

















2015 UPDATE

# WILMAPCO Council

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# INTRODUCTION

### Who is WILMAPCO?

The Wilmington Area Planning Council (WILMAPCO) is the Metropolitan Planning Organization (MPO) for Cecil County, Maryland and New Castle County, Delaware. We are charged with planning and coordinating this region's transportation investments.



What is the Regional Transportation Plan?

The Regional Transportation Plan (RTP) identifies our region's long-term transportation needs and the projects and activities which seek to address them. The RTP extends at least two decades into the future, and the projects it calls for are financially reasonable (based on anticipated revenues) and meet air quality standards. Only transportation projects found in the RTP are eligible for federal funding. It is a living Plan, subject to continual revision (at least every four years), and, generally, a tool for informed transportation and policy decisions.

WILMAPCO's first RTP was published in 1996. The present document is the sixth update to that original Plan. This iteration of the RTP is broken into six sections. These include: the present introduction; a section devoted to the status of the existing transportation system; another which considers the successes and challenges of realizing our previous RTP; one with our goals, objectives and necessary actions; another outlining available funding and a listing of transportation projects; and a final section describing the development of this Plan. An appendix houses much more detail and background information.



# REGIONAL TRANSPORTATION SYSTEM

#### Location

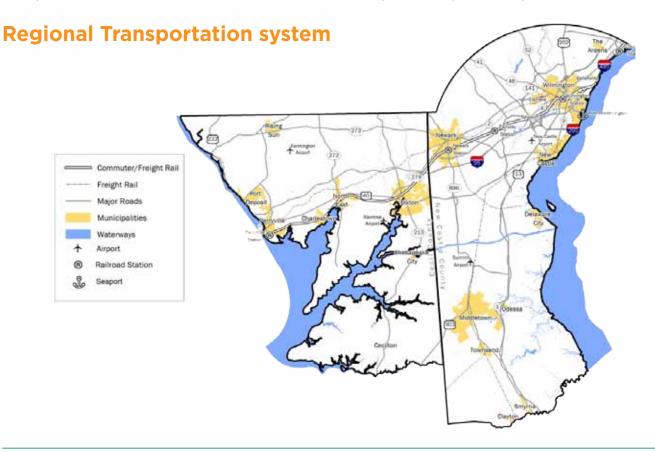
The WILMAPCO region is nestled between the metropolitan areas of Philadelphia, Pennsylvania and Baltimore, Maryland along the Eastern Seaboard of the United States. Home to more than 660,000 people and 300,000 jobs, its character is primarily rural and its human landscape suburban, with a handful of towns, and a small city (population 70,000) in Wilmington. More than three quarters of the region's jobs are in the service sector, with a remarkable concentration in financial activities.<sup>2</sup>

### **Moving People and Goods**

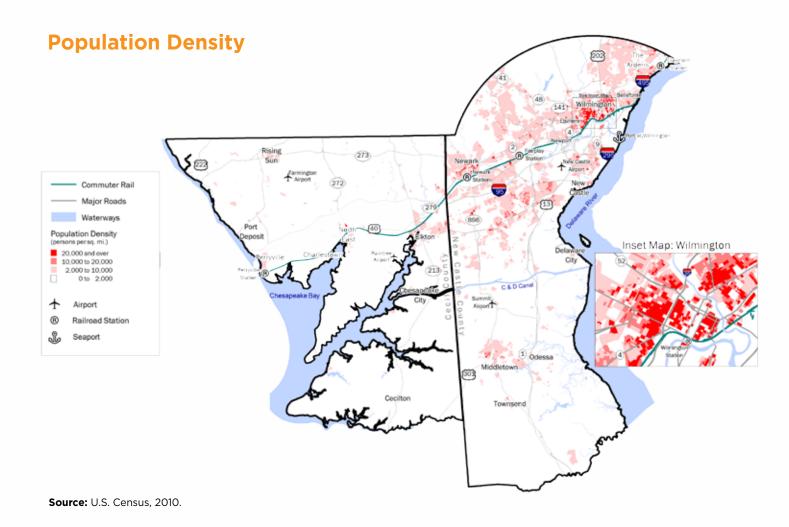
Most of these jobs, and the people who work them, are situated along an east/west, urban belt in the region's north. Major highways run along this belt (the most important of which is I-95) while others (such as US 13) link into them from the north and south. These



highways both tie our region to other metropolitan areas and, internally, form the bedrock of our region's transportation system. Less prominent roads weave residential, commercial, and industrial traffic into the major highways. Heavy rail lines (anchored by Amtrak's Northeast Corridor) stretch across the urban corridor and beyond, complementing the highways in channeling materials to local industry and people and goods to other regions. Long, meandering trails reach out from parks across the region. Chesapeake and Delaware Canal (C & D Canal), Wilmington's deepwater seaport, and a small airport with limited commercial flights outside that city, round out the region's transportation system.



- 1 In 2006, cropland covered 45% of the region; forest and other natural lands 32%; urban areas 14.5%. Source: NASA MODIS.
- 2 12.5% of the region's jobs were in financial activities in 2013, compared to 5.7% nationally. Source: BLS.



A half century of suburban sprawl (channeled by highway building) has yielded a transportation system where private vehicles are the dominant, and growing, means of travel. Nine out of ten trips to work each day are made in a private vehicle. When all trips (including social and recreational) are considered, the private vehicle is even more prevalent.<sup>3</sup> These vehicles, and the increasingly advanced web of paved, electrified highways on which they operate have brought fast, efficient, and unprecedented mobility to many of our region's residents and visitors.

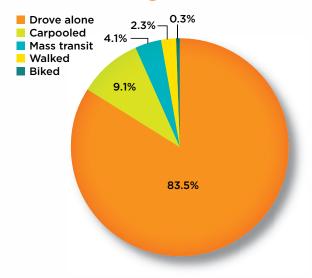


<sup>3</sup> CADSR, University of Delaware. "Delaware Trip Monitoring Survey, 2013."



Photo credit: Frank Warnock

### Means of Transportation to Work, **WILMAPCO** Region



Source: American Community Survey, 2011 - 13. This graph only considers those who work outside their home. Alternative transportation is a viable option in spots. The cities of Wilmington and Newark, for example, support the densities necessary for bus, commuter rail, and walking and bicycling trips to thrive.<sup>4</sup> The development pattern in much of the region, however, makes alternative options impractical/unpopular.

The presence of I-95, together with the seaport and industrial uses along and nearby the coast, and our prevailing consumer culture, generate freight traffic. These goods are hauled along major highways on the backs of trucks, in rail cars and in cargo ships. More than half (53%) of the material is just passing through, destined for other regions. Much of the inbound and outbound traffic involves building materials, food, petroleum/coal, and chemicals.

<sup>4</sup> Home to only 14% of our region's workers, workers from these two cities combine to account for 62% of all regional walking trips to their jobs and 33% of all trips to work on public transit. Even among these workers, however, 77% either drive alone or carpool to their jobs each day.

# KEY SUCCESSES AND CHALLENGES

We have had success implementing many of the actions and projects in our RTPs. The 2014 Regional Progress Report, available in the appendix, takes stock of the implementation of our previous RTP and more fully explores the material presented in this section.

#### **Successes**

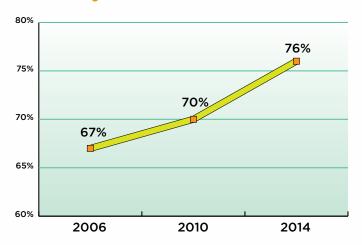
Technological advancements in private vehicles and highway infrastructure have led to a safer and cleaner transportation system. Vehicle crashes have dropped during the past decade. Since 1996, total crashes are down by 12% in New Castle County and 16% in Cecil County. Automatic tolling adoption has increased from 47% of vehicles in 2004 to 69% in 2013. Together with infrastructure expansions, this has helped to streamline expressway travel. All the while, cleaner engines and fuels have reduced emissions in regulated pollutants. Reductions in ozone and fine particulate matter emissions, which are expected to continue through the 2030s in spite of rising vehicle travel, improve population health and the environment.

Perhaps the single best measure of transportation's effectiveness is how well it meets the travel needs of the general public. Overall, an increasing percentage of the region's residents say that the transportation system meets their travel needs.

### **Challenges**

Projected population and employment growth, climate change impacts and funding shortfalls will be major strains to our system in the decades to come. More households and jobs trigger additional vehicle and freight travel, all else being equal. Additionally, the doubling of our population over the age of 65 necessitates we rethink a transportation system designed mainly with the younger generations in mind. Continued reliance on fossil fuels increases greenhouse gas emissions, which increases the impacts of global warming – especially sea level rise. Finally, locating funding to rebuild, redesign, and expand our transportation system is a chronic challenge that we will explore in detail in the Investment Plan section.

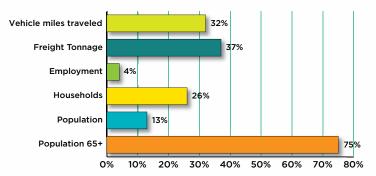
# Travel Needs are Met "Well" or "Very Well"



Source: WILMAPCO Public Opinion Surveys: 2006, 2010, 2014.

**Note:** Data is from 2014 Public Opinion Survey, which is available in the appendix.

# **Selected Regional Changes** through 2040



Source: Vehicle miles traveled and freight tonnage figures show growth from 2012, while all other factors are from 2015.

Sources: MDOT, DelDOT; Freight Analysis Framework;

Delaware Population Consortium, Maryland Department of Planning.

# PLANNING FOR TOMORROW

This section of the RTP presents the goals, objectives, and actions we propose to meet the transportation challenges during the next 25 years. We have three broad, overlapping goals: Support Sustainable Economic Development and Goods Movement, Efficiently Transport People, and Improve Quality of Life.

Within the goals are objectives and within the objectives are actions. The RTP is not structured hierarchically, therefore, the achievement of one goal/objective/action is just as important as the next. In fact, many objectives and actions could just as easily fit underneath a different goal than what is identified here.

The actions are the most crucial elements of this section. They will inform planning activities at WILMAPCO, and the projects we seek to implement, during the next several years. Our successes and failures in realizing these actions will be tracked, potentially with the performance measures identified in this section. All of this information will inform the next update of our RTP, due in four years' time.

The graphics below illustrates how each objective, action, and potential performance measure will be illustrated in this section.

Interspersed throughout the section are relevant results from our public opinion surveys, along with call out boxes containing more details on specific points.

#### **RTP Goals**

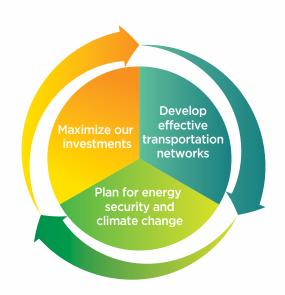




### Goal: Support Sustainable Economic Development and Goods Movement

Transportation can help or hinder economic development. A transportation system which effectively moves freight and workers maximizes economic development potential, while one that snarls traffic also slows economic activity. Simultaneously, our increasing reliance on finite oil resources to transport people and goods becomes more perilous with each passing decade, given growing oil discovery costs, federal spending to secure the overseas energy trade, and the impact of emissions on climate change and air quality. These interwoven challenges impact our long-term economic development potential.

Ensuring that we get the most out of each transportation dollar invested, developing effective transportation systems, and reducing our dependence on oil while planning for climate change impacts will make for a stronger and more sustainable economy in the decades ahead.



