# Draft

## 12/13/18

### To be added

1. Constrained and Aspiration maps to be updated
2. RTP Development w/outreach findings (later – waiting on outreach results)

WILMAPCO

2050 REGIONAL TRANSPORTATION PLAN

Final Design to be completed by designer

DRAFT 12/13/18

WILMAPCO

# 2050 REGIONAL TRANSPORTATION PLAN


DRAFT 12/13/18

# WILMAPCO Council

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# Table of Contents

DRAFT 12/13/18

# 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 sixth 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 and necessary actions; 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

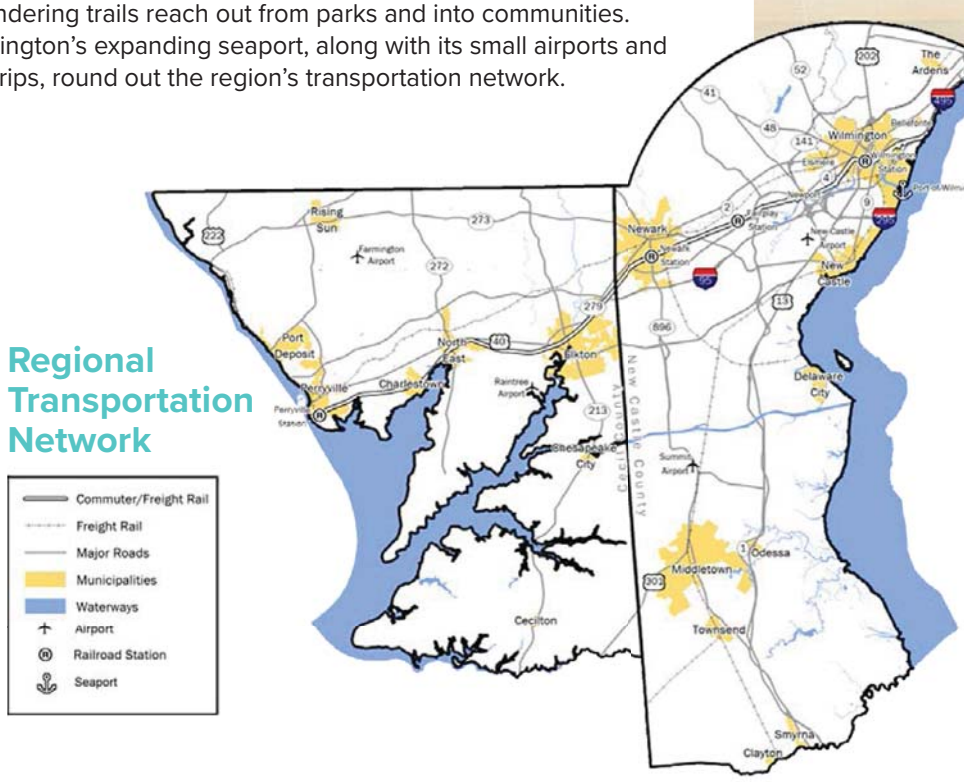
## Location

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 300,000 jobs, its character is primarily rural[1] and its human landscape suburban, with a handful of towns, and a small city (population 70,000) in Wilmington. More than three quarters of the region's jobs are in the service sector, with a remarkable concentration in finance[2].

## Moving People and Goods

Most of these jobs, and the people who work them, are situated along an east/west, urban belt in the region's north. Major highways run along this belt (the most important of which is I-95) while others (such as US 13) link to them from the north and south. These highways both tie our region to other metropolitan areas and, internally, form the bedrock of our region's transportation system. Less prominent roads weave residential, commercial, and industrial traffic into the major highways. Heavy rail lines (anchored by Amtrak's Northeast Corridor) stretch across the urban corridor and beyond, supporting the highways in channeling materials to local industry and people and goods to other regions. Long, meandering trails reach out from parks and into communities. Wilmington's expanding seaport, along with its small airports and air strips, round out the region's transportation network.

## Regional Transportation Network

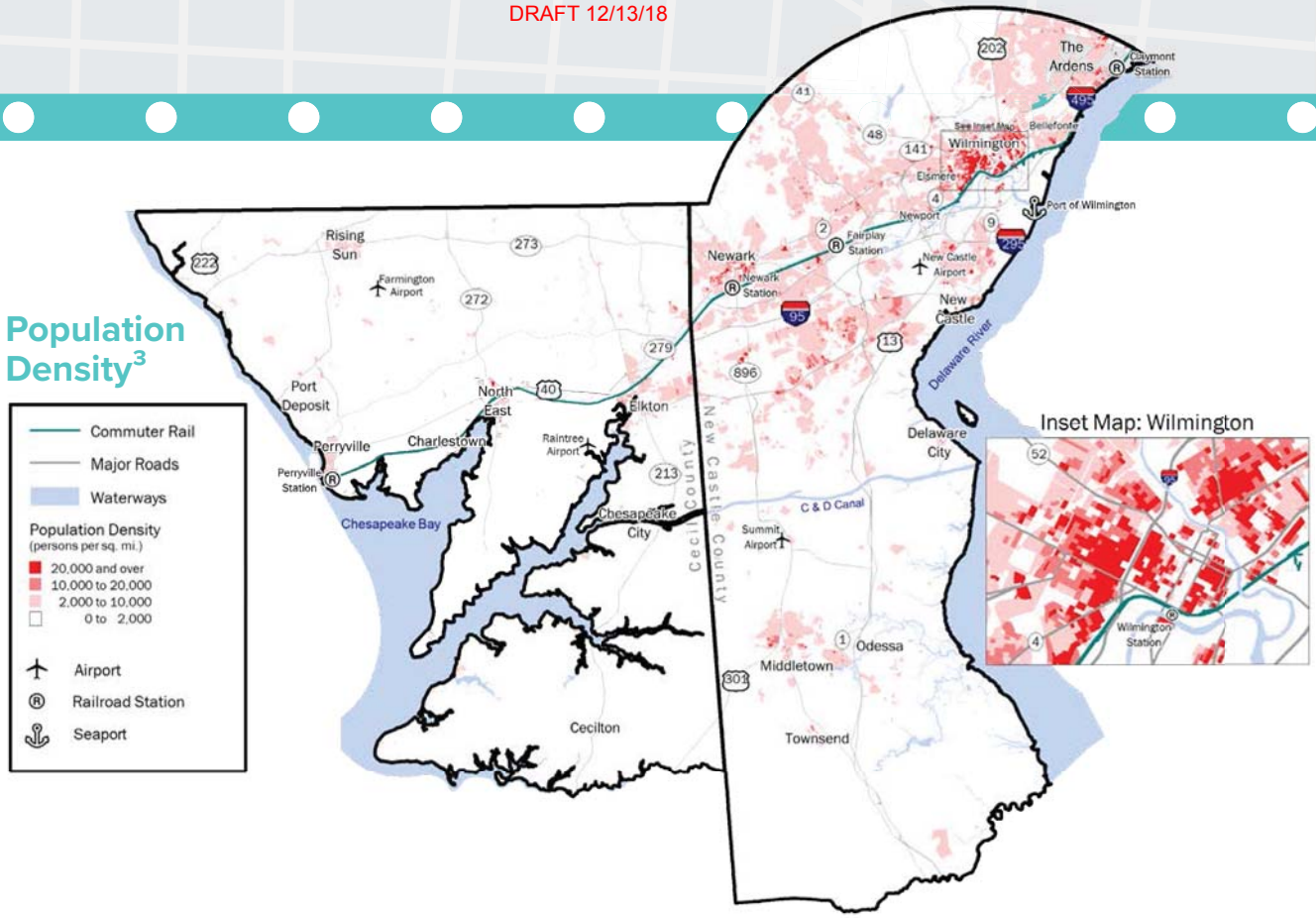


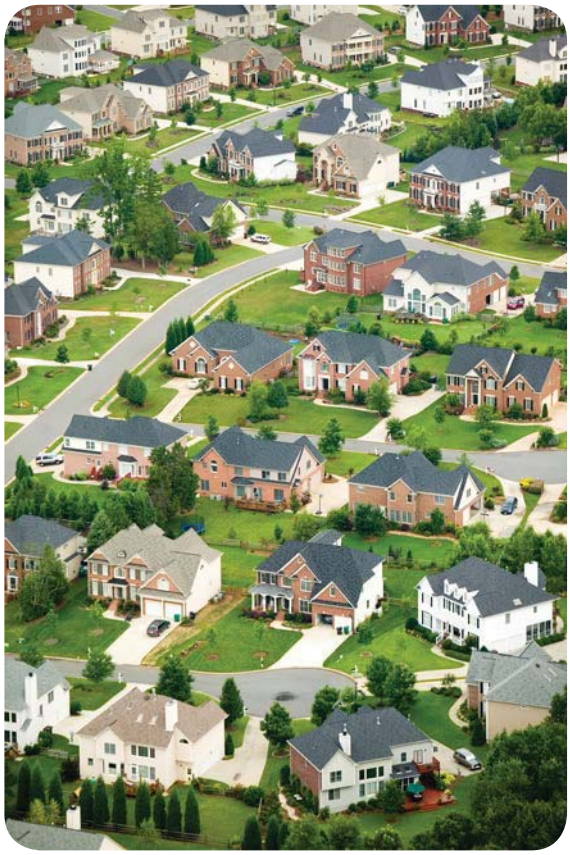

[1] In 2011, agriculture and developed vegetation covered 28% of the region; developed and other human use 26%; forest and woodland 25%; open water 15%. Source: USGS: GAP/ LANDFIRE National Terrestrial Ecosystems 2011, New Castle County, Delaware and Cecil County, Maryland

[2] 12% of the region's jobs were in financial activities in 2012-16, compared to 7% nationally. Source: American Community Survey.

