

Quarterly newsletter of the Wilmington Area Planning Council **TRANSPORTER**

WILMAPCO

Work on 2050 Regional Transportation Plan Is Under Way

Work has begun on an update to WILMAPCO's Regional Transportation Plan (RTP). As our principal plan, the 2050 RTP establishes strategic regional policy and identifies the major projects for the next three decades. WILMAPCO is required to update its RTP every four years.

Early work has included an extensive review of the results of the 2017 Regional Progress Report and this year's Public Opinion Survey (see page 2). The Progress Report uses data indicators to show how well our current RTP has progressed, while the Public Opinion Survey gauges popular sentiment about the transportation system and policies. Based on that review, staff have been working with other government agencies to develop revised policies.

Several new policy actions are under consideration. For example, increased support for autonomous vehicle technology is proposed. This would include:

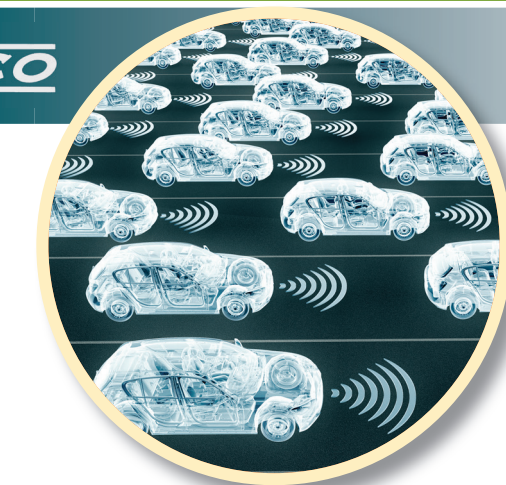
- considering connected and autonomous vehicle (C/AV) technology in all local studies,
- supporting C/AV preparation and testing, and
- funding infrastructure that would

support use of the transportation system by C/AVs.

In addition, other new policies would require local studies to give more attention to natural and cultural resource protection, as well as connectivity by car, bus, walking, and biking to healthy and affordable foods, jobs, and services.

Another key policy that the new RTP proposes changes to are our Transportation Investment Areas (TIAs). TIAs are an overarching guide for where the various types of transportation investment should go, in recognition of transportation's close relationship with land use. WILMAPCO is working with our member agencies to identify new "centers," or places, where we would like to see more transportation projects occur, while also looking at newer demographic projections to better shape the other TIAs.

The RTP also includes a list of all the major transportation projects proposed for completion by 2050. Many of the big future projects reflect the continued buildout of New Castle County's sprawling southern suburbs. The biggest of them all, the US 301 Expressway, should be in service by 2020. Along with US 301, widenings



of key segments of US 40, SR 1, SR 299, and SR 896 are all planned or are being contemplated through 2050 to add room for more cars and trucks. Three other potential new projects in the RTP would include new roads around the Christiana Mall and Christiana Hospital to better link these key locations to the surrounding area. In Cecil County, additional travel lanes on I-95 are expected to be completed by 2040, along with capacity increases on MD 213, MD 222, and MD 272.

The 2050 RTP update will include extensive public outreach, with presentations to most towns and many civic groups, virtual workshops, and pop-up events this fall. In January, we expect to begin a formal public comment period, which will include WILMAPCO's biannual Our Town event in February. Council adoption of the 2050 RTP is expected in March 2019.

For more information on the 2050 RTP, or to view our current 2040 RTP, please visit www.wilmapco.org/rtp.

WILMAPCO's New and Improved Public Opinion Survey

Since 1997, WILMAPCO has conducted a public opinion survey of its region's residents via telephone. The purpose of the survey is to gain a greater understanding of the thoughts and perceptions of New Castle County and Cecil County residents. Topics include transportation choices, preferences for growth and development, support for various funding mechanisms, and familiarity with WILMAPCO. WILMAPCO's Public Opinion Survey was last updated in 2007, but to keep pace with the changing trends and needs of the region, WILMAPCO has updated its survey this year.

To begin the update process, a survey subcommittee was selected. Subcommittee members included representatives from DART First State, New Castle and Cecil counties, the Maryland Department of Transportation (MDOT), and the Delaware Department of Transportation (DelDOT). The subcommittee also included two members of WILMAPCO's Public Advisory Committee, and they began by reviewing sample transportation surveys and developing survey goals. Goals were derived from previous

WILMAPCO surveys and information needed by WILMAPCO staff and member agencies. Example goals include understanding:

- how well people's transportation needs are met,
- priorities for limited transportation dollars,
- preferred strategies to increase public transit, walking, and bike usage, and
- thoughts and feelings on the regional transportation plan.

