

TRANSPORTER

WILMAPCO

WILMAPCO Helps Keep Kids Safe on the Road

WILMAPCO has continued its efforts to educate school children about pedestrian and bicycle safety through the Safe Kids Delaware Coalition and its Safe Routes to School (SRTS) program.

Safe Kids Delaware is part of a worldwide network of coalitions working to keep kids safe from preventable injuries. The New Castle County Chapter holds pedestrian and bicycle safety and community events, has created a fun activity book and Power Point presentations, and is currently working to create a series of safety videos that will be shared via social media and events.

Through its SRTS program, WILMAPCO works directly with several schools on educating youth about pedestrian and bicycle safety, while helping to secure

federal funding for improvements to sidewalks, crosswalks, and signage near schools. While the closings of Stubbs and Elbert-Palmer Elementary Schools in Wilmington have decreased the number of WILMAPCO-supported SRTS programs, we have continued to work with Downes Elementary in Newark, McCullough Middle and Eisenberg Elementary in Wilmington, and Bayard School, also in Wilmington.

This past year, WILMAPCO helped Downes Elementary conduct two very successful Walk and Bike to School days, which included hundreds of students walking and biking together in groups. WILMAPCO has also been collaborating with the City of Newark, the Delaware Department of Transportation (DelDOT), Bike Newark, University of Delaware, the school, and other groups to implement new bike lanes and pedestrian crossings on Casho Mill Road. The safety improvements are scheduled to be in place by the summer of 2020. McCullough and Eisenberg are also hopeful to see new crosswalks and signage completed this year.

Due to the closing of Pulaski Elementary on Wilmington's west side, local elementary school students now go to Bayard. It's a big



change for the school, but they are committed to helping students walk and bike safely, and WILMAPCO and DelDOT are committed to helping as well. The school is currently working to identify needed safety infrastructure projects, develop safety education programs, and reach out to parents to solicit their feedback and ideas.

To learn more about WILMAPCO's SRTS program, please visit www.wilmapco.org/saferoutes or, to find out how your child's school can participate, email Randi Novakoff at rnovakoff@wilmapco.org.



New Castle County Bicycle Plan Lays Out Vision for Accessible Transportation Future



In 2018, WILMAPCO began development of the New Castle County Bicycle Plan. Using technical analysis and community feedback, the plan recommends projects and strategies to improve the safety, access, and comfort of bicycling; prioritizes infrastructure improvements; and identifies programs and policies for education, enforcement, and encouragement.

The recommendations are meant to serve as a guide for DelDOT, New Castle County, municipalities, and community organizations to assist with incorporating bicycling improvements into transportation project selection and implementation, land use development, and organizational programs.

Improved options for cycling are key to achieving our region's goals of improved quality of life, efficient transportation, and sustainable economic development. According to the WILMAPCO public opinion survey, 74 percent of residents feel more funding should be devoted to walking, bicycling, and transit.

The New Castle County Bicycle Plan lays out the following

vision statement: "Everyone in New Castle County 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."

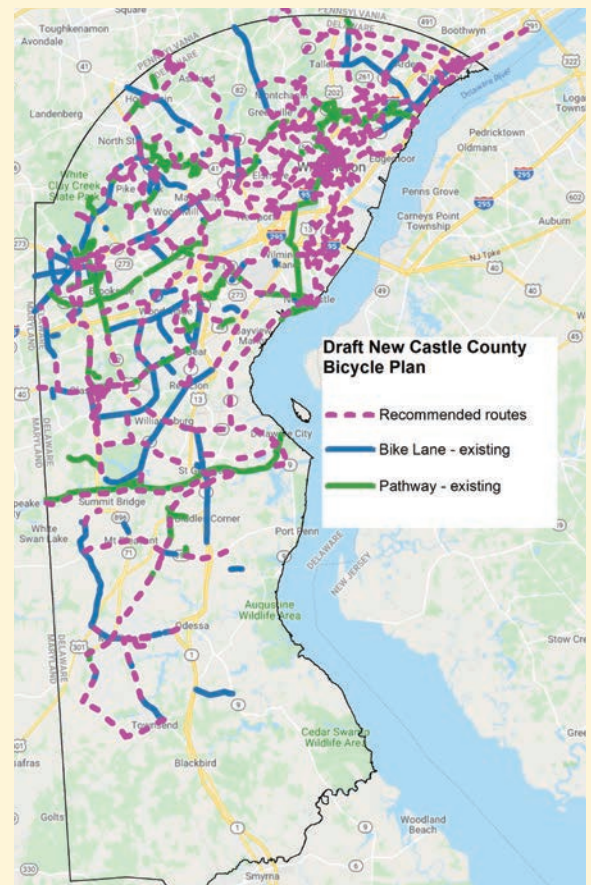
The plan's recommendations work towards achieving this vision and the following goals:

