

Wilmington Area Planning Council

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DRAFT **RESOLUTION**

WILMAPCO Council:

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*Delaware Transit Corporation
Chief Executive Officer*

David L. Edgell
*Delaware Office of State Planning
Coordination, Director*

Danielle Hornberger
Cecil County Executive

Michael Kline
Mayor of North East

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Matthew Meyer
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Director, Office of Planning and
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Michael S. Purzycki
Mayor of Wilmington

Eric Scott Thompson
Mayor of Elsmere

WILMAPCO Executive Director
Tigist Zegeye

BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) ADOPTING THE 2050 REGIONAL TRANSPORTATION PLAN (RTP)

WHEREAS, the Wilmington Area Planning Council (WILMAPCO) has been designated the Metropolitan Planning Organization for Cecil County, Maryland and New Castle County, Delaware by the Governors of Maryland and Delaware, respectively; and

WHEREAS, the Wilmington, Delaware Metropolitan Area is a Transportation Management Area (TMA) and the United States Department of Transportation's (USDOT) Regulations of the Infrastructure Investment and Jobs Act requires a long-range Regional Transportation Plan (RTP) to be updated at least every four years; and

WHEREAS, the RTP must be determined to be air quality conforming, as required by the Infrastructure Investment and Jobs Act and the Federal Clean Air Act of 1990 and its Amendments; and

WHEREAS, WILMAPCO must consider the planning factors required in the Infrastructure Investment and Jobs Act when developing the RTP; and

WHEREAS, the RTP must be found to be financially constrained as required in the Infrastructure Investment and Jobs Act; and

WHEREAS, the development of the RTP must follow the policies and practices prescribed in WILMAPCO's adopted Public Participation Plan, which meets or exceeds all federal requirements for public participation;

NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council does hereby adopt the 2050 Regional Transportation Plan (RTP).

Date:

John Sisson, Chairperson
Wilmington Area Planning Council



Partners with you in transportation planning

Draft

~~1/25/23~~

2/7/23



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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 that address them. The RTP extends through at least two decades, 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 seventh update to that original Plan.

This iteration of the RTP is broken into six sections. These include: the introduction; a section devoted to the status of the existing transportation system; another section which considers the successes and challenges of realizing our previous RTP; a section with our goals, objectives, actions, and performance measures; another section outlining available funding, and a listing of transportation projects; and a final section describing the development of this Plan. An appendix houses more details and background information.

THE REGIONAL TRANSPORTATION SYSTEM

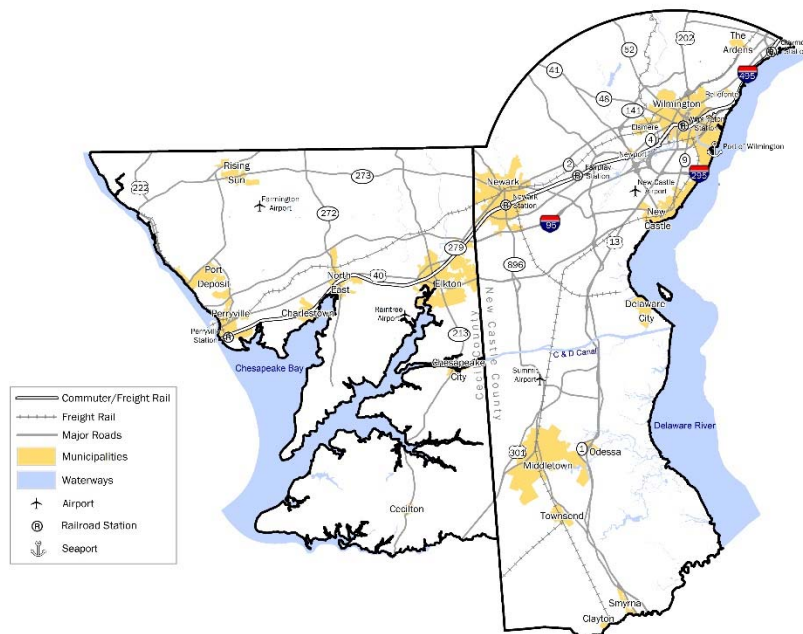
Location

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 310,000 jobs, its character is primarily rural¹ and its human landscape suburban, with a handful of towns, and a small city (population 71,000) in Wilmington. More than three quarters of the region's jobs are in the service sector, with a concentration in finance².

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 link to them from the north and south. These highways both tie our region to other metropolitan areas and, internally, are the foundation of our region's transportation system. Less prominent roads channel 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, supporting the highways in channeling materials to local industry and people and goods to other regions. Bicycle and walking trails reach out from parks and into communities. Wilmington's seaport, along with its small airports and air strips, round out the region's transportation network.

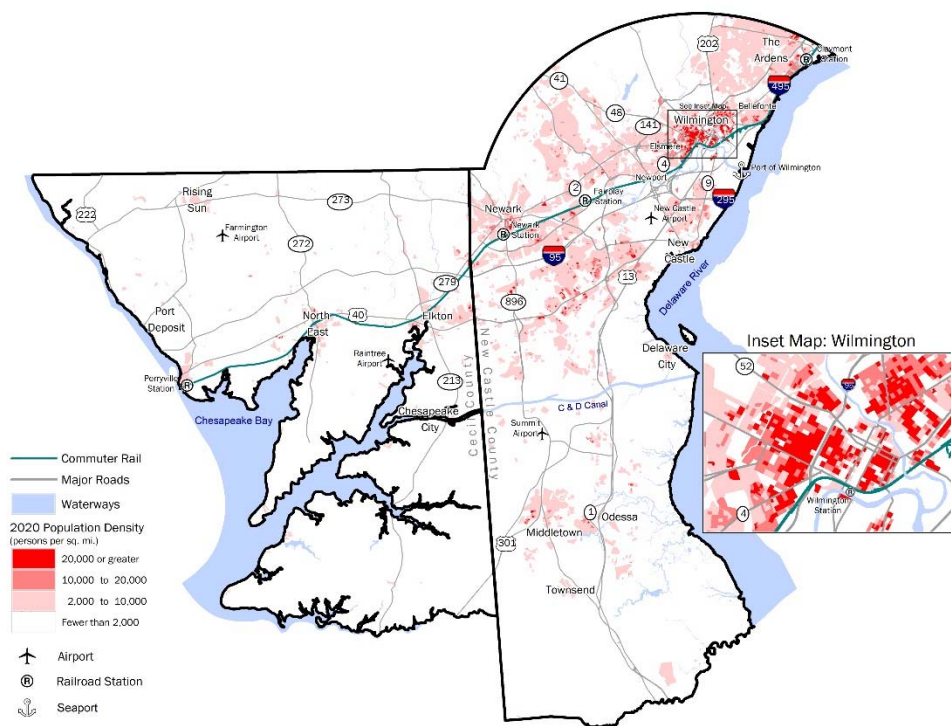
Regional Transportation Network



¹ In 2011, agriculture and developed vegetation covered 28% of the region; developed and other human use 26%; forest and woodland 25%; open water 15%. Source: USGS: GAP/LANDFIRE National Terrestrial Ecosystems 2011, New Castle County, Delaware and Cecil County, Maryland

² 11% of the region's jobs were in financial activities in 2016-20, compared to 7% nationally. Source: American Community Survey.

Population Density³



A century of suburban sprawl (supported by highway building) has produced a transportation system where private vehicles are the dominant, and growing, means of travel. Land and transportation policies -- combined with affordable fuel and private vehicles -- enabled the dispersion of population and jobs from the City of Wilmington. In 1920, more than seven in ten New Castle County's residents lived within that city. Today it is about one in ten.

Most trips in the region are completed in private cars. These vehicles, and our increasingly advanced highways, provide fast and efficient mobility to most of our region's residents and visitors. The high financial expenses associated with cars, however, put them out of reach for those with limited means, and often burden household budgets of working families forced into car ownership. Our low-density development pattern makes carpooling, public transit, and walking and bicycling often difficult and sometimes impossible.

³ Source: 2020 Census.

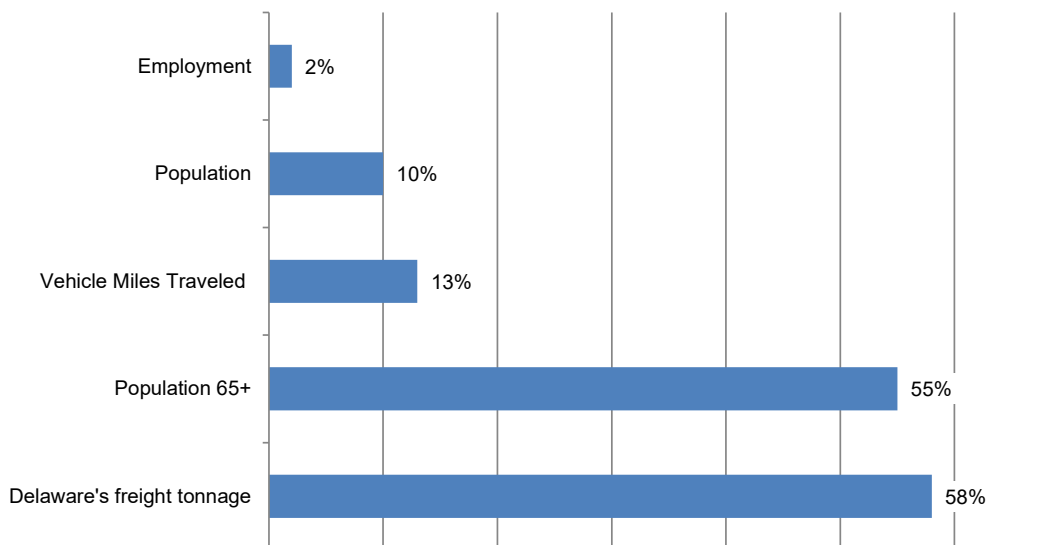
The presence of I-95, together with the seaport and industrial uses along and nearby the coast, and our prevailing consumer culture, generate freight traffic. These goods are hauled on the backs of trucks, in rail cars and in cargo ships. Most of the material is just passing through, destined for other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

KEY SUCCESSES AND CHALLENGES

What will our region look like by 2050? For one thing, we can expect a 10% increase in population. While little growth in the number of jobs is expected, given our aging population (including 55% more seniors by 2050), net population growth will stress our transportation system. So too will a projected 58% rise in freight tonnage, and a rise in Vehicle Miles Traveled (VMT).

Our RTPs have long taken aim to address these expected changes. And we have had success implementing many of our previous actions and projects. We track our success and make sure our recommendations are on point through the data-driven Regional Progress Report and the Public Opinion Survey, a scientific sample of resident opinion on matters of transportation quality and policy.

Selected Regional Projections through 2050⁴



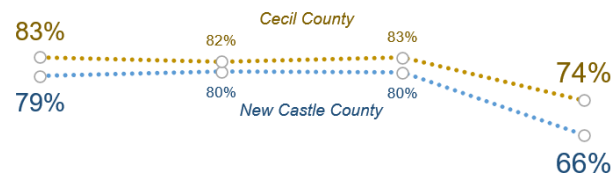
⁴ Delaware's freight tonnage reflects a statewide figure from the 2022 Delaware State Freight Plan. Vehicle Miles Traveled projections were developed based on data from recent air quality conformity analyses, courtesy of DelDOT and MDOT. They reflect the regional increase expected from 2025 to 2050. The other demographic trends were developed by combining New Castle County and Cecil County data from the Delaware Population Consortium and the Maryland Office of State Planning. Figures for final year of population and jobs data for Cecil County reaches were extrapolated from 2045 and 2040 projections, respectively.

Successes

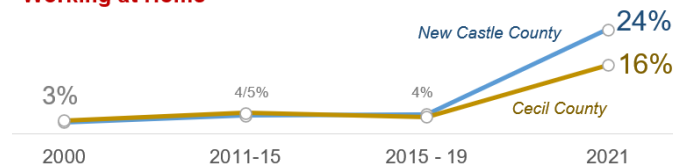
A silver lining of the Coronavirus pandemic, single occupancy vehicle trips are down for the first time in decades. While about 8 in 10 workers drove alone to work prior to the pandemic, today it is about 7 in 10. The key driver has been sharp increases in the percentage of workers working from home. Before the pandemic, only 4% of regional workers worked from home. That figure jumped to 16% in Cecil County and 24% in New Castle County in 2021. Fewer cars on the road have also helped ease regional congestion⁵.

Selected Means of Transportation to Work, WILMAPCO Region⁶

Driving Alone

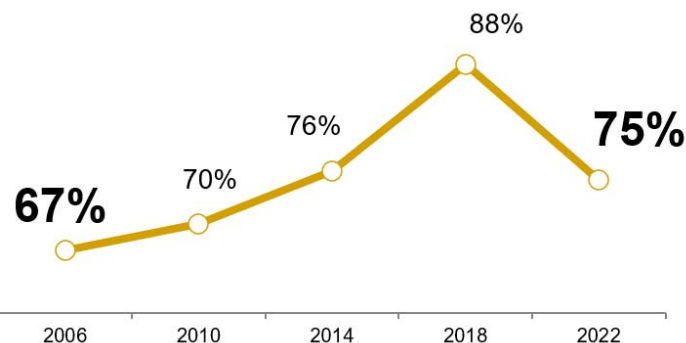


Working at Home



Perhaps the single best measure of our success is how well residents say the system meets their travel needs. Three out of four of region's residents say the transportation system meets their needs.

Travel Needs are Well Met⁷



⁵ See Peak Hour Excessive Delay figures in the 2022 CMAQ Performance Plan: http://www.wilmapco.org/Aq/2022_CMAQ_PP_9_22.pdf

⁶ Census 2000 and American Community Surveys.

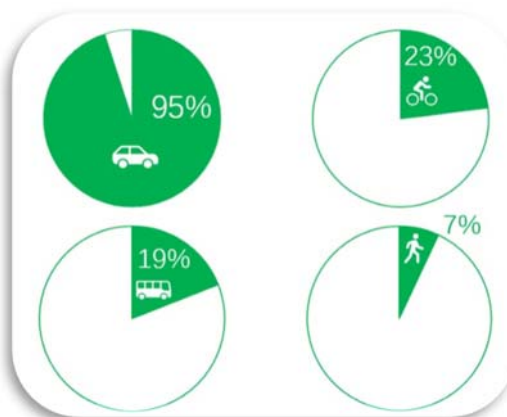
⁷ WILMAPCO Public Opinion Surveys: 2006, 2010, 2014, and 2018.

Challenges

Continuing suburban sprawl, stubbornly high vehicle crash rates, and enduring social inequities are a few of the key challenges facing the region today. Transportation and land use policies have long supported growth in places with little existing infrastructure. Subsequently, few places in the region boast good bus, bicycle, and walking connections between homes and everyday destinations. More sprawl means more driving. And after posting sharp declines during the first half of the 21st Century, vehicle injury and fatality rates have risen during the last few years.

Societal inequities by race and class are replicated in our transportation system. Our public opinion survey, for example, shows that difficulty utilizing the transportation system increases as income decreases. Twenty percent of those living in households earning less than \$25,000 a year reported transportation difficulty reaching healthy and affordable foods, compared to only 4% of those living in households earning more than \$100,000 a year.

Composite Connectivity from Homes to Destinations, WILMAPCO Region, 2019⁸



Transportation Difficulty Reaching Healthy and Affordable Grocery Shopping⁹

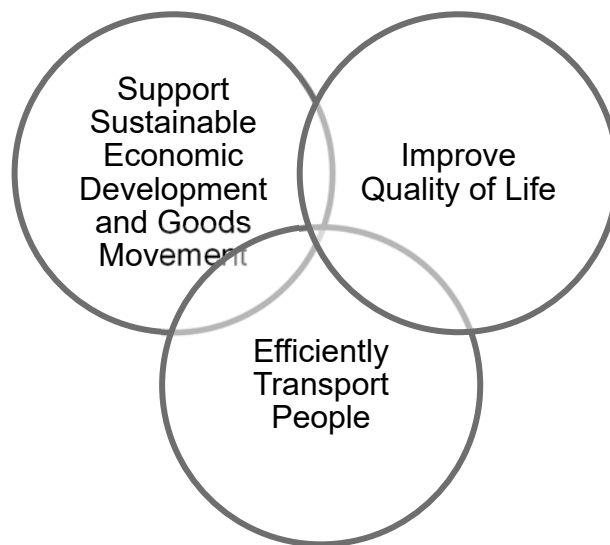


⁸ See the 2019 TJ Plan: www.wilmapco.org/tj

⁹ See the 2022 Public Opinion Survey: <http://www.wilmapco.org/survey-results/>

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.

