

TRANSPORTER

WILMAPCO's Fiscal Year 2024 Work Program

Intergovernmental and interagency coordination is vital to successful planning, especially in transportation planning, as goods and people flow across city, county, and state boundaries. All key decisions affecting growth and development within the WILMAPCO region are coordinated with the planning efforts of member agencies. This coordination is achieved through production of the Unified Planning Work Program (UPWP).

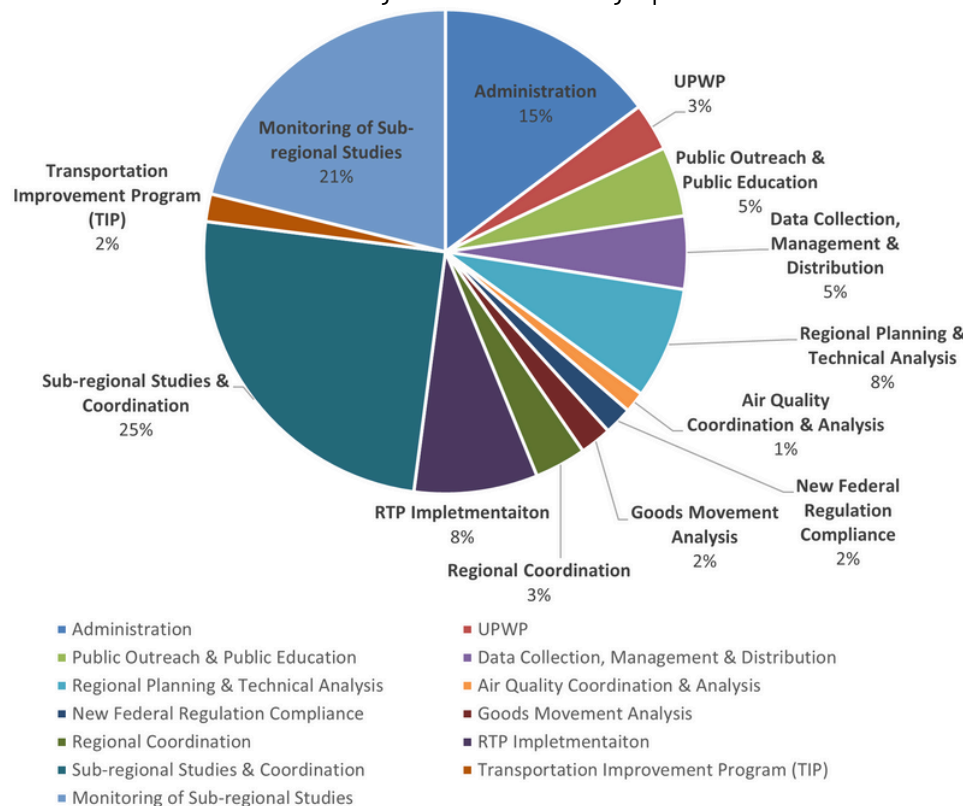
The UPWP is the document that describes and lists the transportation planning activities, including studies, that WILMAPCO staff will undertake each fiscal year. The work program, which is adopted annually in May, also details the agency's sources of funding and identifies how those funds are distributed. In fiscal year 2024 (July 1, 2023, through June 30, 2024), the total budget was \$3.57 million, provided by the Federal Highway Administration, Federal Transit Administration, the States of Delaware and Maryland, New Castle and Cecil Counties, and the City of Wilmington.

In fiscal year 2024, WILMAPCO expended over 89% of its overall budget. The largest portion was allocated to Sub-regional Studies and Coordination, accounting for 24.91%. The next largest budget expenditures were Monitoring of Sub-regional Studies (21.15%) and Administration (14.77%). Some of the projects covered under sub-regional studies

include the South Claymont/ Philadelphia Pike Corridor Master Plan, the East Elkton Traffic Circulation & Safety Plan, the Rising Sun Mobility-Friendly Development Guidelines, the Kirkwood Highway Corridor Land Use & Transportation Plan, and various Walkable Community Workshops. The East Elkton Traffic Circulation & Safety Plan has concluded and was endorsed by Council on September 12, 2024, and so will not be funded in FY 2025, while funding for both South Claymont/ Philadelphia Pike Corridor Master Plan and the Kirkwood Highway Corridor Land Use & Transportation Plan will continue in FY 2025.