DRAFT 12/13/18

## Population Density[3]



A century of suburban sprawl (channeled 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, one hundred years later, it is about one in ten.

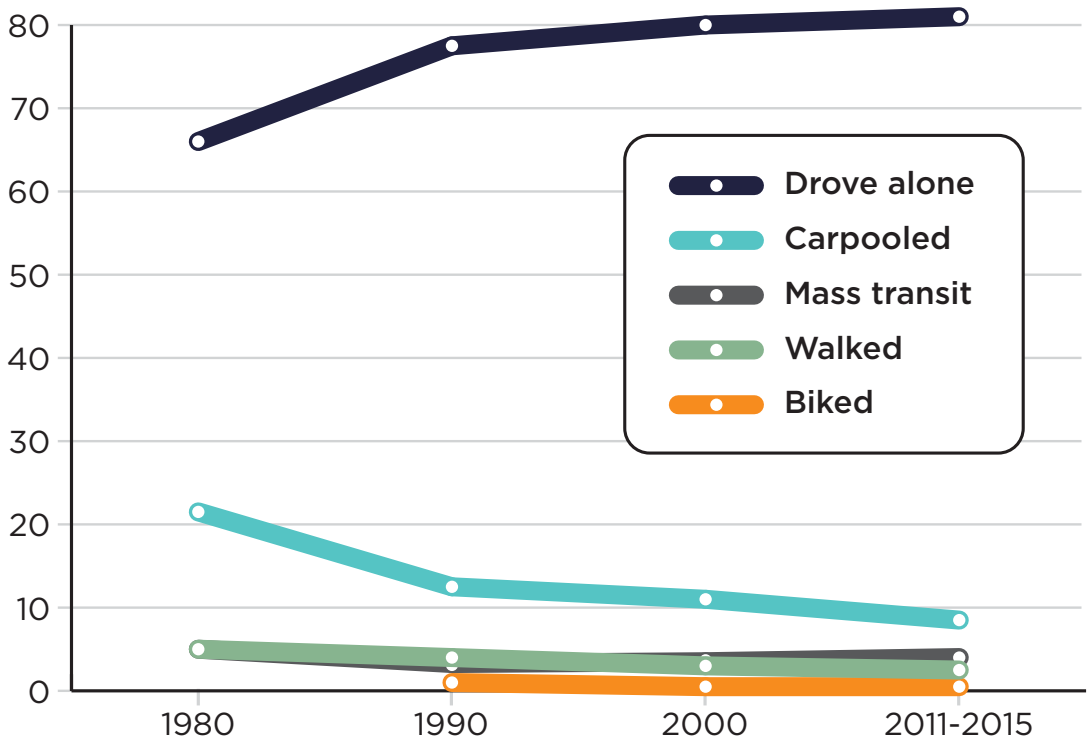
Nine out of ten trips each day in our region are made in a private vehicle[4]. These vehicles, and our increasingly advanced web of highways, have brought fast, efficient, and unprecedented mobility to many of our region's residents and visitors, especially those with the greatest financial means. The low-density development pattern in much of the region makes alternative transportation options — such as carpooling, public transit, and walking and bicycling – often difficult and sometimes impossible.

[3] Source: U.S. Census, 2010.

[4] CADSR, University of Delaware. "Delaware Trip Monitoring Survey, 2017" and American Community Survey.

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. More than half (53%) of the material is just passing through, destined for other regions. Much of the inbound and outbound traffic involves building materials, food, petroleum/coal, and chemicals.

## Means of Transportation to Work, WILMAPCO Region[5]




[5] American Community Survey, 2012 – 16. This graph only considers those who work outside their home.

DRAFT 12/13/18

# KEY SUCCESSES AND CHALLENGES

What will our region look like by 2050? For one thing, we can expect a 11% increase in population. While no growth in the number of jobs is expected given our aging population (62% more seniors by 2050), net population growth will stress our transportation system. If no improvements are made, highway congestion can be expected to increase by 77%. Some of that congestion will be created by additional truck traffic, which is forecasted to grow by 80% between now and 2050.

Our RTPs have taken aim to address these and many more worrying trends over the years. 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 though the data-driven Regional Progress Report and the Public Opinion Survey, a scientific sample of resident opinion on matters of transportation quality and policy.

## Successes

Technological advancements in vehicles and highway infrastructure has supported a cleaner transportation system and smoother expressway travel. Automatic tolling adoption has increased from an average of 19% of tolled vehicles in New Castle County in 2000 to 75% in 2016. Together with infrastructure expansions, this has helped to streamline increasing expressway travel. While counterintuitive, cleaner engines and fuels have reduced emissions in regulated pollutants. We expect to see reductions in ozone and microscopic dust emissions through the 2030s -- despite rising vehicle travel.

Community planning and implementation has also been a major success. Since 1995, WILMAPCO has undertaken at least 40 corridor- and city-wide or local area transportation plans. Only seven of these plans (18%) have not seen any of their policy recommendations or projects implemented. Conversely, eight plans (20%) have been fully, or nearly fully, implemented while most plans (63%) have seen at least some implementation, with more to come.

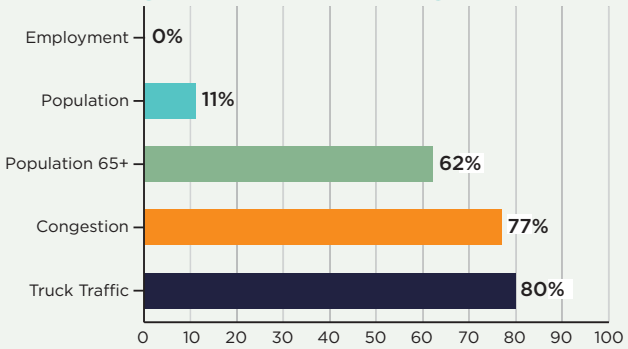
But perhaps the single best measure of our success is how well residents say the system meets their travel needs. Overall, an increasing percentage of our region's residents say the transportation system meets their needs. In 2018, about nine in ten (88%) report it meets their needs "well" or "very well."

## Challenges

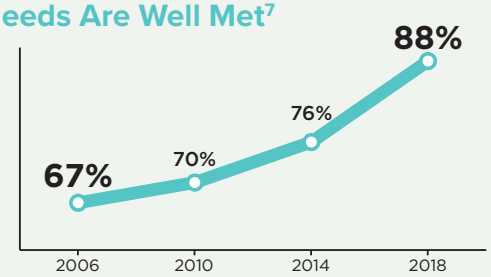
Continuing suburban sprawl, stubbornly high vehicle crash rates, and enduring social inequities are a few of the key challenges facing the region today. Our transportation and land use policies support growth in places with little existing infrastructure. More sprawl means more driving. And after posting 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. Nearly half (47%) of those living in households earning less than $25,000 a year reported at least some difficulty getting around, compared to fewer than one in ten (9%) of those living in households earning more than $100,000 a year.

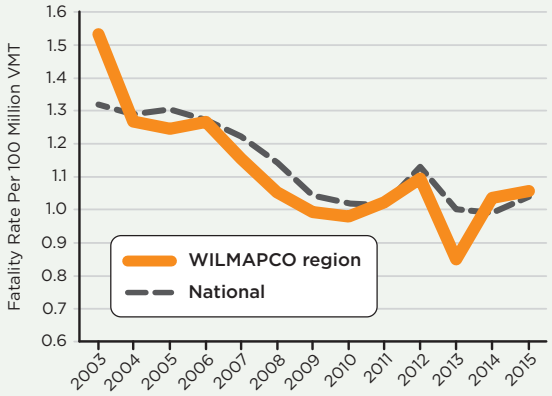
### Select Regional Trends Through 2050[6]




### Travel Needs Are Well Met[7]




### Road Fatalities per Vehicle Miles Traveled[8]




[6] Truck traffic and congestion consider trends between 2012 and 2045 from the Freight Analysis Framework. 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 2019 in Cecil County were interpolated, while the final year of population and jobs data for Cecil County reaches to 2045.

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

[8] VMT and freight tonnage figures show growth from 2012, while all other factors are from 2015. Sources: MDOT, DelDOT; Freight Analysis Framework; Delaware Population Consortium, Maryland Department of Planning.