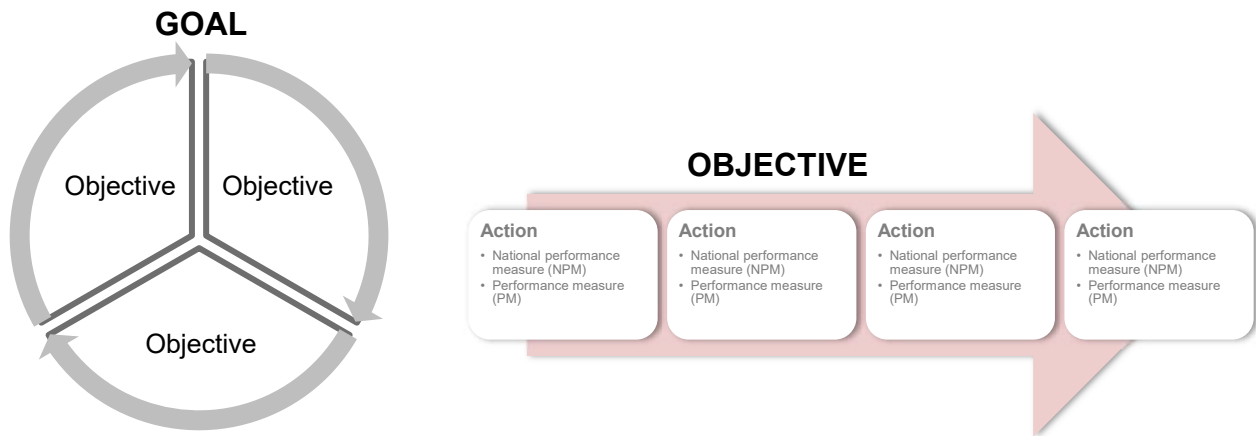


Within the goals are objectives and within the objectives are actions. The RTP is not structured in a hierarchy. In other words, the achievement of one goal/objective/action is just as important as the next. In fact, many objectives and actions could just as easily fit underneath a different goal than 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, with the performance measures identified in this section.

We will show two classes of performance measures – National Performance Measures (NPM) required of MPOs and Performance Measures (PM). We nest the required NPMs inside actions where we feel they will be best addressed. However, not all actions will be associated with an NPM. While not required, PMs dig deeper into the source of an action's performance. How well we do in meeting our actions and performance measures 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.



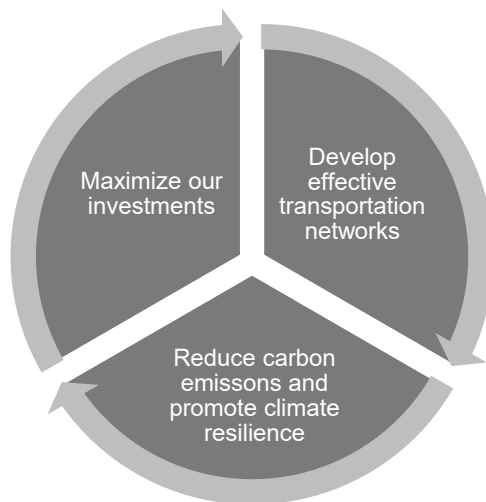
Interspersed throughout the section are relevant public opinions, along with callout boxes containing more details on specific points.

Goal: Support Sustainable Economic Development and Goods Movement

Transportation can help or hinder economic development. A transportation system which efficiently moves freight and workers maximizes economic development potential, while one that leads to chronic traffic problems slows economic activity. Simultaneously that system must be planned and built wisely to lessen and withstand the stresses of climate change, such as increased heat, sea level rise, and more chronic flooding. 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 networks, and reducing our dependence on oil while planning to reduce and adapt to environmental impacts will make for a stronger and more sustainable economy in the decades ahead.

SUPPORT SUSTAINABLE ECONOMIC DEVELOPMENT AND GOODS MOVEMENT



MAXIMIZE OUR INVESTMENTS

Encourage increased density and future growth in Center and Core TIAs

- PM: HH and employment growth by TIA; TIP spending by TIA; % of location efficient places; demographic projections and TIP spending Center vs. Rural TIAs

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

- PM: projects in current TIP vs. unfunded projects, by technical score

Support the examination of additional and sustainable funding sources for transportation projects

- PM: alternative funding sources secured; VMT alternative tax support; review UPWP

Create and support the implementation of subregional plans

- PM: implementation progress of subregional plans; qualitative review of UPWP

Support municipalities and existing communities

- PM: summarize recommendations of local plans; qualitative review of UPWP

Ensure data developed in transportation studies are publicly accessible

- PM: unique study and plan data are publicly accessible

Public Opinion

72% SUPPORT creating new fees for developers or those who benefit to pay for transportation improvements

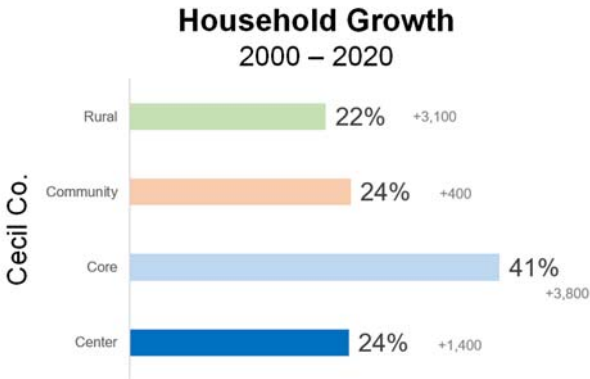
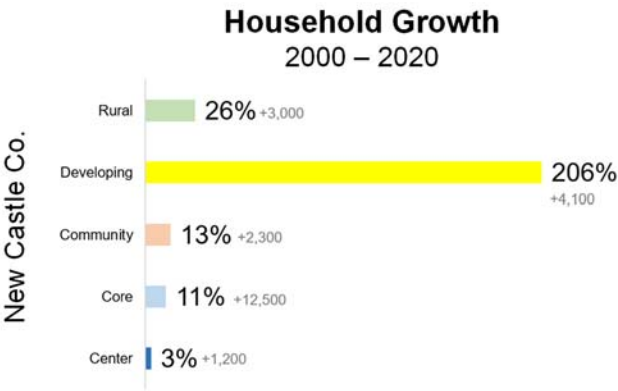
Spotlight: Developer Supported Projects

New to the RTP project list is funding to support the implementation of Transportation Improvement Districts (TID). A TID a place where land use and transportation is planned in detail in advance, such that development consistent with that planning can pay a readily determined fee and forego the Traffic Impact Study process. TIDs, developed in a partnership between local government and DeIDOT, provide the transportation improvements needed to support land development. Coordinating land use and transportation can lower infrastructure costs and foster planning for market-ready development / redevelopment opportunities. As a transportation-based impact fee, TIDs equitably distribute the cost of transportation improvements triggered by development-related growth to the private sector benefiting from the facilities. TIDs are established for southern New Castle County and the Eastown and Westown areas of Middletown. DeIDOT and the City of Newark are working together to develop a TID with more areas under consideration. Learn more at <https://deldot.gov/Programs/transportation-improvement-districts>.



Source: Middletown Transcript, Amanda Parrish

Performance Measurement



DEVELOP EFFECTIVE TRANSPORTATION NETWORKS

Manage congestion

- NPM: % of the interstate system providing reliable travel times; % of the non-interstate NHS providing reliable travel times; % of the interstate system where peak hour travel times meet expectations; % of the non-interstate NHS where peak hour travel times meet expectations; annual hours of excessive delay per capita
- PM: Maintain CMS analysis; integrate CMS into TIP (management and expansion TIP projects vs. CMS corridors)

Streamline freight movement

- NPM: % of the interstate system mileage providing for reliable truck travel times
- PM: Maintain a Statewide Freight Plan; (management and expansion TIP projects vs. freight bottlenecks); achieve Freight Plan goals

Enhance intermodal systems connectivity

- PM: qualitative review of UPWP

Promote seamless interregional travel

- PM: Maintain an Interregional Report; status of major interregional projects

Public Opinion

84% say building new roads is not the best long-term solution to traffic congestion

Spotlight: Delaware Freight Plan

WILMAPCO joined other stakeholders to support DelDOT's creation of the Delaware Freight Plan in 2022. The Plan assesses freight transportation system details, needs, and opportunities in order to identify key projects, strategies, and other planning-related actions that will maximize the efficiency and reliability of Delaware's current and projected freight transportation networks with a focus on five overarching freight goals related to:

- Safety and Security
- Economic Vitality
- Freight Connectivity, Accessibility, and Mobility
- System Management, Operations, and Maintenance
- Resilience, Sustainability, and Environmental Stewardship

An interactive map of Delaware's freight projects may be viewed online here:

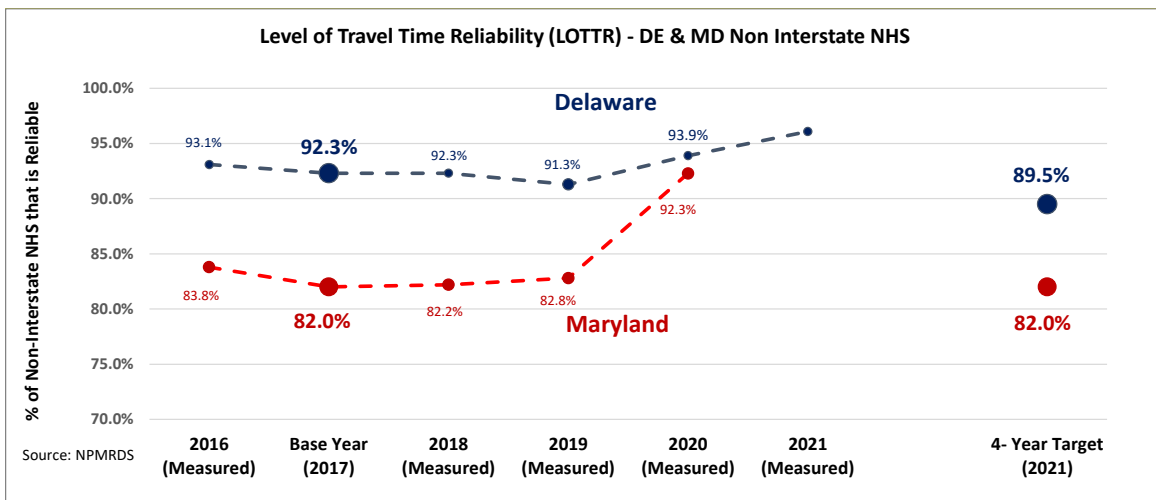
<https://mangomap.com/wilmapco/maps/107459/de-freight-project-draft-list#>



Source: DelDOT, 2020

Performance Measurement

Travel Time Reliability: Delaware and Maryland Non-Interstate National Highway System



REDUCE CARBON EMISSIONS AND PROMOTE CLIMATE RESILIENCE

Reduce VMT

- NPM: % of Philadelphia regional non-SOV trips
- PM: % of WILMAPCO region non-SOV trips; per capita VMT target (10% reduction between 2020 and 2030)

Support clean vehicle infrastructure, fuels, and technology

- PM: number of public EV charging stations; Transportation GHG Emission Analysis; qualitative review of UPWP

Adapt to sea level rise, storm flooding, and other environmental challenges

- PM: SLR vulnerability vs. planned projects; funded TIP projects potentially impacted by SLR; qualitative review of UPWP

Public Opinion

66% do not support replacing a fuel tax with a tax on VMT to pay for transportation improvements

Spotlight: Climate Planning

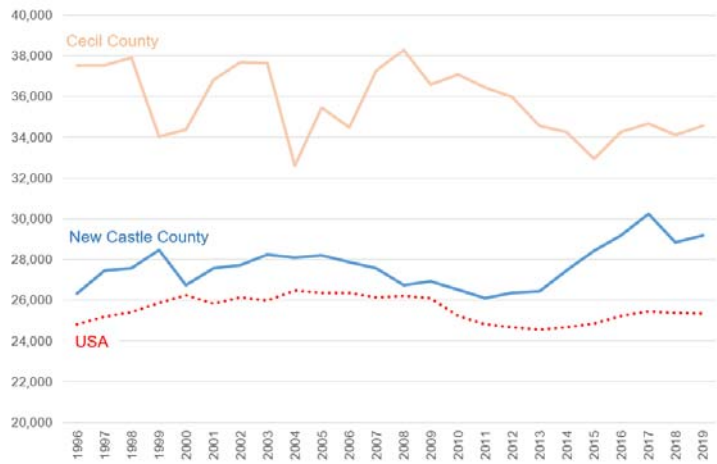
There is a strong chance (87%) of at least 2 feet of future Sea-level Rise (SLR) by the year 2100. Our updated SLR Transportation Vulnerability Assessment found that a 2-foot rise would impact about 10 miles of roadways and about 5 miles of railways in our region. WILMAPCO flags planned projects in these areas so that adaptation measures can be considered. We have also supported the City of Wilmington's climate action plan and its offshoot South Wilmington Shoreline Protection project, both with a special focus on protecting transportation infrastructure and homes, from flooding.

Electric vehicle adoption, coupled with better planning to reduce sprawl and vehicle miles traveled, will help reduce greenhouse gas emissions from the transportation sector. WILMAPCO has long supported statewide and local efforts to increase the number of publicly available EV charging stations. Their availability across the region has increased dramatically in recent years -- from less than a dozen in 2016 to more than five dozen today.



Performance Measurement

Vehicle Miles Traveled per Household

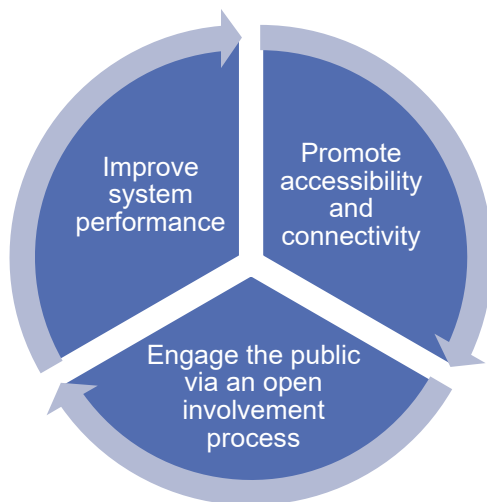


Goal: Efficiently Transport People

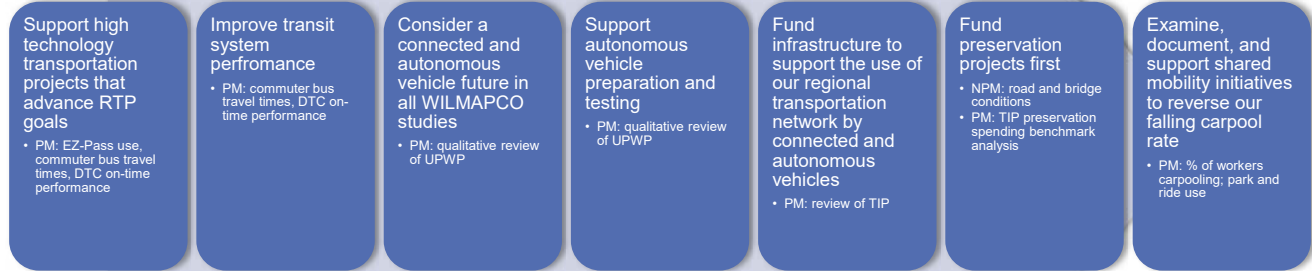
Our transportation network should move people efficiently, regardless of which form of transportation is used and who uses it. We should seek to maximize the professional and personal time of our residents and visitors, reducing the hours many spend each year in heavy vehicle traffic, or waiting for delayed buses and trains. We should engage the public about the best ways to accomplish this -- early, often, and throughout the planning process.

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 new plans will help us to achieve this goal.

EFFICIENTLY TRANSPORT PEOPLE



IMPROVE SYSTEM PERFORMANCE



Spotlight: Seeking Competitive Funding

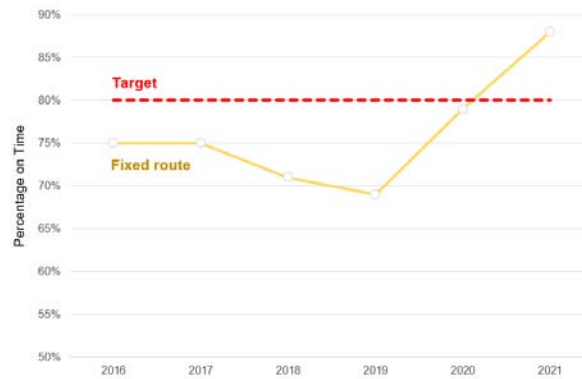
The federal Bipartisan Infrastructure Law (BIL) provided a much-needed infusion of funds for investment in transportation. The BIL authorizes \$140 billion in new grant funding for which WILMAPCO regional surface transportation projects can compete through more than two dozen grants with a focus on safety, bridges, climate change, resilience, and project delivery. Key discretionary grant programs provide funding to achieve our goals, such as the Safe Streets for All program funding strategies to eliminate roadway fatalities, programs to modernize rail and bus transit, and support for expanded electric vehicle infrastructure. Details are available at <https://www.transportation.gov/bipartisan-infrastructure-law>.