#### PUBLIC OPINION

83%-89% support m

revised zoning codes to support alternative transportation, and farmland and open space preservation



# MAXIMIZE OUR INVESTMENTS

Encourage increased density and future growth in Center and Core TIAs\*

- Household growth by TIA
- TIP spending by TIA

Use WILMAPCO's approved project prioritization process to select projects for funding

• Prioritization versus eventual funding

#### Create and support the implementation of sub-regional plans

 Qualitative review of UPWP\*\*; implementation progress

#### Support municipalities and existing communities

 Qualitative review of UPWP\*\*

# Seek additional and innovative funding sources for transportation improvements

 Capital funding available versus alternative funding sources secured

- Transportation Investment Areas, see page 28.
- \*\* Unified Planning Work Program



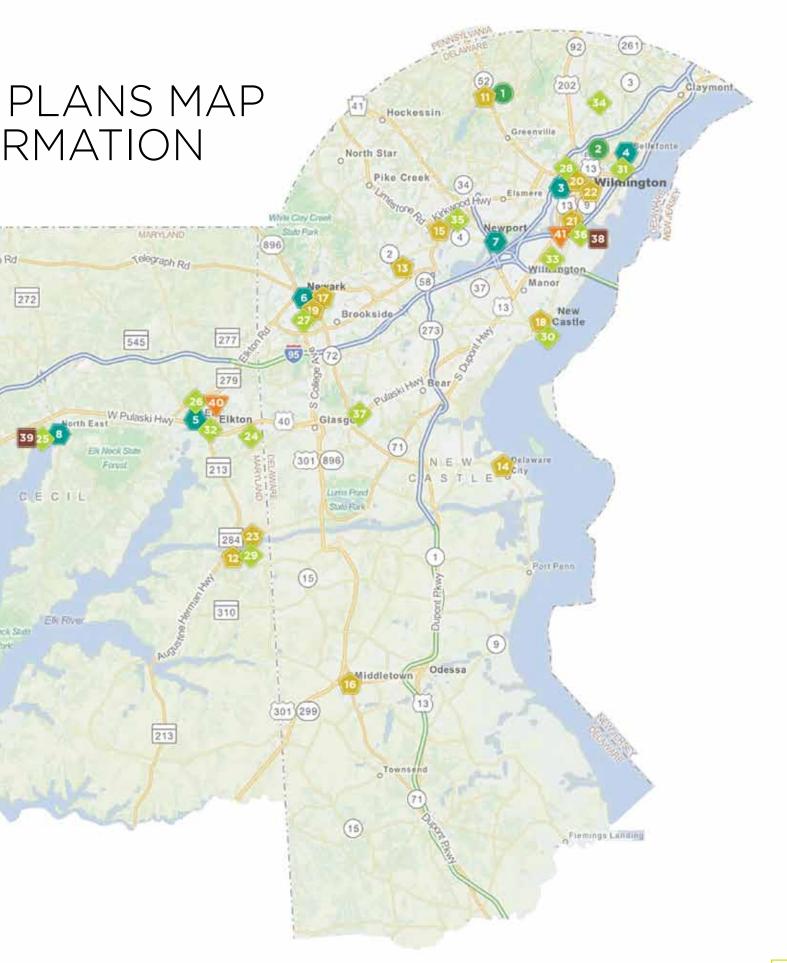
### **Spotlight: Community Planning**

WILMAPCO works alongside local governments, civic leaders, residents, and businesspeople on community (or sub-regional) plans. While not required by federal mandate, these local plans help us to realize RTP objectives within communities, and provide us with a deeper understanding of our region's transportation needs.

Several multifaceted planning efforts fall into this category - from Port Deposit to Claymont. While all modes of transportation are considered in each study, many focus on resolving a specific transportation problem.



		BYWAYS	
	$\sqrt{\frac{1}{1}}$	Brandywine Valley Scenic Byway	
	2	Shipley Road Byway	
	TRANS	SIT/TRANSIT ORIENTED DEVELOPMENT (TOD)	COMMUNITY
	3	Wilmington Transit Moving Forward	
	4	Edgemoor TOD	COMMUNITY AND INFO
	5	Elkton TOD	
	6	Newark Regional Transportation Center	
	7	Newport Train Station Feasibility Study	
	8	North East TOD	PENNSYLVANIA
•	9	Perryville TOD	MARYLAND
	10	Port Deposit Transit Feasibility	Rising Sun Telegraph
	7	MULTIMODAL	273
$\langle \mathbf{Q}   \dot{\mathbf{x}} \rangle$	11	Centreville Village Plan	
	12	Chesapeake City Parking Plan	1 222
	13	Churchman's Crossing Plan	[6.79]
	14	Delaware City Transportation Plan	276
	15	Marshallton Circulation Study	
	16	Middletown Design Standards	
	17	Newark Transportation Plan	275
	18	New Castle Transportation Plan	
	19	Old Newark Traffic Calming	824
	20	Shipley Street Revitalization	Pull Perryville
	21	Southbridge Circulation Study	PulaPerryville
	22	Downtown Wilmington Circulation Study	Gra
	23	Chesapeake City Design Standards	
		BICYCLE/PEDESTRIAN	
	24	Cecil County Bicycle Plan	
	25	Charlestown Pedestrian and Bicycle Plan	
	26	Elkton Bicycle Plan	
	27	Newark Bicycle Plan	Dr.M.
	28	Wilmington Bicycle Plan	
	29	WCW - Chesapeake City	
	30	WCW - City of New Castle	
	31	WCW - Edgemoor Gardens	
	32	WCW - Town of Elkton	
	33	WCW - Garfield Park Activity Center	
	34	WCW - Jewish Family Services	- Control of the Cont
	35	WCW - Marshallton	
	36	WCW - Southbridge	
.3.	37	WCW - Westside Family Healthcare	
		FREIGHT	
	38	Port of Wilmington Truck Parking	
	39	Chesapeake Connector Study	
		SIGNAGE	
	40	Elkton Signage Study	
	41	South Wilmington Signage Study	



# DEVELOP EFFECTIVE TRANSPORTATION NETWORKS

#### Manage congestion

- Complete Congestion Management Process
- Integrate CMP into the TIP\*

## Streamline freight movement

• Maintain a freight plan

## Promote seamless interregional travel

 Maintain an interregional plan

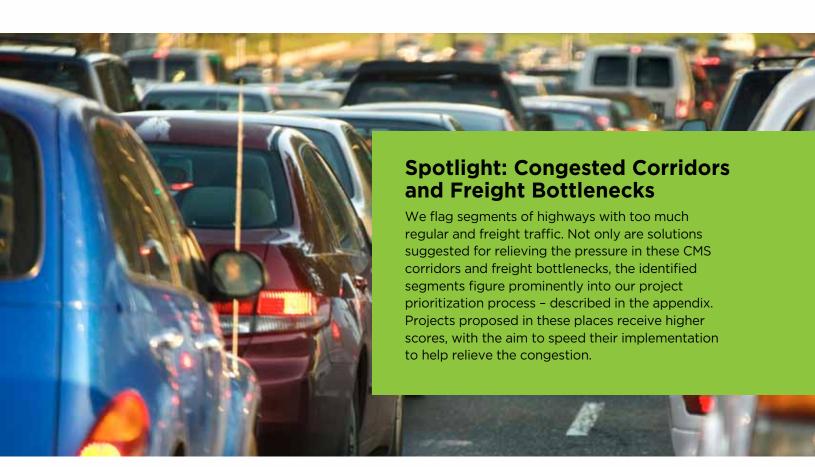
## Enhance intermodal systems connectivity

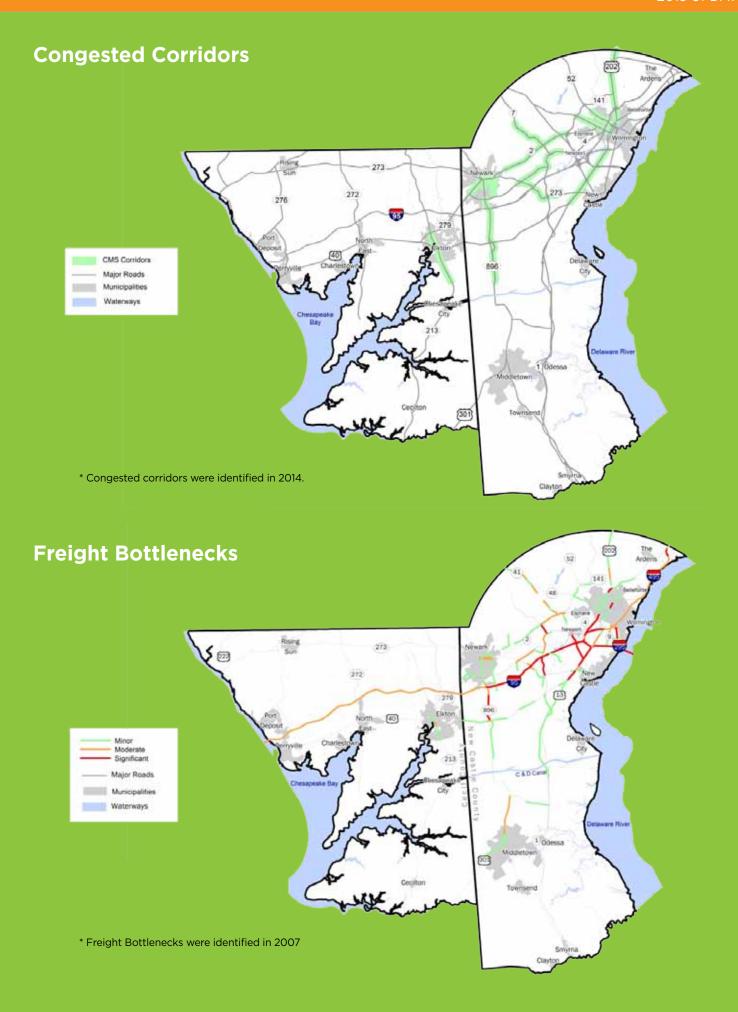
 Qualitative review of UPWP

#### **PUBLIC OPINION**

**90%** say reducing congestion is an important or critical issue







### PLAN FOR ENERGY SECURITY AND CLIMATE CHANGE

#### Reduce Vehicle Miles Traveled

• Per capita VMT

## Support cleaner vehicle infrastructure

- Qualitative review of UPWP
- % of private clean fuel fleet

## Understand and adapt to sea level rise

- Qualitative review of UPWP
- Vulnerability assessment of infrastructure and planned projects

### **PUBLIC OPINION**

**64%** say they are willing to carpool/ vanpool to improve air quality



### **Spotlight: Sea Level Rise**

Situated on the low-lying Atlantic coastal plain, the WILMAPCO region is susceptible to rising seas as a result of climate change and geological shifts. Our recent transportation vulnerability assessment found that key pieces of our highway and rail infrastructure – such as US 13, SR 9 and the Northeast Corridor – along with the Wilmington Train Station and the Port of Wilmington would be impacted under year 2100 scenarios developed by Delaware Coastal Programs.

SLR presents challenges to key facets of our transportation system, such as highways and rail lines. Six inundation scenarios, three for each county, were used to assess regional SLR impacts. Roadway segments across our region risk inundation. Shown on the next page, this represents more than 30 miles of roads analyzed, 2.7% of the total.

Photo credit: Peggy Schultz



**Source:** Sea level rise scenarios in Cecil County were developed by Towson University; Delaware Coastal Programs produced the New Castle County scenarios. See www.WILMAPCO.org/slr for more details.

### **Potentially Impacted Roadways**

Scenario	New Castle (in miles)	Scenario	Cecil (in miles
0.5 m	8.9	2 ft	0.1
1 m	19.6	5 ft	0.6
1.5 m	27.9	10 ft	3.5

### **Potentially Impacted Railways**

Like roadways, low-lying rail infrastructure may be challenged by rising seas. Almost nine miles of rail are at risk in a 1.5 meter (5 foot) rise, about 5% of the total.

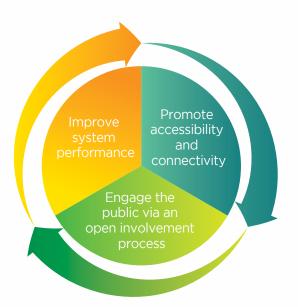
Scenario	New Castle (in miles)	Scenario	Cecil (in miles
0.5 m	4.1	2 ft	-
1 m	6.6	5 ft	
1.5 m	8.7	10 ft	0.5

Adaptation planning is necessary to begin addressing potential impacts of SLR. Coordination at all levels of government, and with the public and other private entities, is necessary to develop long-range response plans.

# **Goal: Efficiently Transport People**

Our transportation system should move people quickly and efficiently, regardless of which form of transportation is used and who uses it. We should seek to maximize the professional and personal time of our residents and visitors, reducing the hours many spend each year in heavy vehicle traffic, or waiting for delayed buses and trains.

Improving system performance by loosening congestion, ensuring that accessibility and connectivity is achieved by all, and placing the public's voice at the forefront of our planning process will help us to achieve this goal.



### **PUBLIC OPINION**

90% say better signal timing is effective at reducing congestion



# IMPROVE SYSTEM PERFORMANCE

Support high technology transit and highway projects

- EZ-Pass use
- Reduce commuter bus travel times
- Transit on-time performance

## Fund preservation projects first

- TIP preservation spending
- · Municipal Street aid
- Road and bridge conditions

# Support carpooling initiatives

- Percentage of workers carpooling
- Park-and-Ride lot use

#### Fund expansion projects within Center and Core TIAs when necessary

 Percentage of funding within Centers and Cores versus projects on the shelf



# **Spotlight: Infrastructure Condition**

Adequately preserving roads and bridges maximizes system safety, streamlines traffic flow, and reduces wear and tear on vehicles. About 40% of planned TIP spending is routinely assigned to preserving our infrastructure. While this could be higher, highways and bridges in the WILMAPCO region are generally in good condition. According to the 2014 Regional Progress Report, more than 85% of the region's highway pavement is in "good" condition, and more than 95% of our bridges are "structurally acceptable."



