

TRANSPORTER



Developing the New Castle County Bicycle Plan

Throughout the new year, WILMAPCO will work with local and state agencies and the community to develop a New Castle County Bicycle Plan that builds upon past planning and new feedback to establish recommendations for:

- Better safety, access, and comfort for cyclists
- Prioritization of improvements
- Programs and policies for education, enforcement, and encouragement

The Plan will serve as a local, project-specific companion to the statewide, policy-based Blueprint for a Bicycle-Friendly Delaware (see page 2). Ideas will be drawn from existing local comprehensive plans, community and corridor plans,

and local bicycle and pathway planning. In addition, WILMAPCO is currently gathering information about existing conditions that impact bicycling throughout New Castle County and is seeking concerns about bicycling, suggestions for infrastructure improvements, and ideas about other ways to make things better for all types of people interested in bicycling for transportation, recreation, or health.

The Plan will identify a bicycle transportation network. In addition, it will mention strategies to provide



equitable bicycle access to transit, and encourage adequate and secure bicycle parking and other end-of-trip facilities at major destinations. Recommendations will address improved safety for bicycling through design, maintenance, and enforcement practices and suggest how bicycle elements can be better incorporated into land use and development planning.

WILMAPCO is currently seeking community groups' participation in the advisory committee and looking for opportunities to present to organizations. If your group would like to get more involved, please contact Heather Dunnigan at (302) 737-6205 ext. 118 or email hdunigan@wilmapco.org.



More information about the Plan is available online at www.wilmapco.org/bikenc.

Blueprint for a Bicycle-Friendly Delaware Nears Completion

Throughout 2017, the Delaware Department of Transportation (DelDOT) has worked with WILMAPCO and other stakeholders to develop a statewide policy plan, the Blueprint for a Bicycle-Friendly Delaware. Four key purposes of this project are to:

- Identify Delaware-specific goals and adopt new and best practices
- Integrate efforts of stakeholders into a focused implementation strategy
- Increase coordination and leveraging of resources
- Communicate the value of bicycling in achieving broad societal goals

A series of public meetings and online engagement shaped the vision statement for the Blueprint, which reads as follows:

“Everyone in Delaware has front-door access to a bicycle network that is safe, comfortable, and conveniently connected to places people want to go. A seamlessly integrated transportation and land use decision-making process, with many partners working together, encourages a culture where people choose bicycling in their daily lives for transportation, recreation, and improved health.”

Draft key principles of the Blueprint include:

SAFETY: Bicycling in Delaware should be safe and be perceived as safe by all. Fear of injury or death should not be a barrier to bicycling.

NETWORK: Throughout the state, the high-quality bicycling network should provide comfortable routes

for all types of bicyclists, including those with low tolerance for bicycling with automobile traffic, through a connected system of low-speed local roads, off-street trails, and on-street bicycle facilities.

CULTURE: Through partnerships between a wide variety of agencies, organizations, and officials, Delaware should have a transportation and social culture that supports bicycling as an enjoyable and widely accepted form of transportation and recreation. Public education and awareness campaigns, law enforcement strategies, and encouragement programs should promote a road culture of safe driving and a broader culture that sees bicycling as normal and desirable.

TRANSPARENCY: The processes related to planning, funding, building, and maintaining bicycling facilities should be well-known and understood within DelDOT, other state and regional agencies, and public stakeholder organizations.

COORDINATION: Internally, DelDOT policies, standards, and hiring and training practices should support the development of a safe, comfortable, and connected bicycling network. Active coordination within DelDOT and with other agencies and organizations should support a positive culture of bicycling. This requires good communication.