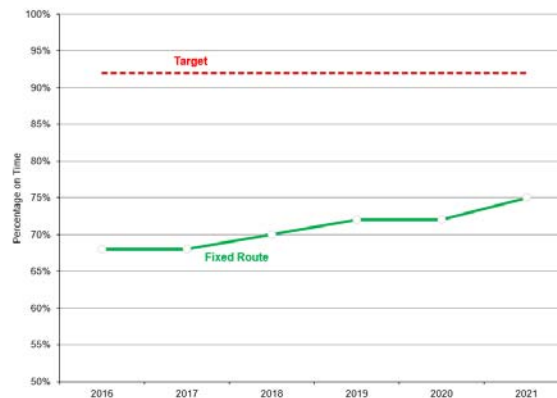
Source: DelDOT

Performance Measurement

Cecil County: On-time Fixed Route Bus Performance



New Castle County: On-time Fixed Route Bus Performance



PROMOTE ACCESSIBILITY & CONNECTIVITY

Improve access to public transportation

- PM: % of commutes by transit; employment and population within walking distance to bus stops

Analyze barriers mobility challenged groups experience in the transportation network

- PM: Maintain a TJ report; connectivity matrix

Plan and fund public transit expansion and management projects

- PM: TIP transit funding trends; ridership and transit use analysis; filling the commuter rail gap progress

Develop a complete, low-stress nonmotorized transportation network

- PM: bicycle, pedestrian, and multimodal TIP projects vs. the Prioritized Pedestrian Network; Greenway progress; trail counts; % of commutes by walking/biking; share of Level 1 or 2 LTS roadways in the counties

Public Opinion

70% of residents with disabilities say the public transit system meets the needs of residents at least somewhat well – compared to 49% of nondisabled residents

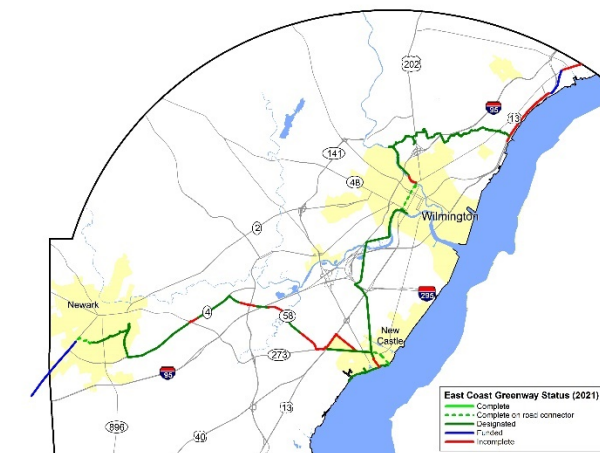
Spotlight: Connectivity Analysis

WILMAPCO analyzed connectivity from homes to key destinations by easy and accessible walking, bicycling, bus, and car trips in the 2019 Transportation Justice Plan. Destination types included grocery stores, employment centers, libraries, and medical centers. We found that, on average, 95% of homes are well connected to key destinations by car. By contrast, less than a quarter of homes have good connections, on average, to destinations by other modes. Beyond regional statistics, the analysis helps us better delineate food deserts (or low-income areas with no nearby supermarkets), examine the social equity dimensions of transportation connectivity, and give us a way to measure the connectivity benefits of targeted transportation improvements, such as bus line expansions and new pathways.

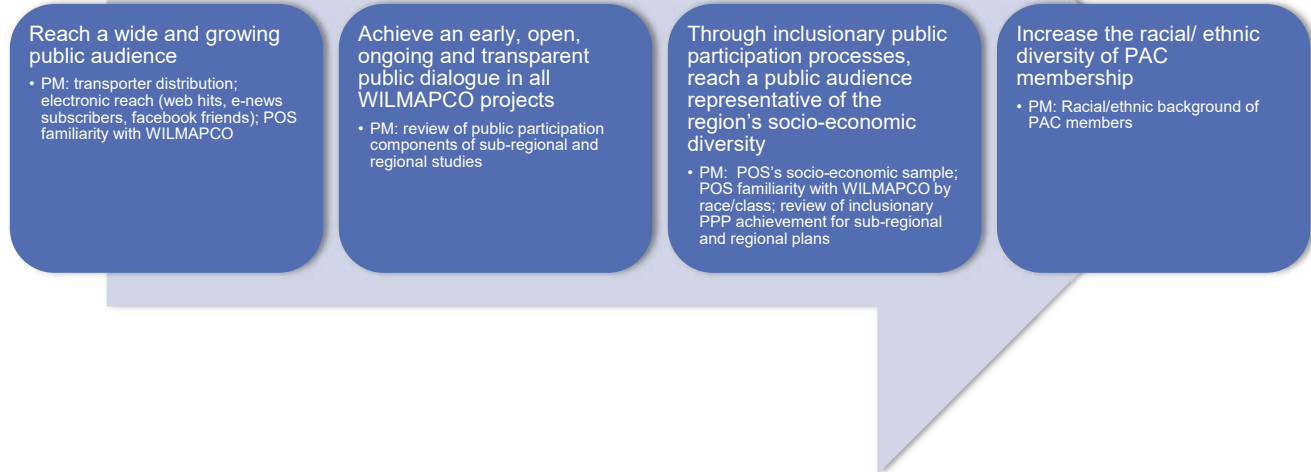


Performance Measurement

East Coast Greenway Progress



ENGAGE THE PUBLIC VIA AN OPEN INVOLVEMENT PROCESS



Public Opinion

13% of Black residents are familiar with WILMAPCO -- compared to 36% of White residents

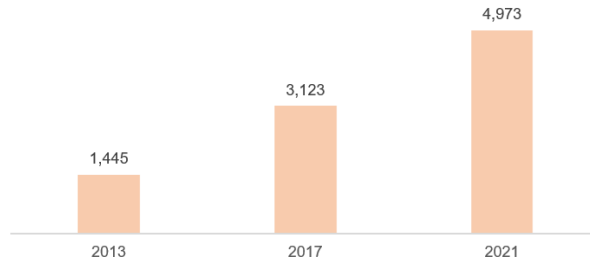
Spotlight: Urban Technology Deserts

While most residents in our region find online engagement with planning effective, lower-income residents often struggle with it. According to our 2022 Public Opinion Survey, only about a third of lower-income residents find web-based public meetings (37%) or online surveying (30%) effective. Those figures are about double for higher-income residents.

To highlight and better account for this disparity, WILMAPCO identified “urban technology deserts” in 2020. These are places where many households lack reliable computer and internet access--principally due to poverty--in our region. Planners will supplement virtual engagement with low-tech outreach and engagement, such as door-to-door surveys and in-person meetings, during community planning efforts within tech deserts and during larger regional studies.

Performance Measurement

E-News Subscribers

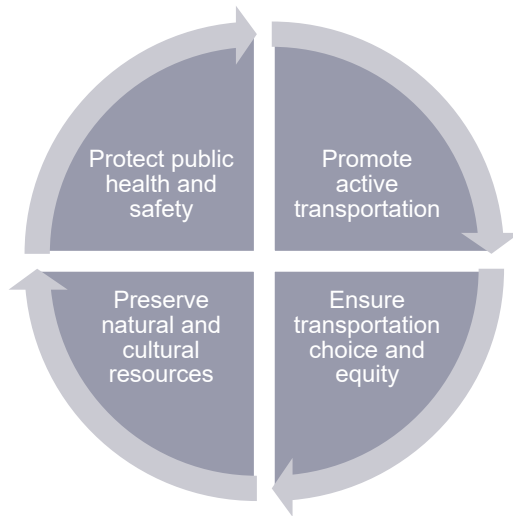


Goal: Improve Quality of Life

Transportation influences the health and well-being of people and the environment. On the human health side, private vehicle crashes are a 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 network. Low income and ethnic and racial 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 expansion of infrastructure -- and the often subsequent triggering of new development -- also threatens the continued destruction of our 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.

IMPROVE QUALITY OF LIFE



PROTECT PUBLIC HEALTH & SAFETY

Prioritize safety for all modes

- NPM: road injuries and fatalities per VMT; total road injuries and fatalities; total bicycle crashes, fatalities, and injuries

Support development and update of a Vision Zero Plan in New Castle County

- PM: qualitative review of UPWP

Improve safety for people walking

- NPM: total pedestrian crashes, fatalities, and injuries
- PM: total pedestrian crashes - New Castle County & Cecil County

Support disaster and national defense preparedness planning efforts

- PM: transportation needs of DOD sites in region identified; qualitative review of UPWP

Exceed transportation conformity standards

- PM: on road mobile source ozone and PM2.5 projections; qualitative review of UPWP

Fund cost-effective CMAQ projects with the greatest air quality benefits

- PM: WILMAPCO CMAQ prioritization vs. eventual funding
- NPM: 2- and 4-year total emission reductions

Seek to improve multimodal access and connectivity to healthy and affordable food, employment, and services in all WILMAPCO studies

- PM: connectivity analysis; total emission reductions; multimodal components of plans

Public Opinion

20% of low-income residents have transportation difficulty reaching healthy and affordable grocery shopping – compared to 4% of high income residents

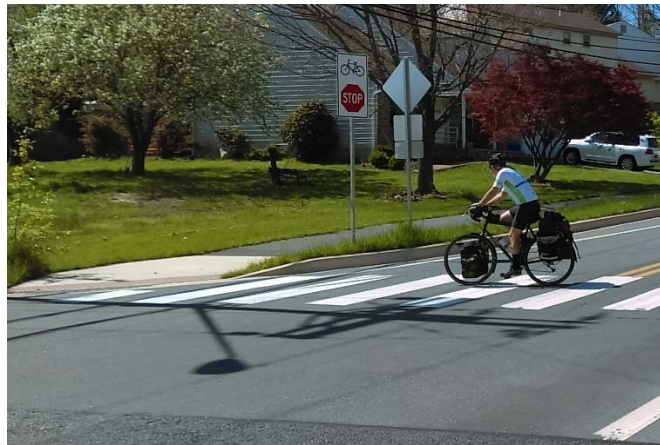
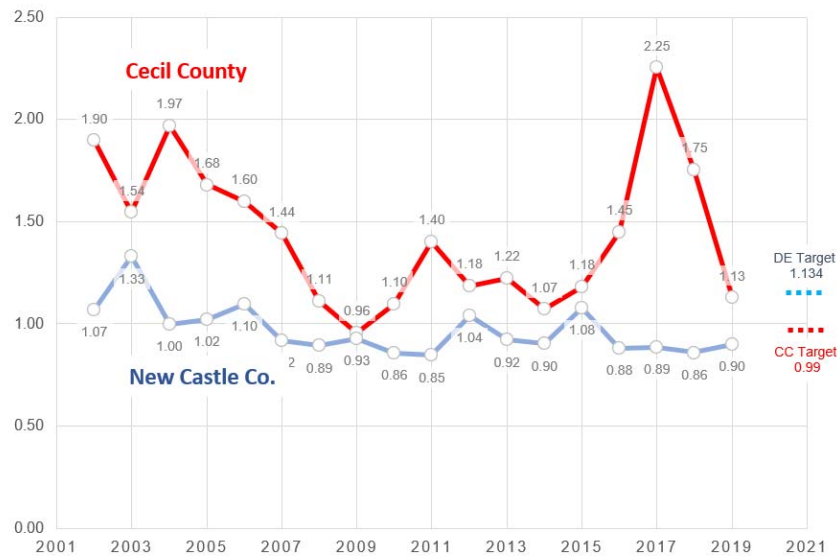
Spotlight: Health Impacts Data Report

A recent WILMAPCO data report found that our Social Determinants of Health (SDOH) index had stronger correlations with health behaviors and outcomes — such as asthma and obesity—than the national Social Vulnerability Index (SVI). This gives us confidence with our continued application of the SDOH index for planning and project prioritization.

The data report also examined correlations between places with high rates of asthma and physical inactivity and their transportation and land use conditions, such as: walkability, parks, freight routes, and polluting sites. Besides proximity to nearby polluting sites, for example, there were generally stronger correlations between asthma and health and SDOH factors, such as obesity and income, rather than other transportation and land use conditions. We also found areas with greater inactivity had better walking connections, bus access, and were more likely to be nearby parks than more physically active communities. While a high-level scan, the results suggest the limited impact these conditions have on influencing physical activity levels compared to deeper SDOH factors.

Performance Measure

Fatal Crashes per 100m Vehicle Miles Traveled¹⁰



Source: Delaware Greenways

¹⁰ See the 2022 Regional Progress Report: <http://www.wilmapco.org/regional-progress-report/>

PROMOTE ACTIVE TRANSPORTATION

Fund transportation choices

- NPM: Percentage of non-SOV trips
- PM: TIP funding trends

Apply a Complete Streets Policy in all WILMAPCO studies and in the TIP

- PM: review of UPWP studies and the TIP

Fund TAP investments within areas of greatest need

- PM: WILMAPCO TAP prioritization versus eventual funding

Develop and implement SRTS Programs

- PM: qualitative review of UPWP

Public Opinion

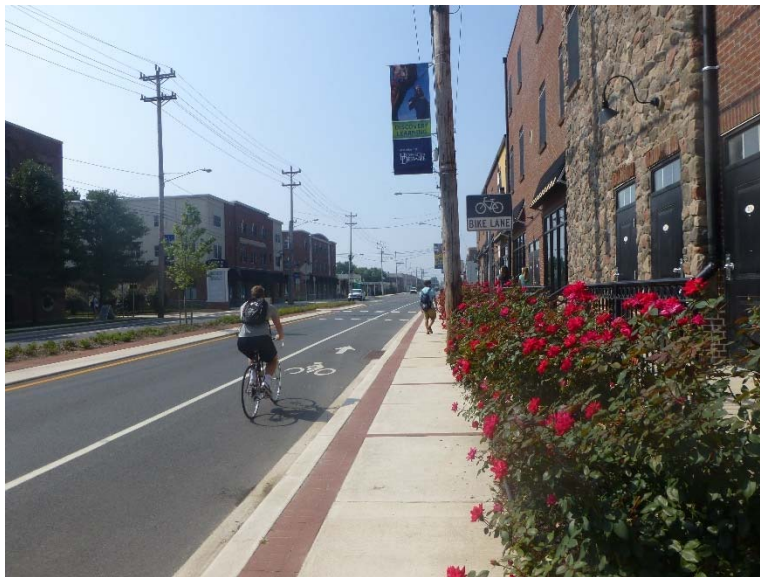
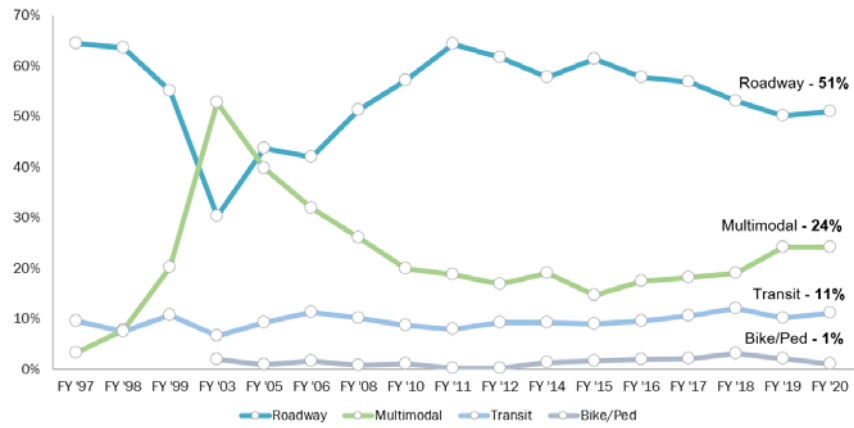
69% say improving facilities for biking and walking is important/essential

Spotlight: Road Safety/Road Diet Successes

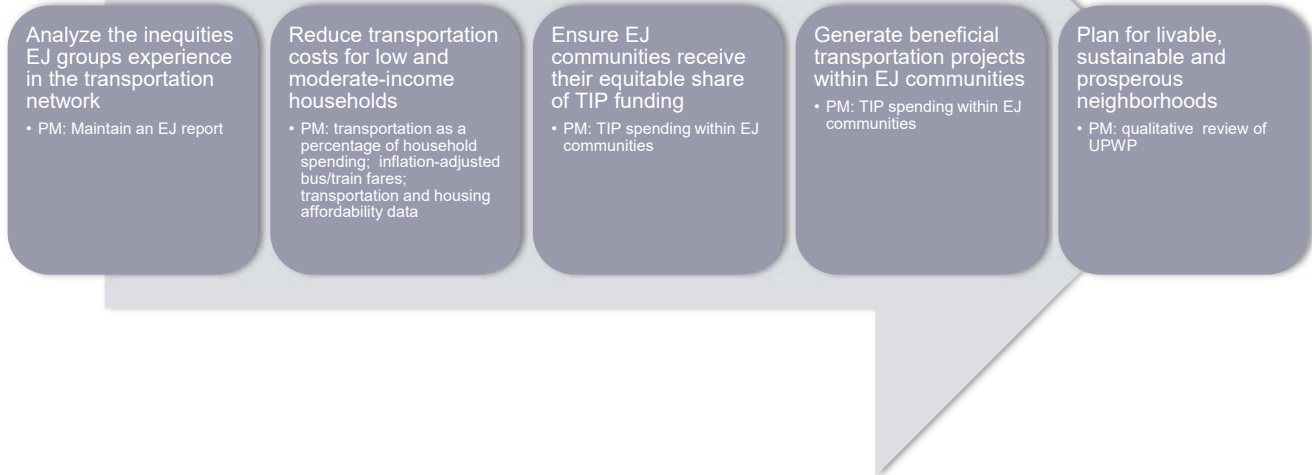
With roadways, bigger isn't always better. Rather, roads can be made safer while providing the appropriate number of lanes for the amount of traffic and providing for walking, bicycling and transit trips. A Road Diet, or roadway reconfiguration, involves narrowing or eliminating travel lanes to slow speeding traffic and increase safety of all roadway users. This typically involves converting a four-lane street to one with two through lanes, a center two-way left-turn lane (TWLTL), and better facilities for walking and bicycling. Local examples include Cleveland Avenue (19% crash decrease) and Philadelphia Pike (13% crash decrease). Other recent road diets have been implemented on Union Street and Memorial Drive with more planned. Learn more at <https://deldot.gov/Programs/DSHSP/reports/Road-diet/>.