Many of the questions in the previous survey were still relevant, but the committee worked to remove redundant questions where data could be found from other sources, such as the U.S. Census. This included questions that asked the mode of transportation to work and length of trip. The team also worked to remove or revise questions with a high number of "other" responses.

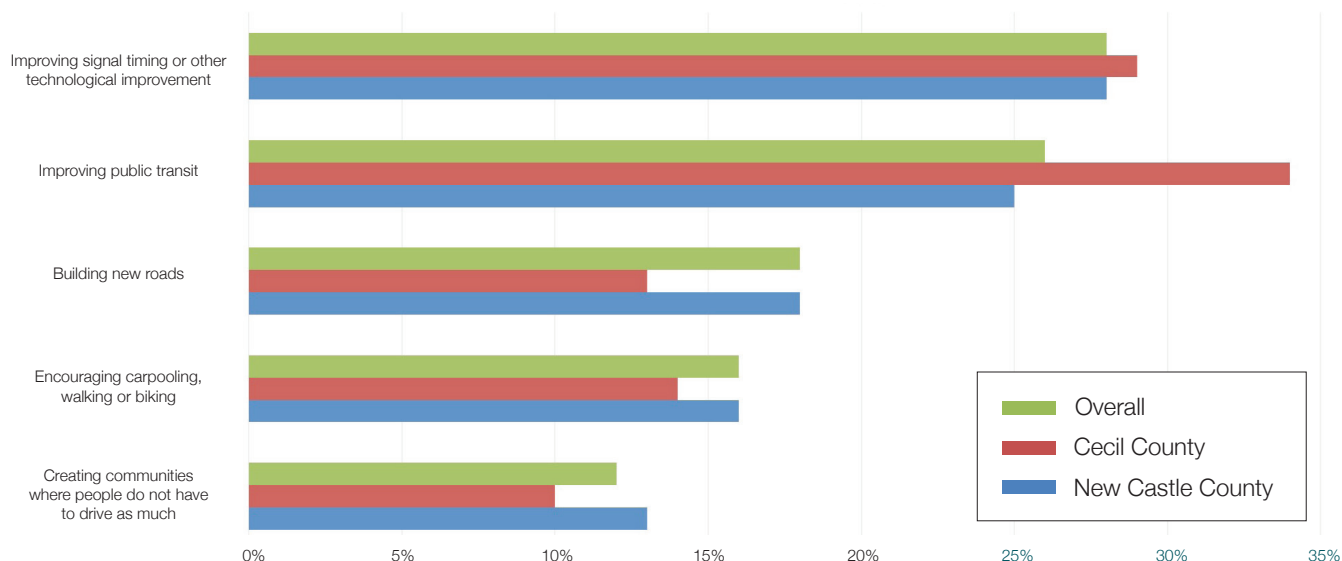
Some questions were revised to develop a more specific understanding of an issue. This included a series of questions asking respondents to rate the seriousness of congestion along their work commute. Instead, the survey now asks respondents to identify the

best solutions to reduce congestion and presents choices, including building new roads, favored by 18%; encouraging alternative transportation, favored by 16%; use of technology, such as signal timing, favored by 28%; and improving public transit, favored by 26%.