New projects submitted by New Castle County, the Delaware Department of Transportation and Cecil County for the FY 2025 UPWP include the New Castle County Comprehensive Plan and Regional Transportation Plan Strategic Action Plan, an Update of the First/Final Mile Freight Network in New Castle County, the Augustine Cutoff Corridor Multimodal Improvements Study, the Rocky Run Pathway Underpass Feasibility Study, and the MD Route 272 Corridor Study. For more information on the UPWP and to view all of the projects, please visit our website: www.wilmapco.org/upwp.

FY 2024 UPWP Percentage of WILMAPCO Funding Expenditures



Rocky Run Underpass Feasibility Study

Concord Pike (US 202) is a U.S. Highway that runs north and south between Wilmington and the Pennsylvania state line. With six travel lanes, high traffic volumes and speeds, and a disconnected bicycle and pedestrian network, Concord Pike is not a comfortable place to walk or bike. Signalized intersections with marked crosswalks are far apart, and not all signalized intersections have marked crosswalks. Existing signal timing favors motor vehicle traffic on Concord Pike, causing pedestrians to wait for long periods between crossing opportunities. At some intersections, pedestrians must cross up to seven lanes of traffic at once within the time permitted by the signal.

Under these conditions, Concord Pike creates a barrier between residents who live on the eastern side of the corridor and the Brandywine Creek State Park, which has 933 acres of parkland and 14 miles of trails, as well as the adjacent First State National Historical Park/Brandywine Valley, with 1,300 acres and 23 miles of trails.

The Wilmington Area Planning Council (WILMAPCO) and its partners, the Delaware Department of Transportation (DelDOT) and the New Castle County Department of Land Use, initiated a study to determine the feasibility of creating a pedestrian/bicycle pathway under Concord Pike/US 202 at the Rocky Run culvert. These partners completed the Concord Pike/US 202 Master Plan in 2020, which examined transportation and land use changes on the corridor for the next 20 years.

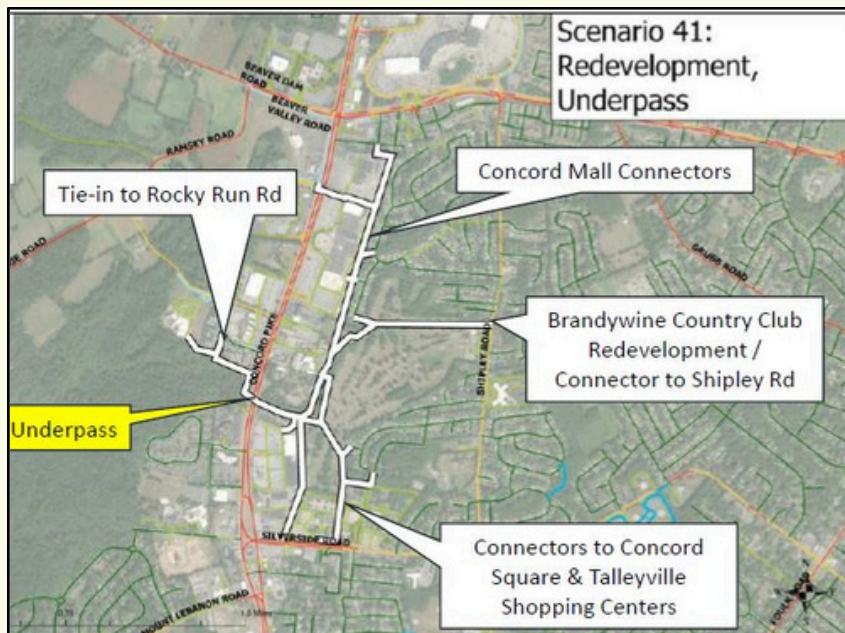
The final report included recommendations to improve the existing conditions for pedestrians and bicyclists, as well as to create better connectivity

between neighborhoods, commercial areas, and park amenities along the corridor. Recommendations include:

- **Opportunities to Connect to Existing Paths and Park Trail Systems:** The State of Delaware and New Castle County have several existing trails within their respective parks. Creating connectivity and including wayfinding signage will provide clear directions and allows for safer travel between destinations. Expanding the network to connect neighborhoods to these parks will enable residents to enjoy these open spaces without needing to travel by car.
- **Exploring the Feasibility of a Bike/Pedestrian Overpass or Underpass:** While costly, opportunities exist along the corridor to explore this concept. An over/underpass can help achieve the vision of enhancing safer east/west movement across Concord Pike.