# PLANNING FOR TOMORROW

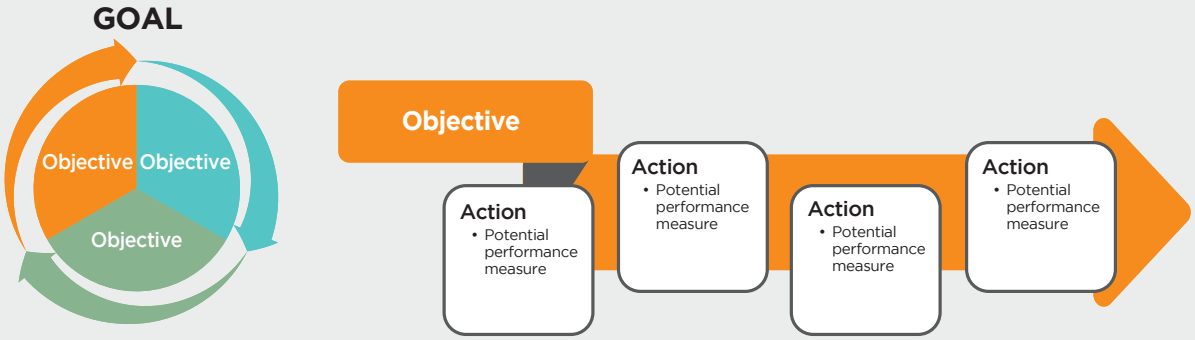
This section of the RTP presents the goals, objectives, and actions we propose to meet the transportation challenges during the next 25 years. We have three broad, overlapping goals: Support Sustainable Economic Development and Goods Movement, Efficiently Transport People, and Improve Quality of Life.

Within the goals are objectives and within the objectives are actions. The RTP is not structured 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.

DRAFT 12/13/18

# 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

## OBJECTIVES


## Maximize our investments

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

PM: HH and employment growth by TIA; TIP spending by TIA; Percent 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 tech score

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

PM: alternative funding sources secured; review UPWP

**Create and support the implementation of subregional plans**

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

**Support municipalities and existing communities**

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

## Public Opinion

**67%** SUPPORT concentrating development and transportation projects to places with more people and jobs

# Spotlight: Corridor Planning

WILMAPCO works alongside local governments, civic leaders, residents, and businesspeople on corridor plans. While not required by federal mandate, these local plans propose transportation and land use recommendations to support prosperity, sustainability, and improve quality of life.

Many planning efforts fall into this category – from Glasgow Avenue to Route 9 to Concord Pike. While considering ways to make travel safer and more efficient, these "master plans" also tackle how land development in the corridor influences transportation patterns that can be made better.

The Route 9 Master Plan envisions intensive housing, retail, and office redevelopment packed around the new Route 9 Library.

Actio

- National performance measure (NPM)
- Performance measure (PM)

## 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 Report; 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; % of the interstate system mileage uncongested
- PM: Maintain a Freight Plan; (management and expansion TIP projects vs freight bottlenecks

### Enhance intermodal systems connectivity

- PM: qualitative review of UPWP

### Promote seamless interregional travel

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

# Spotlight: Interregional Planning

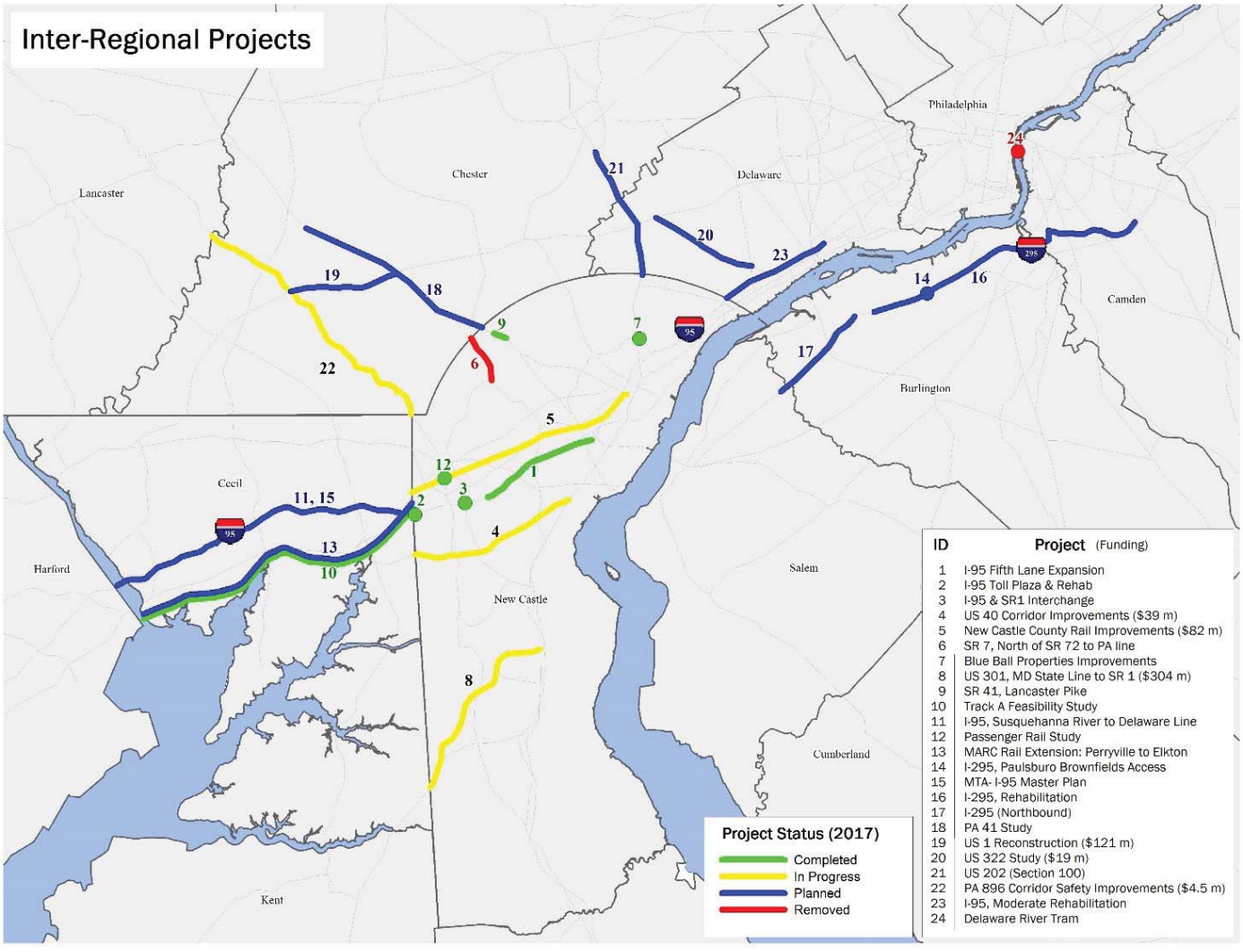
WILMAPCO's planning efforts do not end at our borders. Our Interregional Report tracks projects and activities on key travel routes to neighboring regions, such as along I-95, the Northeast Rail Corridor, US 40, and US 301. The report, updated every four years, also provides a demographic and travel survey of trends and forecasts of the 28-county, four-state region surrounding Cecil and New Castle Counties. The aim of this initiative is to foster seamless travel between regions.

