

TRANSPORTER

The logo for WILMAPCO, featuring the word "WILMAPCO" in a stylized, bold, sans-serif font. The letters are white with a dark outline, set against a dark teal background. The logo is positioned on a white banner that has a green and white geometric design on its left side.

Newark Regional Transportation Center

The Newark Train Station is located along a four-track section of Amtrak's Northeast Corridor (NEC) in the City of Newark, Delaware, just west of the intersection of South College Avenue and SR 896. The station currently has a low-level platform, a 276-space parking lot, a ticket sales booth, and a DART bus stop. This configuration limits the station to accommodating only one train at a time. It also creates a conflict with freight trains. Commuters are served by 19 SEPTA trains, along with two northbound and two southbound Amtrak regional trains each day, with three of each on weekends.

In 2004, DelDOT completed a study to expand passenger rail service to the Newark Train Station and eliminate the conflict with freight trains. Through many consultations with partner agencies and stakeholders, it was determined that the station should be an integral part of University of Delaware's new STAR Campus and also have minimal impact on the nearby freight yard. A great deal of work was invested in

designing a station located 1,500 feet to the west of the current site, but ultimately, conflicts between passenger and freight train operations could not be overcome at that location. In August 2014, the project team (DelDOT, Delaware Transit Corporation, WILMAPCO, and several consultants) spent a day refining designs that could be accomplished on the existing station site, limiting the impacts to the freight yard.

The project team worked closely with Amtrak planners and engineers to determine which design would work best. The proposed new station will be constructed on the current site, and will include a station building with ticketing, security, climate-controlled waiting area, and restrooms. The station building will be connected by an elevated walkway, with stairs and elevators, to a new high-level platform that meets all Americans with Disabilities Act (ADA) standards. The new plan resolves the conflicts between freight and commuter rail, and accommodates the expansion of passenger rail service, including Amtrak and SEPTA trains. Future

commuter train service to the south, with connections to MARC trains, can also be accommodated, as well as future downstate rail service.

The design phase of this project was funded by a TIGER II grant award of \$2.25 million and a local match of \$896,000. The construction of the \$46.3 million project will be funded in part with \$10 million in TIGER IV grant funds, which were awarded in June 2012. The State of Delaware, along with local government and private contributors, will supply the additional funds that will be needed to complete the project. Construction is expected to begin in spring 2017 and continue through December 2018, with Amtrak's work continuing through 2019. The project team gave a public presentation at the Newark City Council meeting in October and held a public workshop in November.

To learn more or view the public workshop materials, please visit www.wilmapco.org/newarktrain/.

WILMINGTON TRANSIT MOVING FORWARD

Wilmington Transit Moving Forward: Phase II

The Wilmington Transit Moving Forward project team is gearing up to begin Phase II of the plan. The project was designed to take a fresh look at the transit operations in and around downtown Wilmington. WILMAPCO and the consultant team from RK&K worked extensively with staff from DTC and the City of Wilmington to examine the existing transit system and develop improvements that will benefit bus riders and downtown stakeholders while reducing bus congestion and maximizing DART resources. The team also utilized the results of an Origin and Destination Study that was completed in 2014. This information illustrated current bus rider usage patterns, including the most popular destinations and transfers.

The use of Rodney Square as a major bus hub for downtown Wilmington has been controversial. As the central plaza for the city, there are frequent public events that reduce traffic flow around the square and require buses to be diverted to nearby streets. This impacts bus riders and bus schedules.

The use of Rodney Square as a transit hub began in 1991, but the operation has outgrown the space available. In Phase I of the project, DTC, Wilmington, WILMAPCO, and RKK, the Project Management Committee (PMC), developed principles and opportunities that have guided DTC in creating service improvements and assisted the city in developing transit-oriented land use plans. The Advisory Committee, which is made up of city representatives and stakeholders, reviewed these guidelines and created a final report.

Phase II of the Wilmington Transit Moving Forward project will focus on two areas, including further analysis of transit operations using the Origin and Destination Study and creating bus stop improvements for selected



locations, particularly along high-transit-use corridors. The PMC has been working through the summer to create alternative concepts for these two areas of focus. These concepts were brought back before the AG during fall 2015 for modification and approval. Public meetings will also be scheduled to ensure that all transit users and stakeholders have a chance to provide their input.