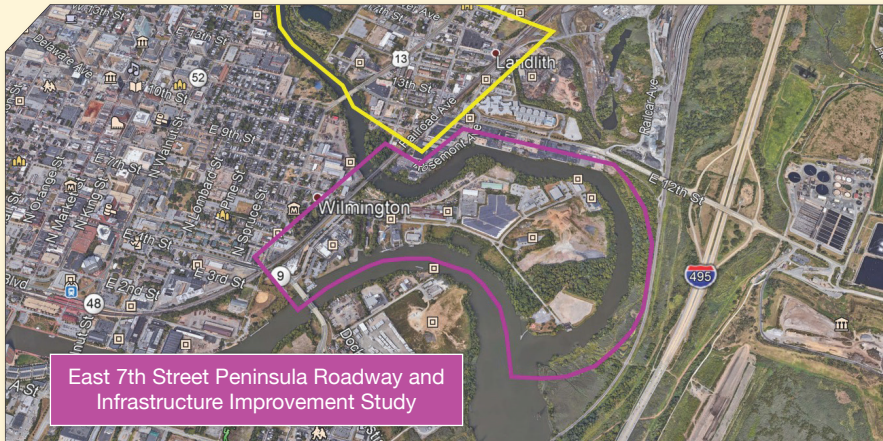
New to the survey is a series of questions regarding the transportation planning process. The survey now asks respondents whether they are aware of how transportation projects are selected and if they are aware of the Regional Transportation Plan. Very few respondents (15%) were aware of how transportation projects are selected, and even fewer (10%) were aware of the long-range Regional Transportation Plan. Also new to the survey is a question that asks whether a lack of transportation prevents essential activities like grocery shopping or going to medical appointments. Seventeen percent of respondents, over 11,000 people, reported that they "sometimes" or "always" have difficulty reaching these important destinations.

To view the full survey results, please visit www.wilmapco.org/opinion.

Congestion Solution Chart



WILMAPCO Kicks off Three New Plans to Improve Transportation Around Wilmington



WILMAPCO has begun three new studies in Wilmington: the East 7th Street Peninsula Master Plan, the 12th Street Connector Study, and the Safety & Capacity Improvement Study for the 5-Point Intersection.

East 7th Street Peninsula Master Plan

The master plan for the East 7th Street Peninsula is a partnership between the City of Wilmington, DelDOT, and WILMAPCO. The peninsula, rich in history, was the original landing point for the Swedish travelers who founded the first permanent settlement in Delaware. The Kalmar Nyckel Shipyard, which also celebrates the first Swedish colony in North America, is the main access point for residents and tourists to view a replica of the Swedes' ship, the *Kalmar Nyckel*. These cultural amenities are difficult to access and enjoy due to the isolated nature of the peninsula, located at the confluence of the Brandywine Creek and the Christina River.

The sole vehicular and bicycle/pedestrian access is via Swedes

Landing Road. This difficult and limited access has impacted economic growth and limited private investment. The roadways are also frequently flooded during storms, which limits access even further. The goal of this project is to prepare a master plan that identifies and prioritizes necessary roadway improvements. The study, which kicked off with an informative and well-attended public visioning session this past June, will evaluate existing land use and open space and make recommendations for appropriate waterfront development opportunities to maximize potential public/private investment and promote overall economic development of the site.

12th Street Connector Study

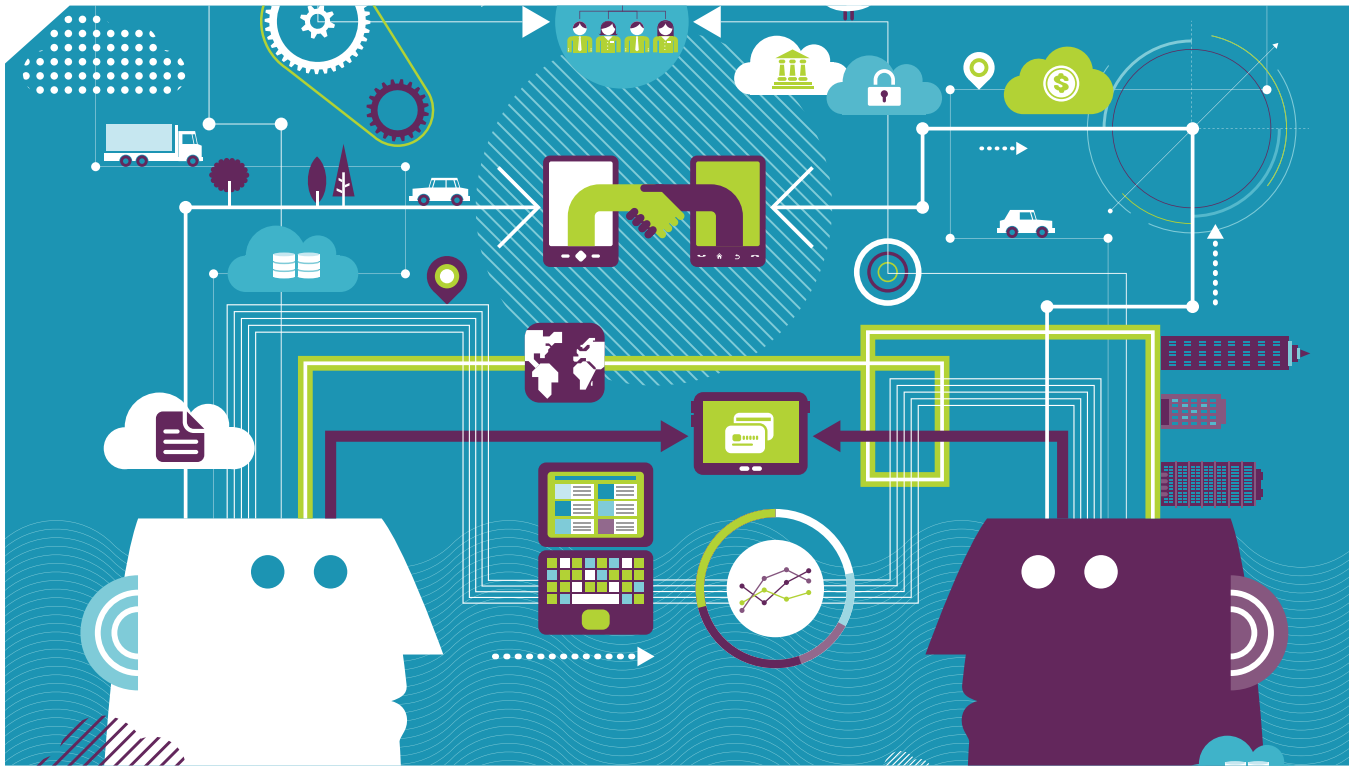
The Wilmington Initiatives partners (City of Wilmington, DelDOT, DART, WILMAPCO) have begun a transportation planning study to connect 12th Street from I-495 to the Brandywine Waterfront and the 16th Street Bridge. The 12th Street corridor is an important link between I-495, downtown Wilmington, and the Route 202 corridor. The area has several vacant properties and offers no direct route for through traffic. This leads to increased traffic congestion on local streets and an