One of the areas considered for the second recommendation is the existing Rocky Run culvert, located just south of the Widener University Law School campus. This location was identified as a possible underpass/tunnel site due to the existing culvert and its proximity to parkland and trail networks on the west side of Concord Pike. It is also advantageous because it is near the western border of the former Brandywine Country Club, which is planned for redevelopment, including residences and new trails that would connect to existing neighborhoods along Shipley Road to the east.

This study will investigate the feasibility of creating a pathway connection under Concord Pike at this location and expanding the trail network to better connect the neighborhoods along the corridor with retail, restaurants, and recreational areas. This project will particularly focus on the residents on the east side of Concord Pike with better access to the extensive open space and parklands on the west side.



For more information, visit: www.wilmapco.org/202.

Updating Delaware's Statewide Comprehensive Outdoor Recreation Plan (SCORP)

The DNREC Division of Parks and Recreation is preparing to update Delaware's Statewide Comprehensive Outdoor Recreation Plan (SCORP). The plan tracks the state's recreation inventory, identifies infrastructure and program needs, and serves as a tool to guide public and private planning and investment to meet those needs.

Delaware's SCORP has evolved over the past 50 years through updates driven by a Technical Advisory Committee and public input via random phone surveys and other outreach efforts. A diverse Technical Advisory Committee helps identify best practices for outreach, develop the survey tool (building on previous surveys), evaluate public input, and

develop recommendations and strategies to implement the plan. Through this iterative update process, Delaware has been able to collect over 20 years of trend data, which continues to reflect changes in recreational attitudes and preferences. For example, walking and jogging remain the most popular activities statewide and across every region of Delaware. Other trail-related activities, such as biking and hiking also remain as high priorities for funding. Recent survey data highlights the need for improved accessibility and the growing popularity of both pickleball and e-bikes.

Over the past year, the Technical Advisory Committee met regularly

to provide guidance on the development of the next SCORP iteration, with a focus on equity. Public phone surveys were completed in Spring 2024, and an online survey was conducted in May for those not selected for the phone survey. Additional in-person public engagement opportunities were held in each of the five SCORP Planning Regions throughout the state.

All SCORP planning materials are being shared on the SCORP Update website, where you can also find the 2018-2023 SCORP. A draft 2024-2029 plan will be available for public comment in early October. Visit the website at <https://dnrec.delaware.gov/parks/planning/scorp-update/>