DRAFT 12/13/18

# Public Opinion

**54%** say improving signal timing or improving public transit is the best long-term solution to congestion

## Status of Significant Inter-Regional Transporation Projects



## Plan for energy security and resilience

**Reduce VMT**

- NPM: % of SOV trips
- PM: per capita VMT

**Support cleaner vehicle infrastructure, fuels, and technology**

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

**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

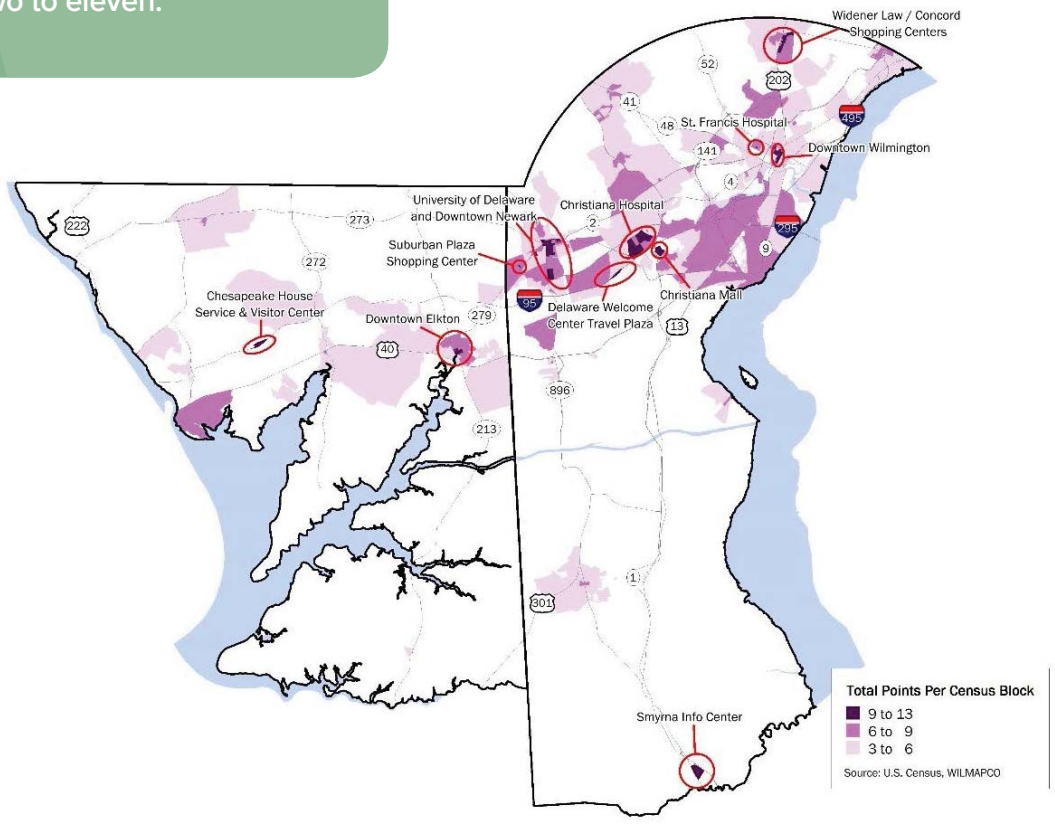
## Public Opinion

**80%** say it's important to help develop infrastructure for no or low polluting alternative fuel vehicles


# Spotlight: Public Electric Vehicle (EV) Charging Hotspots

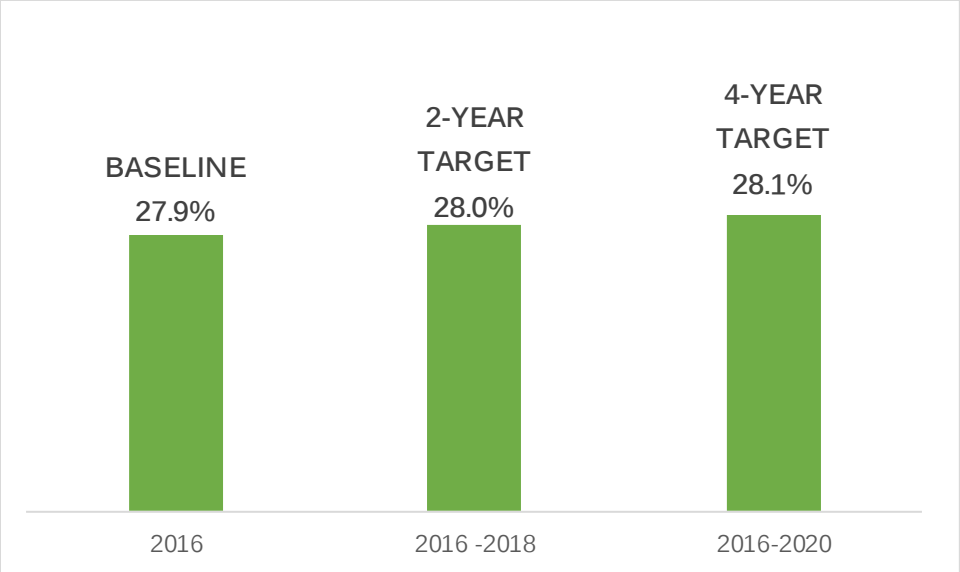
Six years ago, when Electric Vehicle (EV) technology was still in its infancy, WILMAPCO developed a methodology to help identify the best places to put publicly-accessible EV charging stations. Our EV Charging Hotspot analysis, still fresh, has been used to support successful grant applications and has informed the work of Electrify America, which aims to build a national network of EV charging stations. Between 2012 and 2016, the number of public EV stations increased in our region from two to eleven.

## EV Charging Hotspot Analysis[9]



# Performance Measurement

## Percent of Non-Single Occupancy Vehicle Trips and Future Targets*



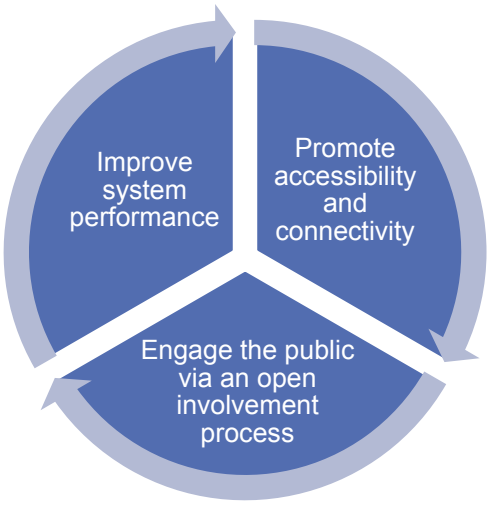

*National Performance Measure

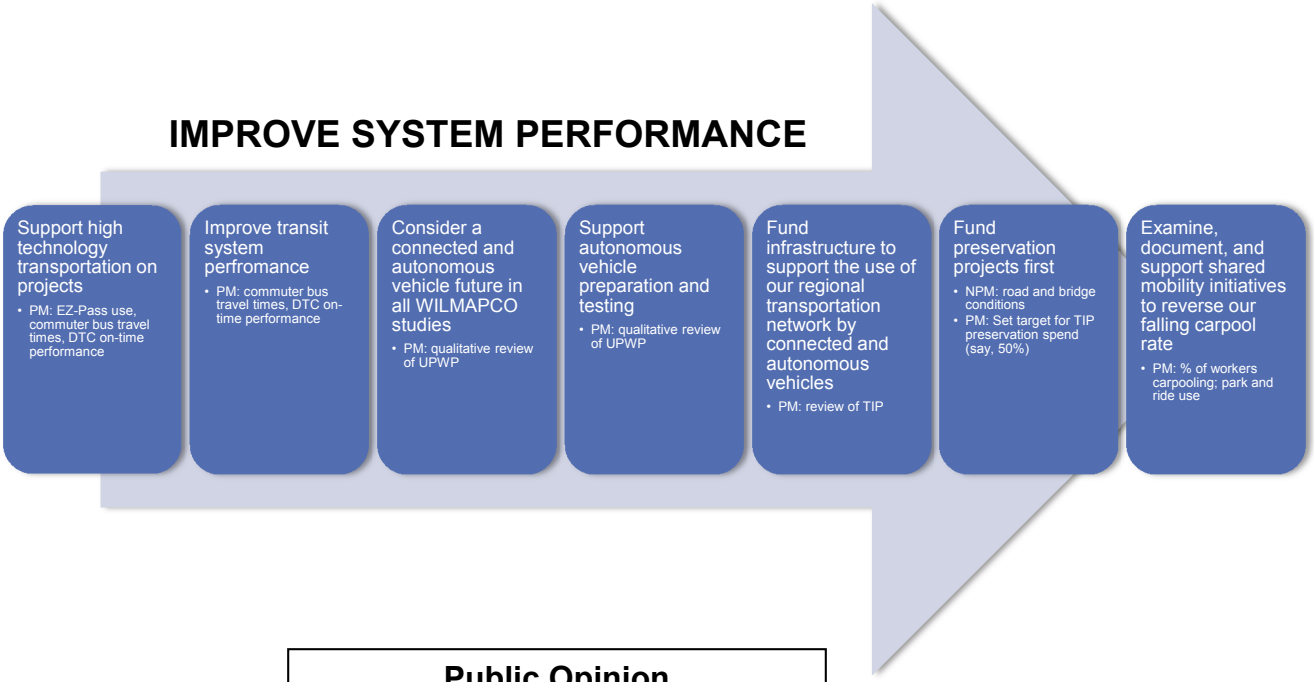
**Goal: Efficiently Transport People**

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






### Public Opinion

**53%** say it's important to develop infrastructure to support autonomous, self-driving vehicles

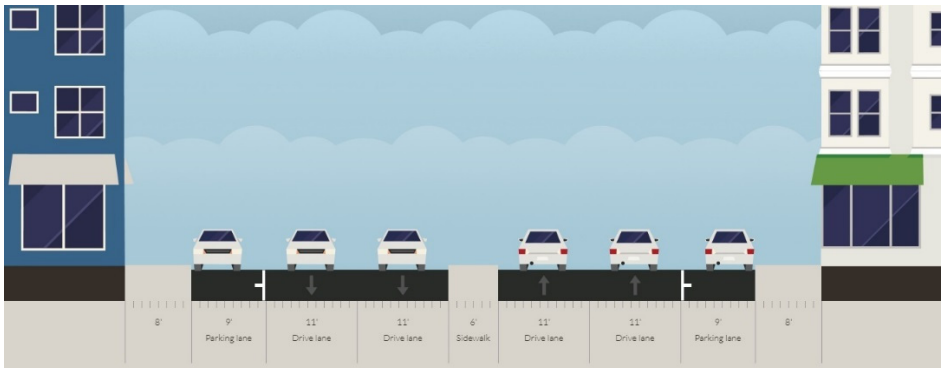
## Spotlight: Autonomous Vehicles

Autonomous Vehicles (AVs) [self-driving] will be a game changer in how our transportation system functions and how cities are laid out. Within the next decade, car companies are expecting to roll out vehicles with partial autonomous capabilities. By 2050, it is expected that a sizeable share of our vehicle fleet will be fully autonomous.