- **Identify bicycle transportation network** — the plan shows existing routes, gaps, and challenges, and recommendations for linking isolated bike lanes and paths.
- **Improve safety through design, maintenance, and enforcement** — the plan highlights existing programs and suggests best practices to consider.
- **Provide equitable bicycle facilities, including access to transit** — the plan recommends bus stop locations where bike parking should be added and examines safe routes to transit.
- **Incorporate bicycle elements into land use planning**

— the plan describes current land-use requirements for non-motorized facilities and suggests ways to link development with implementation of the Plan.

- **Encourage bicycle parking and other end-of-trip facilities** — the plan outlines suggested bicycle parking requirements and best practices.
- **Develop an implementation and evaluation plan** — the plan suggests ways to promote and monitor the success of completing the Plan's recommendations.

More information, including the draft recommendations, may be found at www.wilmapco.org/bikencc.





Master Plan for Southern New Castle County Relies on Community Input

WILMAPCO has been working with the New Castle County Department of Land Use and DelDOT to develop a master plan for Southern New Castle County (SNCC), which encompasses the portion of New Castle County that is south of the Chesapeake & Delaware Canal, down to the Kent County line.

The master plan presents a vision for SNCC's future and identifies steps to move toward that vision by developing long-term goals and implementation strategies. It will inform development decisions for the next 20 years and recommend projects and policies for transportation and land use that will help improve quality of life, safety, and economic and environmental sustainability in the area.

Outreach for the project has included an initial information session (attended by 47 people), held on October 17, 2018. The SNCC Advisory Committee held its first meeting on January 17, 2019 at the Odessa Fire Hall. The committee viewed a presentation and participated in small-group discussion to solicit comments and to act as a dry run for an upcoming visioning workshop. A community visioning workshop was held on

January 31 at the Odessa Fire Hall. Approximately 100 attendees viewed the presentation and worked with the project team in groups. Real-time feedback was received as the residents voted on the ideas generated from table

discussions. A repeat of the visioning workshop was held on March 13 at the Middletown Fire Hall to allow another opportunity for residents to participate in the visioning process. Approximately 70 residents were in attendance.

The results of the workshops were used to develop the goals for the master plan. Residents told us they wanted more travel choices, such as improved transit, bicycle, and walking trails. Attendees also wanted to preserve the character of their communities, towns, farms, and natural areas. These goals were used to rate the effectiveness of three land-use scenarios. Scenarios are a way for planners to test growth possibilities. These scenarios were also discussed with the towns of Middletown and Townsend. The three scenarios include:

- **Scenario One:** "Business as usual;" no changes to current policies
- **Scenario Two:** Development focused in the central and northwestern sections of the study area
- **Scenario Three:** Focused development in and around the

existing towns

Scenarios were presented at an Advisory Committee meeting on June 17, with the committee's comments being incorporated into a presentation at a June 24 public workshop. Changes were then made to the scenarios based on public comments received.