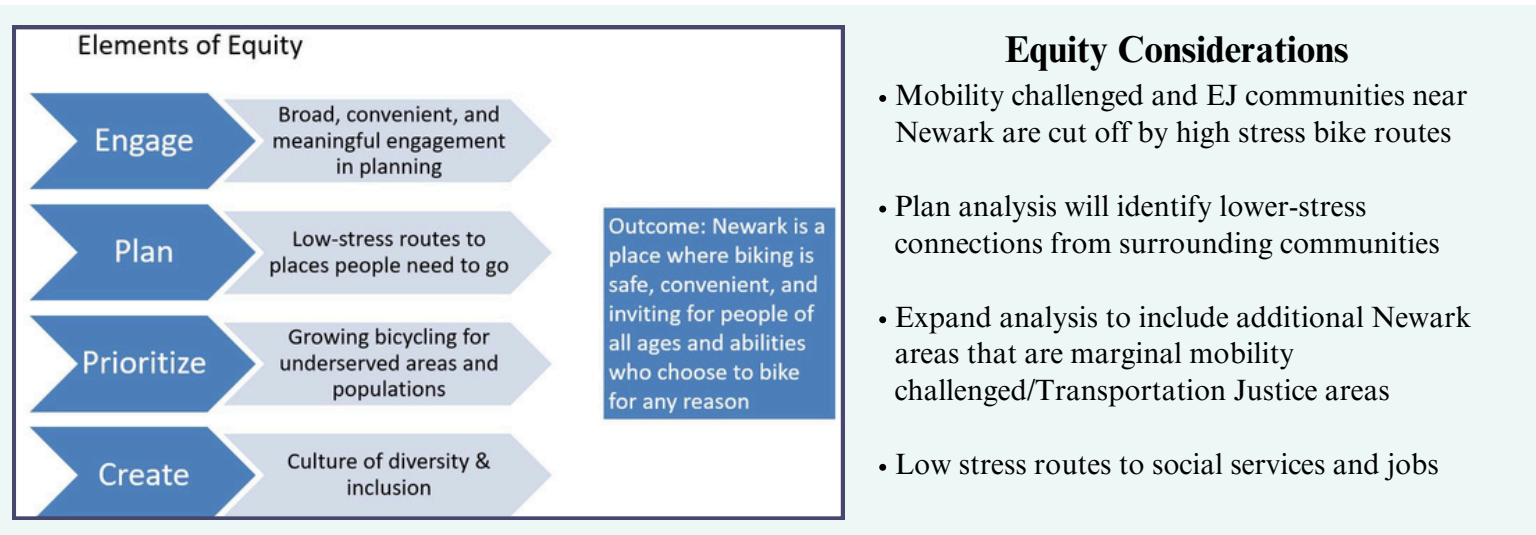


Newark Bicycle Plan Update: Moving Forward

The update to the Newark Bicycle Plan is underway. WILMAPCO is working in partnership with the City of Newark and BikeNewark to update the 2014 Plan, as many of its projects have already been implemented. Additionally, Newark was recently designated the only Silver Level Bicycle Friendly Community in Delaware and is now hoping to achieve gold status.

A team of volunteers is gathering on-the-ground perspectives on bicycle facilities and conducting a bike parking audit. There will be an emphasis on protected bike lanes to create a system that is comfortable for people, even if they are not experienced bicyclists. The land use density in Newark makes short trips by bicycle feasible, so designing for all ages and abilities can expand the population who bicycles in Newark by making it safe and comfortable.

Equity is another key focus of the plan, which requires meaningful engagement to ensure it meets the needs of a broad audience. There are concentrations of zero-car households in Transportation Justice areas that rely on bicycling. This plan will examine population centers that use bicycling the most and would benefit most from its recommendations. Additionally, the plan will review programs and policies to integrate bicycling into Newark's land-use policies while considering equity and environmental justice.

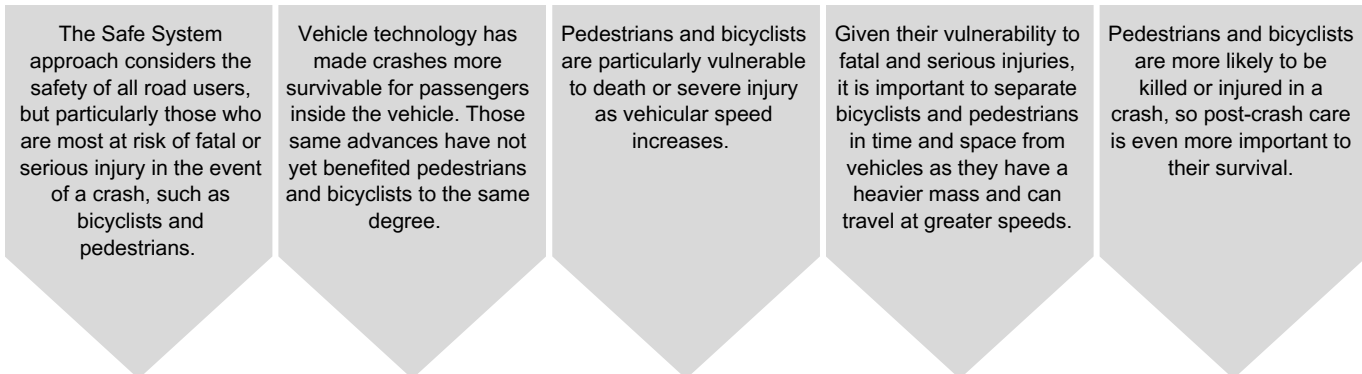


The plan will also incorporate the Vision Zero and Safe Streets for All Action Plans, which WILMAPCO developed for New Castle County. A review of the streets with high numbers of bike and pedestrian crashes found that many of these incidents were concentrated along major roads. During the public outreach for Safe Streets for All, most comments from residents of the city of Newark focused on bicycle safety concerns.

