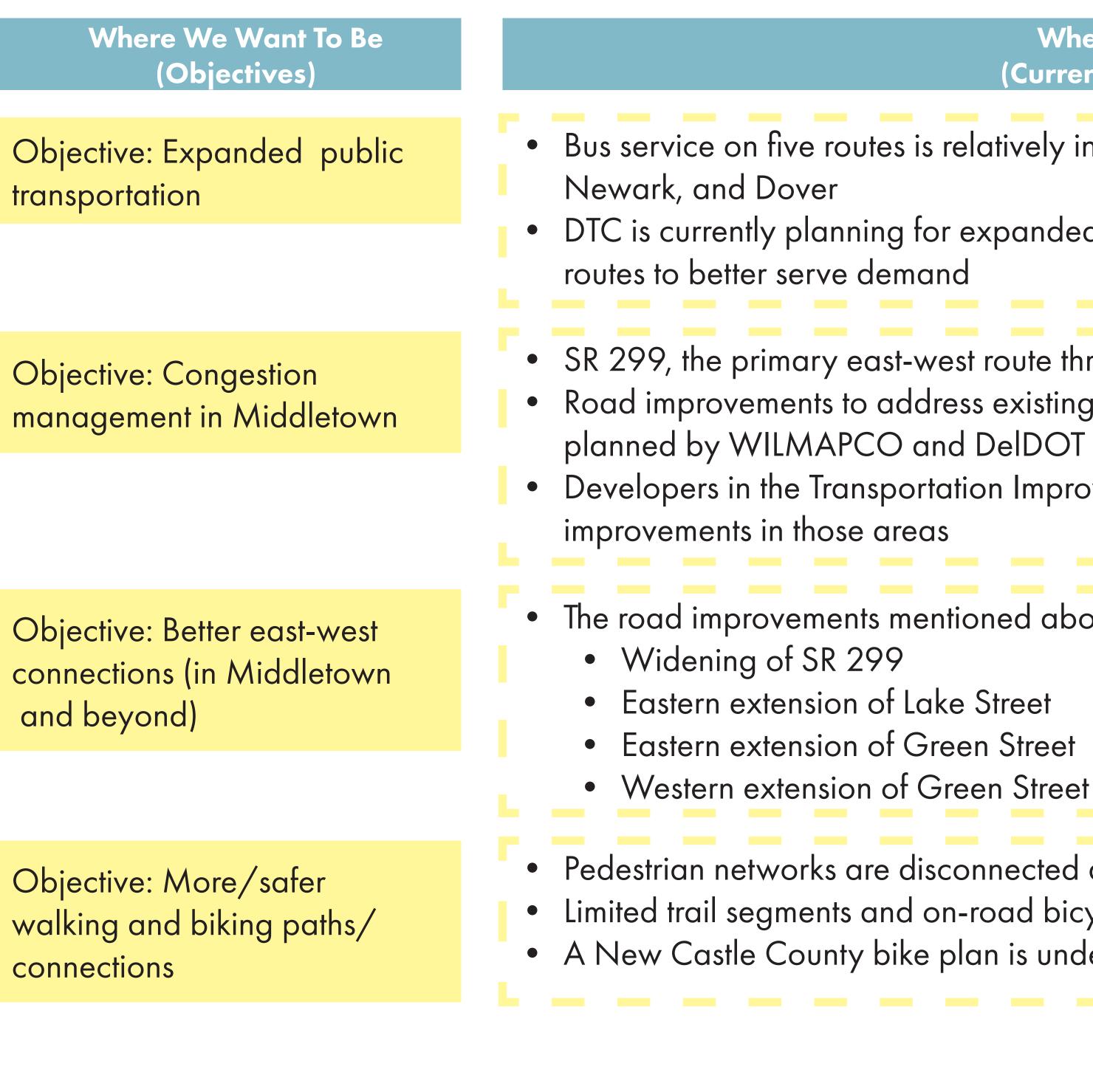
Transportation

Goal: People in Southern New Castle County can use a variety of transportation modes (car, public transportation, walking, and bicycling) to reach their destinations in a safe, comfortable, and convenient manner.





Where We Are (Current Conditions)

• Bus service on five routes is relatively infrequent and is focused toward Wilmington,

• DTC is currently planning for expanded service to Middletown and improved bus

• SR 299, the primary east-west route through Middletown, is congested

• Road improvements to address existing problems and handle future traffic have been

• Developers in the Transportation Improvement Districts will contribute toward

• The road improvements mentioned above include specific east-west connections:

Pedestrian networks are disconnected and disjointed

• Limited trail segments and on-road bicycle facilities are disconnected

• A New Castle County bike plan is under development

How To Get To Where We Want To Be (Preliminary Recommendations)

- Support DART proposals to expand transit service, with continued focus on new and expanded service as more development OCCUIS.
- To the extent the market allows, expand rideshare and alternative ridesharing network.
- Optimize traffic signal timing on a regular basis.
- Proceed with design and construction of road improvements identified in DelDOT's Capital Transportation Program, WILMAPCO's Regional Transportation Plan, and local Transportation Improvement Districts.
- Adopt New Castle County Bicycle Plan and implement proposed network.
- Increase number of miles of shared-use trails and pathways.
- Provide sidewalk connections to schools, libraries, retail establishments, and parks.
- Provide safe and comfortable bicycle routes within close proximity of those destinations.

