) first formed following the development of the 1996 Newark Area Interim Bicycle Report. It has since grown to become a robust committee that brings together interested cyclists and agencies to advise on transportation projects, organize events, and promote safer cycling.

The NBC has provided leadership in developing the Hall and Pomeroy Trails and Main Street bicycle racks and sharrows. NBC and WILMAPCO are providing guidance on current infrastructure projects, including:

- **Cleveland Avenue** — The City of Newark has created a Cleveland Avenue Task Force to explore potential improvements to promote safer walking, bicycling, and driving.
- **Delaware Avenue** — DelDOT is currently completing planning and engineering for a two-way protected

bike lane (“cycle track”). A recommendation of the 2014 Newark Bicycle Plan, the route will provide a low-stress east-west route through downtown Newark.

- **Safe Routes to School at Downes Elementary School** — Working with NBC, Newark, WILMAPCO, and DelDOT, Downes has submitted an application for funding that includes a possible buffered or protected bike lane on Casho Mill Road and crosswalk improvements.

NBC’s list of National Bike Month events continues to grow. Bike-to-Work Day continues to be a signature event, featuring breakfast treats, local dignitaries, and awards. In 2016, the NBC also helped organize the second annual Mayor’s Fun Ride. This is a non-timed, non-race event that showcases Newark’s trail system while encouraging physical activity and proper bike safety, and features a variety of family

activities. In addition, NBC and WILMAPCO launched Bike-to-School Day this year at Downes Elementary School, with Newark Mayor Polly Sierer on hand to read the National Bike-to-School Day Proclamation and greet students who bike or walk to school with small tokens.

Safety programs include the continuation of the popular Bike Safety Checkpoints. DelDOT hosts the checkpoints in partnership with the Newark Bike Project and NBC, and they feature free lights, helmets, and light tune-ups. New for 2016 is the Bike Basics in a Minute! program. This event offered a speedy, self-guided, expert-assisted tour of essential bicycle information and a casual ride around town.

Learn more at
www.wilmapco.org/bikenewark.



Ozone Season Begins!

As warmer weather approaches, so does the onset of ground-level ozone. High levels of ozone pose health risks for everyone, and large segments of the population (seniors and youth) are considered especially sensitive to air pollution. The Air Quality Partnership (AQP) of Delaware educates residents about the dangerous effects of ground-level ozone. AQP includes American Lung Association in DE, Bruce Productions, Chesapeake Utilities, Clean Air Council, DART, Delmarva Broadcasting, Delaware Resources and Environmental Control (DNREC), Dover/Kent MPO, RideShare DE, WILMAPCO, and private residents.

In the past, the AQP has focused on staffing information tables at events, including the Delaware State Fair, Coast Day, Dover Days, and Wilmington Earth Day. During this year's Earth Day event, several local

officials highlighted the importance of Air Quality Awareness Week at a press conference.

DNREC Deputy Secretary Kara Coats; Herbert White, City of Wilmington, Urban Forest Administrator; and Deb Brown, President & CEO of the American Lung Association of the Mid-Atlantic, helped remind people of the little things they can do that add up to big improvements for air quality.

The AQP also encouraged Delawareans to pledge to reduce air pollution by walking or biking instead of driving for just one trip they made during the week.

The AQP encourages actions to reduce air pollution, such as:

- Taking transit or carpooling.
- Not topping off your gas tank. Spillage adds two tons of pollution to the air each day.
- Refueling at the end of the day. Ozone levels are highest in mid-

to-late afternoon.

- Cleaning out your trunk, since an extra 100 pounds reduces gas mileage by up to 2% and wastes fuel.
- Linking trips when possible. Combining errands with your daily commute will save time, money, and the environment.
- Follow regular maintenance schedules for your car. A properly running vehicle emits less pollution and saves gas.
 - Check your owner's manual and properly inflate your tires. Properly inflated tires can improve your gas mileage up to 3.3%.
 - When changing your oil, use a manufacturer-recommended grade motor oil to improve fuel economy by 1-2%.

For more information and to view the daily air quality forecasts, please visit www.wilmapco.org/aqp.