To learn more about the Wilmington Transit Moving Forward project, please visit www.wilmapco.org/wiltransitmoveforward.

WILMAPCO Approves Transportation Project Amendments

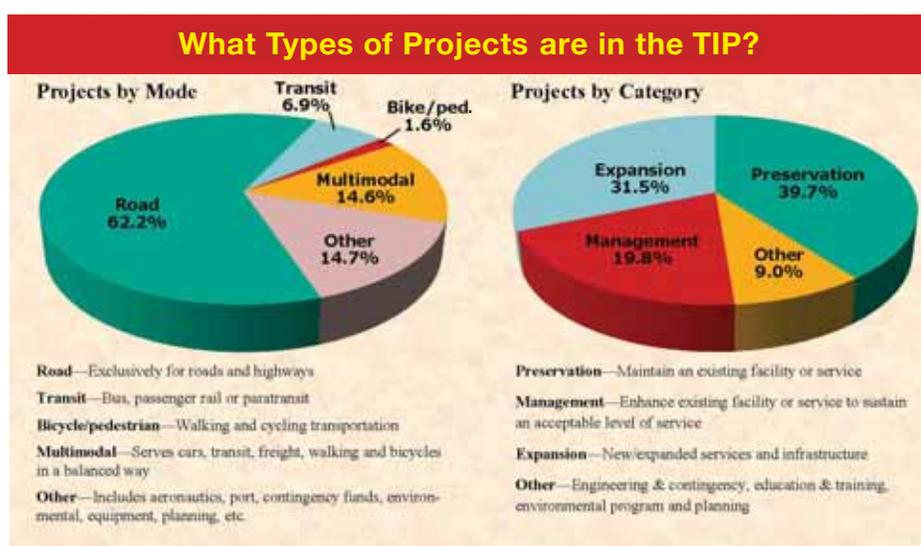
Amendments to the region's FY 2016-19 Transportation Improvement Program (TIP) were approved by the WILMAPCO Council following a **public comment** that ran from August 3 to September 10. The TIP represents the first four years of your region's long-range plan, and prioritizes and documents planned projects,

including road, bus, rail, bicycle, and pedestrian improvements based upon available funding. The TIP is amended each year based on the Delaware Bond Bill. Increased DMV fees, borrowing, overweight vehicle fees, and shifting some DelDOT operating costs to the general fund has resulted in approximately \$55

million more for transportation investments throughout Delaware. The TIP contains more than \$2.2 billion in road, transit, rail, multimodal, and bicycle/pedestrian projects, consisting of 25 percent more funding than the TIP approved in March 2015.

RESTORED OR ADDED PROJECTS IN THE TIP INCLUDE:

- **Multimodal improvements** on:
 - Wilmington streets at 4th Street, Front Street, and King & Orange streets
 - Lorewood Grove Road: Rd 412A/SR 1
 - Possum Park Road/Old Possum Park Road
 - US 13: Duck Creek/SR 1
 - US 40: Salem Church Road/Walther Road
 - MD 222 Bridge over Rock Run
 - Valley Road/Little Baltimore Road
- **Rail improvements** at: Claymont and Fairplay Stations
- **Transit improvements** in: Wilmington
- **Pedestrian improvements** on: US 13/US 40 to Memorial Drive
- **Road improvements** on:
 - Corridor Capacity Preservation (Delaware statewide)
 - Industrial Roads (Delaware statewide)
 - BR 238 on Elizabeth Court and BR 239 on Red Mill Road over Tributary to White Clay Creek
 - I-95 & SR 896 Interchange and I-95 between I-495 and the Brandywine Creek Bridge
 - SR 1 Northbound Auxiliary Lane, US 40-SR 273
 - SR 72/SR 1 Diverging Diamond Interchange
 - Tweeds Mill Parking Structure



WILMAPCO continuously works with DelDOT and MDOT to assess transportation funding needs. Development of the FY 2017-20 TIP began shortly after approval of the amendments to the FY 2016-19 TIP, using the approved project prioritization process, public feedback from the joint DelDOT/WILMAPCO transportation workshop held in August, and the MDOT tour meeting in September. WILMAPCO anticipates that a public comment period on the draft FY 2017-20 TIP will begin in January 2016 and run through early March.

Learn more about the TIP at www.wilmapco.org/TIP.