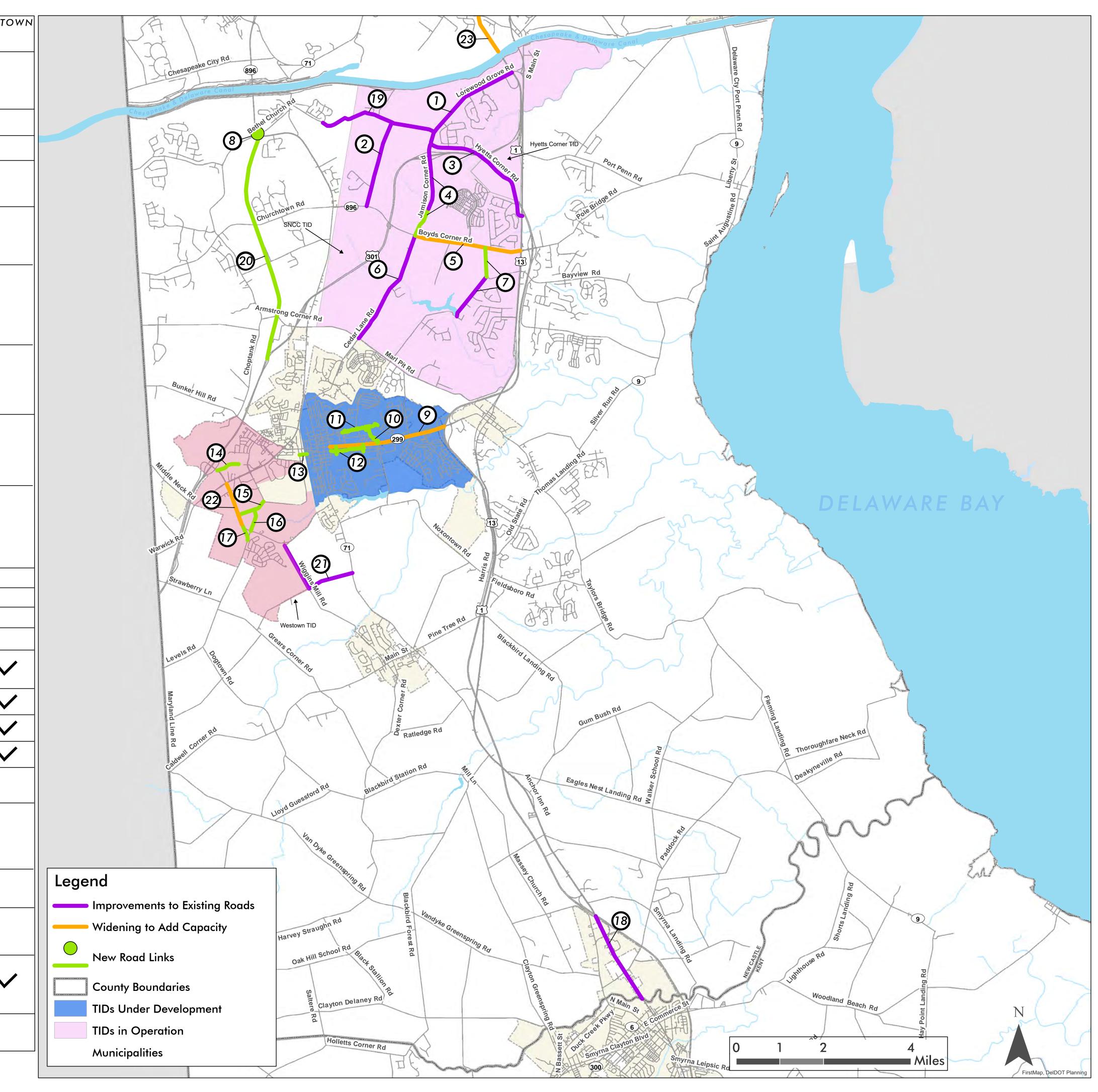






Road Improvements by 2050

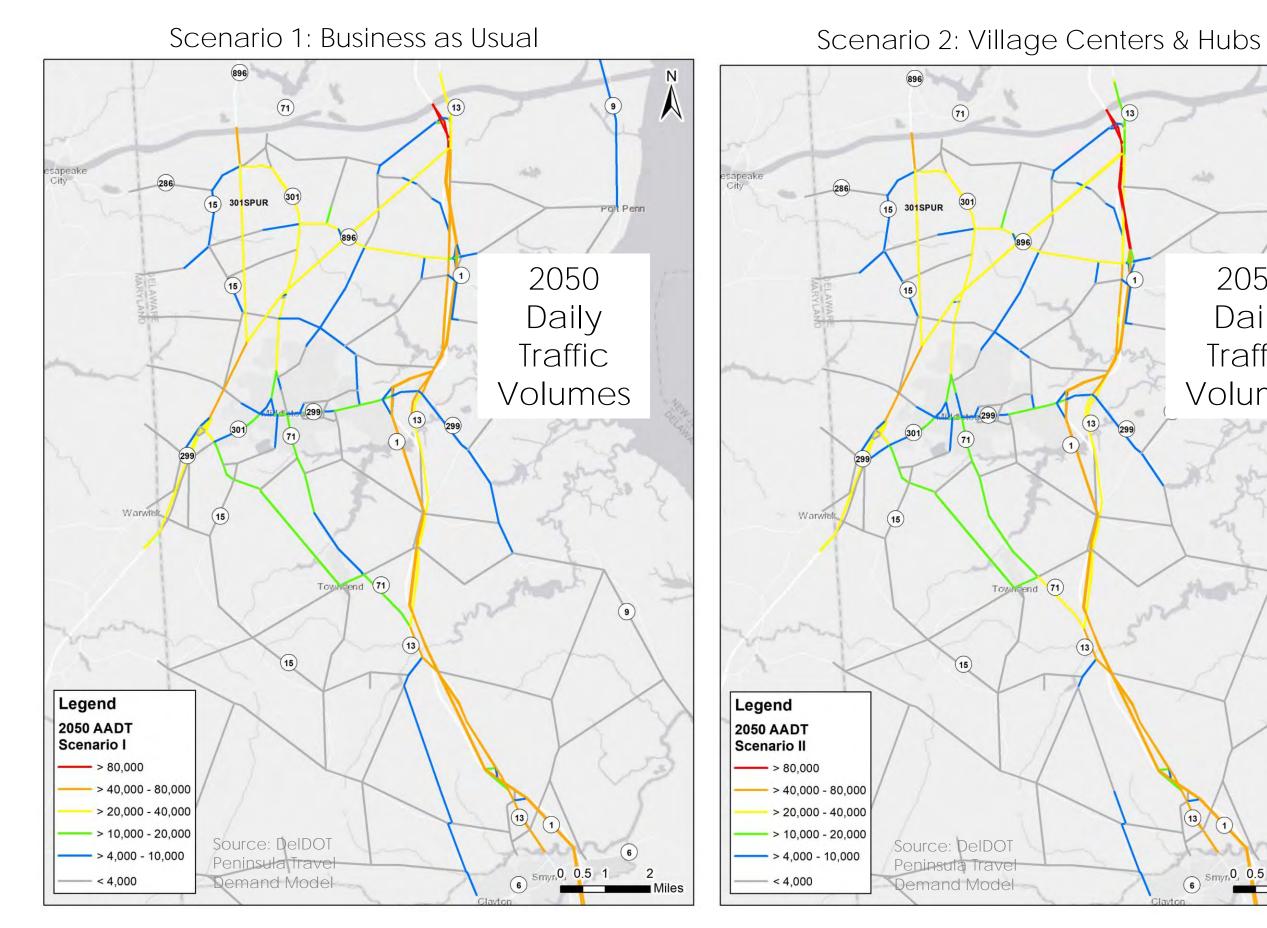
#	Project	WILMAPCO 2019-2022 TIP	WILMAPCO 2050 RTP	DELDOT 2020-2025 CTP		EASTOWN TID	WESTC TID
1	Lorewood Grove Road East: Hyetts Corner (Rd 412A) - SR 1 - Improve to two 11-foot lanes with 8-foot shoulders and a 10-foot multi-use path on one side of the roadway	✓	~		~		
2	Ratledge Road - Widen to 2-12' lanes, shoulders and 10' bike path						
3	Hyetts Corner Road - Widen to 2-12' lanes, 8' shoulders and 10' bike path				\checkmark		
4	Jamison Corner Road - Widen to 2-12' lanes, 8' shoulders and 10' bike path, with relocation at Boyds Corner Road	~		~	\checkmark		
5	Boyds Corner Road - Cedar Lane Road to US 13 - Improve to four 12-foot lanes with 10-foot shoulders and a 10-foot multi-use path on both sides	~		~	\checkmark		
6	Cedar Lane Road: Marl Pit Road to Boyd's Corner Road - Improve to two 12-foot lanes with 8-foot shoulders, 10-foot multi-use path on west side of the roadway, and construction of a roundabout at the intersection of Cedar Lane Road and Marl Pit Road	~	~	~	~		
7	Shallcross Lake Road: Improve to two 11-foot lanes with 5-foot shoulders and a 10-foot path south of Greylag Road; relocate between Greylag Road and Boyds Corner Road	~			~		