Ardentown Paths Plan

The Village of Ardentown, in northern New Castle County, is known for its commitment to preserving its natural and cultural history. Among the village's unique assets is its historic network of paths, which residents have used for generations for recreation and transportation. We are assisting the Village of Ardentown Planning Committee in developing the Ardentown Paths Plan, which seeks to identify how these paths can be improved in order to help make Ardentown a more walkable and bikeable community.

Paths in Ardentown provide a safer and often more direct route between destinations than the village's roads, connecting residents and visitors to parks, bus stops, the Candlelight Theater, and the neighboring

communities of Arden, Ardencroft, and Claymont. These paths can reduce dependence on motor vehicles in addition to providing the opportunity to enjoy scenic aspects of the village that are not visible from the streets. Not all paths are well maintained or easy to find. Some paths are overgrown with vegetation, unmarked, or indistinguishable from neighboring properties.

The Ardentown Planning Committee first met in 2013 to study the paths and identify recommendations for improving them. The committee's recommendations included mulching, clearing, and marking paths, re-establishing underused and unmaintained paths, giving paths formal names, and exploring surfacing options such as gravel or paving. Of particular concern

were the pedestrian bridges in the Glen, prioritizing a path that traverses the length of the town parallel to Harvey Road, and potential for creating pedestrian access to Sconset and Harvey Road intersection, which is used as a school bus stop.

The plan will summarize previous work, provide an inventory of existing infrastructure, and map of the village's path network, and propose and prioritize improvements to that network. The planning process will gather input from Planning Committee members, stakeholders, and residents through public meetings and outreach to develop recommendations that preserve Ardentown's natural and cultural history while improving active transportation and recreational opportunities.



Delaware Planning for Pedestrian Priorities

The Local Systems Improvement section of DelDOT Planning is developing a new process for prioritizing the funding of feasibility studies for projects from the state's Bicycle and Pedestrian

Improvement Program. In an effort to promote data-driven decision making, this new process relies on the state's Geographic Information System (GIS) to gather information about the project's surroundings and the role the project might play in the non-motorized transportation network. The analysis utilizes the state's roadway, trail, and sidewalk centerline files to model where someone might practically walk or bike based on available facilities and roadway characteristics. DelDOT is also modifying its statewide Travel Demand Model to predict, based on the land use around the proposed

project, how much bicycle or pedestrian travel the project may experience.

DelDOT is developing an application to streamline this analysis in order to make this data collection feasible, given the high volume of proposed projects. The combination of spatial analysis along with travel demand analysis provides a high-resolution perspective on the characteristics of the region around the project and the potential usefulness of the project to guide how and where the area can best leverage investments in bike and pedestrian infrastructure.



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. The UPWP also lists sources of funding and how they will be distributed to WILMAPCO: Funds come from 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.

For fiscal year 2016 (July 1 2015 through June 30, 2016), the program's budget was \$2.49

million, which included carryover costs from the previous year. As of April 30, 2016, the program is close to 60% complete.

WILMAPCO staff is continuing to work on a number of projects including:

- Glasgow Avenue Planning Study
- SR141 Corridor 20-Year Transportation Plan
- Red Clay Valley Scenic Byway Design Standards Overlay
- North Claymont Area Master Plan
- SR9 Corridor Master Plan
- MARC Ridership Analysis

On April 4, 2016, the Draft FY 2017 UPWP (July 1, 2016 through

June 30, 2017) was released for a 30-day public review and comment period. The funding for the FY 2017 program is virtually the same as last year's with a budget of \$2.1 million. The UPWP was reviewed by the Technical Advisory Committee (TAC) and the Public Advisory Committee (PAC) reviewed the Public Outreach sections.

For more information, please visit www.wilmapco.org/upwp.

U.S. Population Aging Slower than Other Countries

America's 65-and-over population is projected to nearly double over the next three decades, ballooning from 48 million to 88 million by 2050. However, the U.S. Census Bureau projects the U.S. population will age at a slower rate compared with other countries.

Worldwide, the 65-and-over population will more than double to 1.6 billion by 2050, according to *An Aging World: 2015*. This new report from the Census Bureau examines the continuing global aging trend and projected growth of the population age 65 and over, with an emphasis on the differences among world regions.

In 2015, 14.9 percent of the U.S. population was 65 or over.