Performance Measure

WILMAPCO TIP Funding Trends by Mode



ENSURE TRANSPORTATION CHOICE & EQUITY



Public Opinion

20% of Black residents have transportation difficulty reaching social activities – compared to **9%** of Whites

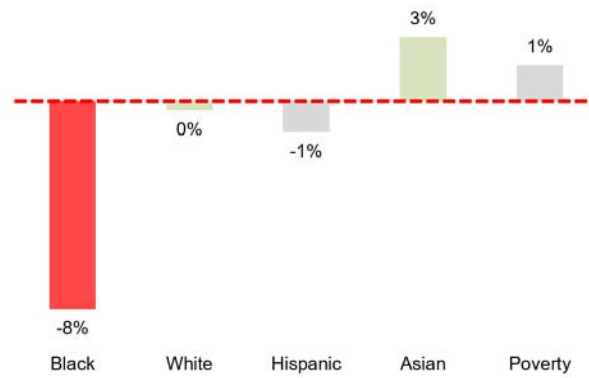
Spotlight: Transportation Justice (TJ)

The 2019 Transportation Justice Plan identifies key social inequities in the Wilmington region's transportation system. We examine the fairness and inclusivity of the existing and planned system, as well as our public engagement processes. Groups covered in the TJ Plan include: those with low incomes, racial and ethnic minorities, seniors, people with disabilities and people living in households without vehicles, and those with limited English proficiency and low literacy. Recommendations are made to overcome observed barriers and inequities.

One key finding of the TJ Plan was less than expected project spending within Black neighborhoods since the turn of the century. This is, in part, due to an increasing share of transportation project spending in the region's outer suburbs in response to population growth and sprawl. The finding led to an adjustment to the project prioritization process to help drive more community transportation project spending within Black neighborhoods.

Performance Measures

TIP Spending Equity, Deviation from Expected, FY 2002 – FY 2020 TIPs¹¹



¹¹ See the Regional Progress Report: <http://www.wilmapco.org/regional-progress-report/>

PRESERVE NATURAL & CULTURAL RESOURCES



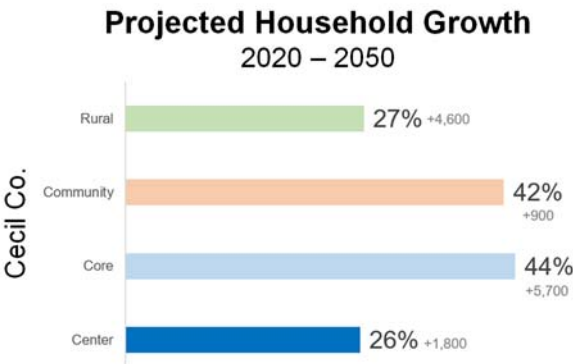
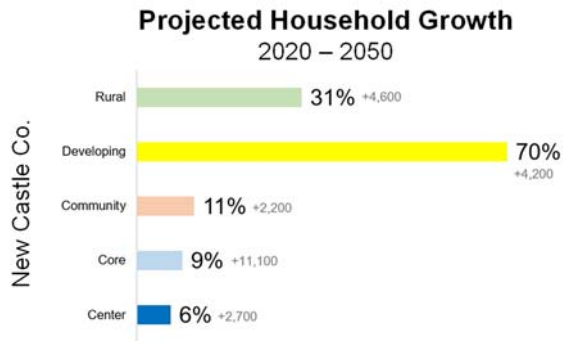
Public Opinion

84% say preserving farmland and open spaces are important

Spotlight: TIP Spending vs. TIA

Heavy recent and expected household growth outside Center and Core Transportation Investment Areas (TIAs), delineated in the next section of the RTP, has influenced transportation spending patterns. Growth outside the I-95 corridor in previously less-developed areas has triggered recent and planned highway upgrades – such as the new US 301 Expressway, SR 1 Expansions, and several road widenings in Southern New Castle County. Since 2004, Developing and Rural TIAs have received a greater share of project dollars than their share of regional households today and their projected share by 2050. By contrast, spending within Center, Core, and Community TIAs has fallen under their projected share of 2050 households.

Performance Measures

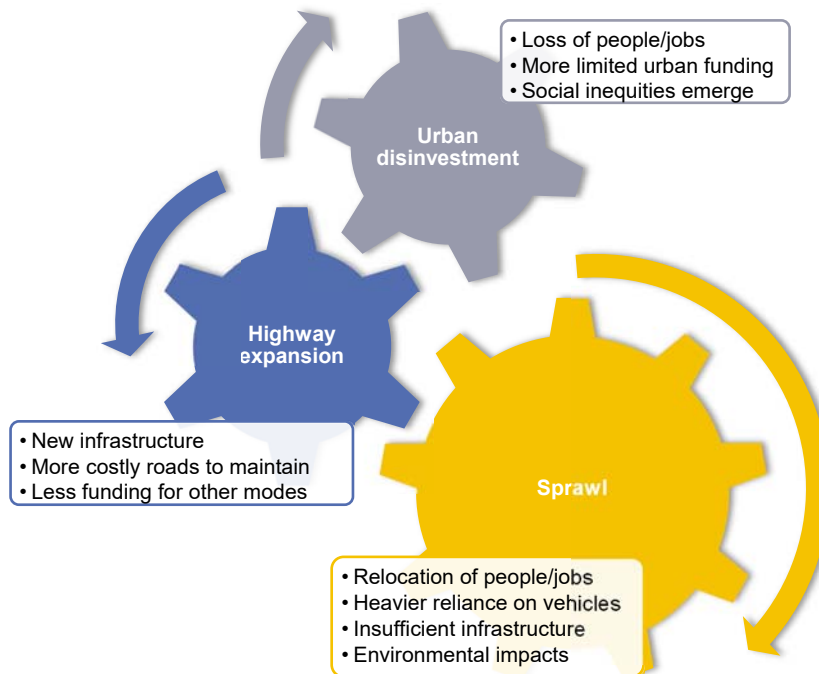


Source: Microsoft

TRANSPORTATION INVESTMENT AREAS

Land use and transportation planning are often not well coordinated on a regional scale. This has historically led to Wilmington's suburban sprawl and, today, continues to churn a "Cycle of Sprawl" which threatens lasting economic growth, leads to social inequity and poor health outcomes, and endangers our environment. As shown in the conceptual graph below, sprawling developments are built on the region's edge, which necessitates transportation expansions (encouraging more sprawl) and leaves less funding for developed areas (encouraging more sprawl). The result is a continuation of suburban sprawl, increasing total vehicle miles driven, and persistence of social inequities.

The Cycle of Sprawl



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 graphic below.

Public Opinion about Regional Development¹²



95%

Preserving open space and farmland is at least somewhat important



84%

Planning for sea-level rise effects is at least somewhat important



84%

It is sometimes or always appropriate to mix residential, office, and retail



84%

Connecting neighborhoods to each other and nearby destinations is at least somewhat important



82%

Revitalizing existing communities and downtowns is at least somewhat important



68%

Development and transportation projects should be concentrated in areas with higher population and employment; projects in rural areas should be limited to safety and system maintenance

Transportation Investment Areas (TIAs)

One way to help break the cycle of sprawl is to properly invest in Transportation Investment Areas (TIAs). TIAs are an overarching guide for where the various types of transportation investments 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 and employment and infrastructure – "Centers" and "Cores" – are tabbed for the greatest transportation investments, to maintain and expand 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 the TIA designation.

While not a TIA type, we also identify four distinct villages within Cecil County's Core TIA. These places were identified in the County's Comprehensive Plan. Investments made in and surrounding these villages should take care to consider potential disruptions to their unique historic character.

¹² WILMAPCO Public Opinion Survey, 2022



Center

High existing and planned concentrations of people and jobs with opportunities for significant re-development.

Transportation Objectives: intensive transportation investment with an emphasis on public transportation (including rail and the most frequent bus service) and walking and bicycling improvements. New highway interchanges should be discouraged. High frequency bus service is appropriate.



Core

Established places with a mixture of people and jobs, often along and nearby suburban highways.

Transportation Objectives: maintain and manage the existing infrastructure while allowing for system expansion for all modes of transportation, except train stations and the addition of public transit centers. Moderate frequency bus service is appropriate here.



Community

Established places home to mostly single-family residential communities.

Transportation Objectives: maintain and manage the existing infrastructure while allowing for some periodic system expansions. Infrequent bus service is appropriate.



Developing

Quickly developing places with unsettled land use and transportation patterns.

Transportation Objectives: maintain and manage the existing and emerging infrastructure. Some system expansion will be necessary, but major capacity road expansions and interchanges should be discouraged. Infrequent bus service is appropriate.



Rural

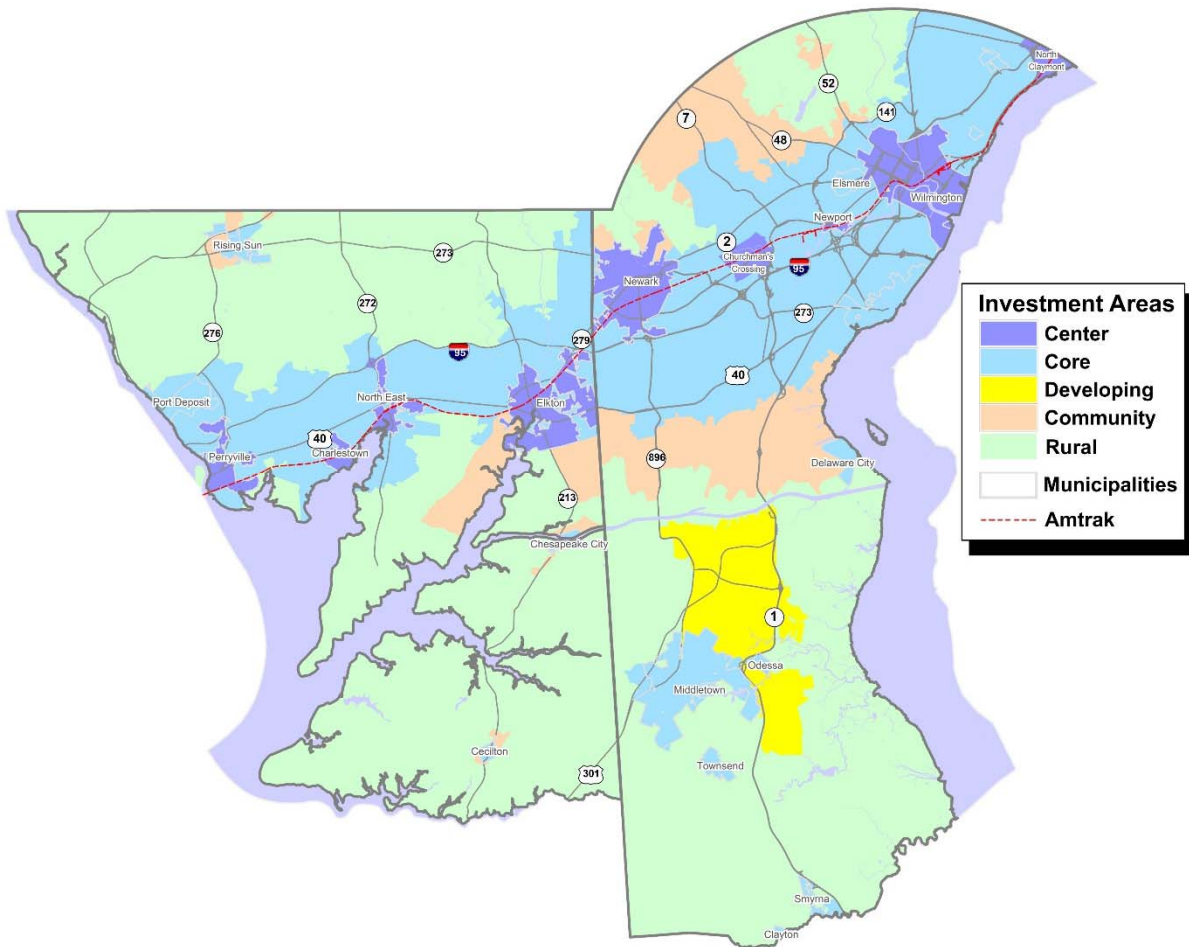
Agricultural and natural areas where urban development is not expected.

Transportation Objectives: preserve the existing infrastructure with an aim of protecting existing agriculture and natural resources. All system expansions apart from bicycling and walking paths should be actively discouraged. No fixed-route bus service is appropriate. Scenic byway easement purchases should be pursued where applicable.

Transportation Investment Area Project Matrix

Investment Type	Center Investment Area	Core Investment Area	Community Investment Area	Developing Investment Area	Rural Investment Area
Preservation					
Safety Projects	x	x	x	x	x
Pavement Rehabilitation	x	x	x	x	x
Bridge Rehabilitation	x	x	x	x	x
Drainage Improvements	x	x	x	x	x
Scenic Byway Easement Purchasing					x
Management					
Truck Weigh Station Facilities		x	x	x	x
Intersection Capacity Improvements	x	x	x	x	
Increase/enhance park & ride facilities	x	x	x	x	
Access Management	x	x	x	x	
Minor Roadway Improvements (small-scale lane/shoulder widening)	x	x	x	x	
Enhance the movement of Freight	x	x	x		
Retro-fitting of sidewalks	x	x	x		
Transportation Alternatives	x	x	x	x	
Expand existing rail stations	x				
ITS and connected/AV facilities expansion	x	x	x	x	x
Green Infrastructure	x	x	x	x	x
Traffic Calming	x	x	x	x	x
Public Parking Improvements	x	x			
Development/Enhancement of Transit Centers	x	x			
Expansion					
Shared-Use Pathways	x	x	x	x	x
Sidewalks	x	x	x	x	x
Bikelanes	x	x	x	x	x
Pedestrian Facilities Expansion	x	x	x	x	
New Roadway Construction	x	x	x	x	
Major Roadway Widening/Addition of Capacity	x	x	x		
New Train Station Expansion	x				
Frequent Bus Service (1 bus/15 min.)	x				
Bus Rapid Transit	x	x			
Commuter Rail Service Expansion	x				
Amtrak Regional Rail Service Expansion	x				
Public EV Charging Stations	x	x	x	x	
Express Bus Service	x	x	x	x	
Light Bus Service (1bus/hr.)			x	x	
Interchanges/Grade Separations		x			
Intermediate Bus Service (1 bus/ 20 min.)		x			

Transportation Investment Areas (TIAs)



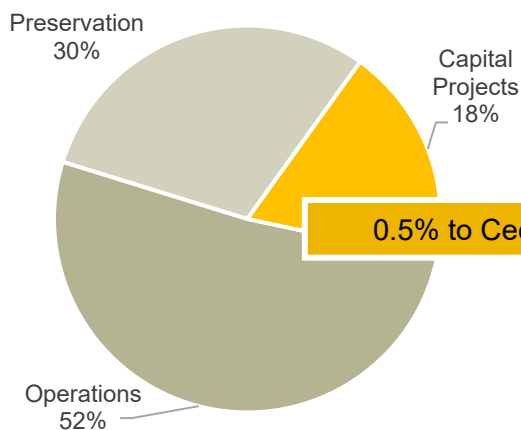
FINANCIAL PLAN

The Financial Plan of the RTP assesses how much funding is available for future transportation investments; priority projects for road, transit, bicycle and pedestrian infrastructure known as the Constrained Project List; and desired projects that cannot be funded based on current funding forecasts known as the Aspirations List. We anticipate that additional projects will be added through competitive grants and other innovative funding sources.

2050 Financial Forecast

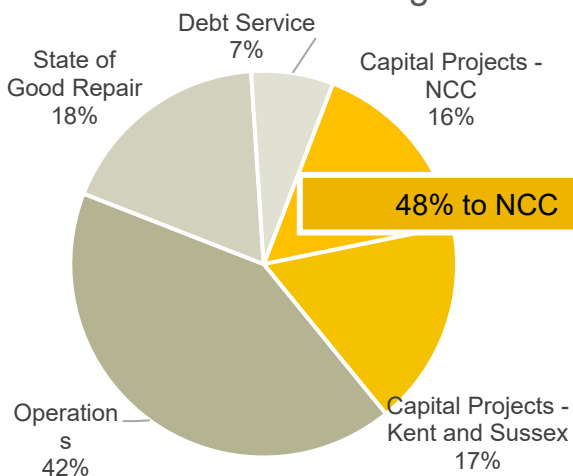
Working with DeIDOT and MDOT, we developed funding forecasts for New Castle and Cecil Counties. Additional details about assumed operating and system preservation expenses may be found in the RTP appendices.