8	SR 896/Bethel Church Interchange - Improve highway safety by removing thru traffic from local roads, while minimizing environmental impacts and accommodating existing and planned development	~					
9	SR 299: SR 1 to Catherine Street - Widen to two lanes in each direction from SR 1 to Cleaver Farm Road, and a two-way center turn lane will be added from Cleaver Farm Road to Catherine Street along with pedestrian and bicycle improvements			~			
10						\checkmark	
	East Lake Street - Eastown TID						
	East Green Street - Eastown TID West Green Street - Eastown TID						
	Connector from Levels Rd east of US 301 Bypass interchange to Merrimac Ave.						
15							
16	Road from #15 Connector to Levels						
	Right turn bypass lane at Levels Road roundabout						
18	US 13: Duck Creek - SR 1 - controlled access, sidewalk, bike access, and other amenities	\checkmark					
19	Lorewood Grove Road West: Breakwater Drive - Rd 412A - Improve to two 11-foot lanes with 5-foot shoulders and 10-foot bike path						
20	US 301 Spur - New limited access highway		~				
21	Wiggins Mill Road - Improve roadway improve non-motorized access	,	~				
22	Levels Road - Widen roadway from Middletown-Warwick Road/Old US 301 to where project #17 begins, adding turn lanes and widening to two travel lanes in each direction.						
23	SR 1 - Expand and reconstruct roadway from Tybouts Corner to the Roth Bridge						