Cross-Border Commuting in the WILMAPCO Region Continues to Climb in Some Places, Decline in Others

Across the nation, commuting to work requires many people to cross into other counties and states on a daily basis. The WILMAPCO region is no exception. Data gathered from the 2009-2013 American Community Survey (ACS)* and the 2000 Census Transportation Planning Package (CTPP) has captured an ever-growing trend of cross-border commuting into

(and out of) the WILMAPCO region. The reasons behind this are wide in scope, ranging from school district preferences, housing costs and locations, and economic conditions, among other factors. So, what does this mean for the WILMAPCO region? Understanding where citizens live and work is critical for making decisions on our transportation infrastructure. For

reference, below are a few facts and observations from a review of the CTPP data:

Since 2000, the total number of workers that commute into New Castle County on a daily basis has risen from 59,522 in 2000 to 62,377 in the 2009-13 ACS totals. This is an increase of 8.8% since 2000. However, this is down from the previous total of 64,700 in the 2006-10 ACS figures.

Plan Will Examine the Potential for Redevelopment, Access to Jobs

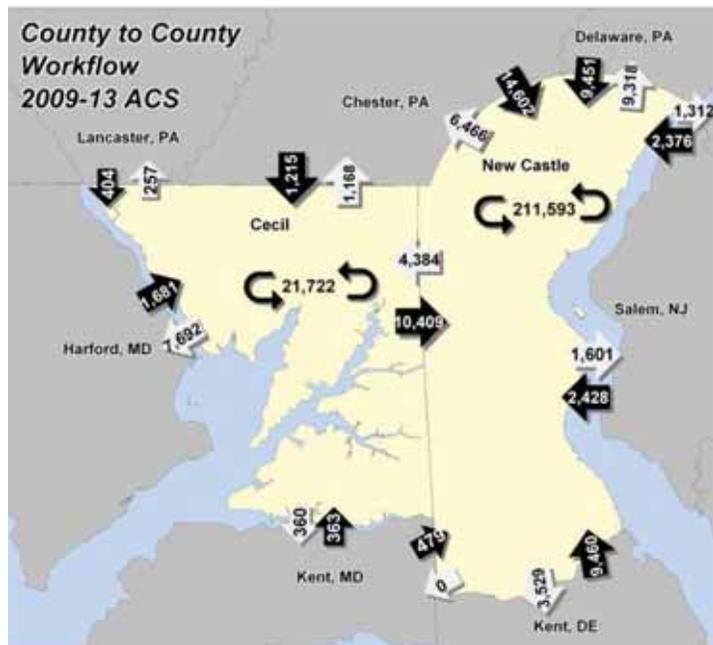


The North Claymont Area Master Plan is being developed through a partnership between WILMAPCO, New Castle County, Claymont Renaissance Development Corporation, Delaware Office of State Planning Coordination, DelDOT, Delaware Transit Corporation, DNREC, and DEDO. The master plan will examine the potential 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. This project will also

- 77% of New Castle County's residents live and work within New Castle County. This is slightly down from 78% in 2000.
- Since 2000, the total number of workers that commute from Cecil County into New Castle County has decreased from 14,059 in 2000 to 10,409 in the 2009-13 ACS totals, a decrease of roughly 26%.
- Just less than half (46.7%) of all Cecil County workers are employed in counties other than Cecil, totaling just over 22,500 workers. This is down from 56.1% in 2000.
- The number of Kent County workers employed in New Castle County has risen sharply since 2000, rising from 6,058 in 2000 to 9,460, an increase of over 56%.

To read more on the national trends, please visit <http://www.census.gov/hhes/commuting/>.

* 2009-2013 American Community Survey (ACS) is a compilation of 5 years work of survey information asking respondents to provide the location of where they worked the week prior to the survey.



contribute to the revitalization of an older shopping center in northern New Castle County, reuse of vacant industrial sites, and improved transportation connections for residents, employees, visitors, and freight within the area.

The study area includes a mix of industrial, commercial, residential, and open space, and is located to the north and east of the Claymont Hometown Overlay District (see map to the left). Much of the planning area is underutilized and represents a tremendous opportunity for economic development due to its easy access to I-95, I-495, Amtrak Northeast Corridor, public transit including DART and SEPTA, the Delaware River, and available utilities. Notable sites for redevelopment include the Tri-State Mall (41 acres) and the former Claymont Steel Mill (425 acres). Tri-State Mall is an older shopping center that opened in 1970 and currently has 514,000 square feet, one of the largest

malls in Delaware. In recent years, business activity and occupancy at the mall have declined and resulted in an underutilized commercial center that has significant potential for redevelopment. Currently, SEPTA and DART bus routes enter the mall site and serve two bus stops. The former Claymont Steel Mill shut down in 2013 and plans are being finalized for a group of private companies to purchase the property and remove contamination and structures so that the property may be redeveloped.