Maryland Funding



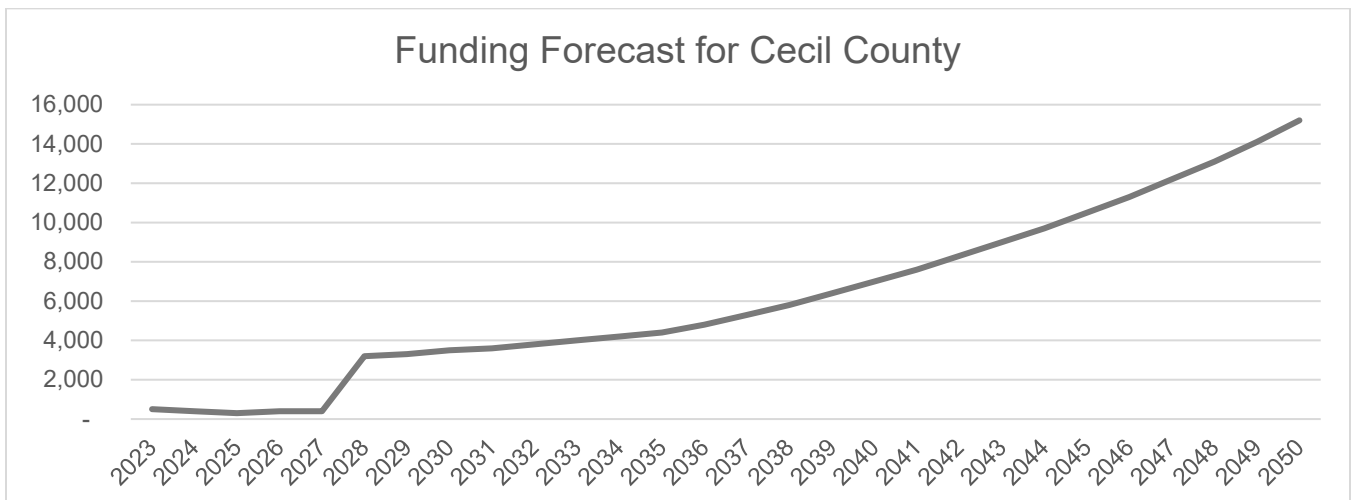
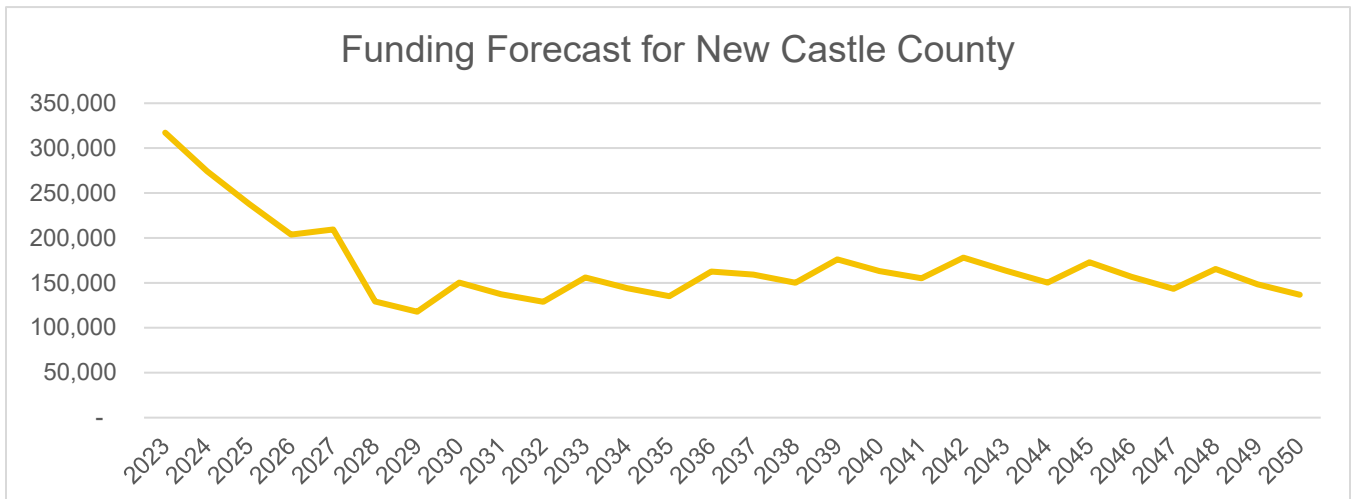
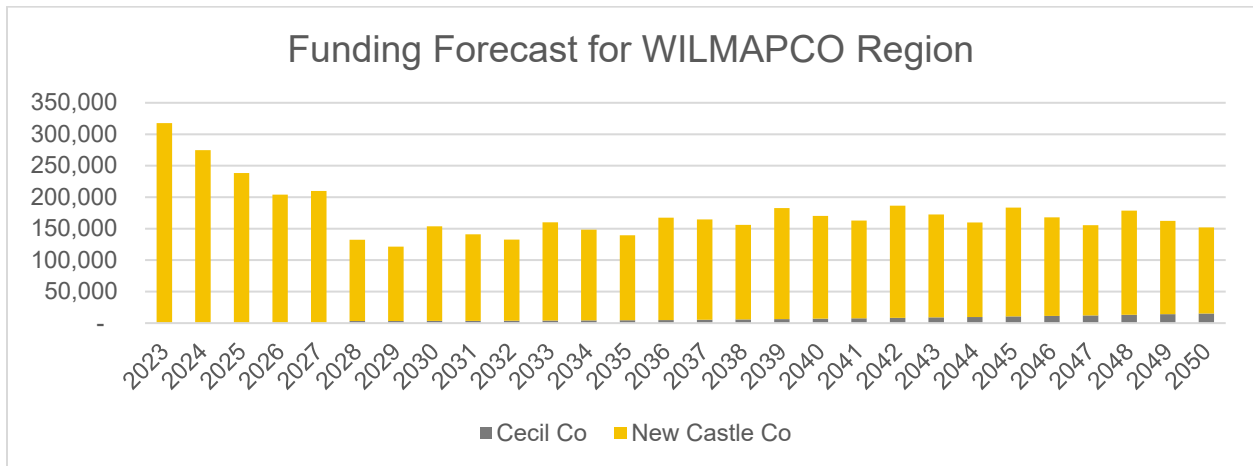
Cecil Co Funding Est.	Available Funds
\$s x 1,000	ST: 2023-2028
Does not include operating and systems preservation expenditures, MDTA Toll Funds, and Grants	MT: 2029-2039
	LT: 2040-2050
Short term	5,200
Medium term	49,100
Long term	118,000
TOTAL	172,300

Delaware Funding



New Castle Co Funding Est.	Available Funds
\$s x 1,000	ST: 2023-2028
Does not include operating and systems preservation expenditures, and Grants	MT: 2029-2039
	LT: 2040-2050
Short term	\$1.4 billion
Medium term	\$1.6 billion
Long term	\$1.7 billion
Total	\$4.7 billion

Funding Forecast for Capital Transportation Projects (\$s x 1,000)



Financially Constrained Projects

Many capital projects can be pursued through 2050 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.

Total Costs by Implementation Term and County

County	Time (ST to 2028, MT 29-39, LT 40-50)	2023 Cost (\$s x 1,000)	Assumed Inflation Rate	Year of Expenditure (\$s x 1,000)
Cecil County Short Term	Available 5,200 +101,700 MDTA/Grant/Local = 106,900	95,638	5% inflation	106,900
Cecil County Medium Term	Available 49,100	41,333	3% inflation	49,100
Cecil County Long Term	Available 118,000 + MDTA 1,184,510 + 10,202,201 grant/other = 1,504,711	704,554	3% inflation	1,504,711
Cecil County Grant	Grant TBD	90,782	3% inflation	122,639
Cecil County Total		932,307		1,783,350
New Castle County Short Term	Available 1,372,021	1,148,810	5% inflation	1,372,051
New Castle County Medium Term	Available 1,618,047	1,113,092	3% inflation	1,618,047
New Castle County Long Term	Available 1,733,811	865,204	3% inflation	1,733,082
New Castle County Grant	Grant TBD		3% inflation	
New Castle County Total		3,127,106		4,723,180
Total		4,059,413		6,506,530

Public Opinion (2022 – Updated)

Public SUPPORT for Various Transportation Funding Solutions

New Castle Co. Cecil Co.

Fees for those who benefit from improvements	72%	71%
Delay or eliminate projects	61%	68%
Extra fees for licensing inefficient vehicles	49%	43%
Increasing tolls	48%	19%
Increasing license and registration fees	36%	31%
Replacing fuel tax with tax on miles traveled	35%	30%
Increasing fuel taxes	27%	18%
Increasing transit fares	22%	26%

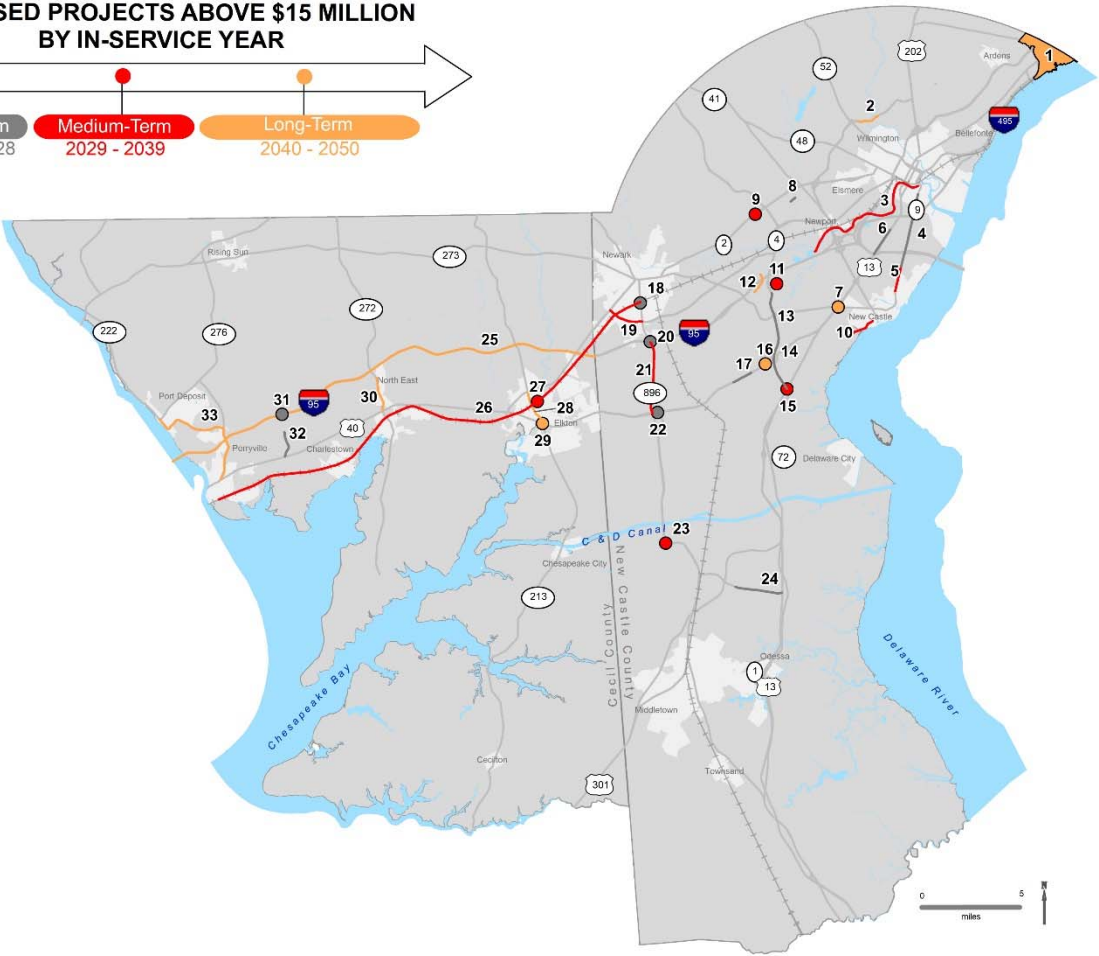
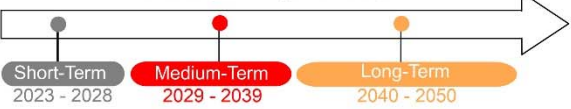
RTP Project List Relationship with the Transportation Improvement Program (TIP)

As the RTP project list spans more than twenty-seven years, project costs and in-service years are simply planning-level estimates. The RTP is a blueprint, documenting the specific projects we believe we can both afford and implement to achieve the goals of the RTP. The RTP must include all federally-funded and regionally-significant projects. However, inclusion in the RTP is neither a precise schedule nor a guarantee of implementation. Likewise, project costs are likely to be refined as projects move from idea to design, based on the selected final design.

The TIP is a more precise document than the RTP and specifies various phases of a project, the schedule, the costs, the funding source(s), and the sponsor(s) of each project that is ready for implementation. Projects move from RTP idea to TIP implementation based on evolving transportation and land use conditions, availability of resources, and WILMAPCO's project prioritization process. While the RTP project list is fully updated every four years and periodically amended, the TIP project list is frequently amended to reflect changing costs and implementation schedules.

Map of Financially Constrained Projects Over \$15 Million

PROPOSED PROJECTS ABOVE \$15 MILLION
BY IN-SERVICE YEAR



List of Financially Constrained Projects Over \$15 Million (\$s x 1000)**Timeframe (Short term to 2028; Medium Term 2029-2039; Long Term 2040-2050)**

Map ID	County	Project Name	Source Plan	Mode	Category	TIA	Year of Expenditure Cost	In Service Year
1	NCC	I-495 ramp improvements including northbound lanes and pedestrian/bicycle access across	2017 North Claymont Area Master Plan	Multimodal	Management	Center	\$21,386	2035
1	NCC	Improve I-95 southbound off-ramp by widening and signaling ramp right turn	2017 North Claymont Area Master Plan	Multimodal	Management	Center	\$33,319	2050
2	NCC	Tyler McConnell Bridge, SR 141: Montchannin Road - Alapocas Road	Roads	Multimodal	Expansion	Core	\$90,057	2045
3	NCC	Newport River Trail	New Castle County Bicycle Plan	Bike/Ped	Expansion	Core	\$42,213	2030
4	NCC	SR 9: Landers Ln - A St	Route 9 Corridor Master Plan	Multimodal	Management	Core	\$20,837	2026
5	NCC	SR 9, New Castle Ave: 3rd St - Landers Ln	Other Intersection / Road Improvements	Multimodal	Management	Center	\$19,678	2030
6	NCC	US 13: US 40 - Memorial Drive	DeIDOT Traffic Study & Pedestrian Audit	Bike/Ped	Management	Core	\$20,948	2025
7	NCC	Hares Corner Grade Separation (US 13 & SR 273)	DeIDOT/City of New Castle Transportation Plan	Multimodal	Expansion	Core	\$468,042	2045
8	NCC	Old Capital Trail: Newport Road to Stanton Rd	Other Intersection / Road Improvements	Multimodal	Management	Community	\$16,464	2028
9	NCC	BR 234, Kirkwood Highway over Mill Creek	1997 Churchmans Crossing Plan	Bike/Ped	Management	Core	\$24,597	2030
10	NCC	SR 9, River Rd. Area, Dobbinsville (viaduct)	City of New Castle	Road	Management	Core	\$16,010	2030
11	NCC	New Castle County Transit Center/Center Boulevard extended to Churchmans Rd	Other Intersection / Road Improvements	Multimodal	Expansion	Core	\$22,138	2030
12	NCC	Eagle Run Rd to Continental Drive Connector	Churchmans Crossing Plan	Multimodal	Expansion	Core	\$66,114	2040
13	NCC	SR 1: Road A - US 40	Roads	Road	Expansion	Community	\$299,581	2036
14	NCC	SR 1: Tybouts Corner - Road A	US 301	Road	Expansion	Core	\$115,500	2024
15	NCC	SR 1 at Tybouts Corner (interchange reconstruction)	DeIDOT	Road	Management	Community	\$111,209	2035
16	NCC	US 40/SR 7 Intersection	US 40	Road	Expansion	Core	\$95,865	2040
17	NCC	US 40: Salem Church Rd - Walther Road	US 40 Study	Multimodal	Expansion	Core	\$25,468	2026
18	NCC	Newark Regional Transportation Center, Phase III	Rail	Transit	Management	Center	\$30,442	2024
19	NCC	SR 4: SR 2 - SR 896	Roads	Multimodal	Expansion	Core	\$49,253	2035
20	NCC	I-95 / SR 896 Interchange	Roads	Road	Expansion	Core	\$256,993	2026