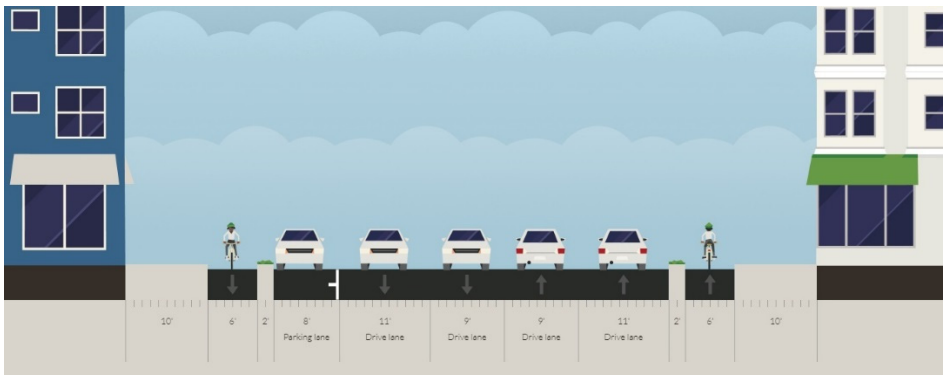
AVs hold both great promise and the threat of unintended negative consequences. With better situational awareness than humans, AVs should, for example, significantly reduce vehicle crashes. They should also allow for faster, more efficient, and higher capacity travel – reducing the need for travel lanes and parking spaces and getting people and goods to places faster. On the flip side, they may also encourage more suburban sprawl, social inequity, and pollution.

WILMAPCO is beginning to think about AVs in our plans. Smart transportation plans will consider that less space for parking will be needed, but more space may be required for "drop off" lanes. Fewer and skinner travel lanes will also be necessary that will allow more road space for other things like bicycle lanes and sidewalks and green space.

Typical 100% Human Driven Street




Potential 50% Human, 50% AV Driven Street



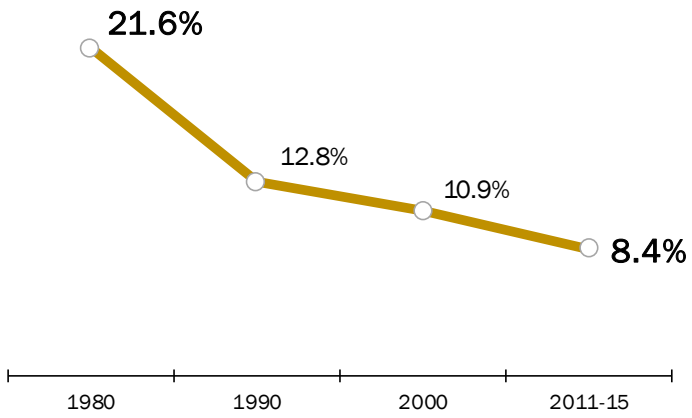

Potential 50% AV Driven Street


AVs need less space to operate than human-driven vehicles. This will allow future streets to be designed with much less space dedicated to vehicles. (Image source: RESTREET, courtesy of Department of Urban & Regional Planning, Florida State University).

Draft 2050 RTP (12/13/2018: *final design pending*

# Performance Measurement

## Percent of Commuters Carpooling in the WILMAPCO Region




## PROMOTE ACCESSIBILITY & CONNECTIVITY

**Improve access to public transportation**
- PM: % of commutes by transit; employment and population w/in walking distance to bus stops

**Analyze barriers TJ 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

### Public Opinion

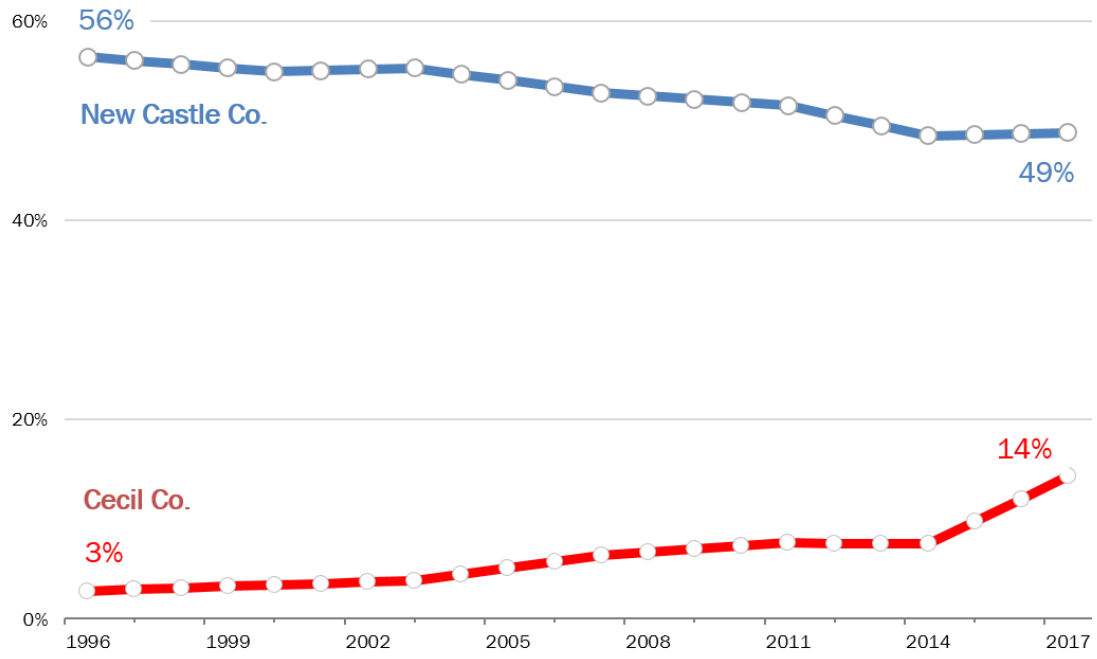
**74%** say more funding should be devoted to walking, bicycling and public transit

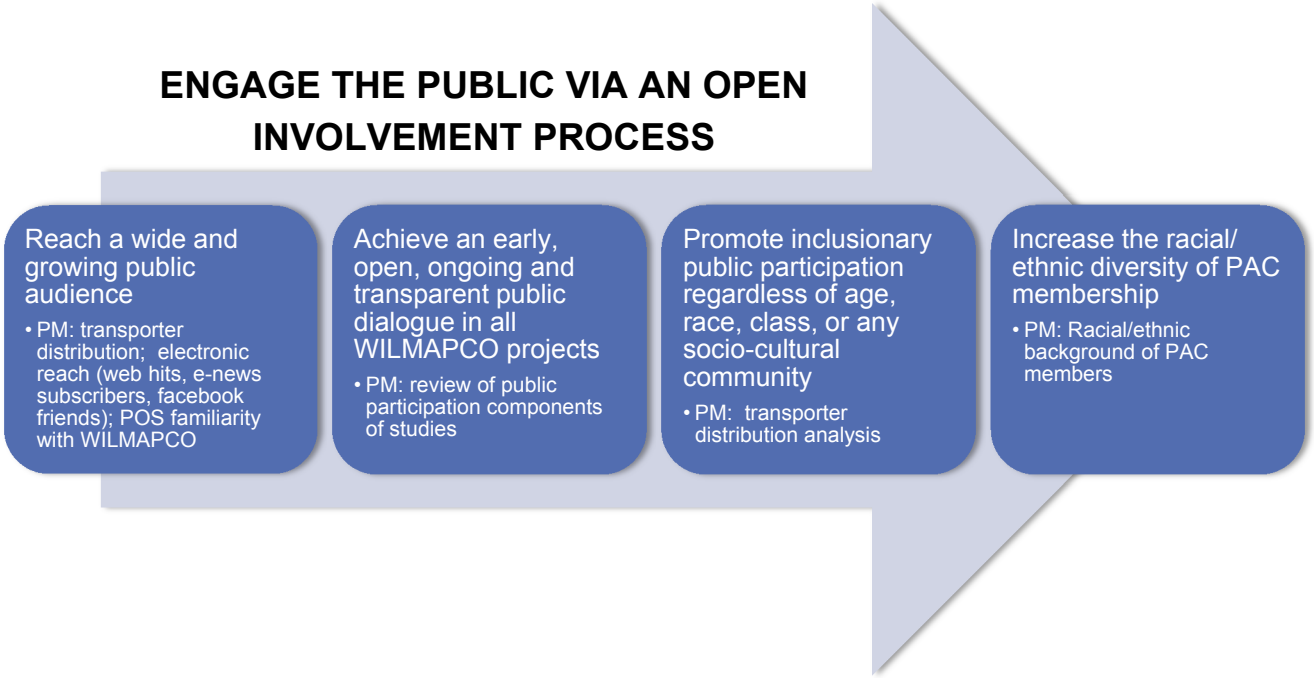
## Spotlight: Performance Measurement

Taking time to measure performance has long been a staple of work at WILMAPCO. Our centerpiece performance measurement document, the Regional Progress Report, has been updated at least every few years since 2004. Today, this report examines each action in our RTP and judges if we have made good, partial, or poor progress through performance indicators. The Progress Report, along with the Public Opinion Survey, inform the goals, objectives, and actions of the next RTP. Many poorly preforming actions from our last RTP were rethought and reinvigorated in this RTP.

## Performance Measurement

**Population Nearby (within ¼ mile) a Bus Stop**






**Public Opinion**

About one third of the region's residents are familiar with WILMAPCO.