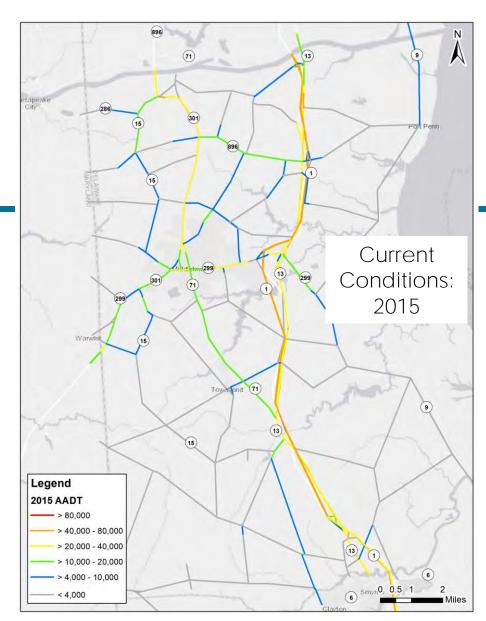


Traffic Model Results

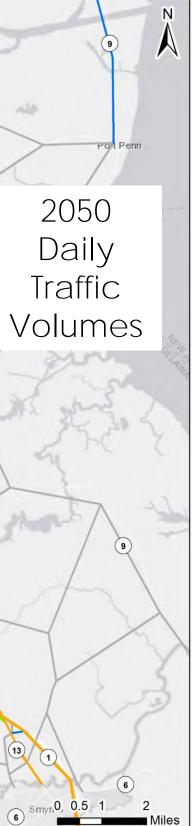
Daily Traffic Volume Changes

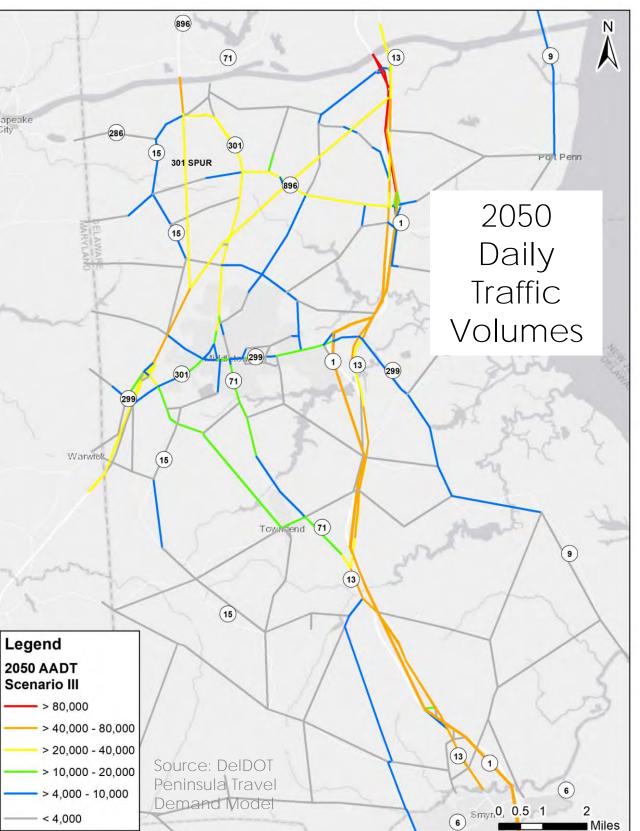
- Each of the three land use scenarios were analyzed through the DelDOT travel demand model. The maps below illustrate the average daily traffic produced in year 2050.
- Additional transportation modelling will be completed this winter to identify whether additional road improvements are needed to accommodate proposed development.
- Road improvements planned for 2050 were assumed to be built. See map of projects for details on assumptions.