Draft 2050 RTP (2/9/2023/2/7/2023): *final design pending*

21	NCC	SR 896: US 40 - I-95		Multimodal	Expansion	Core	\$39,208	2035
22	NCC	US 40 / SR 896 Interchange	Roads	Road	Expansion	Core	\$70,036	2026
23	NCC	SR 896 / Bethel Church Rd Interchange	US 301 Major Investment Study	Road	Expansion	Developing	\$52,753	2035
24	NCC	Boyd's Corner Rd: Cedar Lane - US 13	US 301 Major Investment Study	Multimodal	Expansion	Developing	\$29,706	2027
25	CC	I-95: Susquehanna River - DE Line	Roads	Road	Expansion	Core	\$1,184,510	2050
26	CC	Maryland Commuter Rail: Perryville to Newark	Transit	Transit	Expansion	Core	\$28,657	2029
27	CC	Elkton Train Station	2011 Elkton TOD Plan	Transit	Expansion	Center	\$21,796	2036
28	CC	MD 213, Bridge St.: US 40 - MD 279	Highway Needs Inventory	Multimodal	Management	Center	\$45,818	2036
29	CC	MD 213 / US 40 Intersection Improvements	Roads	Multimodal	Management	Center	\$55,025	2030
30	CC	MD 272: US 40 - Lums Rd.	Roads	Multimodal	Expansion	Center	\$50,414	2040
31	CC	I-95 / Belvidere Road Interchange	Roads	Road	Expansion	Core	\$71,016	2025
32	CC	Belvidere Rd: US 40 to BR over CSX		Road	Expansion	Core	\$15,984	2027
33	CC	MD 222, Perryville/Bainbridge Rd: US 40 to MD 275 / I-95 / MD 222 Interchange	Highway Needs Inventory	Multimodal	Expansion	Center	\$269,787	2045
N/A	NCC	Active transportation - long term		Bike/Ped	Management	Core	\$114,966	2045
N/A	NCC	Active transportation - medium term		Bike/Ped	Management	Core	\$42,773	2035
N/A	NCC	Active transportation - short term		Bike/Ped	Management	Core	\$56,795	2028
N/A	NCC	Support for new technologies - Long-term		Multimodal	Management	N/A	\$299,874	2050
N/A	NCC	Support for new technologies - Mid-term		Multimodal	Management	N/A	\$166,889	2039
N/A	NCC	Support for new technologies - Short term		Multimodal	Management	N/A	\$100,376	2028
N/A	NCC	Support for shared ride services - Long-term		Multimodal	Management	N/A	\$15,329	2045
N/A	NCC	Support for shared ride services - Short-term		Multimodal	Management	N/A	\$25,209	2028
N/A	NCC	TID Implementation - long term		Multimodal	Management	N/A	\$628,545	2045
N/A	NCC	TID Implementation - medium term	DeIDOT/local TIDs	Multimodal	Management	N/A	\$228,198	2035
N/A	NCC	TID Implementation - short term	DeIDOT/local TIDs	Multimodal	Management	N/A	\$153,154	2028
N/A	NCC	Transit service capital and operational improvements - Long-term		Transit	Expansion	N/A	\$273,219	2050
N/A	NCC	Transit service capital and operational improvements - Mid-term		Transit	Expansion	N/A	\$385,130	2039
N/A	NCC	Transit service capital and operational improvements - Short-term		Transit	Expansion	Core	\$229,731	2028

List of Financially Constrained Projects Under \$15 Million (\$s x 1000)**Timeframe (Short term to 2028; Medium Term 2029-2039; Long Term 2040-2050)**

Map ID	County	Project Name	Source Plan	Mode	Category	TIA	Year of Expenditure Cost	In Service Year
1	NCC	Improve pedestrian bridge and connector trail over I-495 pedestrian bridge	2017 North Claymont Area Master Plan	Bike/Ped	Management	Center	\$2,625	2028
1	NCC	Install street lighting, especially in neighborhoods and along Hickman Road.	2017 North Claymont Area Master Plan	Multimodal	Management	Center	\$2,100	2028
1	NCC	Naamans Rd / Philadelphia Pike access management (new signals at the spine road intersections; converting Alcott Avenue to right-in, right-out)	2017 North Claymont Area Master Plan	Multimodal	Management	Center	\$5,250	2024
1	NCC	Naamans Road shared use pathway	2017 North Claymont Area Master Plan	Bike/Ped	Management	Center	\$7,379	2030
1	NCC	Philadelphia Pike/Naamans Road intersection safety and capacity improvements	2017 North Claymont Area Master Plan	Multimodal	Management	Center	\$14,258	2035
1	NCC	Ridge Road - change free right turn from Naamans Road to a yield, and improving EB Ridge Road lane merge approaching Analine Village using signs and pavement markings	2017 North Claymont Area Master Plan	Multimodal	Management	Center	\$6,300	2024
1	NCC	Sidewalk upgrades: Hickman Rd (access to Tri-State Mall), Analine Village path from Parkway Ave to Woodfield Dr, Darley Rd	2017 North Claymont Area Master Plan	Bike/Ped	Management	Center	\$3,150	2028
1	NCC	Society Drive - all way stop or a roundabout at the Northtowne Plaza driveway/bus stop crossing	2017 North Claymont Area Master Plan	Multimodal	Management	Center	\$6,300	2024
1	NCC	US 13, Philadelphia Pike: I-495 - PA Line safety and multimodal improvements	2017 North Claymont Area Master Plan	Multimodal	Management	Center	\$6,986	2035
2	NCC	Claymont Train Station	Transit	Multimodal	Management	Core	\$2,415	2024
3	NCC	Harvey Road and Sconset Road Pedestrian Improvements	2017 Ardentown Paths Plan	Bike/Ped	Management	Core	-	2025
4	NCC	Harvey Road Traffic Calming	2017 Ardentown Paths Plan	Multimodal	Management	Core	\$4,406	2036
5	NCC	Governor Printz Boulevard Road Diet		Multimodal	Management	Core	\$12,299	2030
6	NCC	East Coast Greenway: Churchmans Crossing - Newark gaps (approx .2 mi)	2003 East Coast Greenway Feasibility Study	Bike/Ped	Expansion	Core	\$840	2024
6	NCC	East Coast Greenway: Claymont Station - Northern Delaware Greenway (2.25 mi)	2003 East Coast Greenway Feasibility Study	Bike/Ped	Expansion	Core	\$14,039	2028
6	NCC	East Coast Greenway: New Castle - Churchmans Crossing gaps (approx. 2.8 mi)	2003 East Coast Greenway Feasibility Study	Bike/Ped	Expansion	Core	\$6,381	2028

Draft 2050 RTP (2/9/2023/2/7/2023): *final design pending*

6	NCC	East Coast Greenway: PA line to Claymont Regional Transportation Center	2003 East Coast Greenway Feasibility Study	Bike/Ped	Expansion	Center	\$5,105	2028
7	NCC	Augustine Cutoff Pathway	New Castle County	Bike/Ped	Management	Center	\$2,205	2024
8	NCC	Wilmington Traffic Calming; 12th St. Connector	Wilmington Initiatives Plan	Multimodal	Management	Center	\$10,466	2028
9	NCC	King & Orange Streets: MLK Blvd. - 13th St.	Wilmington Initiatives	Multimodal	Management	Center	\$4,725	2024
10	NCC	4th St.: Walnut St. - Adams	Wilmington Initiatives	Multimodal	Management	Center	\$3,010	2026
11	NCC	Maryland Ave. / Monroe Street	Wilmington Initiatives	Multimodal	Management	Center	\$8,978	2030
12	NCC	New Sweden Road Extension (South Wilmington)	n/a	Multimodal	Expansion	Center	\$8,264	2040
13	NCC	Garasches Lane	Southbridge Neighborhood Plan	Multimodal	Management	Center	\$6,333	2030
14	NCC	Rt 9 Neighborhood pathway network	2017 Route 9 Corridor Master Plan	Bike/Ped	Expansion	Core	\$1,158	2026
15	NCC	I-295, Northbound		Road	Expansion	Core	\$9,840	2026
16	NCC	US 13 & Boulden Blvd intersection Reconfiguration	DelDOT 2022 Traffic Operations Management Plan (TOMP)	Road	Management	Core	\$64	2028
17	NCC	Commons Blvd Pathway	New Castle County	Bike/Ped	Management	Core	\$6,009	2025
18	NCC	US 13 /DE 273 Short Term Intersection Improvements	DelDOT 2022 Traffic Operations Management Plan (TOMP)	Road	Management	Core	\$134	2028
19	NCC	Red Clay Creek Greenway through Marshallton	2014 Marshallton Circulation Study	Bike/Ped	Expansion	Core	\$7,379	2030
20	NCC	Fairplay Train Station - Parking	Transit	Transit	Management	Center	\$6,221	2024
21	NCC	Churchmans Crossing Sidewalks & Bus Stop Improvements	1997 Churchmans Crossing Plan	Multimodal	Management	Center	\$6,149	2030
21	NCC	SR 4 / Churchmans Road Intersection	1997 Churchmans Crossing Plan	Multimodal	Management	Center	\$10,254	2040
21	NCC	SR 4 / Harmony Road Intersection	Churchmans Crossing Plan	Multimodal	Management	Center	\$10,848	2028
21	NCC	SR 4, Ogletown Stanton Road/ SR 7, Christiana Stanton Road Phase 1, Stanton Split	Churchmans Crossing Plan	Multimodal	Management	Center	\$11,742	2028
22	NCC	SR 2. Kirkwood Hwy / Harmony Rd	1997 Churchmans Crossing Plan	Multimodal	Management	Core	\$6,764	2030
23	NCC	SR 2 / Red Mill Rd. Intersection	Highway Safety Improvement Program	Multimodal	Management	Core	\$1,050	2024
24	NCC	Possum Park Rd / Old Possum Park Rd Intersection	Other Intersection / Road Improvements	Multimodal	Management	Core	\$1,740	2025
25	NCC	Library Ave Pedestrian Improvements	2011 Newark Transportation Plan	Bike/Ped	Management	Center	\$2,100	2024
25	NCC	Newark Bicycle Signal Detection	2011 Newark Transportation Plan	Bike/Ped	Management	Center	\$2,100	2024

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25	NCC	Newark Bike Lanes	2011 Newark Transportation Plan	Bike/Ped	Management	Center	\$2,100	2024
25	NCC	Newark Mid-block Pedestrian Crossing Improvements	2011 Newark Transportation Plan	Bike/Ped	Management	Center	\$1,230	2030
25	NCC	Newark Pedestrian Improvements	2011 Newark Transportation Plan	Bike/Ped	Management	Center	\$2,460	2030
25	NCC	Newark Transit Amenities and Service Modification	2011 Newark Transportation Plan	Transit	Management	Center	\$1,050	2024
25	NCC	S. College Ave Gateway	2011 Newark Transportation Plan	Multimodal	Management	Center	\$10,848	2028
25	NCC	Signal Coordination and Transit Priority - S. College Ave	2011 Newark Transportation Plan	Multimodal	Management	Center	\$2,553	2028
25	NCC	West Park Place Traffic Calming	2011 Newark Transportation Plan	Multimodal	Management	Center	\$3,075	2030
25	NCC	Wyoming Rd and Marrows Road Access Management	2011 Newark Transportation Plan	Multimodal	Management	Center	\$3,671	2036
26	NCC	DE 896 & Old Baltimore Pike Intersection Improvements	DelDOT 2022 Traffic Operations Management Plan (TOMP)	Road	Management	Core	\$287	2028
27	NCC	Old Baltimore Pike / Salem Church Rd Intersection	Highway Safety Improvement Program	Multimodal	Management	Core	\$9,506	2028
28	NCC	Old Baltimore Pike: SR 72 - SR 273, Sidepath	2000 US 40 Plan	Bike/Ped	Management	Core	\$9,839	2030
29	NCC	US 40: SR 1 - US 13, Sidepaths	2000 US 40 Plan	Bike/Ped	Management	Core	\$10,210	2028
30	NCC	US 13: US 40 - Tybouts Corner, Sidepaths	2000 US 40 Plan	Bike/Ped	Management	Core	\$8,609	2030
31	NCC	US 40 & DE 7 intersection improvements - Short-Term Improvements	DelDOT 2022 Traffic Operations Management Plan (TOMP)	Road	Management	Core	\$26	2028
32	NCC	US 40 & Governors Square intersection improvements	DelDOT 2022 Traffic Operations Management Plan (TOMP)	Road	Management	Core	\$428	2028
33	NCC	US 40: Newtown Trail & Pedestrian Improvements	2000 US 40 Plan	Bike/Ped	Expansion	Core	\$8,264	2040
34	NCC	US 40: MD State Line to SR 896, Sidepaths	2000 US 40 Plan	Bike/Ped	Management	Core	\$9,839	2030
35	NCC	Glasgow Ave Improvements	Glasgow Ave	Multimodal	Management	Core	\$9,261	2026
36	NCC	DE 896: US 40 to Porter Road, Sidepaths	2000 US 40 Plan	Bike/Ped	Management	Core	\$3,690	2030
37	NCC	Denny Rd/ Lexington Parkway Intersection		Multimodal	Management	Community	\$750	2023
38	NCC	Glasgow Pathway: Porter Rd - Canal	New Castle County	Bike/Ped	Management	Core	\$6,416	2035
39	NCC	SR 72: McCoy Road - SR 71	DelDOT	Multimodal	Expansion	Community	\$10,500	2024
40	NCC	N412, Lorewood Grove Road: Rd 412A - SR 1	Southern New Castle County	Multimodal	Management	Developing	\$12,360	2027
41	NCC	Cedar Lane: Marl Pit Rd. - Boyds Corner Rd.	Southern New Castle County	Multimodal	Management	Developing	\$14,708	2027
42	NCC	SR 299: SR 1 - Catherine Street	East Middletown Master Plan	Multimodal	Expansion	Core	\$4,061	2024

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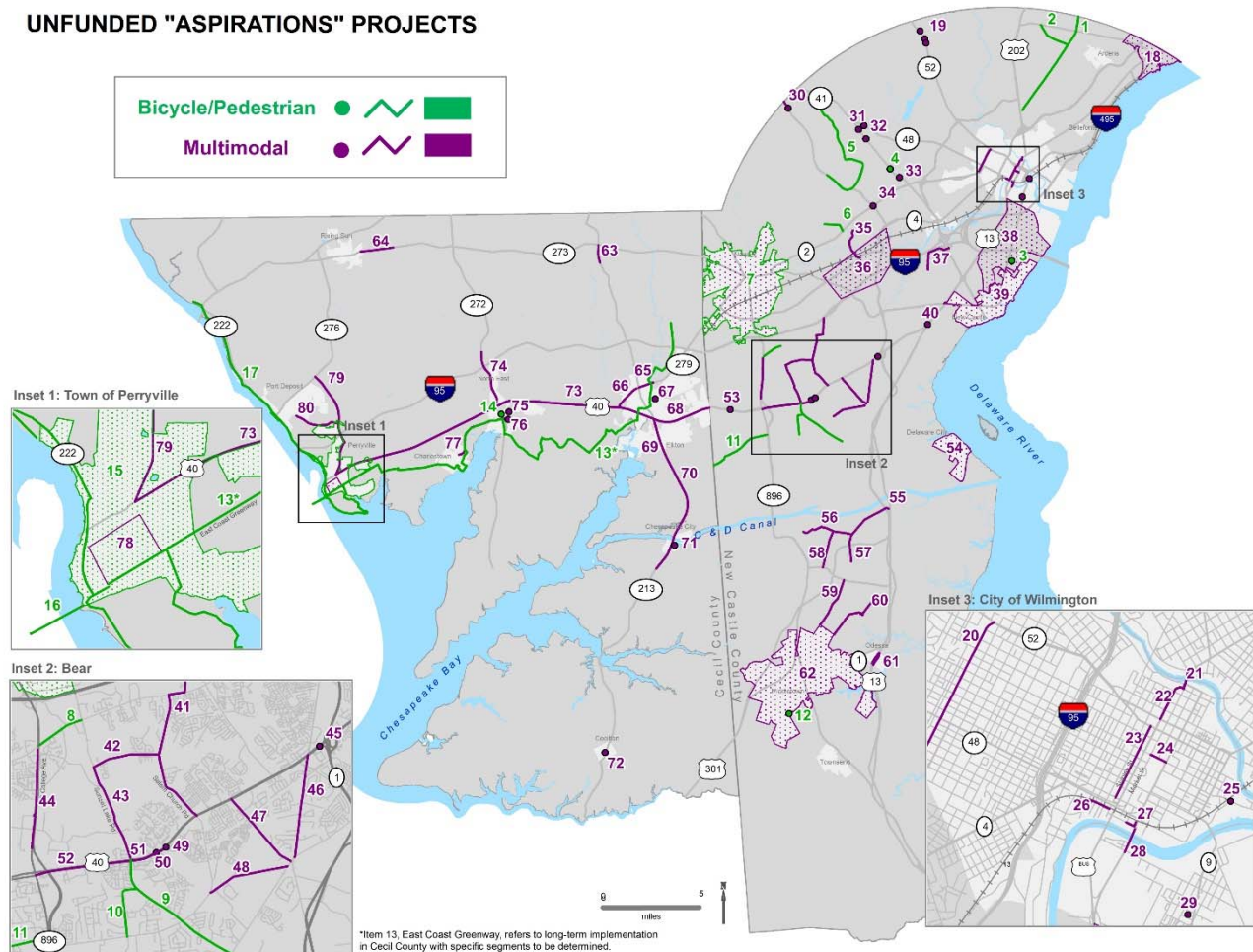
43	NCC	US 13: Duck Creek to SR 1	Smyrna Transportation Plan	Multimodal	Management	Core	\$9,900	2030
44	CC	Elkton Bus Service Circulator	Cecil Transit Development Plan	Transit	Expansion	Center	\$178	2030
45	CC	East Coast Greenway - Cecil County Phase 2	2003 East Coast Greenway Feasibility Study	Bike/Ped	Expansion	Core	\$6,844	2035
45	CC	East Coast Greenway Implementation - Cecil County	2003 East Coast Greenway Feasibility Study	Bike/Ped	Expansion	Center	\$5,200	2028
46	CC	Mid-County Transit Hub	Cecil Transit Development Plan	Transit	Management	Center	\$9,266	2029
47	CC	Belvidere Rd Bridge over CSX		Road	Expansion	Core	\$14,700	2024
N/A	NCC	Continue connection to SEPTA bus services	2017 North Claymont Area Master Plan	Transit	Management	Center	\$1,054	2024
N/A	NCC	Enhance bus service to station and Tri-State Mall site	2017 North Claymont Area Master Plan	Transit	Management	Center	\$1,050	2024
N/A	NCC	Explore access to future residential/marina east of Northeast Corridor rail through adjacent Linde property	2017 North Claymont Area Master Plan	Multimodal	Expansion	Center	\$3,564	2035
N/A	CC	Pedestrian/Bicycle Improvements - midterm	Subregional plans	Bike/Ped	Management	Core	-	2030
N/A	NCC	Support for shared ride services - Mid-term		Multimodal	Management	N/A	\$6,149	2030
N/A	CC	Transit Expansion - midterm	Transit	Transit	Expansion	Core	\$4,155	2030

Unfunded Aspiration Projects

The projects outlined in the previous section expend much of the forecasted capital through 2050. 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.