Spotlight: Public Involvement

For the 2050 Regional Transportation Plan, WILMAPCO staff identified four primary goals for public outreach:

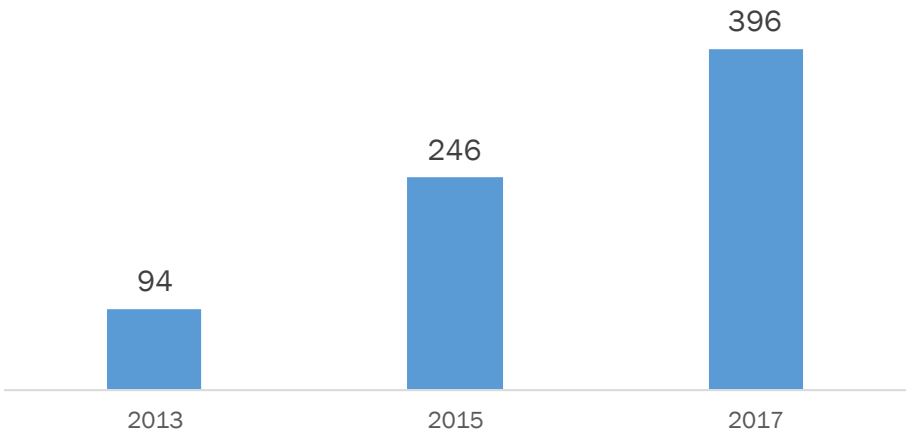
1. Test public support for the RTP objectives, gain a greater understanding of any needed changes to objectives, and fine tune the policies specified in the plan
2. Gain better understanding of which types of projects are most desired
3. Gain better understanding of preferred public outreach methodologies
4. Educate on the current state of transportation

For a region as diverse as WILMAPCO's a variety of outreach strategies were used to accomplish these goals. For additional details on the 2050 RTP outreach strategy and results, please see Appendix XX.

Draft 2050 RTP (12/13/2018: *final design pending*

# Performance Measurement

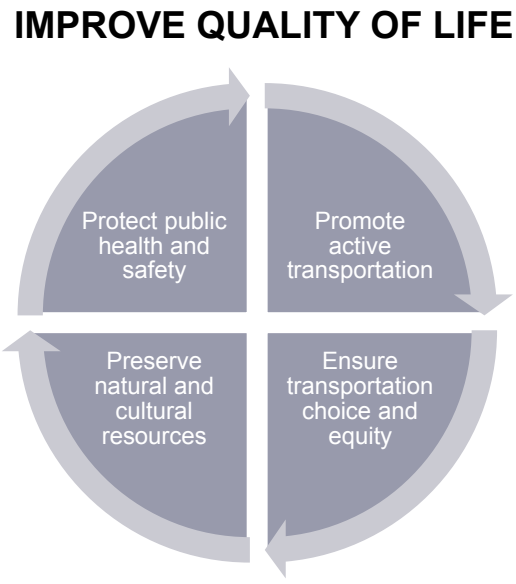
**Followers of the WILMAPCO Facebook Page**



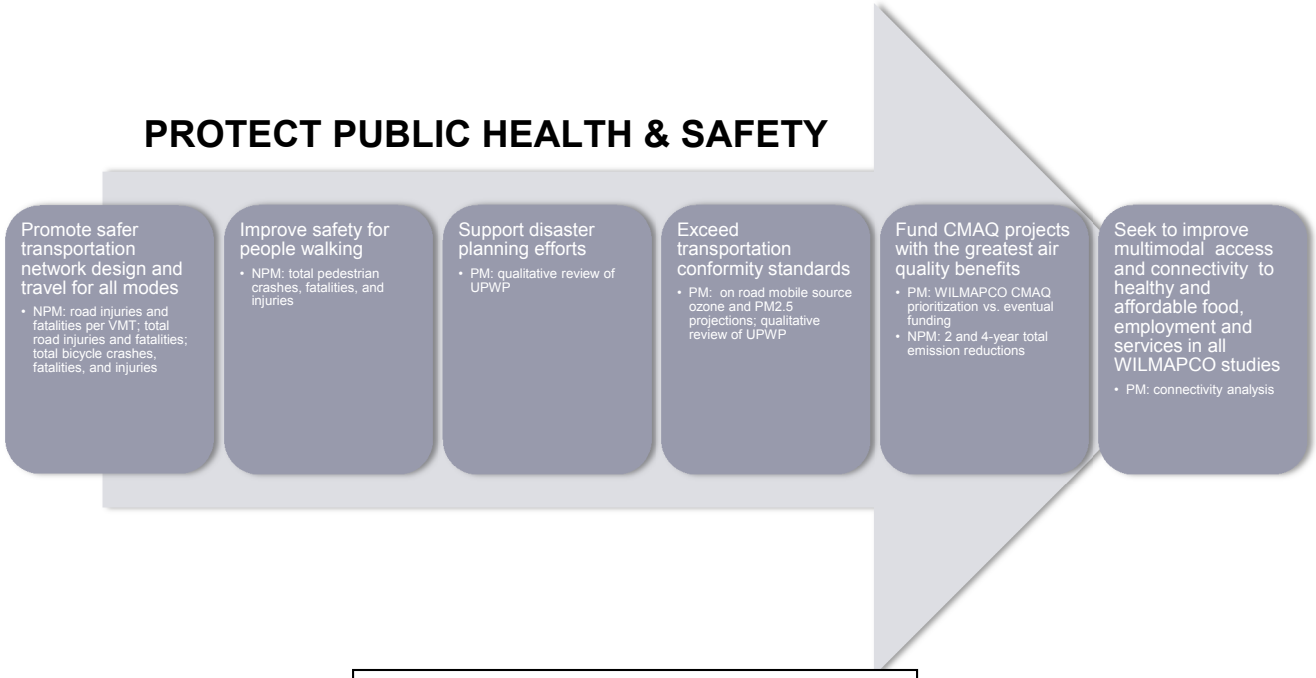
**Goal: Improve Quality of Life**

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.



Draft 2050 RTP (12/13/2018: *final design pending*




**Public Opinion**

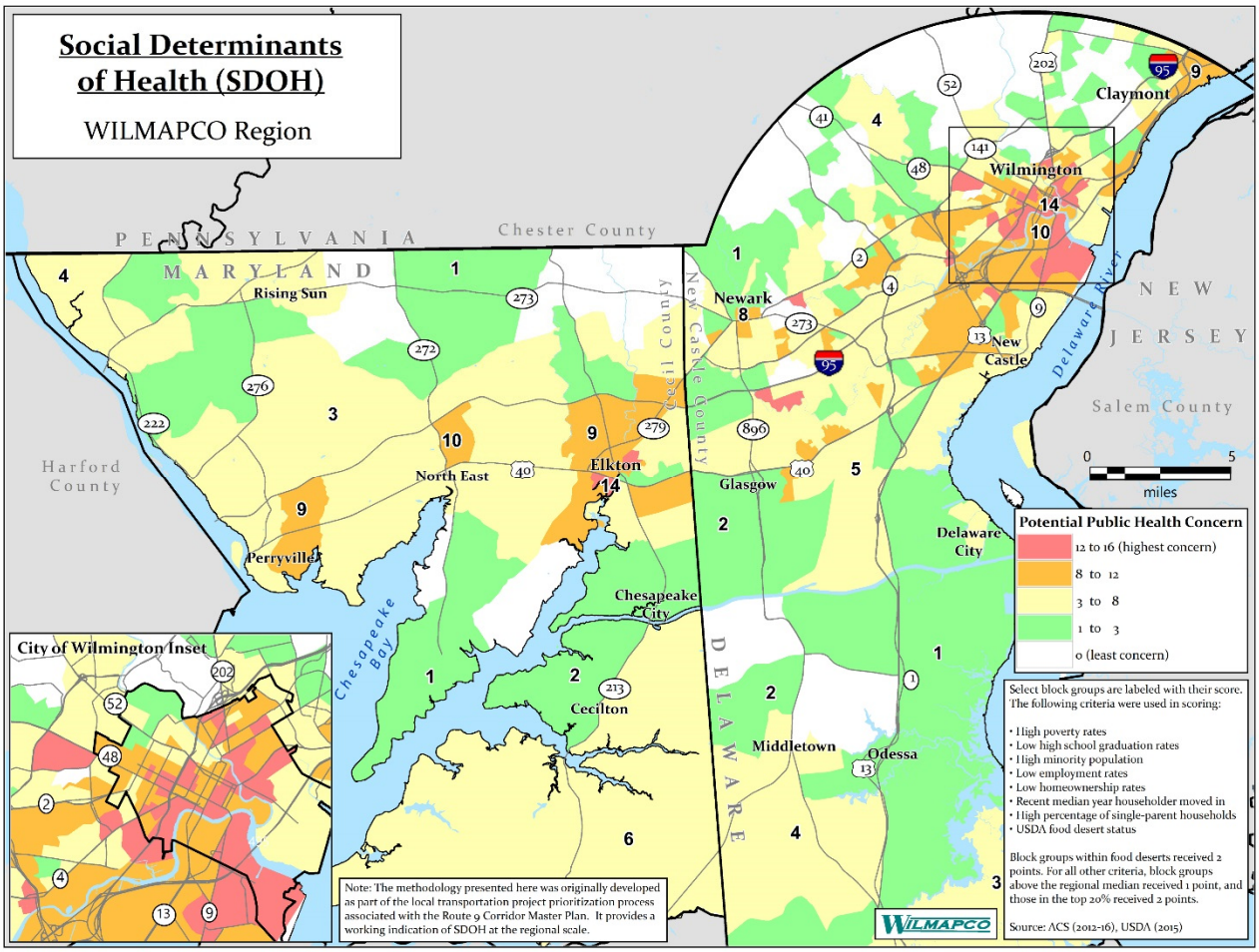
Low-income residents are **5x more likely** to have some difficulty with transportation, compared to high income residents

**Spotlight: Social Determinants of Health (SDOH)**

A person's health is impacted not just by their genetics and lifestyle, but also by the social conditions where they live. Communities with limited formal education, those without easy access to healthy food, those with limited social cohesion, and those experiencing poverty and racism, among many other factors, can be expected to have poorer health outcomes.