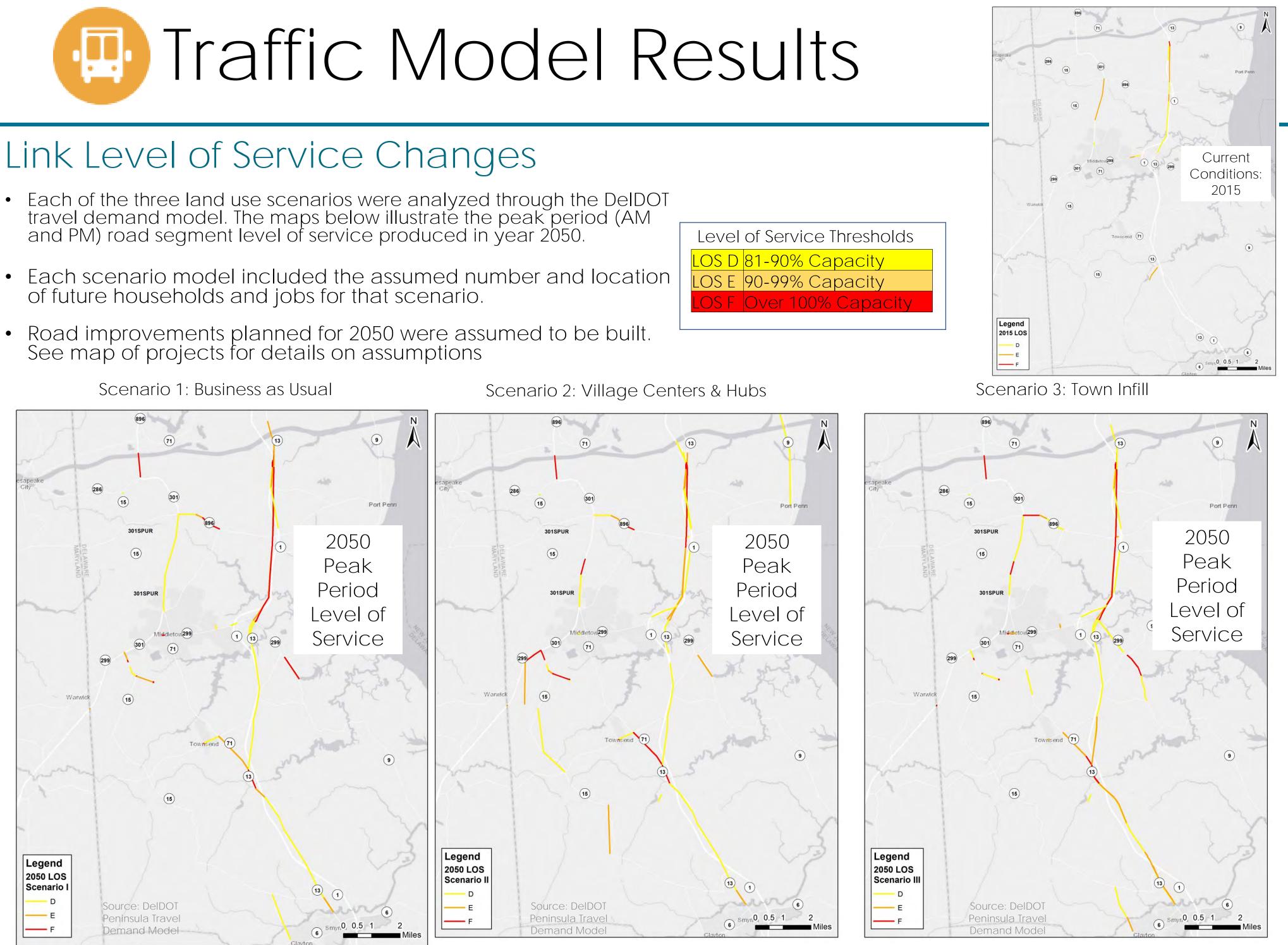
Scenario 3: Town Infill





- Each scenario model included the assumed number and location of future households and jobs for that scenario.
- Road improvements planned for 2050 were assumed to be built. See map of projects for details on assumptions