Map of Aspiration Projects – Bicycle/Pedestrian and Multimodal

UNFUNDED "ASPIRATIONS" PROJECTS



List of Aspiration Projects – Bicycle/Pedestrian and Multimodal

Map ID	County	Project Name	Source Plan	Mode	Category	TIA
1	NCC	Foult Road Sidewalks	Other Bike/Ped	Bike / Pedestrian	Management	Core
2	NCC	Grubb Road, SR 261: Foult Rd. to Naamans Rd.	Brandywine Hundred Pedestrian Plan	Bike / Pedestrian	Expansion	Core
3	NCC	Buck Rd Sidewalk	New Castle County	Bike / Pedestrian	Management	Core
4	NCC	SR 41 at Faulkland Rd	DelDOT (Senate Resolution 10)	Bike / Pedestrian	Expansion	Core
5	NCC	Mill Creek/Hockessin Greenway	2006 New Castle County Greenway Plan	Bike / Pedestrian	Expansion	Community
6	NCC	Pike Creek Road Sidewalks	Other Bike/Ped	Bike / Pedestrian	Management	Community
7	NCC	N. Chapel St. Underpass at Cleveland Ave	2011 Newark Transportation Plan	Multimodal	Management	Center
7	NCC	Newark Car-sharing Expansion	2011 Newark Transportation Plan	Bike / Pedestrian	Expansion	Center
7	NCC	Bike improvements along Wyoming Rd.	Newark TID	Bike / Pedestrian	Management	Center
7	NCC	Library Avenue Sidepath Extension	Newark TID	Bike / Pedestrian	Expansion	Center
7	NCC	Main St. McKee Connector	Newark TID	Bike / Pedestrian	Expansion	Center
7	NCC	Marrows Road Pathway	Newark TID	Bike / Pedestrian	Expansion	Center
7	NCC	Old Casho Mill Intersection Approach Connection	Newark TID	Bike / Pedestrian	Management	Center
7	NCC	Paper Mill Rd & Thompson Station Rd/Possum Park Rd intersection	Newark TID	Bike / Pedestrian	Expansion	Center
7	NCC	SR 72/Library Ave & SR 4/Chestnut Hill Rd intersection	Newark TID	Multimodal	Expansion	Center
7	NCC	SR 896 and SR 4 Intersection Improvements	Newark TID	Multimodal	Expansion	Center
7	NCC	SR 896/SR4 Bike Improvements (corrected title)	Newark TID	Bike / Pedestrian	Expansion	Center
7	NCC	SR273 Pathway	Newark TID	Bike / Pedestrian	Expansion	Center
7	NCC	SR72 Kensington Lane bike improvement	Newark TID	Bike / Pedestrian	Management	Center
7	NCC	SR896 pathways	Newark TID	Bike / Pedestrian	Management	Center
7	NCC	WCC Old Paper Mill Pathway	Newark TID	Bike / Pedestrian	Management	Center
8	NCC	Cooch's Bridge/Old Baltimore Pike Greenway	2006 New Castle County Greenway Plan	Bike / Pedestrian	Expansion	Core
9	NCC	SR 72: US 40 to SR 71, Sidewalks	2000 US 40 Plan	Bike / Pedestrian	Management	Core
10	NCC	Del Laws Road, Sidewalks	2000 US 40 Plan	Bike / Pedestrian	Management	Core
11	NCC	Old County Road	DelDOT	Bike / Pedestrian	Management	Community
12	NCC	St Anne's Church Rd. and Wiggins Mill Rd.	Westtown TID	Bike / Pedestrian	Management	Core
13	CC	East Coast Greenway - Cecil County Phase 3	2003 East Coast Greenway Feasibility Study	Bike / Pedestrian	Expansion	Core

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14	CC	North East TOD Pedestrian Improvements	2014 North East TOD Plan	Bike / Pedestrian	Management	Center
15	CC	Perryville Bicycle and Pedestrian Improvements	2012 Perryville Greenway Plan	Bike / Pedestrian	Expansion	Center
16	CC	Susquehanna River Pedestrian/Bicycle Crossing	Other Bike/Ped	Bike / Pedestrian	Expansion	Center
17	CC	Lower Susquehanna Heritage Greenway	Lower Susquehanna Heritage Greenway Corridor Management Plan	Bike / Pedestrian	Expansion	Core
18	NCC	Construct new road from Alcott Avenue to spine road	2017 North Claymont Area Master Plan	Multimodal	Expansion	Center
18	NCC	Diverging Diamond Interchange (DDI) at I-95 and Naamans Road	2017 North Claymont Area Master Plan	Multimodal	Expansion	Center
18	NCC	Install a new I-495 pedestrian bridge next to Philadelphia Pike.	2017 North Claymont Area Master Plan	Bike / Pedestrian	Management	Center
18	NCC	North Claymont Spine Road: Northeast Corridor to Naamans Road	2017 North Claymont Area Master Plan	Multimodal	Expansion	Center
18	NCC	Widen eastbound Naamans Road approaching Spine Rd (2 left turn, 2 through, 1 right turn)	2017 North Claymont Area Master Plan	Multimodal	Expansion	Center
19	NCC	SR 52 and Snuff Mill Rd, Center Meeting Rd Intersections	2002 Centerville Village Plan	Multimodal	Management	Community
20	NCC	Union Street Reconfiguration and Streetscape	Union Street	Multimodal	Management	Center
21	NCC	Convert 1500 block of King St to two-way street	2010 Downtown Circulation Study	Multimodal	Management	Center
22	NCC	Market Street: 11th to 16th Sts.	Wilmington Initiatives Plan	Multimodal	Management	Center
23	NCC	Shipley Street Enhancements: 12th Street to MLK Blvd.	Wilmington Initiatives Plan	Multimodal	Management	Center
24	NCC	Two-way traffic on 8th St between King & Walnut Sts	2010 Downtown Circulation Study	Multimodal	Management	Center
25	NCC	Swedes Landing and 7th Street Intersection Improvements	7th Street Peninsula Study (2020)	Multimodal	Management	Center
26	NCC	Water St. West: Shipley Street to West Street	Wilmington Initiatives Plan	Multimodal	Management	Center
27	NCC	Water St. East Extended (French St. to Front St.)	Wilmington Initiatives Plan	Multimodal	Expansion	Center
28	NCC	S. Walnut Street Bridge Area	Wilmington Initiatives Plan	Multimodal	Management	Center
29	NCC	Southbridge Streetscape Improvements (Future Phases)	2008 Southbridge Circulation Study	Multimodal	Management	Center
30	NCC	NB SR 7 between Tims Ln and PA State Line	DelDOT (Senate Resolution 10)	Multimodal	Expansion	Community
30	NCC	SR 7 at Stenning Dr	DelDOT (Senate Resolution 10)	Multimodal	Expansion	Community
31	NCC	NB SR 48 at Loveville Rd	DelDOT (Senate Resolution 10)	Multimodal	Management	Community
31	NCC	SR 41 at Graves Rd	DelDOT (Senate Resolution 10)	Multimodal	Management	Community
32	NCC	SR 41 at Loveville Rd	DelDOT (Senate Resolution 10)	Multimodal	Management	Community
33	NCC	SR 41 at Milltown Rd	DelDOT (Senate Resolution 10)	Multimodal	Management	Core

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34	NCC	SR 2 / SR 7	DelDOT (Senate Resolution 10)	Multimodal	Management	Core
35	NCC	Churchmans Road Extended, SR 2 to SR 4	1997 Churchmans Crossing Plan	Multimodal	Expansion	Center
36	NCC	Bike/Ped Improvements in Existing Communities - Churchman's Crossing	Churchmans Crossing Plan Update (2022)	Bike / Pedestrian	Management	Center
36	NCC	Brownleaf Rd. Bike/ped connection to Samoset Dr.	Churchmans Crossing Plan Update (2022)	Bike / Pedestrian	Expansion	Center
37	NCC	Airport Rd: Commons Blvd – I-95	New Castle County	Multimodal	Management	Core
38	NCC	Route 9 traffic calming, pedestrian facilities and bicycle lanes	2009 Delaware City Transportation Plan	Multimodal	Preservation	Core
39	NCC	SR 273 Widening, City of New Castle	Aspirations	Multimodal	Expansion	Core
39	NCC	City of New Castle Gateway	City of New Castle Transportation Plan	Multimodal	Management	Core
39	NCC	City of New Castle Nonmotorized Network	City of New Castle Transportation Plan	Bike / Pedestrian	Management	Core
39	NCC	City of New Castle Parking Expansion near 3rd and Chestnut	City of New Castle Transportation Plan	Multimodal	Expansion	Core
39	NCC	City of New Castle Speed Reduction	City of New Castle Transportation Plan	Multimodal	Management	Core
39	NCC	Ferry Cutoff/ E. 6th Dutch Left	City of New Castle Transportation Plan	Multimodal	Management	Core
39	NCC	Ferry Cutoff/Delaware St Gateway	City of New Castle Transportation Plan	Multimodal	Management	Core
39	NCC	SR 141/SR 273 Protected Intersection	City of New Castle Transportation Plan	Multimodal	Expansion	Core
39	NCC	W. 7th/Washington Signing	City of New Castle Transportation Plan	Multimodal	Management	Core
39	NCC	W. 7th/Washington Sweep	City of New Castle Transportation Plan	Multimodal	Management	Core
40	NCC	US 40/ US 13 Interchange	2000 US 40 Plan	Multimodal	Management	Core
41	NCC	Salem Church Rd: I-95 to US 40, Sidewalks	2000 US 40 Plan	Multimodal	Management	Core
42	NCC	Reybold Road: SR 72 to Salem Church Rd	2000 US 40 Plan	Multimodal	Management	Core
43	NCC	SR 72: Reybold to US 40	2000 US 40 Plan	Multimodal	Management	Core
44	NCC	Local Glasgow Circulator Roads - to include sidewalks and bicycle accommodations	2000 US 40 Plan	Multimodal	Management	Core
45	NCC	DE 1 southbound ramp/US 40 Intersection	US 40 Plan	Multimodal	Management	Core
46	NCC	DE 7: US 40 to DE 71	2000 US 40 Plan	Multimodal	Management	Core
47	NCC	Church Road: Wynnfield to SR 71	2000 US 40 Plan	Multimodal	Management	Core
48	NCC	Old Porter Road: Porter Road to SR 71	2000 US 40 Plan	Multimodal	Management	Core
49	NCC	Scotland Drive/US 40, Intersection	2000 US 40 Plan	Multimodal	Management	Core
50	NCC	US 40 Overpass of Norfolk Southern RR near SR 72	2000 US 40 Plan	Multimodal	Management	Core
51	NCC	US 40, SR 72 to Salem Church Rd	2000 US 40 Plan	Multimodal	Management	Core

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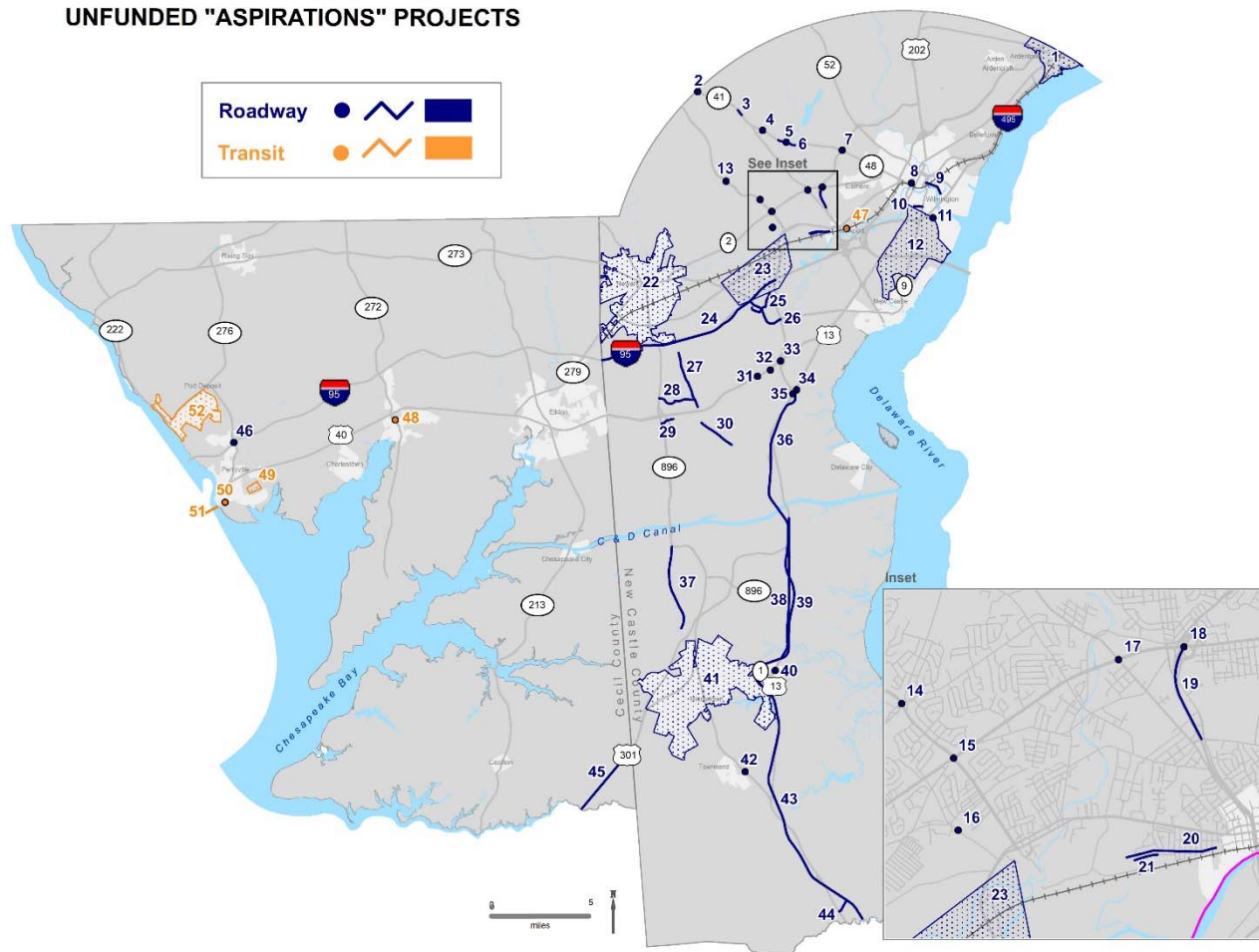
52	NCC	US 40: SR 896 to SR72	2000 US 40 Plan	Multimodal	Management	Core
53	NCC	US 40 & Pleasant Valley Road Intersection	2000 US 40 Plan	Multimodal	Management	Core
54	NCC	Clinton St Bicycle Plans	2009 Delaware City Transportation Plan	Bike / Pedestrian	Preservation	Core
54	NCC	Delaware City Emergency planning and implement flood mitigation	2009 Delaware City Transportation Plan	Multimodal	Preservation	Core
54	NCC	Delaware City Pedestrian / Bike / Wayfinding Improvements	2009 Delaware City Transportation Plan	Multimodal	Preservation	Core
54	NCC	Delaware City Plan Regional Wayfinding	2009 Delaware City Transportation Plan	Multimodal	Preservation	Core
54	NCC	Washington Street Improvements	2009 Delaware City Transportation Plan	Multimodal	Preservation	Core
55	NCC	Lorewood Grove Road East: local road standards and multi-modal facilities, dualization along portions	Southern New Castle County TID	Multimodal	Expansion	Developing
56	NCC	Lorewood Grove Road West (portions not done by Whitehall): local road standards and multi-modal facilities	Southern New Castle County TID	Multimodal	Expansion	Developing
57	NCC	Jamison Corner Rd. South of Lorewood Grove Rd: local road standards and dualization, multi-modal facilities	Southern New Castle County TID	Multimodal	Expansion	Developing
58	NCC	Ratledge Road: local road standards and multi-modal facilities	Southern New Castle County TID	Multimodal	Management	Developing
59	NCC	Cedar Lane Road: local road standards and multi-modal facilities	Southern New Castle County TID	Multimodal	Management	Developing
60	NCC	Shallcross Lake Road (portion south of Greylag Rd only): local road standards and multi-modal facilities	Southern New Castle County TID	Multimodal	Management	Developing
61	NCC	US 13: Odessa Transportation Plan Implementation	Other Intersection / Road Improvements	Multimodal	Management	Core
62	NCC	SR 71 and Green St	Eastown TID	Multimodal	Management	Core
62	NCC	Bunker Hill Rd / Merrimac Ave	Westown TID	Multimodal	Management	Core
62	NCC	Bunker Hill Rd / Sandhill Drive	Westown TID	Multimodal	Management	Core
62	NCC	Future connector to Industrial Drive	Westown TID	Multimodal	Expansion	Core
62	NCC	Levels Rd / Patriot Dr and rest of Levels Rd. widening	Westown TID	Multimodal	Management	Core
62	NCC	Levels Rd / Poole property access	Westown TID	Multimodal	Expansion	Core
62	NCC	Levels Road/Future Merrimac Avenue	Westown TID	Multimodal	Expansion	Core
62	NCC	Middletown-Warwick Rd / Ash Blvd	Westown TID	Multimodal	Management	Core
62	NCC	Middletown-Warwick Rd / Peterson Rd	Westown TID	Multimodal	Management	Core
62	NCC	Middletown-Warwick Rd /Merrimac Ave	Westown TID	Multimodal	Management	Core