# PROMOTE ACCESSIBILITY & CONNECTIVITY

Ensure access to public transportation

• Walking distance to bus stops

Analyze barriers TJ groups experience in the transportation network

- Maintain a TJ Report
- Connectivity matrix

Develop a complete and safe nonmotorized transportation network

- Greenway progress
- Nonmotorized use analysis

# Fund strategic improvements to the public transit

- TIP transit funding trends
- Ridership and transit use analysis
- Filling the commuter rail gap progress

### **PUBLIC OPINION**

**54%** say they have very few transportation options



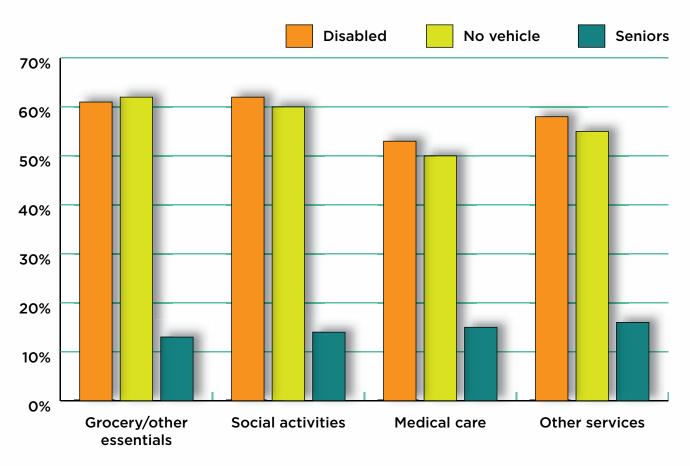


# **Spotlight: Transportation Justice**

Some groups have a tougher time using the transportation system than others. WILMAPCO exceeds our federal mandate by considering the needs of three transportation constrained populations: seniors (age 65+), the disabled and households without vehicles. These groups are less likely to agree that the transportation system meets their needs, with over half of disabled people and residents who live in households without vehicles reporting specific difficulty moving around our region, as shown in the graph below. The 2015 TJ Report will explore the connectivity and accessibility issues encountered by these populations.



### **Problems Reaching Key Destinations\***



<sup>\*</sup> **Source:** 2014 TJ Public Opinion Survey. The groups considered here – disabled, no vehicle, and seniors – are exclusive to their classification. So, for example, seniors that we surveyed were not disabled and lived in a household with one or more cars.

# ENGAGE THE PUBLIC VIA AN OPEN INVOLVEMENT PROCESS

Reach a wide and growing public audience

- Transporter distribution
- · Festival attendance
- · Media attention
- · Electronic reach
- Familiarity with WILMAPCO

Achieve an early, open, ongoing and transparent public dialogue in all WILMAPCO projects

 Review of public participation components of studies Realize an inclusionary public participation process

- EJ/TJ Report
- Transporter distribution analysis

### **PUBLIC OPINION**

Both black and low-income residents are more than **twice as likely** as the average resident to be unfamiliar with WILMAPCO.



### **Spotlight: Public Involvement**

We strive to develop high-quality, easy to understand reports, plans, and programs that maintain strong public support while utilizing new and creative ways to engage the public at all phases of the transportation planning process.

We pursue the following initiatives in an effort to increase public awareness and participation in our projects and programs:

- A Public Advisory Committee
- Website
- Open houses
- Workshops
- Conferences
- Seminars
- Civic group and local government presentations
- Exhibiting at local festivals and events
- Documents displayed at local libraries





- Radio and newspaper advertisements
- Quarterly printed newsletter
- Monthly electronic newsletter
- Facebook page
- Feedback forums
- Press releases
- Giveaway items
- An annual telephone public opinion survey, sticker board and other paper and online surveys

We also strive to better reach those who are traditionally underserved by transportation projects, such as low-income, minority, senior, disabled and zero car households.

### **Goal: Improve Quality of Life**

Transportation influences the health and well-being of people and the environment. On the human health side, private vehicle crashes have long been the leading cause of accidental death in the United States. Overreliance on private vehicles also lowers physical activity, increasing the risk of obesity and cardiovascular disease, and produces emissions, which harm our respiratory systems, and have been linked to cancer. Societal inequities are also reproduced in the transportation system. Low income and minority communities are more burdened with transportation's negative impacts (such as exposure to emissions) and receive fewer benefits (such as funded projects in their communities). The construction and expansion of infrastructure also threatens the destruction of natural habitats.

By working to protect public health and safety, promoting active transportation, ensuring transportation choice and equity, and preserving our natural and cultural resources we can improve our quality of life.





# PROTECT PUBLIC HEALTH & SAFETY

Develop and maintain a safe transportation system

- Injuries/fatality per VMT
- Pedestrian and bicycle crashes

Support disaster planning efforts

 Qualitative review of UPWP Improve access to healthy and affordable food, employment, and services

· Connectivity analyses

Reduce and mitigate the impacts of transportation emissions

- Air quality conformity
- Qualitative review of UPWP

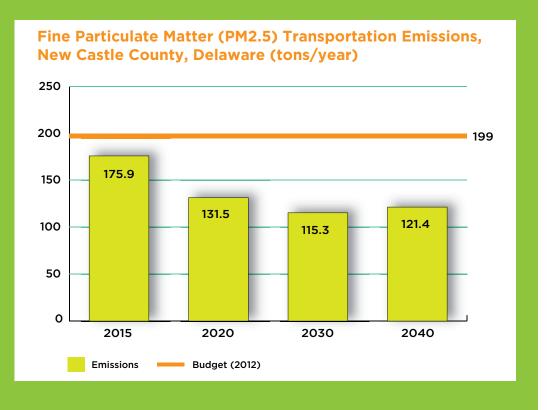
### **PUBLIC OPINION**

80% say our air quality is fair, good or very good



### Spotlight: Air Quality Conformity

With each RTP update we must show that the proposed projects will not worsen our air quality. The graphs below demonstrate this. Fine particulate matter (PM<sub>2.5</sub>) emissions in New Castle County and ozone (nitrogen oxides, NOx; volatile organic compounds, VOCs) emissions across the region are forecasted to be better in 2040 than they are today.



### **PROMOTE ACTIVE TRANSPORTATION**

Fund alternative transportation in the

· TIP funding trends

Apply a Complete Streets Policy in all **WILMAPCO** studies

· Qualitative review of UPWP

Prioritize TAP investments within areas of greatest need/capacity

· Qualitative review of UPWP

#### Develop and implement SRTS **Programs**

 Qualitative review of UPWP; percentage of school children walking/biking in participating schools

#### **PUBLIC OPINION**

**37%** say they would walk and bicycle more if safety was improved



### **Spotlight: Safe Routes to School**

Today, more than ever, there is a need to provide options that allow children to walk and bicycle to school safely. Many communities struggle with traffic congestion around schools and motor vehicle emissions polluting the environment. At the same time, children engage in less physical activity than in years past, which contributes to the growing epidemic of obesity and other chronic health consequences. WILMAPCO helps address these issues through a coordinated Safe Routes to School action plan. The plan includes a mix of infrastructure improvements, encouragement, enforcement, and educational programs to increase the number of children walking and biking to school.

WILMAPCO Safe Routes to School programs include walk and bike to school days, bike and pedestrian rodeos, contests, assemblies, mapping, in-class



education, parent education including car and walk-pooling, coordination with local police, and infrastructure improvements.

### ENSURE TRANSPORTATION CHOICE & EQUITY

Analyze the inequities EJ groups experience in the transportation network

Maintain an EJ report

Reduce transportation costs

 Transportation as a percentage of household spending

Ensure EJ communities receive their fair share of transportation spending

TIP spending within EJ communities

Plan for livable, sustainable and prosperous neighborhoods

Qualitative review of UPWP

### **PUBLIC OPINION**

Approximately 70% of both low income residents and black residents say bus expansions would be "very effective" transportation improvements versus about **30%** of high income residents and white residents.



### **Spotlight: Environmental Justice**

Societal burdens carried by low-income and racial and ethnic minority (or EJ) communities are replicated within the transportation system. WILMAPCO analyzed these patterns and proposed some solutions in our 2013 Environmental Justice Study. Significantly, the study found that the percentage of planned project spending within EJ neighborhoods has declined over the past decade, as a result of greater funding for suburban highway projects. We also found that these groups were less familiar with WILMAPCO, and had unique transportation concerns. EJ is woven into our project prioritization process, to help speed implementation of beneficial projects in these communities. We also have bolstered EJ public outreach initiatives, and have led efforts within the South Wilmington Planning Network, an innovative and successful community planning effort.



Photo credit: Peggy Schultz



# PRESERVE NATURAL & CULTURAL RESOURCES

Support the designation and implementation of scenic byways

 Qualitative review of UPWP; corridor management plans Limit projects within Rural TIAs to preservation and safety

Analysis of RTP/aspiration projects

Avoid projects within sensitive ecological areas

Analysis of RTP/aspiration projects

Establish a better relationship between transportation and tourism

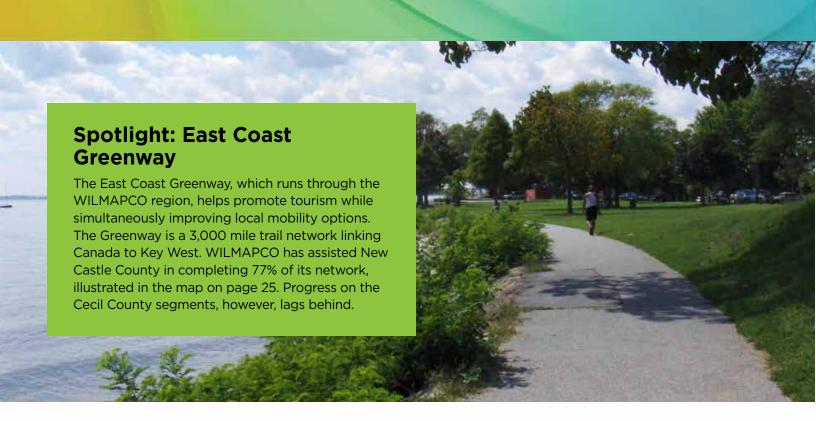
• Greenway progress

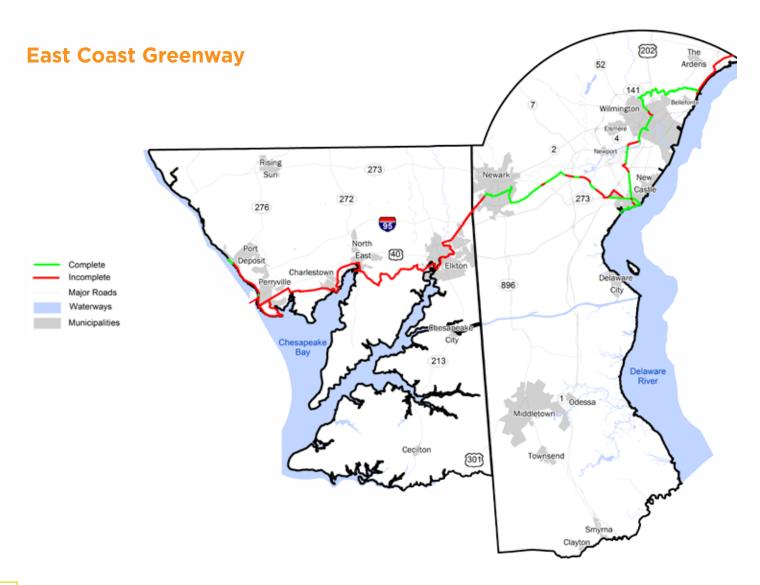
### **PUBLIC OPINION**

91%

say preserving farmland and open space is an important or critical issue







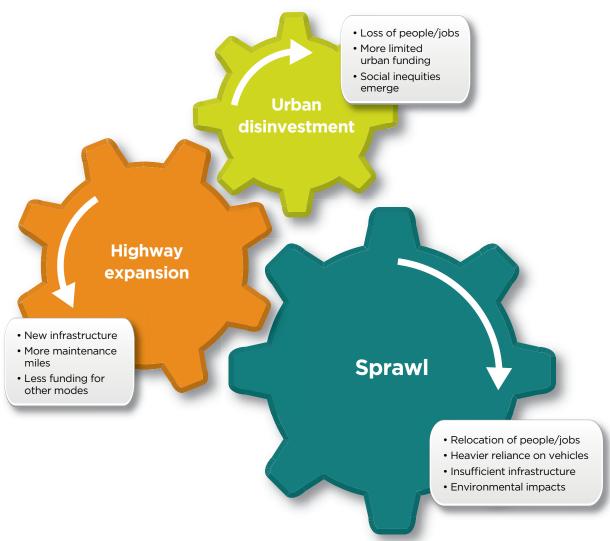
# TRANSPORTATION INVESTMENT AREAS & SCENARIO ANALYSES

Coordinating land use and transportation investments, and realizing more complete communities would address simultaneously many of our regional challenges. As shown in the conceptual graph below, sprawling developments are built on the region's edge; which necessitate transportation expansions (encouraging more sprawl); which leaves less funding for developed areas (encouraging more sprawl). The end result is a continuation of suburban

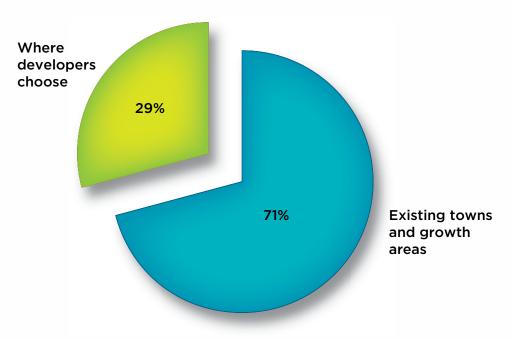
sprawl, increasing total vehicle miles driven, and persistence of social inequities.