THE FIVE ELEMENTS OF THE SAFE SYSTEM APPROACH



What does this mean for pedestrians and bicyclists?



For more information visit www.bikenewark.org.

East Elkton Traffic and Circulation Plan is finalized

WILMAPCO completed the East Elkton Traffic and Circulation Plan and it was endorsed by Council on September 12, 2024. Requested by the Town of Elkton and Cecil County, the Plan aims to improve pedestrian and bicycle connectivity, increase safety, and explore transportation improvements for the Delancy Road, Muddy Lane, and Belle Hill Road corridors.

Public input from residents played a key role in shaping the plan's focus and recommendations. Hundreds of residents and local students were involved throughout the planning process, which included in-person workshops, virtual presentations, a pop-up workshop at Elkton High School, and extensive surveys. A Steering Committee, primarily composed of local and state government representatives, guided the project.

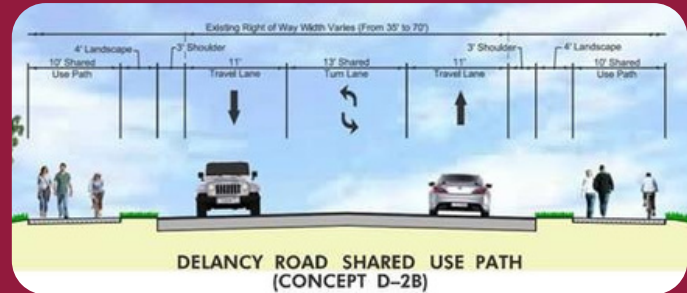


Eight in ten residents surveyed indicated that they believe these recommendations will effectively address the traffic and safety needs along these corridors.

Implementing the East Elkton Plan will take many years. A Monitoring Committee will be established in the coming months to support its implementation. To view a copy of the Plan and stay up to date, please visit: www.wilmapco.org/east-elkton.

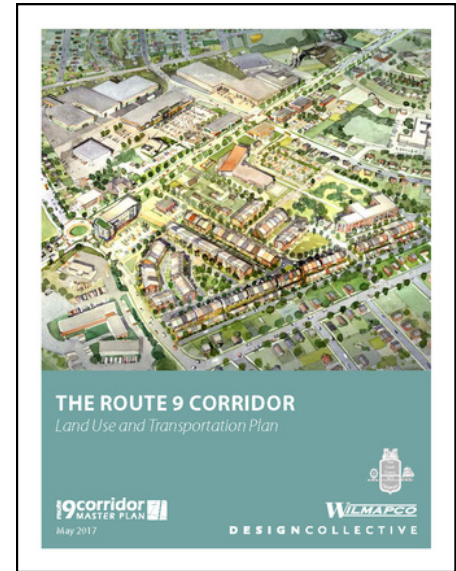
Key recommendations of this plan

- Realigning roads and intersections to reduce crashes and enhance connectivity between key destinations.
- Implementing traffic calming measures on each roadway to reduce speeding.
- Creating a network of integrated walking and bicycling pathways to make travel on foot or by bike safer and more efficient.
- Proposing two concepts to address Muddy Lane's railroad underpass.
- Improving traffic safety at US 40 and Delancy Road, as well as at the Royal Farms location.
- Enhancing the intersection of Belle Hill Road and MD-279 to address the stacking of large trucks.
- And much more.



Monitoring Spotlight - The Route 9 Corridor Master Plan

This summer marked the seventh year of implementation for Route 9 Corridor Land Use and Transportation Master Plan, one of WILMAPCO's key community planning initiatives. The 20-year plan focuses on identifying the best reinvestment and redevelopment strategies for Route 9, between the cities of Wilmington and New Castle, Delaware. The Plan's progress is guided by a diverse Monitoring Committee consisting of government representatives, community leaders, non-profits, and local businesses, all working together to ensure successful implementation.