EQUITY: Bicycling should be an activity and travel mode available to an increasingly broad population; bicycling is an opportunity to improve life

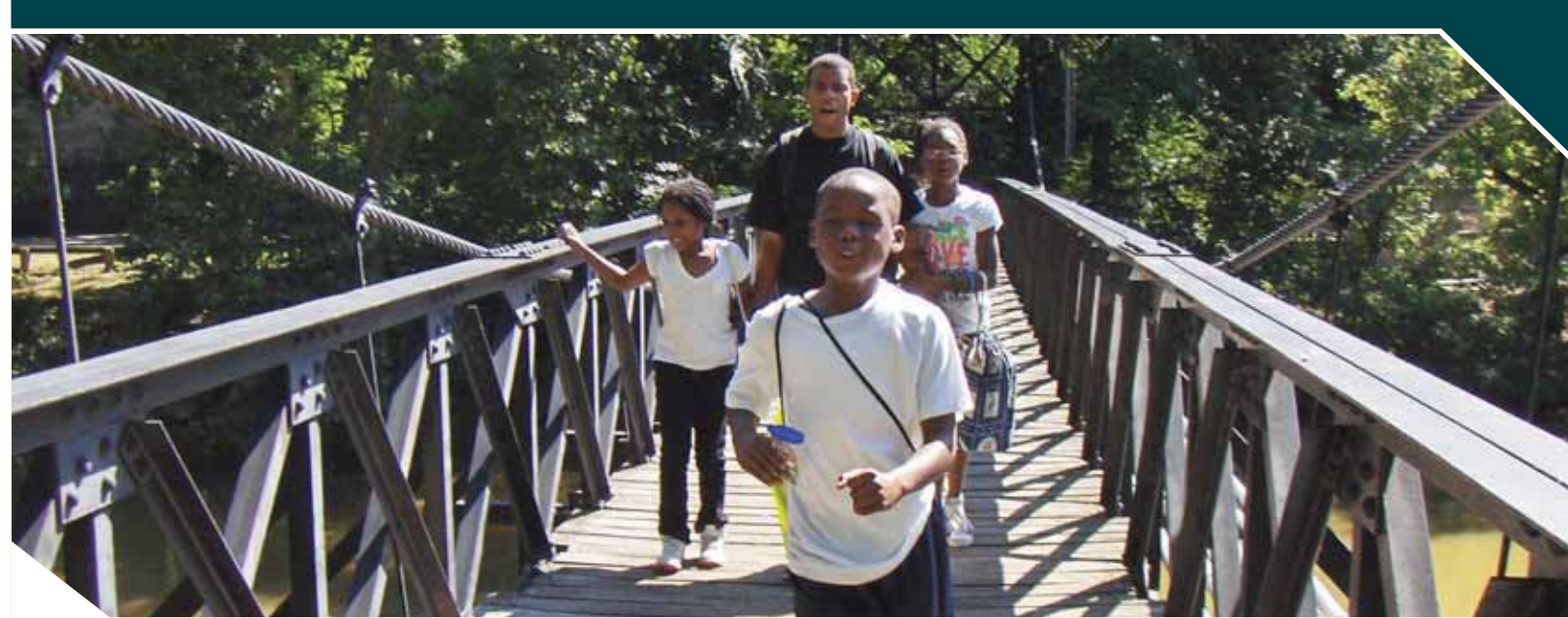
outcomes for all Delawareans, especially traditionally underserved populations.

DelDOT and WILMAPCO are developing several forthcoming products related to the Blueprint, including a toolkit that provides user-friendly guidance on plan implementation to the many organizations and individuals that support bicycling, and a table of implementation strategies to help guide and track progress.

Unlike the previous Delaware Bicycle Plan, the Blueprint will not identify projects. Instead, projects will be identified through the metropolitan planning organizations, local government, or non-profit planning, prioritized by WILMAPCO for New Castle County, and then submitted to DelDOT for prioritization at a statewide level. WILMAPCO has begun development of the New Castle County Bicycle Plan (see page 1) and is available to assist municipalities and other groups with local planning.

Learn more at
www.deldot.gov/information/projects/blueprint_bicycle_friendly_delaware.