While the cycle continues in the WILMAPCO region, channeling development into existing places and identified growth areas is the preferred development method of our residents. This is illustrated in the graph on page 27.

### The Cycle of Sprawl



## **Where Should Development Occur?**



**Source:** WILMAPCO Public Opinion Survey, 2014.



### **Transportation Investment Areas**

One way to help break the cycle of sprawl is properly investing in Transportation Investment Areas (TIAs). TIAs are an overarching guide for where the various types of transportation investment ought to go, in recognition of transportation's close relationship with land use. The TIAs were developed by reviewing and consolidating state and local land use plans into a single map.

The graphic below provides a description of each TIA type. Generally, places with the heaviest concentrations of population, employment and infrastructure-

"Centers" and "Cores"-provide the greatest benefit from transportation investments that maintain and improve upon existing networks. Places with the least development, "Rural" should see the most limited project funding. The three other TIA types ought to receive varying levels of project funding as needed. WILMAPCO should ensure that proposed RTP and TIP projects are appropriate for their TIA designation.

**Center** - These are municipal areas with the highest concentrations of population and/or employment with well-established land uses and development patterns and opportunities for significant re-development. The transportation objective for these areas is to provide intensive transportation investment with an emphasis on public transportation, walking and bicycling, and to make existing and planned improvements as safe and efficient as possible.

**Core** - These are municipal and non-municipal areas which contain densely settled population and employment patterns. In addition, these areas contain a substantial amount of key regional transportation infrastructure encompassing all modes. The transportation objective for these areas is to maintain the existing infrastructure while allowing for system expansion for all modes of transportation, including the expansion of rail service and the addition of roadway capacity.

**Community** - These are areas with well-established land uses and development patterns and where growth and development pressures are expected to be moderate. The transportation objective for these areas is to expand and improve transportation facilities and services, and to make each as safe and efficient as possible.

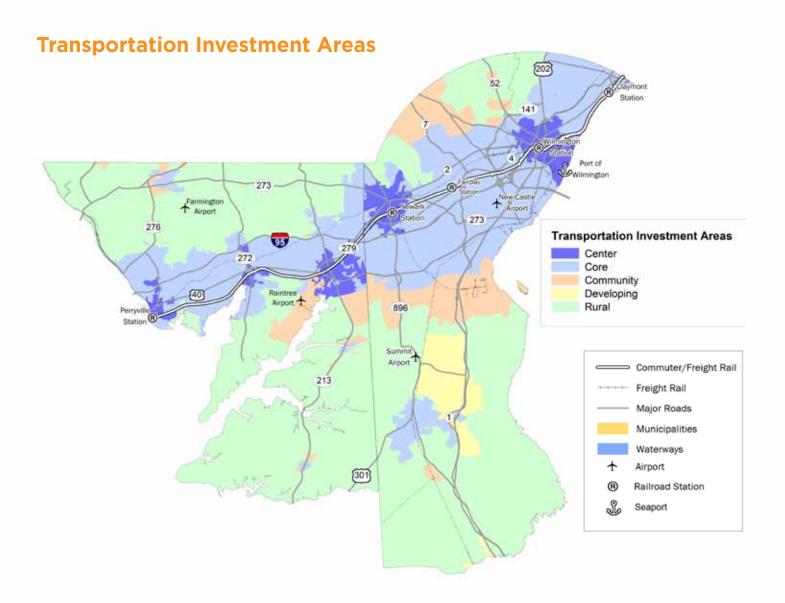
**Developing** - These are areas where land uses and development patterns are not yet set and where they continue to emerge. The transportation objective for these areas is to appropriately encourage growth and rational development through a planned set of phased investments, land use coordination, and policy actions consistent with zoning densities and designations.

**Rural** - These are rural areas where limited growth and development exist or are expected, where transportation facilities and services are considered adequate to meet needs, and where natural resources are to be preserved. The transportation objective of these areas is to preserve existing transportation facilities and services, and to manage the transportation system to support the preservation of the natural environment.

### **Scenario Analyses**

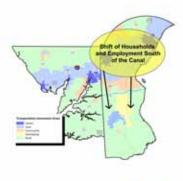
Scenario analyses can help us understand the impact land use development has on the transportation system. As outlined on page 30, five different scenarios were examined in New Castle County. One involved baseline projections, with no land use planning change. Two involved accelerated growth south of the C&D Canal, one more concentrated than the other. A fourth

studied a denser growth pattern along the I-95 corridor. A final scenario measured the impacts of less household growth in the County. A computer travel model examined the transportation impacts of each of these scenarios, together with the proposed financially reasonable projects listed in this RTP.<sup>5</sup>



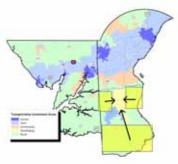
<sup>5</sup> The scenarios were also tested with a 25% increase in transit mode share. The results are available in the appendix.

### **Year 2040 New Castle County Land Use Senarios**



Accelerated
Southern Growth

- Allocates 60% of household growth south of the C&D Canal
- Allocates 50% of employment growth south of the C&D Canal



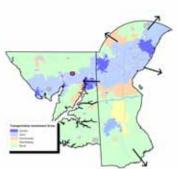
Centralized Southern Development

- Allocates 75% of household growth to Middletown and Developing TIA
- No changes to employment



Northern Redevelopment

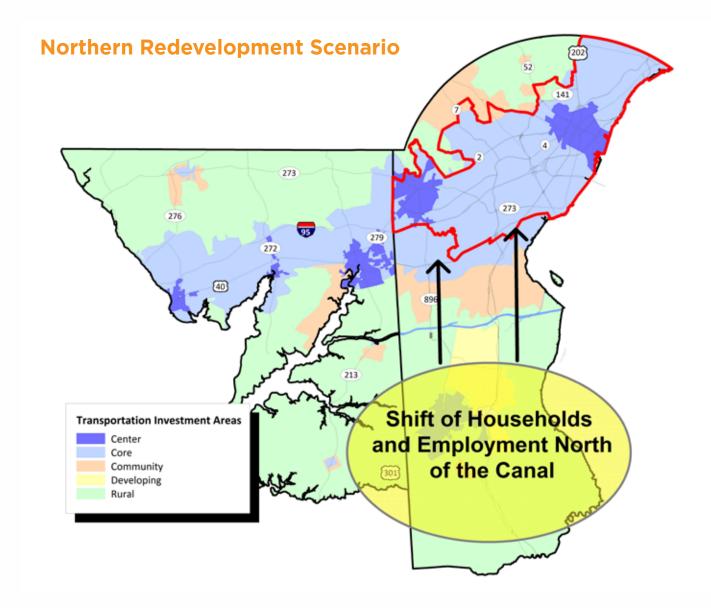
- Allocates 75% of household growth to northern Core/Center TIAs\*
- Allocates 85% of employment growth to northern Core/Center TIAs\*



Slower Growth

- Allocates 25% of household growth to Cecil, Chester, Kent and Sussex counties
- · No changes to employment

The Northern Redevelopment scenario easily outperformed the others. In the Northern Redevelopment scenario, most of the expected growth in households and jobs through 2040 are shifted from Southern New Castle County into the I-95 corridor, where transportation infrastructure is most extensive.



This scenario notably performed best in the following categories:

- Fewer miles of road experiencing congestion
- Fewer vehicle miles traveled
- Fewer vehicle crossings of the C&D Canal
- Reduced average trip lengths
- Higher average travel speeds
- Higher public transit ridership
- Less transportation air emissions (NOx,  $PM_{2.5}$ , and  $CO_2$ )

On balance, Northern Redevelopment showed marginal improvements in most of these categories versus the others. This may be because it only considered future growth, and spread that growth across a wide swath of land instead of in compact clusters. Still, the exercise quantifies the many benefits of growth through redevelopment versus sprawl in New Castle County. More details on our scenario analyses are available in the appendix.

# INVESTMENT PLAN

Transportation infrastructure has not received sufficient attention in the United States for some time. Key projects have stalled, or been abandoned, while others have not even been seriously considered. These perpetual funding shortfalls threaten our global economic competitiveness, as well as delay improvements to system safety, condition, and reliability.

The problem stems from the primary source of transportation revenues – gasoline taxes. Following years of inflation, the increasing costs of labor and materials, and declines in per capita gas consumption, federal and state taxes are generally no longer high enough to pay for the needed projects. The public has little appetite for tax increase proposals (opposed by 81% of our region's residents), while federal and state governments have failed to implement alternative funding solutions.

Framed by this gloomy quandary, this section forecasts available transportation revenues through 2040. It then goes on to list the handful of projects affordable with that funding, along with the larger list of projects which remain unfunded and on the shelf.

### 2040 Financial Forecast

Working with DelDOT and MDOT, we developed funding forecasts for New Castle and Cecil Counties. In spite of generous assumptions, New Castle County shows a declining percentage of funding available for capital projects – with average annual funding dropping by half between 2014 and 2040. Cecil County, meanwhile, shows growth in capital funding availability during the late 2020s – doubling the average annual funding between 2025 and 2040.

### **PUBLIC OPINION**

Public SUPPORT for Various Transportation Funding Solutions

Delay or eliminate projects - 73%

Private sector financing - 65%

Fees for those who benefit from improvements - 65%

Increasing license and registration fees - 43%

Increasing transit fares - 36%

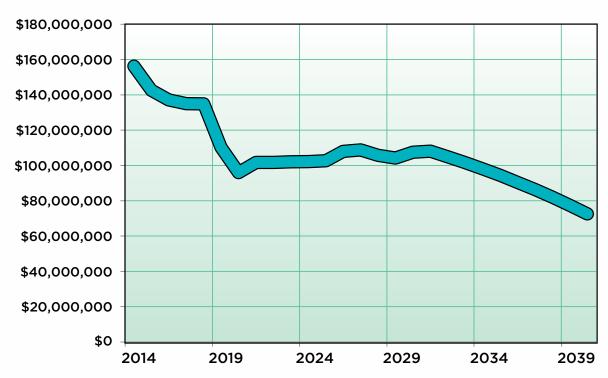
Increasing highway tolls - 32%

Increasing gasoline taxes - 19%

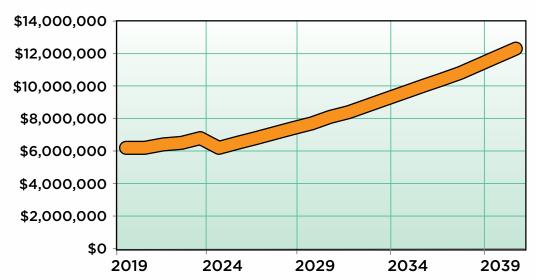


The New Castle County forecast assumes an even half (50%) of the state's available capital expenditures will be allocated to New Castle County. It also includes toll revenues from the planned US 301 Expressway (minus core business and GARVEE fund payback). The Cecil County forecast is driven by anticipated tolls on I-95, anticipated state revenues, as well as Amtrak funding and identified Cecil County TIP funding. More details are available in the appendix.

# **Funding Forecast for New Castle County Capital Transportation Projects**



# **Funding Forecast for Cecil County Transportation Expansion**



The table below details the financial reasonableness of the projects identified for funding in this RTP.

	New Castle County	Cecil County
Revenues	\$ 2,005,345,000	\$ 879,760,000
Funded RTP Project Costs	\$ 1,525,534,907	\$ 879,760,000
Difference	\$ 479,810,093	\$ O

<sup>\*</sup> Table is in 2015 dollars

#### **Financially Reasonable Projects**

A number of capital projects can be pursued through 2040 with available funding. The projects presented in this section represent the current priority projects. This listing will likely evolve in the decades to come, as funding is identified and lost, and policies, development patterns, and priorities change.

Overall, 68 projects are proposed in New Castle County and 11 in Cecil County, for a total of 79. About half of the total project funding – \$4.2 billion in year of expenditure (\$2.5 billion in 2015 dollars) – is slated for infrastructure expansions (new physical infrastructure) and about half for infrastructure management (reconfiguring present infrastructure). Some of the projects are very expensive, such as \$1.4 billion for widening I-95 in Cecil County, while others are relatively less costly (\$75,000 for the Elkton Bus Circulator).