Key successful implementation efforts under the plan include:

- DelDOT secured grant funding to initiate the major transportation projects outlined in the plan.
- Establishing a local transportation project prioritization process to identify the most critical of these transportation projects.
- New Castle County successfully integrating the Master Plan into its Comprehensive Plan.
- Obtaining grant funding for the Route 9 Community Development Corporation, which supports the Monitoring Committee and drives local economic development.
- DART secured grant fundings to plan for enhanced bus service.
- Implementing two Safe Routes to School projects and actively planning two Transportation Alternative Program projects to advance key walking and cycling recommendations.
- Implementing an interim Memorial Drive Road Diet, resulting in reduced traffic crashes, excessive speeding, and lower bicycle stress levels, while maintaining good traffic flow.
- Conducting two nighttime community-led walking audits to identify and report street lighting issues, leading to the successful resolution of more than a dozen lighting concerns.
- Supporting the creation of *Suburbs & Race: Post-WWII Neighborhoods of New Castle Avenue*, a historical report by the University of Delaware, commissioned by DelDOT.



For more information, visit www.wilmapco.org/route9.

WILMAPCO's 2024 CMAQ Performance Plan: Key Findings

WILMAPCO's 2024 Congestion Mitigation and Air Quality (CMAQ) Performance Plan fulfills federal requirements to better incorporate performance measurement into planning. It highlights key congestion and air quality related trends and the emissions benefits of the few CMAQ-funded projects selected each year by the states, with WILMAPCO's input.

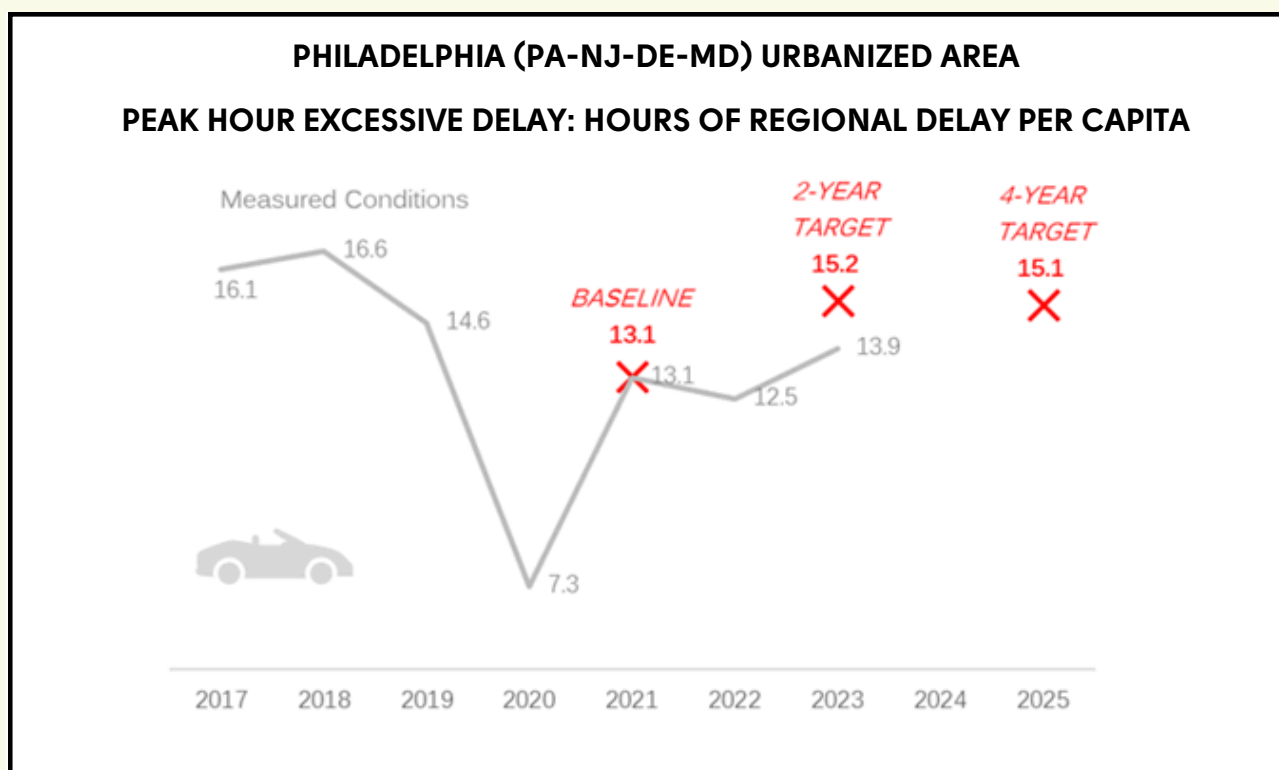
A key performance measure in the report is Peak Hour Excessive Delay (PHED), which tracks the time commuters spend in traffic during peak hours. The results are mixed for the WILMAPCO region's two major urbanized areas—Philadelphia and Aberdeen. In Philadelphia, PHED rose to 13.9 hours per capita in 2023, up from 12.5 hours in 2022, marking the highest level since the pandemic. Despite this increase, the region met its two-year target of 15.2 hours per capita. Meanwhile, Aberdeen saw a sharper rise in PHED, from 5.8 hours per capita in 2022 to 7.4 hours in 2023, exceeding the two-year target of 6.9 hours.