This past year, WILMAPCO, with the support of Nemours and several other agencies and civic groups, helped develop a Social Determinates of Health (SDOH) index as part of our development of a transportation project prioritization process for the Route 9 Corridor Master Plan. It incorporated many documented SDOH indicators that caused some neighborhoods to be of greater public health concern. In that local analysis, these neighborhoods received greater consideration for transportation improvement projects, which would improve access and connectivity and help address these health concerns.

WILMAPCO is beginning to analyze and apply SDOH concepts on a regional scale and in other studies.





https://www.healthypeople.gov/2020/topics-objectives/topic/social-determinants-of-health

## Performance Measures

### Total Crash Fatalities and Future Target*


*National Performance Measure

## PROMOTE ACTIVE TRANSPORTATION

**Fund transportation choices**
- PM: TIP funding trends
- NPM: Percentage of non-SOV trips

**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

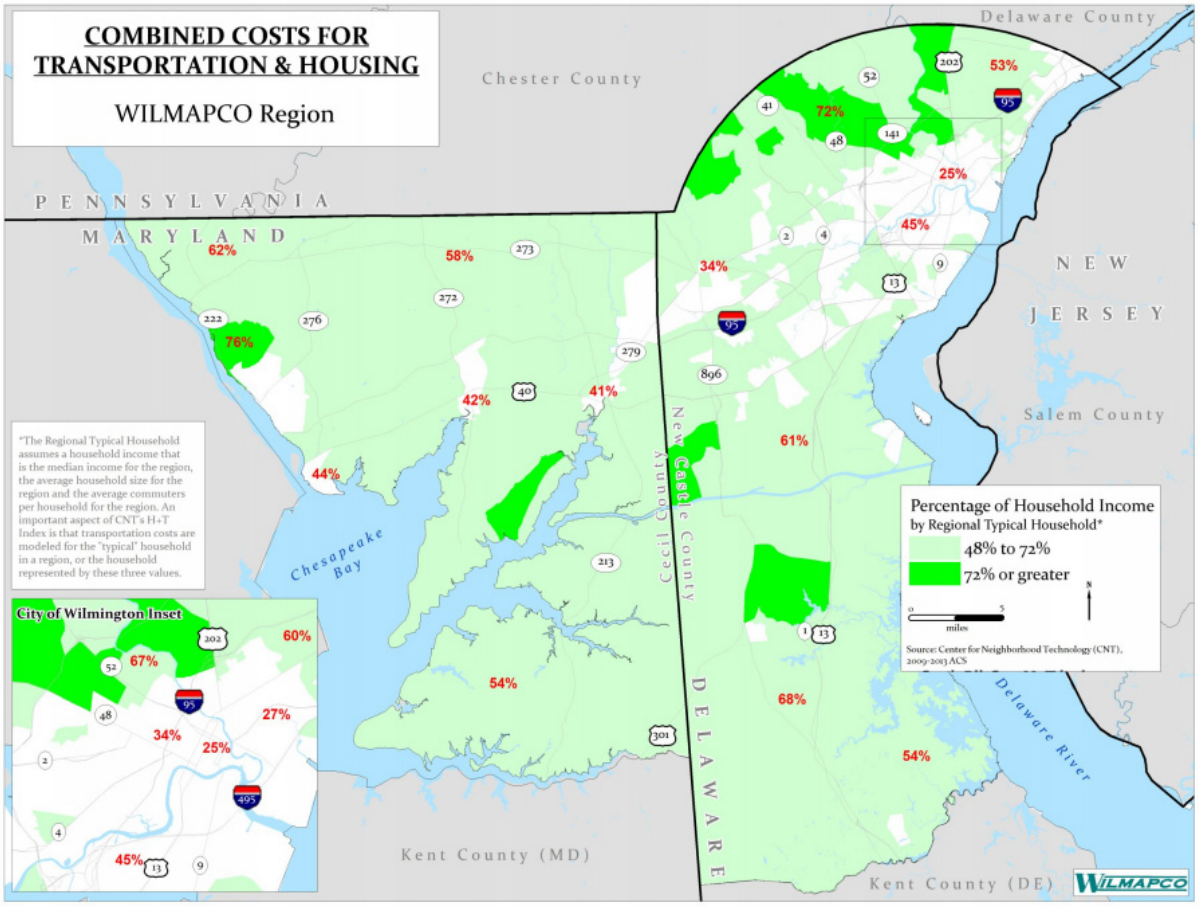
**65%** say that distance, their car, and a lack of convenience is what keeps them from walking more.

### Spotlight: Location Efficiency

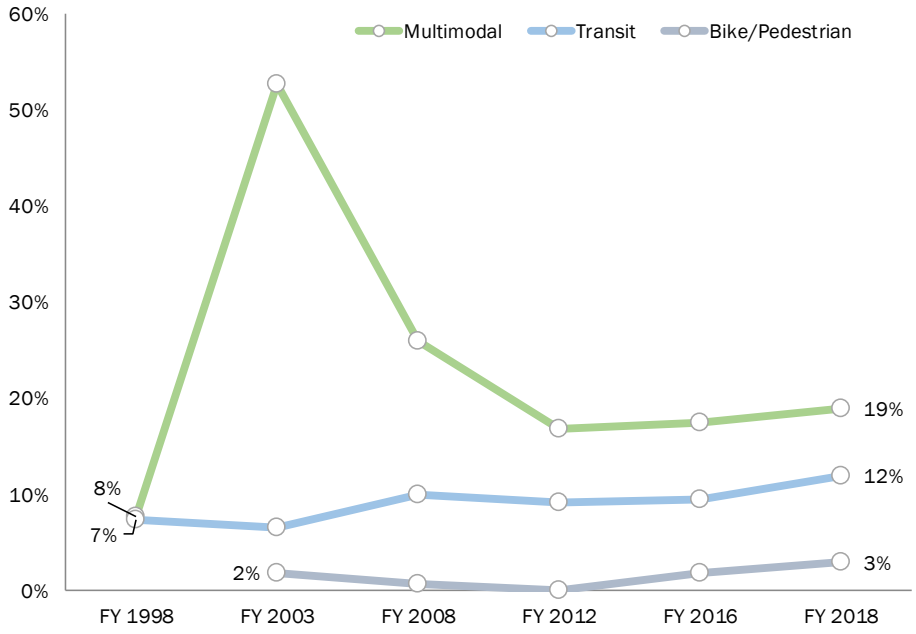
Housing and transportation are the two biggest line items in the average North American household's budget. Using data from the Center for Neighborhood Technology, WILMAPCO examined which communities in our region had reasonable housing and transportation costs which are considered here to be at or below the median spent nationally. We found that, for the typical household (one that earns the region's median income), most of the region was not very affordable. While some 60% of housing units were in areas where housing costs were affordable, only 19% were in places where transportation costs were affordable. Most residents of the WILMAPCO region then, especially in Cecil County and outside of the I-95 corridor in New Castle County, spend much more time than expected on just getting around.

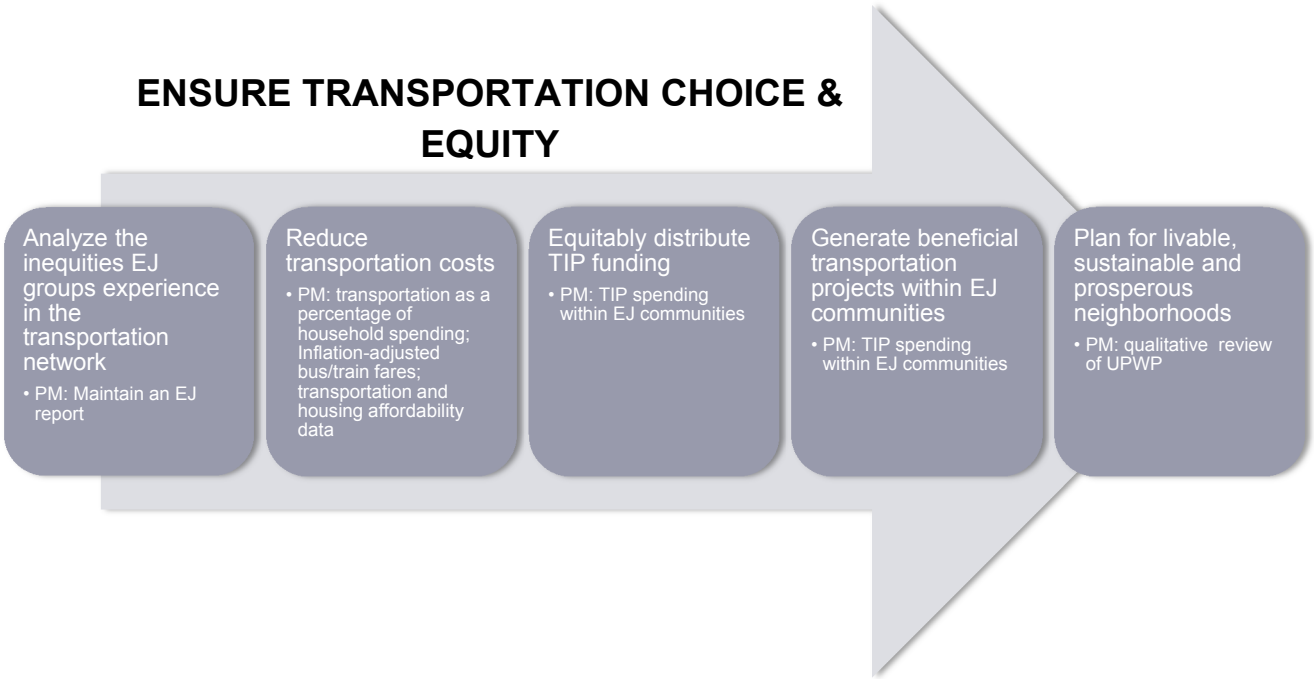
Creating walkable and bikeable communities with nearby destinations like jobs, markets, and activities will lessen the need for private cars and pay downstream economic and environmental dividends.