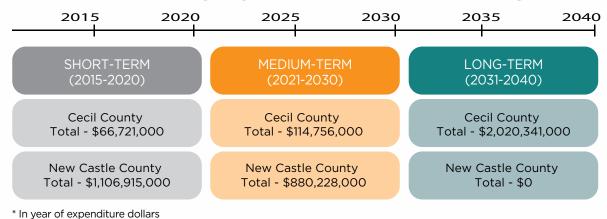
Most projects (60 or 75%), and associated funding, are destined for, and along, roadways. In New Castle County, much of the planned spending involves new highway construction and upgrades in its central and southern suburbs. Eight major expansion projects

along the US 301/SR 896 and SR 1 corridors south of I-95 – chiefly the US 301 Expressway and Spur (\$718 million) and a pair of SR 1 widening projects (\$285 million) – by themselves capture more than half (61%) of that county's reasonable project spending. In Cecil County, two I-95 expansion projects – widening both directions of the interstate (\$1.4 billion) and expanding the I-95/SR 222 interchange (\$413 million) – account for most (81%) of the planned spending there.

A handful of the reasonable projects involve public transit, or are dedicated pedestrian/bicycle projects. Highlights include the expansion of Newark's Train Station (\$39 million), the extension of commuter rail service from Perryville to Elkton (\$38 million), and work on a key segment of greenway trail linking Wilmington to New Castle (\$15 million).

The maps and table below illustrate these financially reasonable projects. In the table, each project's "technical score" is also provided (to show how it fared in our project prioritization process – details about which can be found in the appendix), along with its expected cost and targeted in-service date.

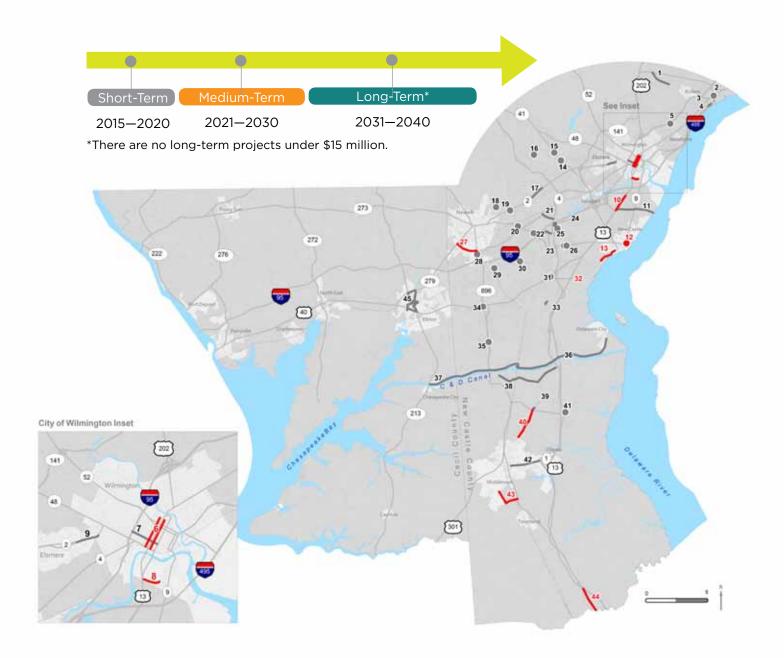
#### **Total Costs by Implementation Term and County**



This includes 57 projects classified as "multimodal." A realization of "Complete Street" policies, these projects set aside a small amount of project funding to enhance and create nonmotorized features along the right-of-way, such as sidewalks, bicycle lanes, and public transit amenities.

<sup>8</sup> Projects in the separate "multimodal" category also often have bicycle and pedestrian elements, such as new sidewalks, marked crosswalks and bicycle lanes.

#### Proposed Projects Under \$15 Million by In-Service Year



## Listing of Financially Reasonable Projects Under \$15 Million

Map ID	County	Project Name	Description	Mode	Category	Investment Area	Technical Score	Year of Expenditure Cost x \$1,000	In Service Year
1	NCC	Grubb Road, SR 261: Foulk Rd. to Naamans Rd.	Construct new sidewalk	Bike/ped	Management	Core	4	\$643	2019
2	NCC	I-495 at Philadelphia Pike	Improve/reconfigure intersection to improve safety	Road	Management	Core	n/a	\$368	2017
3	NCC	Claymont Sidewalks - Myrtle Avenue	Construct new sidewalk between US 13 and train station	Bike/ped	Management	Core	6	\$1,514	2017
4	NCC	Claymont Sidewalks - Manor Avenue	Construct new sidewalk between US 13 and train station	Bike/ped	Management	Core	5	\$1,147	2018
5	NCC	I-95, Carr Road and Marsh Road Interchange Improvements	Improve/reconfigure interchange to improve safety	Multimodal	Management	Core	n/a	\$5,350	2018
6	NCC	King & Orange Streets, MLK Blvd. to 13th St.	Improve streetscape and transit facilities, i.e. bus shelters, lighting, and pedestrian upgrades	Multimodal	Management	Center	16	\$8,478	2021
7	NCC	4th St., Walnut St. to I-95	Construct bus shelters, improve striping, crosswalks, sidewalks and signals	Multimodal	Management	Center	19	\$3,650	2020
8	NCC	Garasches Lane	Improve access between the Southbridge neighborhood and the Wilmington Riverfront	Multimodal	Management	Center	6	\$1,838	2021
9	NCC	SR 2, South Union St: Railroad Bridge to Sycamore St.	Roadway reconstruction, pedestrian safety, drainage improvements	Multimodal	Management	Center	11	\$1,917	2015
10	NCC	US 13, US 40 to Memorial Drive	Improve pedestrian safety and access	Bike/ped	Management	Core	19	\$8,857	2021
11	NCC	I-295, Westbound from I-95 to US 13	Improve roadway, operational safety improvements	Road	Expansion	Core	16	\$8,382	2017
12	NCC	City of New Castle Intersections (SR9/3rd and SR9/6th & SR9/ Delaware St)	Reconfigure intersections to pedestrian access and reduce cut through traffic	Multimodal	Management	Core	5	\$3,764	2021
13	NCC	SR 9, River Rd. Area, Dobbinsville (viaduct)	Reconfigure/ raise roadway to prevent flooding	Road	Management	Core	3	\$14,157	2021
14	NCC	SR 41 / Faulkland Rd. Intersection (Highway Safety Improvement Program)	Reconfigure interchange, safety improvements	Road	Management	Core	n/a	\$702	2019
15	NCC	SR 41 / Hercules Rd. Intersection (Highway Safety Improvement Program)	Improve/reconfigure intersection, improve pedestrian access	Other	Management	Community	n/a	\$3,287	2016
16	NCC	Mill Creek Road and Stoney Batter Road Intersection (Highway Safety Improvement Program)	Improve/reconfigure intersection, improve pedestrian access	Multimodal	Management	Core	n/a	\$3,748	2016
17	NCC	SR 2, Kirkwood Hwy: Pike Creek Rd to Woodmill Dr	Reconfigure intersection, safety improvements	Road	Management	Core	n/a	\$3,715	2018
18	NCC	Possum Park Rd and Old Possum Park Rd Intersection Improvements	Improve/reconfigure intersection, improve pedestrian access	Multimodal	Management	Core	1	\$2,198	2017
19	NCC	SR 2 / Red Mill Rd. Intersection Improvements	Improve/reconfigure intersection, improve pedestrian access	Multimodal	Management	Core	12	\$7,178	2020

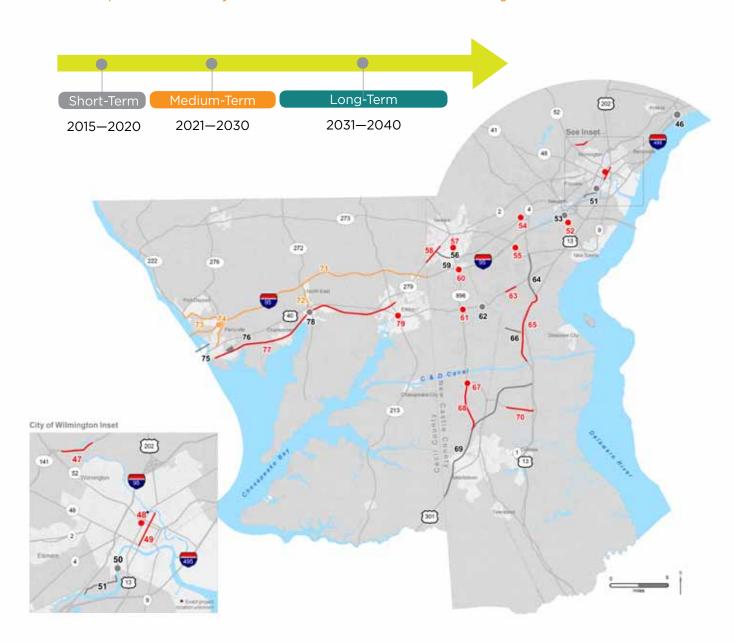
#### Listing of Financially Reasonable Projects Under \$15 Million

Map ID	County	Project Name	Description	Mode	Category	Investment Area	Technical Score	Year of Expenditure Cost x \$1,000	In Service Year
20	NCC	SR 273 / Red Mill Rd. Connector Intersection (Highway Safety Improvement Program)	Improve/reconfigure intersection	Road	Management	Core	n/a	\$2,398	2019
21	NCC	Churchmans Road, Christiana Hospital to SR 1	Improve roadway, operational safety improvements	Road	Management	Core	n/a	\$1,861	2016
22	NCC	SR 273 / Harmony Rd. Intersection Improvements (Highway Safety Improvement Program)	Improve/reconfigure intersection	Multimodal	Management	Core	n/a	\$4,811	2020
23	NCC	Road A / SR 7 Improvements	Expand and reconfigure roadway	Road	Expansion	Core	6	\$14,353	2018
24	NCC	Cavaliers Mitigation	Construct berms and vegetative walls	Multimodal	Management	Core	5	\$1,600	2015
25	NCC	Christiana Mall Park and Ride	Relocate existing park and ride transit center	Transit	Management	Core	6	\$5,343	2018
26	NCC	SR 273 / Appleby Rd and Airport Rd Intersections	Improve/reconfigure intersection, improve pedestrian access	Multimodal	Management	Core	n/a	\$9,056	2018
27	NCC	SR 4, SR 2 to SR 896 (westbound)	Eliminate bottleneck, improve non-motorized access	Road	Expansion	Center	10	\$54,028	2030
28	NCC	SR 896 and Old Chestnut Rd. Intersection (Highway Safety Improvement Program)	Improve/reconfigure intersection, improve pedestrian access	Other	Management	Center	n/a	\$1,455	2015
29	NCC	SR 72 and Old Baltimore Pike Intersection	Reconfigure interchange, safety improvements	Road	Management	Core	n/a	\$1,018	2017
30	NCC	Old Baltimore Pike and Salem Church Rd Intersection	Improve/reconfigure intersection	Road	Management	Core	n/a	\$2,642	2018
31	NCC	US 40 / SR 7 Intersection	Improve/reconfigure intersection, improve pedestrian access	Multimodal	Management	Core	n/a	\$848	2016
32	NCC	US 40, Eden Square Connector	Construct new roadway, improve non-motorized access	Multimodal	Expansion	Core	5	\$7,024	2030
33	NCC	SR 71, Old Porter Rd. to SR 7 (Highway Safety Improvement Program)	Improve/reconfigure intersection, improve pedestrian access	Other	Management	Core	n/a	\$2,687	2017
34	NCC	US 40 / Glasgow Avenue Intersection	Improve/reconfigure intersection, improve pedestrian access	Multimodal	Management	Core	n/a	\$339	2016
35	NCC	SR 896 at N54 & N396 Intersection, Including Howell School Road to SR 71	Realign roadway, improve safety, traffic operations, and non- motorized access	Multimodal	Management	Community/ Rural	5	\$11,877	2017
36	NCC	C & D Branch Canal Trail and C&D Canal Trail to MD line	Enhance regional trail system	Bike/ped	Management	Rural	1	\$194	2016
37	СС	C & D Canal Trail	Enhance regional trail system	Bike/ped	Management	Rural	1	\$2,142	2016
38	NCC	N412, Lorewood Grove Road, Rd 412A to SR 1	Improve roadway, operational safety improvements, improve non-motorized access	Road	Management	Developing/ Rural	4	\$11,786	2019
39	NCC	Jamison Corner Rd: Relocated to Boyds Corner Rd	Improve/reconfigure roadway	Multimodal	Management	Developing	7	\$10,065	2017