isolated community. The corridor's proximity to downtown, I-495, and the Brandywine Waterfront presents an opportunity for redevelopment that could spur economic growth in the vacant land along the Brandywine Waterfront. The study kicked off with a public visioning session and online survey in July.

Safety and Capacity Improvement Study for the 5-Point Intersection

The Wilmington Initiatives partners have also begun a safety and capacity study at the intersection of Martin Luther King, Jr. Boulevard, Maryland Avenue, and S. Madison Street. Nearly 10 years ago, Wilmington Initiatives began developing concepts to improve access to Wilmington's Central Business District from the I-95 exit ramp at Maryland Avenue to Martin Luther King, Jr. (MLK) Boulevard. The existing intersection, a conversion of five road segments and a key gateway into and out of Wilmington's Riverfront, sees frequent congestion, often onto the exit ramp from I-95 to Maryland Avenue and extending to the highway travel lanes. Expanding and improving access to the Christina Riverfront is essential for the city to continue this growth, and creating smoother connections from the highway and neighborhoods to the riverfront allows for additional recreational opportunities for residents and visitors. The study, when completed, will provide the designs for necessary roadway improvements to reduce congestion and make the area more bicycle and pedestrian friendly.

To learn more about these and other Wilmington Initiatives projects, please visit www.wilmapco.org/wilmington-initiatives.



WILMAPCO Council Approves Amendments to Transportation Improvement Program (TIP)

On September 13, WILMAPCO's Council approved amendments to the FY 2019–2022 Transportation Improvement Program (TIP) after a public review and comment period that began on July 23. The TIP public outreach included a joint transportation workshop with DelDOT and WILMAPCO at Newark Library on September 5. Funding the region's transportation projects, the TIP represents the first four years of the region's long-range plan and prioritizes and details \$2.4 billion in planned projects, including road, bus, rail, bicycle, and pedestrian improvements.

The amended version of the TIP contains 10% more funding than the TIP approved in March 2018, and 50% of the funds will go toward maintaining the existing infrastructure, as opposed to building

new or expanded roadways. New projects in the TIP include:

- \$500,000 to purchase two University of Delaware autonomous vehicle shuttle buses for transit use and research;
- \$5 million to fund a Subdivision Paving Pilot program that will prioritize and repave subdivision streets; and
- two bridge replacements: \$600,000 for one on Caldwell Corner Road over a tributary of the Sassafras River, and \$5.9 million for one on SR 7/Limestone Road over the CSX railroad.