Another public workshop was held on October 7 to present the revised scenarios, with 80 residents in attendance. Those results were compiled and presented to the Advisory Committee on October 23. A draft master plan was made available for public review from November 4 through December 16. The project team is currently preparing a comprehensive traffic analysis and anticipates wrapping up the master plan in the spring of 2020. Future public workshops will be held to present the results of the traffic analysis and final report.

To learn more, view the draft plan, or sign up for project updates, please visit www.wilmapco.org/snccmp.



DeIDOT Working on Update to Project Prioritization Process

DeIDOT is required by law to use a “criteria-based” project prioritization process to assist in the selection of projects that will be included in the Capital Transportation Program (CTP). Originally established in 1998, DeIDOT’s project prioritization process has been updated several times, most recently in December 2013. In early 2019, DeIDOT decided to revise the prioritization process due to the availability of more comprehensive data.

An example is the Federal “FASTAct” transportation program requiring metropolitan planning organizations (like WILMAPCO) and departments of transportation to prepare freight plans. Large amounts of data were collected to develop this plan, which relates to freight travel patterns, commodities, freight-related congestion, and freight system performance. Another example of a more comprehensive data source is the large amount of travel time, travel delay, and travel pattern data

provided to the general public through the DeIDOT Travel Management Center (TMC) app. This data allows DeIDOT to better understand how various capital investment proposals can be evaluated, compared, and ranked.

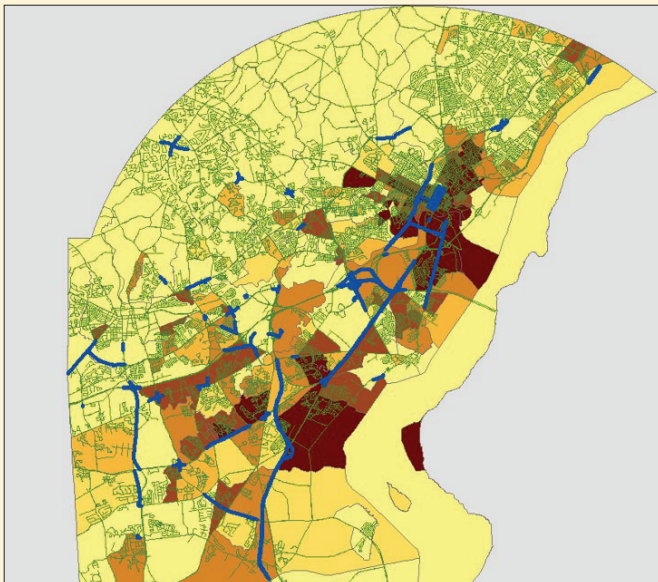
DeIDOT planning staff have also been working with the members of the Delaware Council on Transportation (COT) on revising the prioritization process. Several refinements are being considered. Some of them include:

- **Safety Criteria** – The current safety-related factors are based on whether or not a project proposal is identified in the Highway Safety Improvement Program (HSIP). The updated process will use the statewide “Crash Index” and “Safety Score” data for roads and intersections, in addition to the HSIP rating.
- **Existing Congestion Level** – The current congestion levels, which are applied to CTP projects, are based on statewide and regional

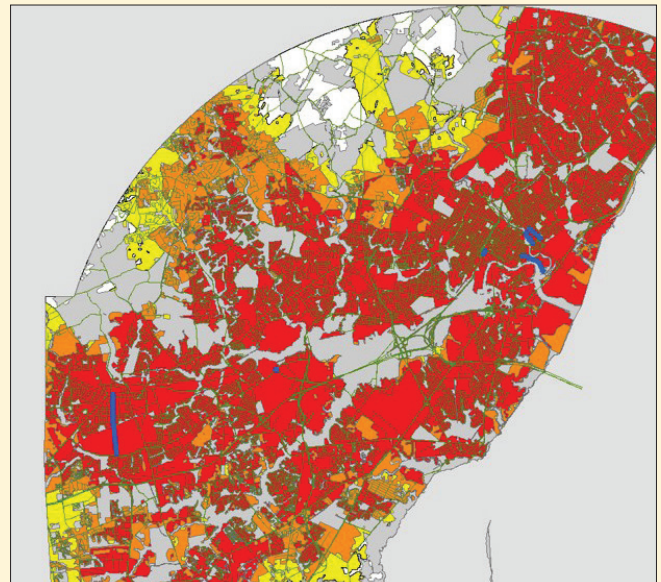
congestion estimates. The updated process would include data collected on roads throughout the state. This data is available on the DeIDOT TMC app (see Travel Maps, Map Layers, Traffic Flow).