## Listing of Financially Reasonable Projects Under \$15 Million

Map ID	County	Project Name	Description	Mode	Category	Investment Area	Technical Score	Year of Expenditure Cost x \$1,000	In Service Year
40	NCC	Cedar Lane: Marl Pit Rd. to Boyds Corner Rd.	Improve roadway, operational safety improvements, construct roundabout at Cedar & Marl Pit Rds.	Road	Management	Developing	5	\$14,614	2021
41	NCC	Boyds Corner Park and Ride	Expand existing park and ride transit center	Transit	Management	Rural	5	\$411	2016
42	NCC	SR 299, SR 1 to Catherine Street	Expand roadway, improve pedestrian access	Road	Expansion	Core	5	\$9,944	2019
43	NCC	Wiggins Mill Road	Improve roadway, improve non-motorized access	Multimodal	Management	Core, Rural	5	\$4,178	2030
44	NCC	US 13: Duck Creek to SR 1	Roadway access improvements, improve non-motorized access	Multimodal	Management	Rural	2	\$10,755	2021
45	СС	Elkton Bus Service Circulator	Community bus service expansion	Transit	Expansion	Center	11	\$75	2020

#### Proposed Projects Above \$15 Million by In-Service Year



## Listing of Financially Reasonable Projects Above \$15 Million

Map ID	County	Project Name	Description	Mode	Category	Investment Area	Technical Score	Year of Expenditure Cost x \$1,000	In Service Year
46	NCC	Claymont Train Station	Commuter rail capacity improvements	Transit	Management	Core	10	\$39,055	2020
47	NCC	Tyler McConnell Bridge, SR 141, Montchannin Road to Alapocas Road	Major roadway and bridge expansion, congestion reduction, safety improvements	Multimodal	Expansion	Rural	8	\$17,759	2030
48	NCC	Wilmington Transit Hub (Project Location Unknown)	Transit center expansion improvements	Transit	Expansion	Center	18	\$15,791	2021
49	NCC	Walnut St., Front St. to 13th St. with sweep removal	Improve roadway, operational safety improvements	Multimodal	Management	Center	18	\$15,184	2021
50	NCC	Christina River Bridge	Major bridge construction, congestion reduction, safety improvements	Multimodal	Expansion	Core	13	\$62,599	2019
51	NCC	NCC Industrial Track Greenway, Phase III	Expand regional trail system	Bike/ped	Expansion	Center/ Core	10	\$14,967	2018
52	NCC	SR 141 & I-95: Commons Blvd	Reconfigure interchange, safety improvements	Road	Management	Core	14	\$35,088	2021
53	NCC	SR 141 & I-95 Interchange: Ramps G & F Improvements	Reconfigure interchange, safety improvements	Road	Management	Core	14	\$39,651	2018
54	NCC	Fairplay Train Station - Parking	Commuter rail station parking improvements	Transit	Management	Core	12	\$18,033	2021
55	NCC	SR 273 / Chapman Rd Intersection Improvements	Improve/reconfigure intersection, improve pedestrian access	Multimodal	Management	Core	n/a	\$18,410	2021
56	NCC	Newark Regional Transportation Center, Phase I	Commuter rail capacity improvements	Transit	Management	Center	11	\$38,789	2017
57	NCC	Newark Regional Transportation Center, Phase II	Commuter rail capacity improvements	Transit	Management	Center	11	\$65,945	2025
58	NCC	SR 2, Elkton Road: MD Line to Casho Mill Rd	Roadway reconstruction, intersection improvements	Multimodal	Expansion	Center	8	\$27,204	2021
59	NCC	SR 4, SR 2 to SR 896 (eastbound)	Eliminate bottleneck, improve non-motorized access	Road	Expansion	Center	10	\$25,233	2020
60	NCC	I-95 and SR 896 Interchange	Improve/reconfigure interchange	Road	Expansion	Core	18	\$96,216	2025
61	NCC	US 40 and SR 896 Interchange	Construct grade separated intersection, safety improvements	Road	Expansion	Core	15	\$60,533	2022
62	NCC	US 40 / SR 72 Wrangle Hill Road	Improve/reconfigure intersection, improve pedestrian access	Multimodal	Management	Core	9	\$22,512	2018
63	NCC	US 40: Salem Church Rd to Walther Road	Improve roadway, improve non-motorized access	Multimodal	Expansion	Core	13	\$26,003	2023
64	NCC	SR 1: Tybouts Corner to SR 273	Reconstruct roadway	Road	Expansion	Core	9	\$123,052	2020
65	NCC	SR 1: Tybouts Corner to Roth Bridge	Expand and reconstruct roadway	Road	Expansion	Community	9	\$162,085	2030
66	NCC	SR 72, McCoy Road to SR 71	Expand roadway, improve non-motorized access	Multimodal	Expansion	Community	2	\$22,977	2019

#### Listing of Financially Reasonable Projects Above \$15 Million

Map ID	County	Project Name	Description	Mode	Category	Investment Area	Technical Score	Year of Expenditure Cost x \$1,000	In Service Year
67	NCC	SR 896 at Bethel Church Rd Interchange	Construct grade separated intersection, safety improvements	Road	Expansion	Rural	0	\$34,609	2022
68	NCC	US 301: Spur	Major roadway expansion, congestion reduction, safety improvements	Road	Expansion	Rural	4	\$163,886	2030
69	NCC	US 301: MD State Line to SR 1 (Mainline)	Major roadway expansion, congestion reduction, safety improvements	Road	Expansion	Developing/ Rural	4	\$554,387	2019
70	NCC	Boyds Corner Rd: Cedar Lane to US 13	Expand roadway, improve non-motorized access	Multimodal	Expansion	Developing	5	\$22,992	2021
71	CC	I-95: Susquehanna River to DE Line	Major roadway and bridge expansion, congestion reduction, safety improvements	Road	Expansion	Core	3	\$1,346,247	2040
72	CC	MD 272: US 40 to Lums Rd.	Major roadway improvements, congestion reduction, safety improvements	Multimodal	Expansion	Core	1	\$77,003	2040
73	CC	MD 222, Perryville/ Bainbridge Rd: US 40 to MD 276	Roadway reconstruction	Road	Expansion	Center/ Core	1	\$183,887	2040
74	СС	I-95 and MD 222 Interchange	Improve/reconfigure interchange	Road	Expansion	Core	8	\$413,205	2040
75	CC	Susquehanna River Rail Bridge Preliminary Engineering	Reconstruct bridge, improve non-motorized access	Multimodal	Management	Core	4	\$22,098	2020
76	СС	MARC Maintenance Facility	New rail maintenance facility	Transit	Expansion	Core	3	\$26,766	2020
77	СС	Maryland Commuter Rail: Perryville to Elkton (MARC extension)	Expand commuter rail capacity	Transit	Expansion	Core/ Center/ Rural	8	\$38,450	2029
78	CC	MD 272 Bridge over Amtrak	Major roadway and bridge improvements, congestion reduction, safety improvements	Multimodal	Management	Center/ Core	5	\$15,638	2016
79	CC	MD 213 / US 40 Intersection Improvements (PD only)	Project Development Only - improve/ reconfigure intersection	Road	Management	Center	13	\$76,306	2016

#### **Unfunded Aspiration Projects**

The projects outlined in the previous section expend much of the forecasted capital through 2040. A separate, longer list of projects awaits funding. These "aspiration" projects were identified in recent transportation studies, or by the Maryland and Delaware Departments of Transportation, and are considered relevant by WILMAPCO. Maps and a listing of the aspiration projects follow.

There are a great variety of aspiration projects. They include interstate expansions (I-95: Maryland Line to SR 1), interchange expansions (I-95 and SR141), arterial road widenings (SR 896: C&D Canal to US 40), collector road improvements (a pair of roundabouts along Old Capitol Trail), new train stations (North East, Elkton, Newport), shared ride projects (Port Deposit), signage projects (South Wilmington), freight projects (Port of Wilmington Truck Staging), and bicycle and pedestrian projects (Pike Creek Road Sidewalks).

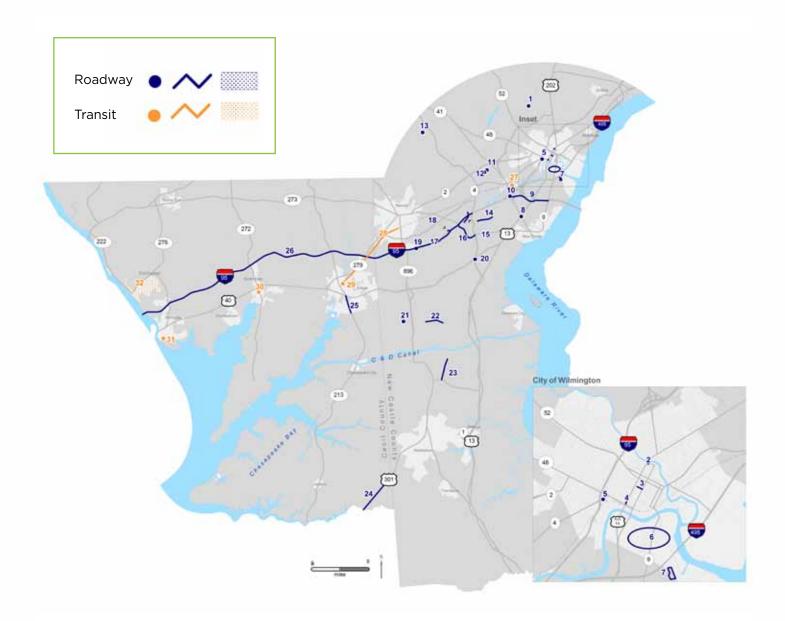
One thing these aspiration projects have in common, however, is their location. The vast majority (96%) fall along and between roads and railways north of the C&D Canal – mostly along the I-95 urban belt (Core and Center TIAs). While this conforms to the pattern of finacially reasonable project placement in Cecil County (exclusively around the I-95 corridor), it differs from the proposed spending plan in New Castle County, where about half of the funding is slated for work south of the Canal.

Most of these aspiration projects will not be constructed until after 2050, if ever. Changing priorities, public demand, demographic shifts, adjustments to travel behavior and other unknown factors are crucial to their realization.

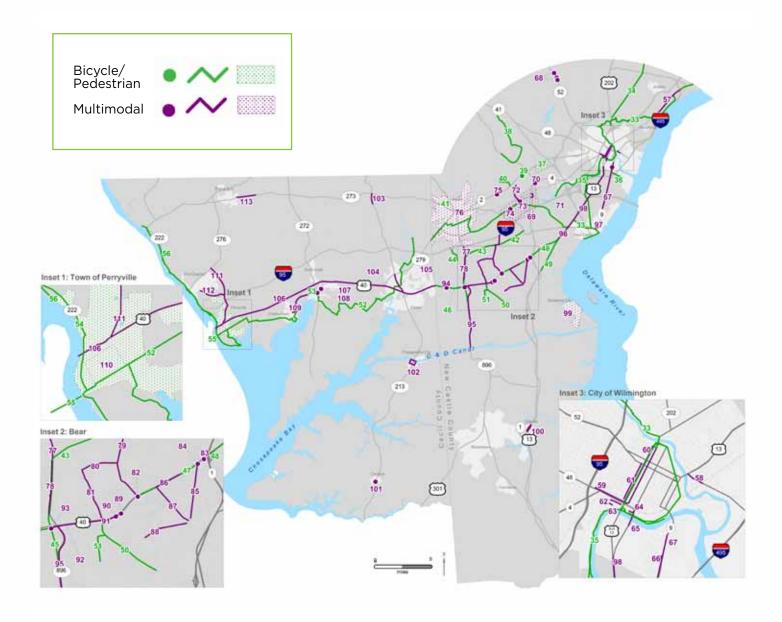


Figure 13. Four-leg roundabout alternative at Old Capitol Trail and Newport Road.