Scenario 1: Business as Usual

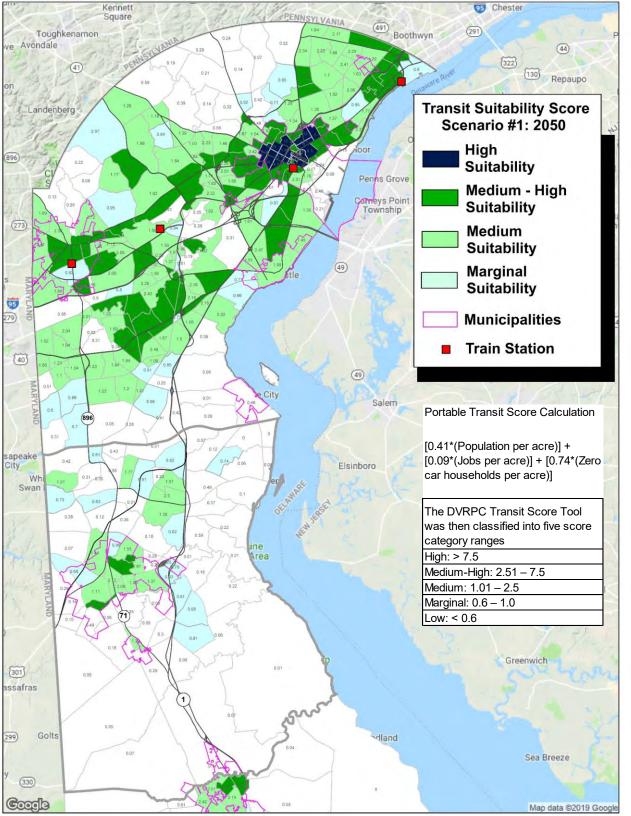


Transit Suitability

Using a methodology developed by the Delaware Valley Regional Planning Commission (DVRPC), we can assess the appropriateness of various modes and intensities of transit service on a regional scale. The analysis measures the combined impacts of population, employment and zero-car household densities by Traffic Analysis Zone (TAZ) to determine the type(s) of transit that could potentially be supported.

Each of the three land use scenarios were analyzed using the transit score methodology. The chart to the right breaks down the color designations.

Scenario 1: Business as Usual



Appropriateness of Transit Service Intensity/Investment by Score Category

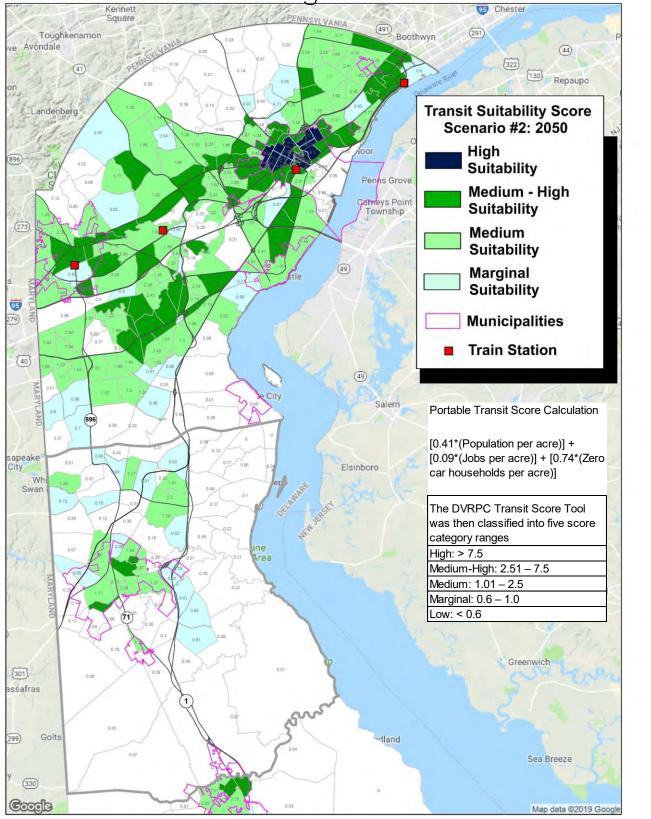
•		•		U	
		Medium-			_
	High	High	Medium	Marginal	Low
Transit modal investment	Suitability	Suitability	Suitability	Suitability	Suitability
Heavy Urban Rail	А	Ν	Ν	Ν	Ν
Light Rail Transit (LRT)	А	A	С	Ν	Ν
Commuter Rail	А	A	С	С	Ν
Bus Rapid Transit (BRT)	А	А	С	Ν	Ν
Bus Lanes	А	А	Ν	Ν	Ν
Bus Priority Treatment	А	А	С	Ν	Ν
Fixed Route/Line Haul Bus Service	Α	А	А	С	Ν
Express Bus	Α	А	С	С	С
Local Circulator Bus/					
Shuttle/Paratransit	А	А	А	А	А