The Future Trails of Northern Delaware Coalition Promotes Bicycle and Walking Routes

In April 2016, Delaware Greenways received a planning grant from the William Penn Foundation. The grant's purpose is to further completion of a northern Delaware trail network that connects communities and popular destinations.

To that end, civic organizations, corporations, hiking/biking clubs, and other area non-profits have formed the Future Trails of Northern Delaware Coalition, with additional support from the Delaware Department of Natural Resources and Environmental Control, DelDOT, and WILMAPCO.

Drawing from citizen ideas, organizational input, and existing plans, the Coalition mapped a 240-mile network of existing, planned, and conceptual bicycling and walking routes. Delaware Greenways then scored 100 network segments, using WILMAPCO's approach to prioritize projects. Delaware Greenways also worked with DelDOT to develop a policy for the integration of private, philanthropic funding

into trail funding supplied by the government, so that trails could be built at a faster rate.

Phase 1 of the grant identified the following early-action projects, which have the potential to be realized quickly through public-private partnerships:

- Augustine Cut Off Trail: Connects north Wilmington to Brandywine Park and Trolley Square in Wilmington, providing an alternative to the steep hills in Alapocas Run Park. Builds upon Incyte's campus improvements and provides trail access for schools and neighborhoods.
- Hockessin Missing Link and Bulah Trail: Connects the in-progress trail along Yorklyn Road (from Yorklyn to Lancaster Pike) to the recently completed Valley Road Pathway.
- Nemours Alapocas Trail: Improves access for DuPont Experimental Station, Nemours, and Alfred I. duPont Hospital.
- Hercules Road Trail: Removes a major "pinch point" in an on-road route used by cyclists and may be part of the future Wilmington-to-Newark bikeway.

Three broad-vision, big-gap trails

that may benefit from the broad support supplied by the Coalition include the East Coast Greenway from Claymont to Fox Point, an extended riverfront trail in Wilmington, and a trail from Wilmington to the First State National Historic Park and Brandywine Creek State Park.

Delaware Greenways will continue working with the Coalition, using a second William Penn Foundation grant. Through August 2019, the Coalition will work to:

- Complete a planning study for one of the five early-action/trail-segment projects and secure funding
- Move the broad-vision, big-gap projects forward
- Formalize the organization of the Coalition
- Continue to engage the communities of Northern Delaware to address walkability and bikeability.

Learn more at www.delawaregreenways.org/trails-pathways.



Study Shows Benefits of Closing the Gap for MARC/SEPTA Rail Commuters

Along the nearly 460 miles of rail lines on Amtrak's Northeast Corridor between Spotsylvania, VA, and New London, CT, there is one gap in local commuter rail service: the 20 miles between Perryville, MD, and Newark, DE.

Amtrak can bridge this gap for those who are just passing through the region, but the gap creates serious challenges for residents seeking to use rail to commute to jobs. SEPTA's Wilmington/Newark line transports riders from the Newark Station as far north as Philadelphia, while MARC's service to Baltimore and Washington, DC, heads south from Perryville. Cecil County residents who commute to any of these cities drive or catch a bus to those stations. The town of Elkton, MD, falls in the middle of this segment and would greatly benefit from being connected

by rail to both the SEPTA and MARC train service. The last train to make a scheduled stop at Elkton's historic train station was on April 25, 1981.

WILMAPCO has completed three feasibility studies that confirm the need and viability of rail service across Cecil County. WILMAPCO also completed a ridership study as part of an environmental assessment for the Elkton Train Station Improvement Project. The ridership study showed that current MARC ridership could potentially double at Elkton and Perryville by closing this gap.

The most recent study, the MARC/SEPTA Commuter Rail Service Extension Ridership Analysis, was completed this past September. This study, which included staff from DelDOT, the Maryland Department of Transportation's Maryland

Transit Administration, and SEPTA, developed new ridership projections. Three different scenarios were tested and compared to a no-build scenario. The results again showed that with a connection of the MARC and SEPTA commuter services, ridership growth for both services would greatly increase. The study also showed that the projected growth, even for the no-build scenario, would overtake the available parking at many train stations along the two train lines. Without infrastructure improvements, this growth may never be realized, as the lack of parking will limit new riders from taking advantage of the trains.