Major continuing transit projects include:

- new rail and bus transit centers in Newark, Claymont, and Wilmington; and
- bus transit park and rides near

Christiana Mall and Middletown.

Continuing roadway projects include:

- several bridge preservation and safety projects in Cecil and New Castle counties;
- highway projects, including I-295 westbound and US 301; and
- multimodal projects, including US 40, Elkton Road, southern New Castle County roads, and City of Wilmington streets.

Bicycle and pedestrian highlights include:

- New Castle-Wilmington Jack Markell Trail completion and
- pedestrian improvements on US 13 and US 40.

For more information and to view a map of the approved TIP projects, please visit www.wilmapco.org/tip.

Elkton, WILMAPCO Endorse New Pedestrian Plan

A plan to make Elkton a more walkable community is now complete and was officially endorsed by the Town of Elkton and WILMAPCO's Council in July.

The Elkton Pedestrian Plan was requested by the Town of Elkton to make Elkton a more walkable community. A steering committee — including representatives from the town, the Maryland State Highway Administration, and WILMAPCO — guided the plan. The committee collected extensive background data, conducted public outreach, and developed a prioritized list of recommendations that build on the town's existing pedestrian network to make walking a safer, more accessible, and more convenient way to get around.

The Elkton Pedestrian Plan begins with a brief history of Elkton, focusing on how its transportation infrastructure has changed over time, followed by the purpose of the study. The report then covers background data that helped inform the study, including previous studies completed in Elkton and their pedestrian-related recommendations, an evaluation of the existing pedestrian network for compliance with the Americans with Disabilities Act (ADA), and a technical scoring process that prioritizes projects based on pedestrian activity.

This data was presented to the public through a public outreach process that used a variety of methods, including a survey, outreach events, public workshops, and promoting the plan via internet, mail, and radio. The results of the public outreach were used to develop a list of prioritized recommendations, which were organized into two categories:

- Town-wide recommendations included completing sidewalks, upgrading curb ramps to meet ADA standards, marking crosswalks, improving lighting, resuming passenger service to the Elkton Train Station, and encouraging mixed-use and infill development.
- Road improvements included detailed recommendations to enhance specific locations, including Bridge Street, Howard Street, Delaware Avenue, Meadow Park, Big Elk Mall, Route 40, Elkton Heights, Elkton Road, Red Hill Road, Delancy Road, and Muddy Lane. Enhancements to these locations include improving and expanding sidewalks,

building mixed-use paths that can be shared by people walking and biking, expanding the trail network in Meadow Park, and redesigning intersections so they are safer for people to walk across.

The Elkton Pedestrian Plan will guide the Town of Elkton as it makes improvements to its pedestrian network and coordinates with Cecil County and the State of Maryland to maintain a connected pedestrian network across jurisdictional boundaries.

To view the Elkton Pedestrian Plan, please visit www.wilmapco.org/elktonpedplan.



Inter-Regional Report: Looking Beyond WILMAPCO's Borders



WILMAPCO focuses on the transportation network in New Castle and Cecil counties, but the network does not end at the county line. Demographic changes, an aging population, and commuting trends make it important to look beyond the region's borders.

WILMAPCO's Inter-Regional Report is a data-driven summary of demographic changes and travel characteristics for a 28-county study area. The study area encompasses both metropolitan and rural areas in four states, stretching from York County, Pennsylvania to the southern New Jersey shore, from Trenton to Baltimore, the Eastern Shore of Maryland, and southern Delaware. The report was last completed in 2012. WILMAPCO is currently working to develop an update that illustrates how the region has grown and changed in the last six years.