"The United States was the 48th oldest country out of 228 countries and areas in the world in 2015," said Wan He, a demographer on population aging research at the Census Bureau. "Baby boomers began reaching age 65 in 2011 and by 2050 the older share of the U.S. population will increase to 22.1 percent. However, the U.S. will fall to 85th because of the more rapid pace of aging in many Asian and Latin American countries."

Japan is the current oldest country in the world and will retain that position in 2050.

"However, South Korea, Hong Kong, and Taiwan are projected to overtake Germany, Italy, and Greece for second, third, and fourth place by 2050," He said.

Some countries, including China, India, Indonesia, Brazil, Colombia, and Cuba, will experience a quadrupling of their oldest-old population, those 80 and over, from 2015 to 2050.

While Europe is still the oldest region today and is projected to remain so by 2050, aging in Asia and Latin America has accelerated in recent decades. Asia is also notable for leading the world in the size of the older population with 341 million people 65 and older. On the other hand, Africa remained young in 2015, where only 3.5 percent of the total population was 65 and over.

EMPLOYMENT

- Labor force participation among the older population continues to rise in many developed countries, yet remains highest in low-income countries.
- The last recession had a major impact on unemployment rates and financial assets among many older people in more developed countries. However, the trend of rising labor force participation rates among the population age 60 and older in these countries was not halted.

RETIREMENT

- Eligible ages to receive pension benefits vary widely across countries, yet tend to lump at particular ages, such as 60 and 65.
- A number of European countries and the United States are gradually increasing their age eligible to receive a full public pension to 67.
- More than 90 percent of the older population receives a pension in more developed countries, such as Japan, the United States, Australia, and Italy.
- In contrast, public pensions cover less than a third of the older population in China and a tenth of those in India, the two countries

with a total population of more than a billion each.

- Public pensions can drastically lower poverty rates for the older population. In Latin America and Caribbean countries, for instance, the average poverty rate of those receiving a pension is 5.3 percent, one-fifth of the average poverty rate of those not receiving pensions (25.8 percent).

LIFE EXPECTANCY AND HEALTH

- Global life expectancy at birth was 68.6 years in 2015 and is projected to rise to 76.2 years in 2050.
- The population age 80 and over has been growing faster than the population of people between ages 65 and 79 because of increasing life expectancy at older ages.
- Among the older population worldwide, non-communicable diseases are the main health concern. In low-income countries, the older population faces a considerable burden from both non-communicable and communicable diseases.
- Risk factors, such as tobacco and alcohol use, insufficient consumption of vegetables and fruit, and low levels of physical activity, directly or indirectly contribute to the global burden of disease. Changes in risk factors have been observed, such as a decline in tobacco use in some high-income countries, with the majority of smokers worldwide now living in low- and middle-income countries.
- Increasing obesity, in addition to being underweight, has been associated with increased mortality at older ages.

WILMINGTON AREA PLANNING COUNCIL

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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.**

JULY	AUGUST	SEPTEMBER
Congestion Management Subcommittee <i>July 14, 1 p.m.</i>	Nonmotorized Transportation Working Group <i>August 2, 3 p.m.</i>	Air Quality Subcommittee <i>September 8, 10 a.m.</i>
WILMAPCO Council <i>July 14, 6:30 p.m.</i>	Air Quality Subcommittee <i>August 11, 10 a.m.</i>	Congestion Management Subcommittee <i>September 8, 1 p.m.</i>
Joint Technical Advisory Committee and Air Quality Subcommittee <i>July 21, 10 a.m., Lums Pond State Park</i>	Congestion Management Subcommittee <i>August 11, 1 p.m.</i>	WILMAPCO Council <i>September 8, 6:30 p.m.</i>
WILMAPCO Summer Picnic <i>July 21, 11 a.m., Lums Pond State Park</i>	Technical Advisory Committee <i>August 18, 10 a.m.</i>	Technical Advisory Committee <i>September 15, 10 a.m.</i>
	Public Advisory Committee <i>August 22, 7 p.m.</i>	

DON'T MISS THE CHANCE TO HAVE YOUR SAY IN TRANSPORTATION PROJECTS PROPOSED FOR FUNDING DURING A WILMAPCO PUBLIC WORKSHOP ON WEDNESDAY, AUGUST 31, 4-7 P.M. AT THE NEWARK FREE LIBRARY.