To view an analysis, please visit
www.wilmapco.org/MARC_SEPTA_Final.pdf.

New Castle County to Peak in Population around 2040, then Decline

On October 27, 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 can 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, seasonal population projections for the period between June and August have been produced as well. These projections do not include populations in hotels, motels, campgrounds, and RV sites, or day trippers. However, those populations are all under study this

year and will be reported in future updates.

Overall, the projections show an increase of around 146,000 in the state's population from 2015 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 2045, then begin a slight decline
- Sussex County will grow the most in absolute numbers (54,799) and percentage (25%)
- The 65-and-over population will continue to grow rapidly, roughly by 75% from 2015 and 2050. New Castle County is expected to increase by 66,000, topping out at



around 144,000 residents over the age of 65 by 2050

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

COUNTY POPULATION PROJECTIONS FOR DELAWARE: 2015-2050

Population	2015	2020	2025	2030	2035	2040	2045	2050	Population Change 2015-2050
NCC	556,999	574,407	589,665	600,076	607,078	610,640	611,460	609,921	52,922
Kent	176,716	184,920	189,023	196,219	201,960	206,861	211,271	215,279	38,563
Sussex	215,622	230,338	240,870	249,292	256,009	261,426	266,038	270,421	54,799
State of DE	949,337	989,665	1,019,558	1,045,587	1,065,047	1,078,927	1,088,769	1,095,621	146,284

% of Population	2015	2020	2025	2030	2035	2040	2045	2050
NCC	59%	58%	58%	57%	57%	57%	56%	56%
Kent	19%	19%	19%	19%	19%	19%	19%	20%
Sussex	23%	23%	24%	24%	24%	24%	24%	25%

Source: Delaware Population Consortium, Version 2017.0 October 2017

What Will Delaware's Driverless Future Look Like?

By Philip Barnes, University of Delaware



Americans drive ... a lot. The total number of yearly miles travelled in the United States is nearly 3.2 trillion, more than enough to cover six round trips to the moon.

Our society and economy are built on people manually operating vehicles — to commute to work, move goods, run errands, and just get on with life's daily demands. It is hard to imagine the United States without millions of residents behind the wheel of a vehicle, but the impending autonomous vehicle (AV) revolution challenges us to do just that, and to speculate on the consequences of a transportation system where a combination of cameras, sensors, signals, algorithms, and satellites makes the driver redundant. This is why DelDOT asked the Institute for Public Administration (IPA) at the University of Delaware to conduct research on the possible social and economic impacts of AVs in the First State.

To complete the research, the IPA team first identified a series of AV impact areas that are relevant

to planners, administrators, policymakers, business interests, and citizens. These areas include roadway safety, vehicle ownership, parking demand, vehicle miles traveled, roadway congestion and capacity, urban development patterns, infrastructure design, jobs and the economy, state and local budgets, public transportation use, fuel efficiency and carbon emissions, and transportation equity. The team then dove into the literature for all areas and weighed competing claims made by other researchers, analysts, commentators, and critics to formulate a logic-based expectation on whether AVs would increase or decrease pressure in each impact area.

The research results show that communities should be wary of the techno-optimistic vision of a driverless future, because there are distinctly negative social and economic consequences of AVs. For instance, demand for paid parking will decrease due to a combination of on-demand AV mobility services

(think Uber or Lyft) and the fact that AV owners can send their vehicle to a free parking space and recall it whenever it is needed. This lower demand for paid parking will eat into local government revenue streams. Dewey Beach, for example, receives 35% of its municipal revenue from parking charges, according to 2014 Census data. Revenue from traffic violations will also decline when there are fewer drivers to break the law. Dover received \$3.5 million from 2010 to 2015 in red-light traffic camera violations.