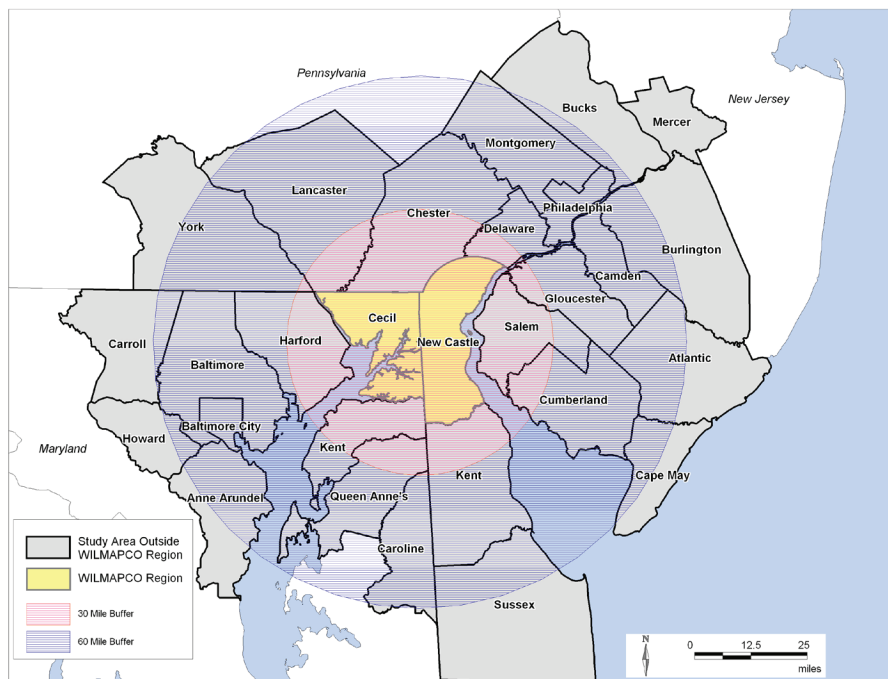
The Inter-Regional Report looks at a wide variety of demographic changes, including both current and projected data. Demographic data includes

population, employment, and land-use patterns. For example, the report shows that between 2015 and 2040, the study area is expected to grow in population by 1.3 million and add nearly 600,000 new jobs. Despite an increase in workers, the share of workers who drove alone remained steady, at about 78%, as a result of an increase in the availability of public transit, walkable land-use patterns, and carpooling. The report also examines a variety of transportation trends. For example, between 2010 and 2016, the average commute time increased by 3.2 minutes. By 2045, the region will see a 53% increase in traffic, contributing to major declines in travel speeds. Likewise, truck traffic is expected to grow by 55%, a large portion of which is carried by I-95, the most heavily traveled truck route in the United States.

Considering the needs of low-income and minority communities is an essential part of transportation planning. From 2010 to 2016, the number of low-income individuals in the region remained steady, but concentrations of poverty within cities along I-95 reduced. During that same period, the region became more diverse, adding nearly 100,000 individuals from minority groups, which make up 35% of the region's total population.

In addition to these statistics, the Inter-Regional Report covers topics such as inter-regional transit routes, transportation investment areas, major inter-regional projects, updates on inter-regional activities, and an analysis of key regional corridors.

For more information on WILMAPCO's Inter-Regional Report, please visit www.wilmapco.org/interregional.



Delaware Strategic Highway Safety Plan Aims to Reduce Fatalities, Injuries

DelDOT recently hosted a summit for the Delaware Strategic Highway Safety Plan (SHSP), a comprehensive transportation safety plan whose goal is to reduce highway fatalities and serious injuries on all public roads. The first plan was adopted in 2006 and then updated in 2008. It was again revamped in 2015.

The plan establishes consistent statewide goals, emphasis areas, priorities, and countermeasures with stakeholders and other transportation plans in the state. It also makes effective use of state, regional, and local crash data, which it uses to determine priorities. In addition, the plan addresses engineering, management, operation, education, enforcement, and emergency medical services.

In 2015, the plan sought to identify safety problems and priorities and to comply with federal transportation legislation, which specifies that states must analyze crashes that result in either fatalities or serious injuries. Delaware has adopted the goal of moving toward zero deaths by reducing the number of fatalities by three and serious injuries by 15 annually. This would result in a 50% reduction in both by the year 2035.

As part of the plan to achieve these goals, Delaware has identified seven data-driven emphasis areas in which to focus limited resources. These areas include:

- Intersections
- Roadway Departures
- Impaired Driving

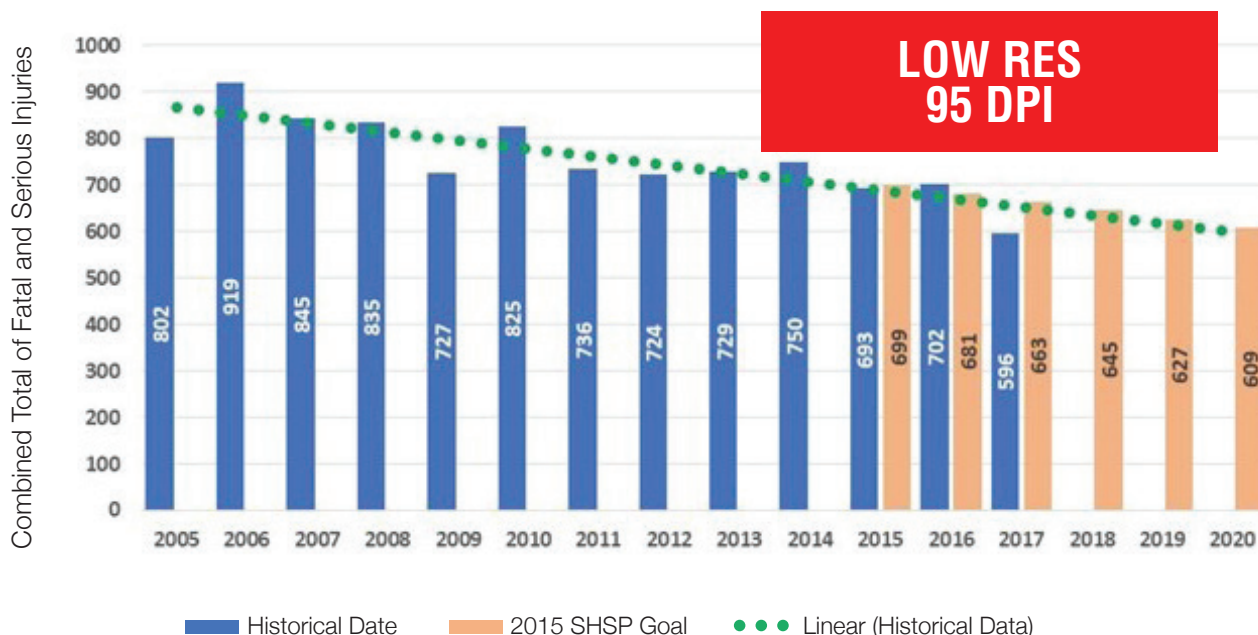
- Unrestrained Motorists
- Motorcycles
- Speeding
- Pedestrians

These seven areas accounted for 91% of all fatalities and 84% of all serious injuries from 2007–2014.

To view the full report and learn more about its implementation, please visit www.deldot.gov/programs/dshsp.



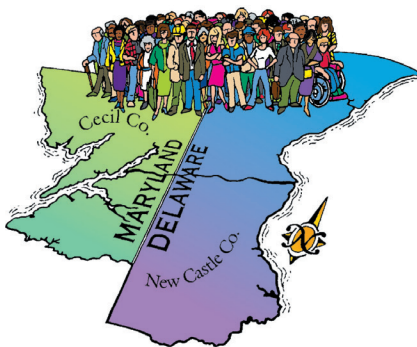
Fatal/Serious Injury Trends vs. 2015 SHSP Goal



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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.**

OCTOBER	NOVEMBER	DECEMBER
Air Quality Subcommittee <i>Oct. 11, 10 a.m.</i>	Air Quality Subcommittee <i>Nov. 8, 3 p.m.</i>	Air Quality Subcommittee <i>Dec. 13, 10 a.m.</i>
Public Advisory Committee <i>Oct. 15, 6:30 p.m.</i>	WILMAPCO Council <i>Nov. 8, 6:30 p.m.</i>	Public Advisory Committee <i>Dec. 17, 6:30 p.m.</i>
Technical Advisory Committee <i>Oct. 18, 10 a.m.</i>	Technical Advisory Committee <i>Nov. 15, 10 a.m.</i>	Technical Advisory Committee <i>Dec. 20, 10 a.m.</i>

THE NEW CASTLE COUNTY DEPARTMENT OF LAND USE, DELDOT, AND WILMAPCO HAVE KICKED OFF A MASTER PLAN FOR THE CONCORD PIKE (US 202) CORRIDOR. THE PLAN WILL IDENTIFY COHESIVE LAND USE AND TRANSPORTATION STRATEGIES TO ENSURE THAT CONCORD PIKE IS A SAFE, ACCESSIBLE, AND ECONOMICALLY THRIVING PLACE FOR ALL, INCLUDING PEDESTRIANS AND BICYCLISTS. TO LEARN MORE OR SIGN UP FOR PROJECT UPDATES, VISIT WWW.WILMAPCO.ORG/202.