## Unfunded "Aspirations" Projects



## Unfunded "Aspirations" Projects



Map ID	County	Project Name	Source Plan	Mode	Category	Investment Area
1	NCC	Rockland Rd and Montchanin Court Guardrail	Other Intersection / Road Improvements	Road	Management	Rural
2	NCC	Convert 1500 block of King St to two- way street	2010 Downtown Circulation Study	Road	Management	Center
3	NCC	Two-way traffic on 8th St between King & Walnut Sts	2010 Downtown Circulation Study	Road	Management	Center
4	NCC	Add Southbound lanes on Market St. between 2nd St and MLK Blvd.	2010 Downtown Circulation Study	Road	Management	Center
5	NCC	Maryland Ave. and Monroe Street	Wilmington Initiatives	Road	Management	Center
6	NCC	South Wilmington Route Signage	2009 South Wilmington Signage Study	Road	Management	Center
7	NCC	Port of Wilmington Truck Staging Area (site location undetermined)	2013 Port of Wilmington Truck Parking Study	Road	Management	Core
8	NCC	US 13/ SR 141 Interchange	Other Intersection / Road Improvements	Road	Management	Core
9	NCC	I-295 Improvements, Eastbound at SR 141	Other Intersection / Road Improvements	Road	Expansion	Core
10	NCC	I-95 & SR 141 Interchange	I-95 MD Line to I-295 Program	Road	Management	Core
11	NCC	Old Capitol Trail/ Newport Rd. Roundabout	2014 Marshallton Circulation Study	Road	Management	Core
12	NCC	Old Capitol Trail/ Stanton Rd. Roundabout	2014 Marshallton Circulation Study	Road	Management	Core
13	NCC	Valley Rd/Little Baltimore Rd/North Star Rd Intersection	Other Intersection / Road Improvements	Road	Management	Community
14	NCC	Center Boulevard extended to Churchmans Rd	Other Intersection / Road Improvements	Road	Expansion	Core
15	NCC	Eagle Run Rd to Continental Drive Connector	1997 Churchmans Crossing Plan	Road	Expansion	Core
16	NCC	SR 273: I-95 to SR 1	Other Intersection / Road Improvements	Road	Management	Core
17	NCC	I-95: MD Line to SR 1	I-95 MD Line to I-295 Program	Road	Expansion	Core
18	NCC	I-95/ Chapman Road ramp	1997 Churchmans Crossing Plan	Road	Management	Core
19	NCC	I-95/DE 72 partial interchange - northbound entrance, southbound exit only	US 301	Road	Expansion	Core
20	NCC	SR 1 NB Ramp to US 40	US 40 Plan	Road	Management	Core
21	NCC	Denny Rd/ Lexington Parkway Intersection	Other Intersection / Road Improvements	Road	Management	Community
22	NCC	Howell School Road: SR 71 - RC Peoples Boulevard	Other Intersection / Road Improvements	Road	Management	Community/ Rural
23	NCC	Ratledge Rd.	Southern New Castle County	Road	Management	Developing
24	CC	US 301: Kent County line to Delaware State line, Access control improvements	Other Intersection / Road Improvements	Road	Management	Rural
25	CC	MD 213: Frenchtown Road to US 40	Other Intersection / Road Improvements	Road	Management	Center
26	CC	I-95 Corridor Access and Interchange Improvements	Other Intersection / Road Improvements	Road	Expansion	Core
27	NCC	Newport Rail Station	2013 Newport Train Station Feasibility Study	Transit	Expansion	Core
28	NCC	Rail - Newark to Elkton (SEPTA extension)	2003 Track A Feasibility Study	Transit	Expansion	Center
29	CC	Elkton Train Station	2011 Elkton TOD Plan	Transit	Expansion	Center
30	CC	North East Transit Hub/ Train Station	2014 North East TOD Plan	Transit	Expansion	Center
31	СС	Perryville Train Station Parking Improvements	2012 Perryville TOD Plan	Transit	Management	Center
32	CC	Port Deposit Shared Ride Service	2013 Port Deposit Transit Feasibility Study	Transit	Management	Core

Map ID	County	Project Name	Source Plan	Mode	Category	Investment Area
33	NCC	ECGW - NCC (grouped for mapping purposes)	Other Bike/Ped	Bike/ped	Expansion	Core/ Center
34	NCC	Foulk Road Sidewalks	Other Bike/Ped	Bike/Ped	Management	Core
35	NCC	Christina River Greenway	2006 New Castle County Greenway Plan	Bike/ped	Expansion	Core
36	NCC	Terminal Avenue/ SR 9 Pedestrian Improvements	2013 Port of Wilmington Truck Parking Study	Bike/Ped	Management	Core
37	NCC	Marshallton Pedestrian Improvements	2014 Marshallton Circulation Study	Bike/Ped	Management	Core
38	NCC	Mill Creek/Hockessin Greenway	2006 New Castle County Greenway Plan	Bike/ped	Expansion	Core/ Community
39	NCC	BR 234 Pedestrian Improvements	1997 Churchmans Crossing Plan	Bike/ped	Management	Core
40	NCC	Pike Creek Road Sidewalks	Other Bike/Ped	Bike/Ped	Management	Core
41	NCC	Newark Bicycle Plan Improvements	2014 Newark Bicycle Plan	Bike/Ped	Management	Center
42	NCC	Old Baltimore Pike: SR 72 to SR 273, Sidepath	US 40 Plan	Bike/ped	Management	Core
43	NCC	Cooch's Bridge/Old Baltimore Pike Greenway	2006 New Castle County Greenway Plan	Bike/ped	Expansion	Core
44	NCC	SR 896 Corridor Pathway (formerly Iron Hill Bikeway)	2006 New Castle County Greenway Plan	Bike/ped	Expansion	Core
45	NCC	DE 896: Old Baltimore Pike to Porter Road, Sidepaths	US 40 Plan	Bike/ped	Management	Core
46	NCC	US 40: MD State Line to SR 896, Sidepaths	US 40 Plan	Bike/ped	Management	Core
47	NCC	US 40: Newtown Trail & Pedestrian Improvements	US 40 Plan	Bike/ped	Expansion	Core
48	NCC	US 40: SR 1 to US 13, Sidepaths	US 40 Plan	Bike/ped	Management	Core
49	NCC	US 13: US 40 to Tybouts Corner, Sidepaths	US 40 Plan	Bike/ped	Management	Core
50	NCC	SR 72: US 40 to SR 71, Sidewalks	US 40 Plan	Bike/ped	Management	Core/ Community
51	NCC	Del Laws Road, Sidewalks	US 40 Plan	Bike/ped	Management	Core
52	CC	ECGW - CC (grouped for mapping purposes)	Other Bike/Ped	Bike/ped	Expansion	Center/ Core/ Community
53	CC	North East TOD Pedestrian Improvements	2014 North East TOD Plan	Bike/Ped	Management	Center
54	СС	Perryville Bicycle and Pedestrian Improvements	2012 Perryville Greenway Plan	Bike/Ped	Expansion	Center/ Core
55	CC	Susquehanna River Pedestrian/Bicycle Crossing	Other Bike/Ped	Bike/ped	Expansion	Center/Core
56	CC	Lower Susquehanna Heritage Greenway	Other Bike/Ped	Bike/ped	Expansion	Rural
57	NCC	US 13, Philadelphia Pike, Claymont Transportation Plan Implementation (Phase II)	Other Intersection / Road Improvements	Multimodal	Management	Core
58	NCC	Wilmington Traffic Calming; 12th St. Connector	Wilmington Initiatives Plan	Multimodal	Management	Center
59	NCC	King/MLK Sweep Improvement	Wilmington Initiatives Plan	Multimodal	Management	Center
60	NCC	Market Street: 11th to 16th Sts.	Wilmington Initiatives Plan	Multimodal	Management	Center
61	NCC	Shipley Street Enhancements: 12th Street to MLK Blvd.	Wilmington Initiatives Plan	Multimodal	Management	Center
62	NCC	Water St. West: Shipley Street to West Street	Wilmington Initiatives Plan	Multimodal	Management	Center
63	NCC	Tatnall St. Connector	Wilmington Initiatives Plan	Multimodal	Management	Center
64	NCC	Water St. East Extended (French St. to Front St.)	Wilmington Initiatives Plan	Multimodal	Expansion	Center
65	NCC	S. Walnut Street Bridge Area	Wilmington Initiatives Plan	Multimodal	Management	Center

Map ID	County	Project Name	Source Plan	Mode	Category	Investment Area
66	NCC	Southbridge Streetscape Improvements (Future Phases)	2008 Southbridge Circulation Study	Multimodal	Management	Center
67	NCC	SR 9, New Castle Ave - 3rd St to Heald St, Pavement Reconstuction	Other Intersection / Road Improvements	Multimodal	Management	Center/ Core
68	NCC	SR 52 and Snuff Mill Rd, Twadell Mill Rd, Center Meeting Rd Intersections	2002 Centerville Village Plan	Multimodal	Management	Rural
69	NCC	Churchmans Crossing Sidewalks & Bus Stop Improvements	1997 Churchmans Crossing Plan	Multimodal	Management	Core
70	NCC	SR 4 / SR 7 (JP Morgan) Intersection Improvements	1997 Churchmans Crossing Plan	Multimodal	Management	Core
71	NCC	SR 4, Ogletown Stanton Road/ SR 7, Christiana Stanton Road Phase 1, Stanton Split	1997 Churchmans Crossing Plan	Multimodal	Management	Core
72	NCC	Churchmans Road Extended, SR 2 to SR 4	1997 Churchmans Crossing Plan	Multimodal	Expansion	Core
73	NCC	SR 4, Churchmans Road Intersection Improvements	1997 Churchmans Crossing Plan	Multimodal	Management	Core
74	NCC	SR 4, Harmony Road Intersection Improvements	1997 Churchmans Crossing Plan	Multimodal	Management	Core
75	NCC	SR 2, Kirkwood Hwy / Harmony Rd.	1997 Churchmans Crossing Plan	Multimodal	Management	Core
76	NCC	Newark Transportation Plan Implementation	2011 Newark Transportation Plan	Multimodal	Management	Center
77	NCC	DE 896: Old Baltimore Pike and I-95, widen to 6 lanes	US 301	Multimodal	Expansion	Core
78	NCC	Local Glasgow Circulator Roads - to include sidewalks and bicycle accommodations	US 40 Plan	Multimodal	Management	Core
79	NCC	Salem Church Rd: I-95 to US 40, Sidewalks	US 40 Plan	Multimodal	Management	Core
80	NCC	Reybold Road: SR 72 to Salem Church Rd	US 40 Plan	Multimodal	Management	Core
81	NCC	SR 72: Reybold to US 40	US 40 Plan	Multimodal	Management	Core
82	NCC	Salem Church Road/US 40/Porter Road Intersection	US 40 Plan	Multimodal	Management	Core
83	NCC	DE 1 southbound ramp/US 40 Intersection	US 40 Plan	Multimodal	Management	Core
84	NCC	US 40/ SR 7 Interchange	US 40 Plan	Multimodal	Management	Core
85	NCC	DE 7: US 40 to DE 71	US 40 Plan	Multimodal	Management	Core
86	NCC	US 40: Salem Church Rd to Walther Rd	US 40 Plan	Multimodal	Expansion	Core
87	NCC	Church Road: Wynnfield to SR 71	US 40 Plan	Multimodal	Management	Core
88	NCC	Old Porter Road: Porter Road to SR 71	US 40 Plan	Multimodal	Management	Core/ Community
89	NCC	Scotland Drive/US 40, Intersection	US 40 Plan	Multimodal	Management	Core
90	NCC	US 40 Overpass of Norfolk Southern RR	US 40 Plan	Multimodal	Management	Core
91	NCC	US 40, SR 72 to Salem Church Rd	US 40 Plan	Multimodal	Management	Core
92	NCC	US 40: SR 896 to SR72	US 40 Plan	Multimodal	Management	Core
93	NCC	US 40/ Glasgow Avenue Intersection	US 40 Plan	Multimodal	Management	Core
94	NCC	US 40 & Pleasant Valley Road Intersection	US 40 Plan	Multimodal	Management	Core
95	NCC	SR 896: C & D Canal to US 40, Widening to 6 lanes	US 301	Multimodal	Expansion	Core/ Rural/ Community
96	NCC	US 40/ US 13 Interchange	US 40 Plan	Multimodal	Management	Core