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62	NCC	Middletown-Warwick Rd/ Bunker Hill Rd. and Main St.	Westown TID	Multimodal	Management	Core
62	NCC	Middletown-Warwick Rd/United Drive	Westown TID	Multimodal	Management	Core
62	NCC	SR 71 / St Anne's Church Rd	Westown TID	Multimodal	Expansion	Core
62	NCC	W. Main St. intersections at Market Place, Industrial Drive, and Haveg Rd	Westown TID	Multimodal	Management	Core
62	NCC	Wiggins Mill Road from St. Anne's Church Rd to Green Giant Rd: local road improvements and bridge widening	Westown TID	Multimodal	Expansion	Core
63	CC	MD 213, Singlerly Rd: North of Providence Rd. to MD 273, 2 lane reconstruction	Highway Needs Inventory	Multimodal	Management	Core
64	CC	MD 273, Telegraph Rd: East Limits of Rising Sun to Sylmar Rd, 2 lane reconstruction	Highway Needs Inventory	Multimodal	Management	Rural
65	CC	MD 279: MD 213 - MD 316	Highway Needs Inventory	Multimodal	Management	Center
66	CC	MD 279: US 40 - MD 213	Highway Needs Inventory	Multimodal	Management	Center
67	CC	Elkton Downtown Connector Streets & Streetscaping	2011 Elkton TOD Plan	Multimodal	Expansion	Center
68	CC	US 40: MD 279 - DE Line	Highway Needs Inventory	Multimodal	Management	Center
69	CC	MD 213: Frenchtown Road to US 40	Other Intersection / Road Improvements	Multimodal	Expansion	Core
70	CC	MD 213: Basil Ave - US 40	Highway Needs Inventory	Multimodal	Management	Core
71	CC	Chesapeake City Parking Plan Implementation	2009 Chesapeake City Parking Plan	Multimodal	Management	Community
72	CC	MD 213 / MD 282 Intersection	Other Intersection / Road Improvements	Multimodal	Management	Community
73	CC	US 40: MD 272 - MD 279	Highway Needs Inventory	Multimodal	Management	Core
73	CC	US 40 Corridor and Intersection Improvements	US 40 Plan - Cecil County	Multimodal	Management	Core
74	CC	MD 272: US 40 - Seahawk Dr	Highway Needs Inventory	Multimodal	Management	Core
75	CC	Rolling Mill Rd. Bridge (2- lanes with sidewalks)	2014 North East TOD Plan	Multimodal	Management	Center
76	CC	MD 272/ North Main St. Intersection Improvements	2014 North East TOD Plan	Multimodal	Management	Center
77	CC	MD 7, Philadelphia Rd.-Cecil Ave: East limits of Charlestown to MD 272, 2 lane reconstruction	Highway Needs Inventory	Multimodal	Management	Core
78	CC	Perryville Connector Streets	2012 Perryville TOD Plan	Multimodal	Expansion	Core
79	CC	MD 275, Perry lawn Drive: MD 222 to MD 276 (divided highway reconstruct)	Highway Needs Inventory	Multimodal	Management	Core
80	CC	MD 222, Bainbridge Rd: MD 275 to Bainbridge entrance, 2 lane reconstruction	Highway Needs Inventory	Multimodal	Management	Center
N/A	CC	Cecil County Bicycle Plan Implementation	2012 Cecil County Bicycle Master Plan	Bike / Pedestrian	Expansion	Center
N/A	NCC	New Castle County Bicycle Plan Implementation	NCC Bicycle Plan	Bike / Pedestrian	Expansion	Center

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Map of Aspiration Projects – Roadway and Transit

UNFUNDED "ASPIRATIONS" PROJECTS



List of Aspiration Projects – Roadway and Transit

Map ID	County	Project Name	Source Plan	Mode	Category	TIA
1	NCC	Build industrial access road to future industry east of Northeast Corridor rail with new bridge over Naamans Creek	2017 North Claymont Area Master Plan	Road	Expansion	Center
2	NCC	NB SR 41 at Lora Ln	DelDOT (Senate Resolution 10)	Road	Expansion	Community
3	NCC	NB SR 41 between Brackenville Rd and Mitchell Rd	DelDOT (Senate Resolution 10)	Road	Expansion	Community
4	NCC	SR 48 at Loveville Rd	DelDOT (Senate Resolution 10)	Road	Management	Community
5	NCC	EB SR 48 at Hickory Spring Rd	DelDOT (Senate Resolution 10)	Road	Expansion	Community
6	NCC	EB SR 48 between Stratton Dr and Hercules Rd	DelDOT (Senate Resolution 10)	Road	Expansion	Community
7	NCC	SR 141 / SR 48	DelDOT (Senate Resolution 10)	Road	Management	Core
8	NCC	Add Southbound lanes on Market St. between 2nd St and MLK Blvd.	2010 Downtown Circulation Study	Road	Management	Center
9	NCC	7th St Improvements (Wilmington)	7th Steet Peninsula Study (2020)	Road	Management	Center
10	NCC	Garashes Lane Extension	Port Area Truck Alternatives Study (2022)	Road	Expansion	Center
11	NCC	Port of Wilmington Truck Staging Area (site location undetermined)	2013 Port of Wilmington Truck Parking Study	Road	Management	Center
12	NCC	Pigeon Point Extension Option 1 - Lambson Ln. to Uniquema Blvd.	Port Area Truck Alternatives Study (2022)	Road	Expansion	Core
12	NCC	Pigeon Point Extension Option 2 - Davidson Ln to Cherry Ln.	Port Area Truck Alternatives Study (2022)	Road	Expansion	Core
12	NCC	SR 9 Comprehensive truck signage	2017 Route 9 Corridor Master Plan	Road	Management	Core
12	NCC	SR 9 Illegal truck movement outreach and enforcement	2017 Route 9 Corridor Master Plan	Road	Management	Core
13	NCC	SR 7 & Skyline Dr	DelDOT	Road	Management	Core
14	NCC	SR 7 / Milltown Rd	DelDOT (Senate Resolution 10)	Road	Management	Core
15	NCC	SR 7 and SR 2 (Short Term Improvements)	DelDOT (Senate Resolution 10)	Road	Management	Core
16	NCC	Improvements at the Telegraph Road and St James Road Railroad Underpass	Churchmans Crossing Plan Update (2022)	Road	Management	Center
17	NCC	SR 41 at SR 2	DelDOT (Senate Resolution 10)	Road	Management	Core
18	NCC	SR 141 / SR 2 / Centerville Road Interchange Modifications	DelDOT	Road	Management	Core
19	NCC	Rte 141 Improvements (thru Belvedere Area)	DelDOT	Road	Management	Core

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20	NCC	Truck Restriction on Windsor Dr.- Trucks to use new Crowell Rd. Extension	Town of Newport Transportation Plan 2021	Road	Management	Core
21	NCC	Crowell Rd. Extension - MacArthur Dr. to Sears Blvd.	Town of Newport Transportation Plan 2021	Road	Expansion	Core
22	NCC	Casho Mill Road height improvement	DelDOT	Road	Management	Center
22	NCC	Newark Downtown Parking Improvements	2011 Newark Transportation Plan	Road	Management	Core
22	NCC	Paper Mill Rd & Thompson Station Rd/Possum Park Rd intersection	Newark TID	Road	Management	Center
22	NCC	S Chapel St. and Wyoming Rd. intersection	Newark TID	Road	Management	Center
22	NCC	S College Avenue and Welsh Tract Rd intersection	Newark TID	Road	Expansion	Center
22	NCC	S College Avenue and West Park Place intersection:	Newark TID	Road	Management	Center
22	NCC	SR 2/Elkton Rd & SR 4/Christina Pkwy intersection	Newark TID	Road	Expansion	Center
22	NCC	SR 273/Newark Christiana Rd & Marrows Rd intersection	Newark TID	Road	Management	Center
22	NCC	SR 72 Widening - Wyoming Rd to just north of Chestnut Hill Rd (WaWa entrance)	DelDOT	Road	Expansion	Center
22	NCC	SR72/Library Ave & Wyoming Rd. intersection	Newark TID	Road	Expansion	Center
23	NCC	Opening Samoset Drive/Continental Drive: SR 4 to Churchman's Road	Churchmans Crossing Plan Update (2022)	Road	Management	Center
23	NCC	SB SR 1 to NB I-95 Connection	Churchmans Crossing Plan Update (2022)	Road	Expansion	Center
23	NCC	SB SR 1 to SB I-95 Connection	Churchmans Crossing Plan Update (2022)	Road	Expansion	Center
23	NCC	Southbound I-95 Access from Continental Drive	Churchmans Crossing Plan Update (2022)	Road	Expansion	Center
23	NCC	DTC Automated Transit Vehicles - Churchman's Crossing	Churchmans Crossing Plan Update (2022)	Transit	Management	Center
23	NCC	DTC Micro Transit - Churchmans Crossing	Churchmans Crossing Plan Update (2022)	Transit	Management	Center
23	NCC	DTC Transit Access Improvements - Churchman's Crossing	Churchmans Crossing Plan Update (2022)	Transit	Management	Center
23	NCC	New DTC Bus Routes - Churchman's Crossing	Churchmans Crossing Plan Update (2022)	Transit	Expansion	Center
24	NCC	I-95: MD Line to SR 1	I-95 MD Line to I-295 Program	Road	Expansion	Core
25	NCC	Christiana Bypass: Chapman to Eagle Run	Churchmans Crossing Plan Update (2022)	Road	Expansion	Center
26	NCC	SR 273: I-95 to SR 1	Churchmans Crossing Plan Update 2022	Road	Management	Center
27	NCC	SR 72 Widening - South of Old Baltimore Pike to Broadleaf Drive	DelDOT	Road	Expansion	Core
28	NCC	GBC Drive	US 40 Plan (2000)	Road	Expansion	Core

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29	NCC	Glasgow/George Williams Way (overpass of SR 896)	US 40 Plan (2000); may be from the new Glasgow study	Road	Expansion	Core
30	NCC	SR 72 Widening - Del Laws Drive to Willamette Drive	DelDOT	Road	Expansion	Core
31	NCC	Walther Road/Route 40	Route 40 Corridor Improvements	Road	Expansion	Core
32	NCC	Eden Square Connector	Route 40 Corridor Improvements	Road	Expansion	Core
33	NCC	SR 1 NB Ramp to US 40	2000 US 40 Plan	Road	Management	Core
34	NCC	New Truck Parking facility - NCC Location at Intersection of US 13 and Bear Rd./Hamburg Rd.	DE Statewide Truck Parking Study (2021)	Road	Expansion	Core
35	NCC	US 13 and SR 71 Intersection	SNCC Master Plan	Road	Management	Core
36	NCC	SR 1 Widening, Tybouts Corner to US 301	DelDOT	Road	Expansion	Community
37	NCC	US 301: Spur	US 301	Road	Expansion	Rural
38	NCC	US 13: south of Marl Pit Rd. to Lorewood Grove Rd.	Southern New Castle County TID	Road	Management	Developing
39	NCC	SR 1 Widening, US 301 to Puncheon Run (excluding Odessa to Smyrna Section)	DelDOT	Road	Expansion	Developing
40	NCC	US 13 NB and SR 299 Intersection	SNCC Master Plan	Road	Management	Core
41	NCC	East Green Street Extension (roundabout at Dickenson Blvd. intersection)	Eastown TID	Road	Expansion	Core
41	NCC	East Lake Street Extension	Eastown TID	Road	Expansion	Core
41	NCC	Levels Rd/ St. Anne's Church Rd.	Westown TID	Road	Management	Core
41	NCC	Levels Road Widening, US301 to north of Patriot Drive	Westown TID	Road	Expansion	Core
41	NCC	Marl Pit Rd and Brick Mill Rd	Eastown TID	Road	Management	Core
41	NCC	Marl Pit Rd and Shallcross Lake Rd	Eastown TID	Road	Management	Core
41	NCC	Middletown-Warwick Rd / Summit Bridge Rd	Westown TID	Road	Management	Core
41	NCC	Middletown-Warwick Rd/ Diamond State Blvd & South Ridge Ave	Westown TID	Road	Management	Core
41	NCC	Silver Lake Street Extension	Eastown TID	Road	Expansion	Core
41	NCC	SR 299	Eastown TID	Road	Expansion	Core
41	NCC	SR 299 and Gloucester Blvd	Eastown TID	Road	Expansion	Core
41	NCC	SR 299 and Silver Lake Rd	Eastown TID	Road	Expansion	Core
41	NCC	SR 71 and Cedar Lane Rd	Eastown TID	Road	Expansion	Core
42	NCC	SR 71 Main St/ Pine Tree Rd Improvements	SNCC Master Plan (2020)	Road	Expansion	Core
43	NCC	SR 1 Widening (Odessa to North Smyrna)	DelDOT	Road	Expansion	Rural
44	NCC	Paddock Rd US 13 to US 1	Final Mile Study (2021)	Road	Management	Core
45	CC	US 301: Kent Co line - DE line	Highway Needs Inventory	Road	Management	Rural

Draft 2050 RTP (2/9/2023/7/2023): *final design pending*

46	CC	I-95 / MD 222 Interchange	Roads	Road	Expansion	Center
47	NCC	Newport Rail Station	2013 Newport Train Station Feasibility Study	Transit	Expansion	Center
48	CC	North East Transit Hub/ Train Station	2014 North East TOD Plan	Transit	Expansion	Center
49	CC	MARC Maintenance Facility	Rail	Transit	Expansion	Core
50	CC	Perryville Train Station Parking Improvements	2012 Perryville TOD Plan	Transit	Management	Center
51	CC	Susquehanna River Rail Bridge Replacement	Amtrak	Transit	Management	Center
52	CC	Port Deposit Shared Ride Service	2013 Port Deposit Transit Feasibility Study	Transit	Management	Core
N/A	NCC	Port Area Truck Parking Facility Near Wilmington	Port of Wilmington Truck parking Study (2014)	Road	Expansion	Center
N/A	NCC	Protected Roadside Shoulder Truck Parking I-95 NB	DE Statewide Truck Parking Study (2021)	Road	Expansion	Core
N/A	NCC	Protected Roadside Shoulder Truck Parking I-95 SB	DE Statewide Truck Parking Study (2021)	Road	Expansion	Core
N/A	NCC	Signage/Rerouting of Port-Related Traffic w/New Castle Ave. Restrictions	Port Area Truck Alternatives Study (2022)	Road	Management	Center

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 constrained and air quality-conforming project list. Performance measurement was also built into this Plan. We identify both relevant, nationally-required performance indicators with each action, and other deeper measures WILMAPCO uses.

Our progress in achieving previous RTP actions (documented in the 2021 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 public informed the Plan. A demographically-representative telephone 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/RTP Public Workshop event held at the Embassy Suites in Newark on February 8, 2023. WILMAPCO staff also took the RTP "on the road" and provided more than 20 presentations to civic and local government groups in the counties WILMAPCO serves. We also participated in Newark Community Day with a post-it note display board allowing residents to share their ideas for needed improvements, developed an RTP flyer that was shared during several events and workshops, issued a press release, posted frequently on social media, and featured the RTP in several editions of WILMAPCO's Transporter and E-News newsletters reaching more than 8000 subscribers. The official public comment period for the document was held from January 18 through March 6, 2023.



2023 RTP Update Begins to Take Shape

WILMAPCO has begun updating the 2050 Regional Transportation Plan (RTP). Our overarching plan, the RTP lays out the region's transportation policies and identifies major transportation projects on the horizon. The RTP is built on the findings of our Progress Report — which tracks the implementation of current RTP policy actions — and our Public Opinion Survey, which gauges public opinion about transportation issues.

The 2050 RTP 2023 Update is not likely to feature a major overhaul of policies. Instead, minor adjustments to actions and performance measures are under consideration. These include a new action to "Support development of a Vision Zero Plan in New Castle County" and another to "Gather data developed in transportation studies is publicly accessible." The Vision Zero Plan would help address safety by consider more ways to achieve zero around fatalities.