- **Economic Impact** – The updated process may use an economic development software called TREDIS to evaluate the economic impacts, benefits, and tradeoffs of the local and regional travel delay implications of proposed projects.
- **Social and Health Impact** – The updated process may include an assessment of the social elements. The Environmental Protection Agency’s Environmental Justice (EJ) Screen software presents a range of Census-based data that can be used to describe or better understand social and health implications.

For more information, please visit www.deldot.gov/publications/reports/CTP/index.shtml.



**Social and Health Related Element: EPA EJScreen/Project Assessment*



**2015 Delaware Strategies for State Policies and Spending*

WILMAPCO Supports Linking National Urban Wildlife Initiative to Planning

WILMAPCO staff were invited to share their planning expertise at an Urban Wildlife Information Network (UWIN) Summit, held at Chicago's Lincoln Park Zoo.

UWIN is building the first global network of urban wildlife data. These data will support a more targeted approach to increasing biodiversity within cities. Wilmington is one of two dozen North American cities that participate in the program. This year's UWIN Summit considered ways to achieve more biodiversity-conscious urban planning, design, and architecture decisions.

WILMAPCO planners addressed the 2050 Regional Transportation Plan's use of ecological data to identify



future projects that may disrupt wildlife hotspots and corridors, WILMAPCO's work in supporting the eco-sensitive Southbridge Wetland Park project, and opportunities to pursue natural land repurposing and protection on Wilmington's 7th Street Peninsula. WILMAPCO also

provided an overview of typical planning processes and encouraged ecologists and researchers to get involved as important stakeholders.

For more information on UWIN, please visit www.urbanwildlifeinfo.org.

WILMAPCO Transportation Justice Study Featured at Local Planning Meeting

With over 100 attendees, the Delaware Chapter of the American Planning Association's (APA) Annual Meeting was the largest on record for the group. The daylong event, held in Newark, brought together planners from Delaware and other Mid-Atlantic states to network and learn about the latest trends in planning.

Following morning sessions on planning law and Census data, new APA CEO Joel Albizo spoke about embracing artificial intelligence and other emerging technologies to enhance projects and practice. Next, an afternoon panel examined how to incorporate social equity into plans and planning decisions. The panel, moderated by long-time

Norfolk, VA Planning Director George Homewood, was headlined by Carlton Eley, a Washington, DC-based consultant and former Environmental Protection Agency official. Eley spoke about successful practices across the country and underlined the need to challenge the norms that produce social inequities.

Three local planners (including WILMAPCO's Bill Swiatek) then highlighted efforts across the housing, transportation, and climate planning sectors to identify and reduce inequities experienced by low-income and minority populations. City of Wilmington Councilperson Rysheema Dixon rounded off the panel with a discussion of the local perspective on achieving equity, and

how planners play an integral role in the solution.

For more information about APA Delaware, please visit www.delawareapa.org.



City of Wilmington's New Bike Plan Aims to Connect People and Neighborhoods

The City of Wilmington released an updated bike plan in August 2019. The plan, “Moving Us Forward: A Plan for Biking in the City of Wilmington,” was put together by the City’s Department of Planning and Development and the Bike Wilmington Committee. Its goal is to create a livable city where people of all ages and abilities can connect with each other and neighborhoods across the city by biking and walking.

The planning process included significant public outreach across the city. During the summer of 2018, planners from city government presented to 22 civic associations and exhibited at several community events. The presentations included

information about network ideas, guiding principles, and the value of biking in cities. In addition, planners conducted a public opinion survey during the presentations and online.