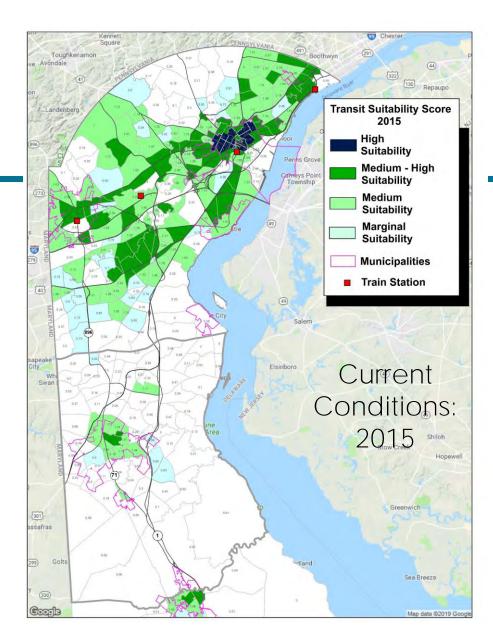
A = Appropriate

C = May be appropriate depending on conditions

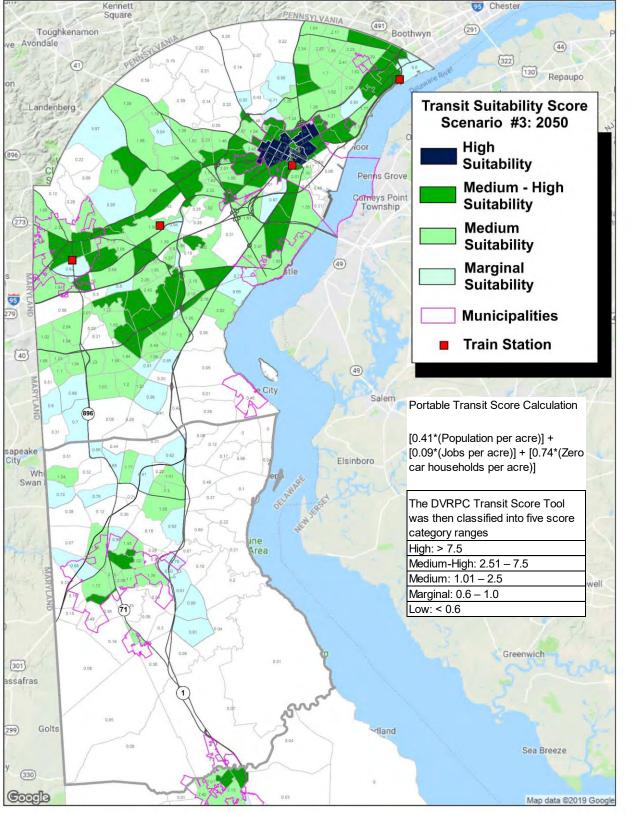
N = Not Appropriate

Scenario 2: Village Centers & Hubs





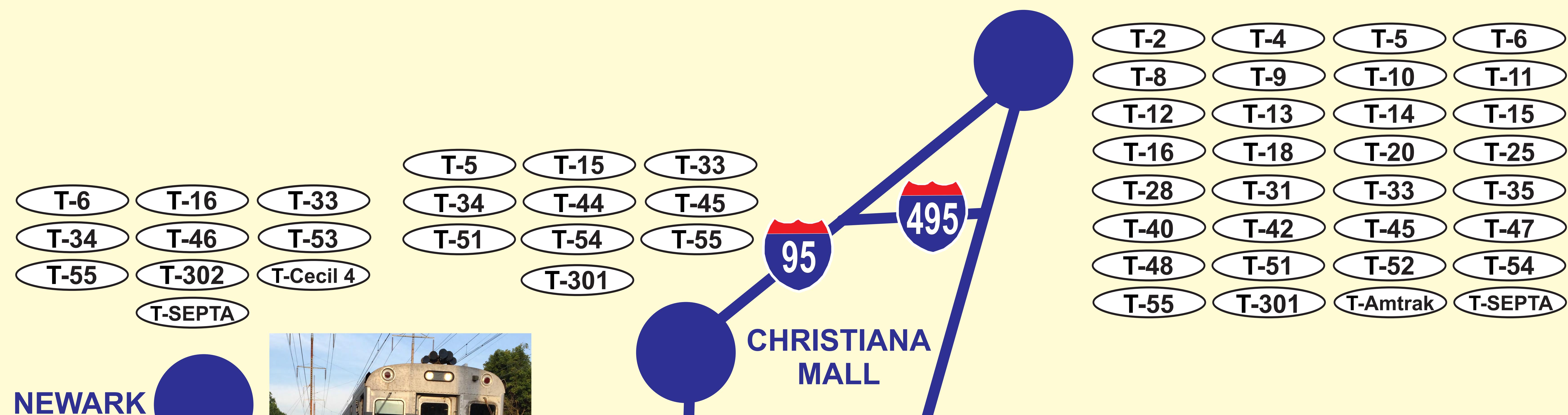
Scenario 3: Town Infill

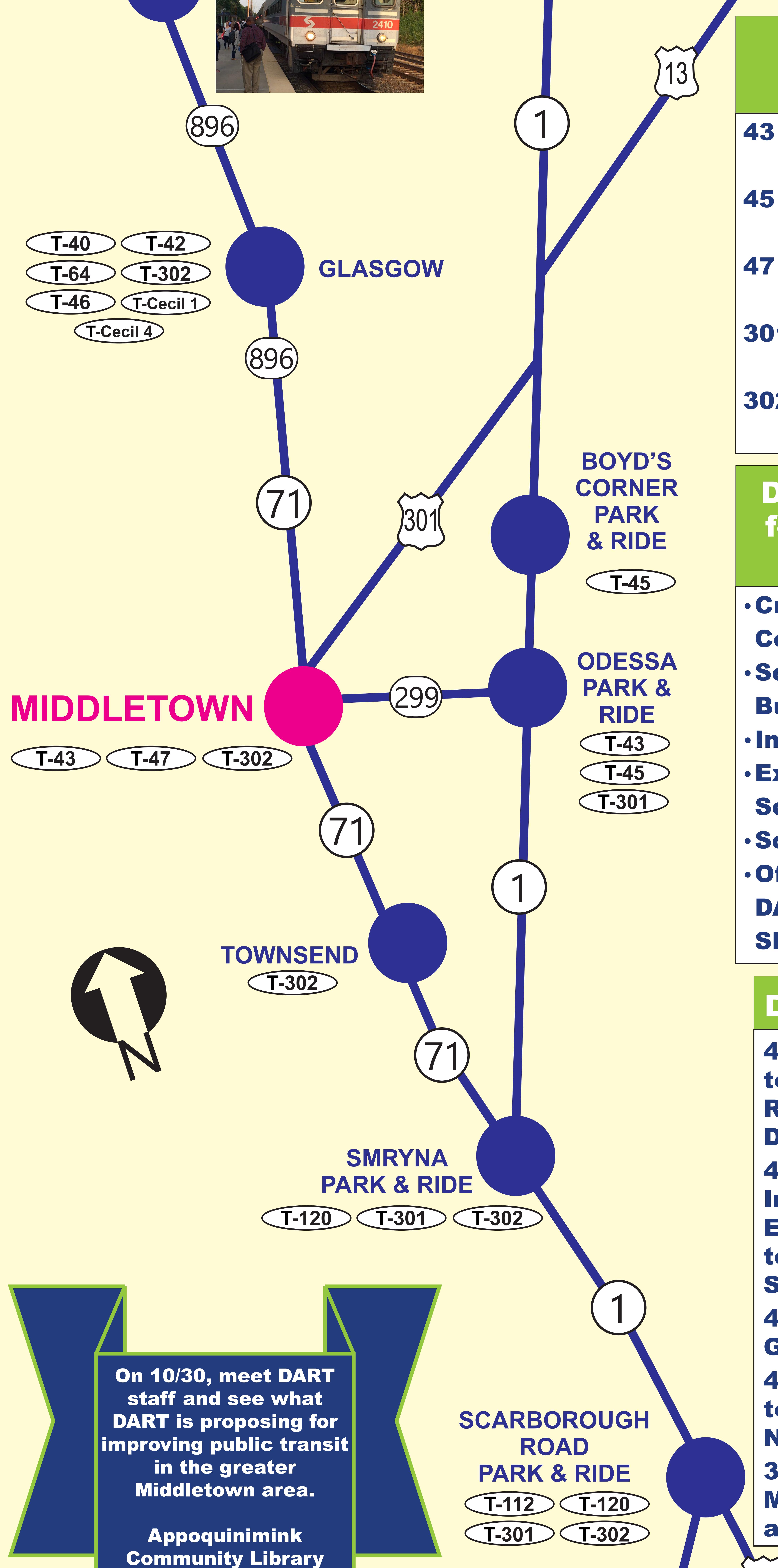


DART Service Connecting Middletown with New Castle **County and Kent County** Communities



WILMINGTON





651 North Broad Street

DART Routes Serving The Greater Middletown Area

- 43 Odessa Park & Ride to Middletown via DE 299
- 45 Odessa Park & Ride to
 - **Downtown Wilmington via DE 1**
- 47 Middletown to Downtown
 - Wilmington via US 301 & US 13
- **301 Dover to Downtown Wilmington** via Odessa Park & Ride & DE 1
- **302 Dover to Newark Train Station** via Middletown & DE 896

DART's Vision of The Future for The Greater Middletown

 Create Additional Routes Increasing **Coverage for Middletown**

Serve More Residents and

Businesses

- Improve Frequency of Service
- Expand Hours of Service (Span of Service)
- Schedule Saturday Service
- Offer Better Connectivity with Other **DART Routes, along with Amtrak and SEPTA Train Services**

DART Future Route Concepts

- **43 Split into Two Separate Routes** to Provide Better Coverage to **Residential and Commercial** Developments 45 and 301 – Create a New Service

Initiative That Would Offer All-Day Express Service from Kent County to Wilmington; Improve Local **Service from Wilmington to Dover 46 – Extend to Middletown from** Glasgow 47 – Provide Additional Service to/from Middletown and Future North Middletown Park & Ride **302 – Shorten Route and Schedule More Service between Middletown** and Dover