Planning for the North Claymont Area Master Plan is currently focused on collecting details about existing conditions. Information is being collected about zoning and land uses, area population and employment, road, rail, transit, freight, bicycle, and pedestrian transportation, along with environmental/cultural assets and constraints. In addition, a real estate and economic development assessment is underway that will

provide the planning team with information about future land uses that are both economically viable and provide the greatest local and regional benefits.

In the fall, WILMAPCO presented an analysis of existing conditions and the findings of the real estate and economic assessment to the community during the civic association meeting, and during a community visioning meeting. Through community and stakeholder outreach, the planning team will define potential land use and transportation scenarios for future analysis. These scenarios will be developed to address public preferences, identified economic, land use, transportation, and environmental issues, opportunities, and constraints, and existing plans including the Claymont Train Station.

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

DelDOT and Claymont Elementary School Commemorate 10th Anniversary of Safe Routes to School Program

Delaware Department of Transportation Deputy Secretary Nicole Majeski joined Claymont Elementary School Principal Ned Gladfelter, Dean of Students Butch Hamlett, and other officials to commemorate the 10th anniversary of the federal Safe Routes to School Program. Following a successful Walk and Bike to School Week at Claymont Elementary School, the Golden Sneaker Award was presented to the class with the most students walking or biking. One student

from each grade was the winner of a scooter. “Our young people are our most precious asset,” said Deputy Secretary Majeski. “Our goal is to work every day to ensure that these students can walk or bike to school in a safe manner.”

The federal Safe Routes to School (SRTS) program is 10 years old this year. In August 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act established SRTS as a standalone federal transportation program and provided a dedicated source

of funding for eligible projects. The purposes of the program are to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air