The plan reviews existing conditions, recent accomplishments, goals and recommendations, and implementation steps. The recommendations address infrastructure, policies, and education. The City of Wilmington, WILMAPCO, DelDOT, and other stakeholders will be essential to carrying out the plan’s recommendations.

Although the plan includes recommendations for off-street pathways, its primary focus is on creating a safe on-street bike route network and improving conditions for

cycling. The plan acknowledges the city’s high poverty rate and need for improved access to employment, and presents low-stress recommendations to help improve access to employment, services, schools, and other daily needs.

The plan was developed concurrently with the City of Wilmington’s Comprehensive Plan, “Wilmington 2028: A Comprehensive Plan for our City and Communities.” It also coordinates with New Castle County’s bike plan (see article on page 2).

To learn more, please visit www.wilmingtonde.gov/government/city-departments/planning-and-development/bike-wilmington/bike-plan.



Urban Bike Project Supports Access to Bicycles, Safe Riding Habits



in Wilmington (former police stables). With the new renovation under its belt, UBP plans to expand programming and offer additional retail hours to allow the public to purchase low-cost refurbished bikes.

WILMAPCO also works with UBP in developing its Safe Routes to School (SRTS) programs throughout Wilmington. SRTS programs aim to encourage k-8 students to walk and bicycle to school safely by helping to create a

safe environment for them to do so, and by providing safety education. UBP's Build-a-Bike program, low-cost bicycles, safety education, and group rides have helped to enrich WILMAPCO's SRTS efforts.

As UBP continues to grow, it will help improve air quality, connect residents with nature and their communities, improve fitness opportunities, and make the city more attractive to prospective employers and residents.

To learn more or support the work of UBP, please visit www.urbanbikeproject.com.

For the past several years, WILMAPCO has been helping to support the work of the Urban Bike Project's (UBP) Earn-a-Bike program. UBP offers affordable used bikes, do-it-yourself repairs, mechanical instruction, free bikes to adults in need, and several youth programs.

One of these youth programs, Earn-a-Bike, includes class instruction that allows students to become proficient in the use, identification, and maintenance of bicycle parts and tools, and safe riding skills. Under supervision from UBP staff, participants construct bikes from spare parts. They are tested on their understanding of safe riding habits before receiving the bicycles they built themselves from scratch. The program also includes activities such as rides around local neighborhoods, practice using bicycle racks on buses, and bicycling along Wilmington's scenic greenways and park trails.

UBP recently completed a half-million-dollar renovation of its historic shop, located at 1500 North Walnut Street



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100 Discovery Boulevard, Suite 800
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(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.**

FEBRUARY	MARCH	APRIL
February 4, 3 p.m. Nonmotorized Transportation Working Group	March 5, 10 a.m. Air Quality Subcommittee	April 2, 10 a.m. Air Quality Subcommittee
February 6, 10 a.m. Air Quality Subcommittee	March 12, 10 a.m. WILMAPCO Council	April 7, 3 p.m. Nonmotorized Transportation Working Group
February 20, 10 a.m. Technical Advisory Committee	March 19, 10 a.m. Technical Advisory Committee	April 13, 6 p.m. Public Advisory Committee
February 24, 6 p.m. Public Advisory Committee		April 16, 10 a.m. Technical Advisory Committee

THE WILMAPCO COUNCIL AND AIR QUALITY SUBCOMMITTEE (AQS) MEETING TIMES HAVE CHANGED.
COUNCIL MEETINGS WILL BE HELD ON THE SECOND THURSDAY OF EVERY OTHER MONTH AND AQS MEETINGS
WILL BE HELD ON THE FIRST THURSDAY OF EVERY MONTH. BOTH MEETINGS ARE HELD AT 10 A.M.
TO LEARN MORE ABOUT UPCOMING MEETINGS AT **WILMAPCO**, PLEASE VISIT **WWW.WILMAPCO.ORG**.