Another important measure is the percentage of non-Single Occupancy Vehicle (non-SOV) work commutes, including carpooling, public transit, walking, bicycling,

or working from home. Non-SOV commutes have steadily increased across the region. In Philadelphia, non-SOV commutes grew from 30.6% in 2020 to 34.6% in 2022, positively surpassing the two-year target of 30%. Aberdeen also saw an increase, with non-SOV commutes rising from 16.1% in 2019 to 20.1% in 2021, surpassing the two-year target of 16.8%.

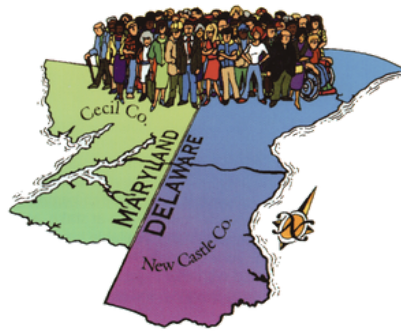
The 2024 CMAQ Performance Plan also emphasizes progress in reducing on-road mobile source emissions due to CMAQ-funded projects. Improvements in walking and cycling infrastructure, support for rideshare programs, and investments in intelligent transportation systems, such as signal timing, have led to reductions in nitrogen oxides (NOx), volatile organic compounds (VOCs), and fine particulate matter (PM2.5). For instance, PM2.5 emissions dropped by 7.7 kg/day in Delaware due to CMAQ projects funded in 2022 and 2023. Most two-year emission reduction targets were met or narrowly missed.

To see all the data and learn more about the 2024 CMAQ Performance Plan, please visit: www.wilmapco.org/aq.



**WILMINGTON AREA
PLANNING COUNCIL**
100 Discovery Boulevard, Suite 800
Newark, DE 19713
(302) 737-6205

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Transporter Newsletter

Fall 2024

WILMAPCO Public Meetings

For the latest information on meeting location or virtual login, please visit www.wilmapco.org
or email Elizabeth Espinal at espinal@wilmapco.org

OCTOBER	NOVEMBER	DECEMBER
<i>October 1, 3 p.m.</i> Nonmotorized Transportation Working Group	<i>November 7, 10 a.m.</i> Air Quality Subcommittee	<i>December 3, 3 p.m.</i> Nonmotorized Transportation Working Group
<i>October 3, 10 a.m.</i> Air Quality Subcommittee	<i>November 14, 2 p.m.</i> WILMAPCO Council	<i>December 5, 10 a.m.</i> Air Quality Subcommittee
<i>October 17, 10 a.m.</i> Technical Advisory Committee	<i>November 21, 10 a.m.</i> Technical Advisory Committee	<i>December 16, 6 p.m.</i> Public Advisory Committee
<i>October 21, 6 p.m.</i> Public Advisory Committee		<i>December 19, 10 a.m.</i> Technical Advisory Committee

DID YOU KNOW THAT WILMAPCO HAS A MONTHLY E-NEWSLETTER

SIGN UP FOR WILMAPCO'S E-NEWS AT WWW.WILMAPCO.ORG