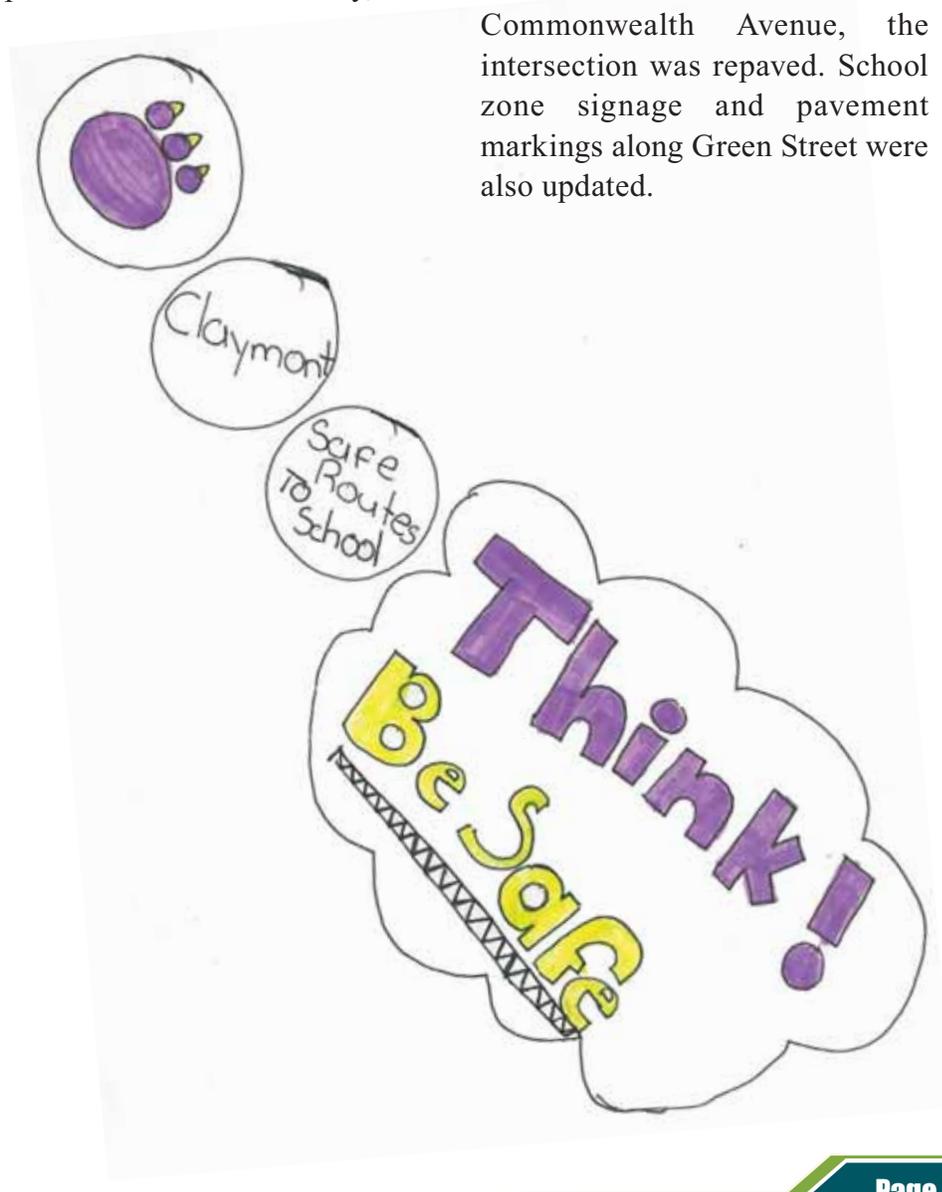


pollution in the vicinity of schools. Eligible activities include engineering improvements and education, along with encouragement, enforcement, and evaluation efforts that benefit elementary and middle school students.

Since 2008, engineering improvements have been constructed at 27 schools across the state. Projects at 10 additional schools are planned for construction in the next two years. Types of improvements include: sidewalks, curb ramps, marked crosswalks, school zone signage, pedestrian signals, shared-use paths, and bike racks. Also, 120 non-infrastructure projects have been awarded to

schools. This included funding support for activities such as bike rodeos, pedestrian safety assemblies and fairs, law enforcement partnerships, adult crossing guard and student safety patrol equipment, International Walk to School Day, and National Bike to School Day. Other statewide initiatives under the program included a bike and pedestrian art contest, which resulted in calendars and pocket folders with the winning drawings and safety tips on them, and various training courses, including a SRTS and bike rodeo train-the-trainer-course. Over 60 Delaware schools have participated in a SRTS activity, with

more than 40 schools addressing bike and/or pedestrian concerns comprehensively. It is estimated that at least 35,000 students have benefited from Delaware's program. The Delaware Department of Transportation used \$154,000 of SRTS funds to implement infrastructure improvements for Claymont Elementary School in 2013. The work included the construction of an asphalt path, from the existing pedestrian bridge over I-95 to the rear of the school. Curb ramp and crosswalk upgrades were completed at the intersections of Green Street and Franklin Avenue and Green Street and Commonwealth Avenue. At Commonwealth Avenue, the intersection was repaved. School zone signage and pavement markings along Green Street were also updated.



**WILMINGTON AREA
PLANNING COUNCIL**

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**Transporter Newsletter
Winter 2015**

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.**

JANUARY	FEBRUARY	MARCH
Air Quality Subcommittee <i>January 14, 10 a.m.</i>	Non-motorized Transportation Workshop Group <i>February 2, 3 p.m.</i>	Air Quality Subcommittee <i>March 10, 10 a.m.</i>
WILMAPCO Council <i>January 14, 6:30 p.m.</i>	Air Quality Subcommittee <i>February 11, 10 a.m.</i>	WILMAPCO Council <i>March 10, 6:30 p.m.</i>
Technical Advisory Committee <i>January 21, 10 a.m.</i>	Technical Advisory Committee <i>February 18, 10 a.m.</i>	Technical Advisory Committee <i>March 17, 10 a.m.</i>
	Public Advisory Committee <i>February 22, 7 p.m.</i>	

2015 MID-ATLANTIC REGIONAL PLANNING ROUNDTABLE CONFERENCE

“Advancing the Mid-Atlantic Region for Mobility, Sustainability, and Economic Competitiveness”

CHASE CENTER ON THE RIVERFRONT WILMINGTON, DE

OCTOBER 29, 2015 • WWW.WILMAPCO.ORG/MID-ATLANTIC

There is no cost to attend this event.