Another potential negative consequence is that suburban sprawl could accelerate, since the opportunity cost of commuting will decline when AV users are free to read, sleep, or watch Netflix on their way to work. Job losses will also be felt in the First State. There are nearly 10,000 Delawareans employed as heavy and light truck drivers, bus drivers, taxi drivers, and chauffeurs.

The good news is that Delaware's AV-dominated future is not here yet, so state and local governments have time to formulate appropriate policies and programs that anticipate and mitigate these negative consequences. Decisions regarding AV management should also accentuate the many positive benefits that are expected, such as reduced freeway congestion, improved safety, and freeing up parking space for alternative land uses. The transition to driverless vehicles presents public-policy and administrative challenges, but with critical foresight, Delaware's state and local governments can successfully navigate the impending transportation revolution.



WILMAPCO Council Endorses Plan for Walking Paths in Ardentown

A plan to preserve and enhance the historic network of walking paths in Ardentown, DE, is complete, and has been endorsed by the WILMAPCO Council.

Requested by the Village of Ardentown, the Ardentown Paths Plan has been guided by a steering committee that includes members of the Ardentown community as well as staff from WILMAPCO and DelDOT. A public outreach process, which involved presenting the plan at town meetings and conducting two public surveys, has helped to develop and prioritize seven recommendations that will improve the maintenance, safety, wayfinding, and connectivity of Ardentown’s path network.

The Plan provides a brief history of Ardentown and its paths, which developed informally as transportation corridors and pre-date paved roads and widespread use of the automobile. It then describes in detail the methodology of collecting data and creating maps, the public outreach process, the results of

both public surveys, and funding possibilities for implementation. The goal, a timeline, and implementation strategies are described in detail for each of the following seven recommendations:

- Keep the paths clear of obstructions, based on a prioritization of path segments developed through a public survey.
- Improve the pedestrian crossing at Sconset Road and Harvey Road, where the Wilmington Montessori School is located.
- Improve the connection from the Harvey Road Bridge to the Sunnyside Tract Nature Preserve.
- Name and sign the paths, which would help identify the paths and improve wayfinding.
- Open overgrowth paths, which have been disused and are no longer passable.
- Improve the pedestrian crossings at Millers and Veale Roads and Harvey Road.
- Improve the connection across Naamans Creek and the CSX

railroad, which is an additional access point into the Sunnyside Tract.

For more information on the Ardentown Paths Plan and to read the final report, please visit www.wilmapco.org/ardentown.



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.**

JANUARY	FEBRUARY	MARCH
Air Quality Subcommittee <i>January 11, 10 a.m.</i>	Nonmotorized Transportation Working Group <i>February 6, 3 p.m.</i>	Air Quality Subcommittee <i>March 8, 10 a.m.</i>
WILMAPCO Council <i>January 11, 6:30 p.m.</i>	Air Quality Subcommittee <i>February 8, 10 a.m.</i>	WILMAPCO Council <i>March 8, 6:30 p.m.</i>
Technical Advisory Committee <i>January 18, 10 a.m.</i>	Public Advisory Committee <i>February 12, 6:30 p.m.</i>	Technical Advisory Committee <i>March 15, 10 a.m.</i>
	Technical Advisory Committee <i>February 15, 10 a.m.</i>	

JOIN WILMAPCO AND DELDOT FOR A PUBLIC WORKSHOP ON MONDAY, FEBRUARY 26, 4 P.M. TO 7 P.M., AT THE NEWARK FREE LIBRARY. REVIEW AND PROVIDE FEEDBACK ON MORE THAN \$2 BILLION WORTH OF PLANNED TRANSPORTATION PROJECTS FOR NEW CASTLE AND CECIL COUNTIES. TO VIEW AN INTERACTIVE MAP, SUBMIT A COMMENT, OR LEARN MORE, PLEASE VISIT WWW.WILMAPCO.ORG/TIP.