Map ID	County	Project Name	Source Plan	Mode	Category	Investment Area
97	NCC	Route 9; Reconstruct Ferry Cutoff as 4 lanes	1999 City of New Castle Transportation Plan	Multimodal	Expansion	Core
98	NCC	US 13: US 40 to Wilmington	Other Intersection / Road Improvements	Multimodal	Expansion	Core
99	NCC	Delaware City Plan Implementation	2009 Delaware City Transportation Plan	Multimodal	Preservation	Community/ Rural
100	NCC	US 13: Odessa Transportation Plan Implementation	Other Intersection / Road Improvements	Multimodal	Management	Core
101	CC	MD 213 / MD 282 Intersection	Other Intersection / Road Improvements	Multimodal	Management	Core
102	СС	Chesapeake City Parking Plan Implementation	2009 Chesapeake City Parking Plan	Multimodal	Management	Core
103	CC	MD 213, Singerly Rd: North of Providence Rd. to MD 273, 2 lane reconstruction	Other Intersection / Road Improvements	Multimodal	Management	Rural
104	CC	MD 213, Bridge St.: US 40 to MD 279, Multi-lane urban reconstruction	Other Intersection / Road Improvements	Multimodal	Management	Center
105	CC	Elkton Downtown Connector Streets & Streetscaping	2011 Elkton TOD Plan	Multimodal	Expansion	Center
106	CC	US 40 Corridor and Intersection Improvements	US 40 Plan - Cecil County	Multimodal	Management	Core/ Center
107	CC	Rolling Mill Rd. Bridge (2-lanes with sidewalks)	2014 North East TOD Plan	Multimodal	Management	Center
108	CC	MD 272/ North Main St. Intersection Improvements	2014 North East TOD Plan	Multimodal	Management	Center
109	CC	MD 7, Philadelphia RdCecil Ave: East limits of Charlestown to MD 272, 2 lane reconstruction	Other Intersection / Road Improvements	Multimodal	Management	Core/ Center
110	CC	Perryville Connector Streets	2012 Perryville TOD Plan	Multimodal	Expansion	Center
111	CC	MD 275, Perrylawn Drive: MD 222 to MD 276 (divided highway reconstruct)	Other Intersection / Road Improvements	Multimodal	Management	Core/ Center
112	CC	MD 222, Bainbridge Rd: MD 275 to Bainbridge entrance, 2 lane reconstruction	Other Intersection / Road Improvements	Multimodal	Management	Core
113	CC	MD 273, Telegraph Rd: East Limits of Rising Sun to Sylmar Rd, 2 lane reconstruction	Other Intersection / Road Improvements	Multimodal	Management	Community
Proje	ects Grou	ped from Map ID # 40 - East Coast (	Greenway - NCC			
N/A	NCC	East Coast Greenway: Churchmans Crossing - Newark	East Coast Greenway	Bike/Ped	Expansion	Core/ Center
N/A	NCC	East Coast Greenway: New Castle - Churchmans Crossing	East Coast Greenway	Bike/Ped	Expansion	Core/ Center
N/A	NCC	East Coast Greenway: PA line to Cauffiel	East Coast Greenway	Bike/Ped	Expansion	Core/ Center
Proje	ects Grou	ped from Map ID #91 - Newark Trans	sportation Plan			
N/A	NCC	Cleveland Ave at N. College	2011 Newark Transportation Plan	Multimodal	Management	Center
N/A	NCC	Delaware Ave Cycletrack	2011 Newark Transportation Plan	Bike/Ped	Expansion	Center
N/A	NCC	Delaware Avenue Extension to Marrows Rd	2011 Newark Transportation Plan	Multimodal	Expansion	Center
N/A	NCC	Library Ave Pedestrian Improvements	2011 Newark Transportation Plan	Bike/Ped	Management	Center
N/A	NCC	Main Street Pedestrian Improvements	2011 Newark Transportation Plan	Bike/Ped	Management	Center
N/A	NCC	N. Chapel St. Underpass at Cleveland Ave	2011 Newark Transportation Plan	Multimodal	Management	Center
N/A	NCC	Newark Bicycle Signal Detection	2011 Newark Transportation Plan	Bike/Ped	Management	Center
N/A	NCC	Newark Bike Lanes	2011 Newark Transportation Plan	Bike/Ped	Management	Center

Map ID	County	Project Name	Source Plan	Mode	Category	Investment Area
N/A	NCC	Newark Car-sharing Expansion	2011 Newark Transportation Plan	Bike/Ped	Expansion	Center
N/A	NCC	Newark Downtown Parking Improvements	2011 Newark Transportation Plan	Road	Management	Center
N/A	NCC	Newark Mid-block Pedestrian Crossing Improvements	2011 Newark Transportation Plan	Bike/Ped	Management	Center
N/A	NCC	Newark Pedestrian Improvements	2011 Newark Transportation Plan	Bike/Ped	Management	Center
N/A	NCC	Newark Sharrows	2011 Newark Transportation Plan	Bike/Ped	Management	Center
N/A	NCC	Newark Transit Amenities and Service Modification	2011 Newark Transportation Plan	Transit	Management	Center
N/A	NCC	S. College Ave Gateway	2011 Newark Transportation Plan	Multimodal	Management	Center
N/A	NCC	Signal Coordination - Library Ave	2011 Newark Transportation Plan	Road	Management	Center
N/A	NCC	Signal Coordination - S. College Ave	2011 Newark Transportation Plan	Road	Management	Center
N/A	NCC	SR 273/ Marrows Road Aligment Update	2011 Newark Transportation Plan	Road	Management	Center
N/A	NCC	West Park Place Traffic Calming	2011 Newark Transportation Plan	Multimodal	Management	Center
N/A	NCC	Wyoming Rd and Marrows Road Access Management	2011 Newark Transportation Plan	Multimodal	Management	Center
Proje	cts Not I	Mapped				
N/A	NCC	TJ Fixed-route Bus Improvements	2007 WILMAPCO TJ Report	Transit	Expansion	Center/ Core
N/A	CC	TJ Fixed-route Bus Improvements	2007 WILMAPCO TJ Report	Transit	Expansion	Center/ Core
N/A	NCC	TJ Walkability Improvements (Adams Four)	2007 WILMAPCO TJ Report	Bike/Ped	Management	Center
N/A	NCC	TJ Walkability Improvements (Bayard Square)	2007 WILMAPCO TJ Report	Bike/Ped	Management	Center
N/A	NCC	TJ Walkability Improvements (Browntown)	2007 WILMAPCO TJ Report	Bike/Ped	Management	Center
N/A	NCC	TJ Walkability Improvements (Cool Springs - East)	2007 WILMAPCO TJ Report	Bike/Ped	Management	Center
N/A	NCC	TJ Walkability Improvements (Cool Springs - West)	2007 WILMAPCO TJ Report	Bike/Ped	Management	Center
N/A	NCC	TJ Walkability Improvements (Cranston Heights)	2007 WILMAPCO TJ Report	Bike/Ped	Management	Center
N/A	NCC	TJ Walkability Improvements (Eastlake - North)	2007 WILMAPCO TJ Report	Bike/Ped	Management	Center
N/A	NCC	TJ Walkability Improvements (Eastlake - South)	2007 WILMAPCO TJ Report	Bike/Ped	Management	Center
N/A	NCC	TJ Walkability Improvements (Eastside)	2007 WILMAPCO TJ Report	Bike/Ped	Management	Center
N/A	NCC	TJ Walkability Improvements (Happy Valley)	2007 WILMAPCO TJ Report	Bike/Ped	Management	Center
N/A	NCC	TJ Walkability Improvements (Naamans Road)	2007 WILMAPCO TJ Report	Bike/Ped	Management	Center
N/A	NCC	TJ Walkability Improvements (New Castle)	2007 WILMAPCO TJ Report	Bike/Ped	Management	Center
N/A	NCC	TJ Walkability Improvements (Prices Run - East)	2007 WILMAPCO TJ Report	Bike/Ped	Management	Center
N/A	NCC	TJ Walkability Improvements (Prices Run - West)	2007 WILMAPCO TJ Report	Bike/Ped	Management	Center
N/A	NCC	TJ Walkability Improvements (Richardson Park)	2007 WILMAPCO TJ Report	Bike/Ped	Management	Center
N/A	CC	TJ Walkability Improvements (South Elkton)	2007 WILMAPCO TJ Report	Bike/Ped	Management	Center
N/A	NCC	TJ Walkability Improvements (South Newark)	2007 WILMAPCO TJ Report	Bike/Ped	Management	Center

Map ID	County	Project Name	Source Plan	Mode	Category	Investment Area
N/A	NCC	TJ Walkability Improvements (Trolley Square)	2007 WILMAPCO TJ Report	Bike/Ped	Management	Center
N/A	NCC	EJ Fixed-route Bus Improvements	2009 WILMAPCO EJ Report	Bike/Ped	Expansion	Center/ Core
N/A	NCC	EJ Walkability Improvements (Adams Four)	2009 WILMAPCO EJ Report	Bike/Ped	Management	Center
N/A	NCC	EJ Walkability Improvements (Alban Park)	2009 WILMAPCO EJ Report	Bike/Ped	Management	Center
N/A	NCC	EJ Walkability Improvements (Chestnut Run)	2009 WILMAPCO EJ Report	Bike/Ped	Management	Center
N/A	NCC	EJ Walkability Improvements (Downtown)	2009 WILMAPCO EJ Report	Bike/Ped	Management	Center
N/A	NCC	EJ Walkability Improvements (Fourth and Union)	2009 WILMAPCO EJ Report	Bike/Ped	Management	Center
N/A	NCC	EJ Walkability Improvements (Hedgeville)	2009 WILMAPCO EJ Report	Bike/Ped	Management	Center
N/A	NCC	EJ Walkability Improvements (Hilltop - Central)	2009 WILMAPCO EJ Report	Bike/Ped	Management	Center
N/A	NCC	EJ Walkability Improvements (Hilltop - North)	2009 WILMAPCO EJ Report	Bike/Ped	Management	Center
N/A	NCC	EJ Walkability Improvements (Hilltop - South)	2009 WILMAPCO EJ Report	Bike/Ped	Management	Center
N/A	NCC	EJ Walkability Improvements (Hilltop - West)	2009 WILMAPCO EJ Report	Bike/Ped	Management	Center
N/A	NCC	EJ Walkability Improvements (Melrose Place)	2009 WILMAPCO EJ Report	Bike/Ped	Management	Center
N/A	NCC	EJ Walkability Improvements (Prices Run)	2009 WILMAPCO EJ Report	Bike/Ped	Management	Center
N/A	NCC	EJ Walkability Improvements (Silverbrook Gardens)	2009 WILMAPCO EJ Report	Bike/Ped	Management	Center
N/A	NCC	EJ Walkability Improvements (Southbridge - East)	2009 WILMAPCO EJ Report	Bike/Ped	Management	Center
N/A	NCC	EJ Walkability Improvements (Southbridge - West)	2009 WILMAPCO EJ Report	Bike/Ped	Management	Center
N/A	NCC	EJ Walkability Improvements (St. Paul's)	2009 WILMAPCO EJ Report	Bike/Ped	Management	Center
N/A	NCC	EJ Walkability Improvements (West Center City - North)	2009 WILMAPCO EJ Report	Bike/Ped	Management	Center
N/A	NCC	EJ Walkability Improvements (West Center City - South)	2009 WILMAPCO EJ Report	Bike/Ped	Management	Center
N/A	NCC	EJ Walkability Improvements (Wilton)	2009 WILMAPCO EJ Report	Bike/Ped	Management	Core
N/A	CC	Cecil County Bicycle Plan Implementation	2012 Cecil County Bicycle Master Plan	Bike/Ped	Expansion	Community/ Core/ Center
N/A	NCC	Walkable Community Workshop - US 40/SR 72 Report	2012 Walkable Community Workshop	Bike/Ped	Management	Core
N/A	СС	Walkable Community Workshop- Chesapeake City	2012 Walkable Community Workshop	Bike/Ped	Management	Core
N/A	NCC	Walkable Community Workshop-City of New Castle	2005 Walkable Community Workshop	Bike/Ped	Management	Core
N/A	NCC	Walkable Community Workshop- Edgemoor Gardens	2005 Walkable Community Workshop	Bike/Ped	Management	Core
N/A	NCC	Walkable Community Workshop- Garfield Park	2012 Walkable Community Workshop	Bike/Ped	Management	Core
N/A	NCC	Walkable Community Workshop- Jewish Family Services	2009 Walkable Community Workshop	Bike/Ped	Management	Core

Map ID	County	Project Name	Source Plan	Mode	Category	Investment Area
N/A	NCC	Walkable Community Workshop- Westside Wilmington	2014 Walkable Community Workshop	Bike/Ped	Management	Center
N/A	NCC	Wilmington Bicycle Plan Implementation	2008 Wilmington Bicycle Plan	Bike/Ped	Expansion	Center
N/A	NCC	Delaware Scenic Byways	Corridor Management Plans	Bike/Ped	Management	Center/ Core
N/A	NCC/ CC	Top Pedestrian Priority Segments	2012 Top Pedestrian Priority Segments Analysis	Bike/Ped	Management	Center/ Core
N/A	NCC	Delaware Transit Corp Business Plan Implementation	Transit	Transit	Management	Center/ Core/ Community
N/A	CC	Park-and-Ride Lot, Rt 273, Cecil County	Transit	Transit	Management	Rural
N/A	CC	Transit Improvement - Cecil County	Transit	Transit	Management	Center/ Core
N/A	NCC	Transit Improvement - New Castle County	Transit	Transit	Management	Center/ Core
N/A	NCC/ CC	EJ Walkability and Transit Improvements	2013 WILMAPCO EJ Report	Transit, Bike/Ped	Management	Center/ Core

#### RTP DEVELOPMENT

The contents of the present Plan were informed by many factors, agencies, and individuals. Chief among these was ensuring its compliance with current federal transportation requirements. This includes having a financially reasonable and air quality-conforming project list. An effort was also made to prepare for pending performance measure requirements. While we did not set performance targets, performance measures were identified for each RTP action in coordination with the Maryland and Delaware DOTs.

Our progress in achieving previous RTP actions (documented in the 2014 Regional Progress Report,

which is available in the appendix) was another major influence. Objectives and actions were revised, added, or removed, based on our performance.

Finally, feedback from our member agencies, local governments, civic representatives, and the general public informed the Plan. A public opinion survey (available in the appendix) of 600 residents across our region was conducted to better understand transportation needs. Representatives from WILMAPCO also gathered feedback on draft versions of the RTP through an "Our Town" open house event held on September 3, 2014, and presentations given to dozens of civic and local government groups.