http://www.wilmapco.org/data/TranspHousingCosts_DataReport.pdf


COMBINED COSTS FOR TRANSPORTATION & HOUSING
WILMAPCO Region
Chester County
Delaware County
PENNSYLVANIA
MARYLAND
NEW JERSEY
Salem County
Cecil County
New Castle County
DELAWARE
Kent County (MD)
Kent County (DE)
Chesapeake Bay
Delaware River
62%
58%
76%
42%
41%
44%
72%
53%
25%
45%
34%
61%
54%
68%
54%
*The Regional Typical Household assumes a household income that is the median income for the region, the average household size for the region and the average commuters per household for the region. An important aspect of CNT's H+T Index is that transportation costs are modeled for the "typical" household in a region, or the household represented by these three values.
Percentage of Household Income by Regional Typical Household*
48% to 72%
72% or greater
miles
Source: Center for Neighborhood Technology (CNT), 2009-2013 ACS
City of Wilmington Inset
67%
60%
27%
34%
25%
45%
WILMAPCO

## WILMAPCO TIP's Alternative Transportation Funding Trends






**Public Opinion**

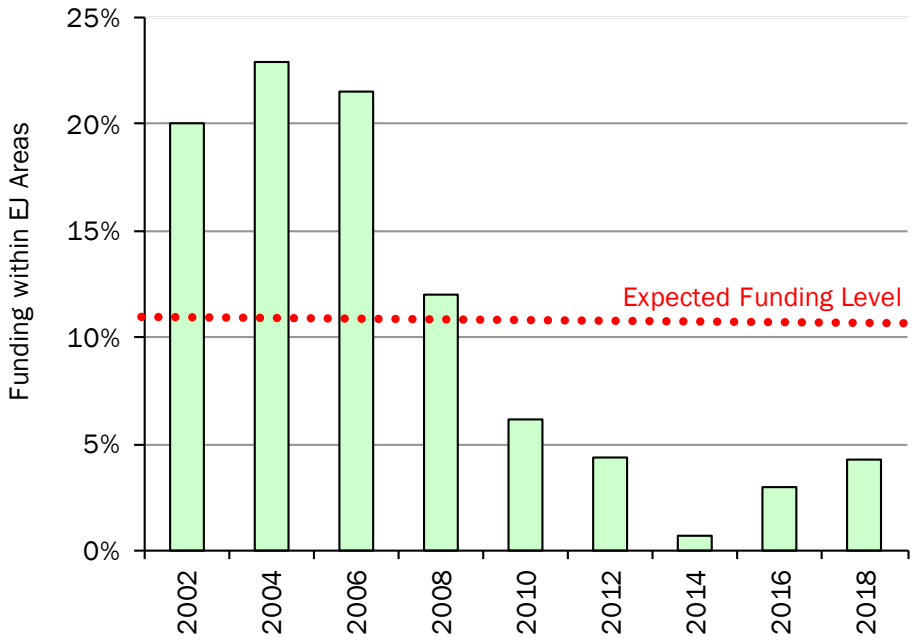
**73%** of black residents say improving bus service is important versus about **48%** of whites

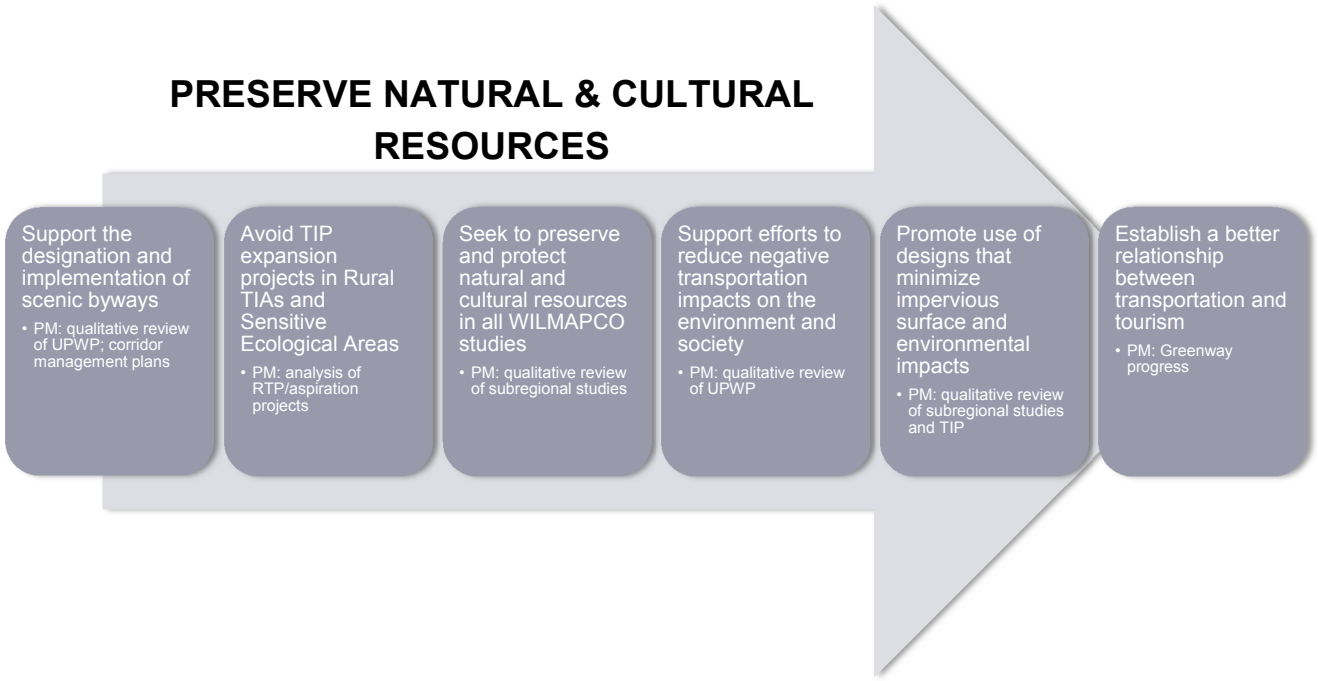
**Spotlight: Environmental Justice (EJ)**

Societal burdens carried by low-income and racial and ethnic minority or EJ communities are replicated within the transportation system. WILMAPCO has analyzed these patterns and has proposed some solutions. Significantly, we found that the percentage of planned project spending within EJ neighborhoods has declined during the past decade, in step with greater funding for suburban highway projects. We have also found that EJ groups are consistently less familiar with WILMAPCO and have unique transportation concerns. EJ is woven into our project prioritization process to help speed the implementation of beneficial projects in EJ communities. And while we have bolstered EJ public outreach initiatives, more work is needed. A fresh regional EJ study is underway and is expected in the Fall of 2019.

## Performance Measures

### Planned Transportation Spending within EJ Areas






**Public Opinion**

**70%** say preserving farmland and open space is very important

## Spotlight: Rural Development

In our region, rural development is outpacing urban redevelopment. As shown in our Progress Report, the cities of Newark and Wilmington, together, can expect only a 6% increase in households though 2040. Rural parts of the region, meanwhile, can expect 32% more households. This continues a similar historic trend of sprawl into rural areas.

These new households, particularly in Southern New Castle County, have stressed roads and have helped trigger many of the major transportation projects found in this and past RTPs. Rural parts of New Castle County have captured more than double the planned transportation investment of Newark and Wilmington during the past decade. These expansion projects often bring lasting change to sensitive natural landscapes and set the stage for additional development, which is driving the “cycle of sprawl” we will explore in the next section.

To better preserve farmland and open space we must understand the impact transportation investments have on future land development, and plan transportation and land development in tandem.

## Performance Measures

**Demographic Projections and Planned Transportation Spending in Wilmington and Newark vs. Rural Areas**

NEW CASTLE COUNTY, 2017-2040

6% more households
0% more jobs

32% more households
4% more jobs

CECIL COUNTY, 2017-2040

24% more households
19% more jobs

32% more households
23% more jobs

AVERAGE TIP SPENDING SINCE FY 2010 (REGIONAL)

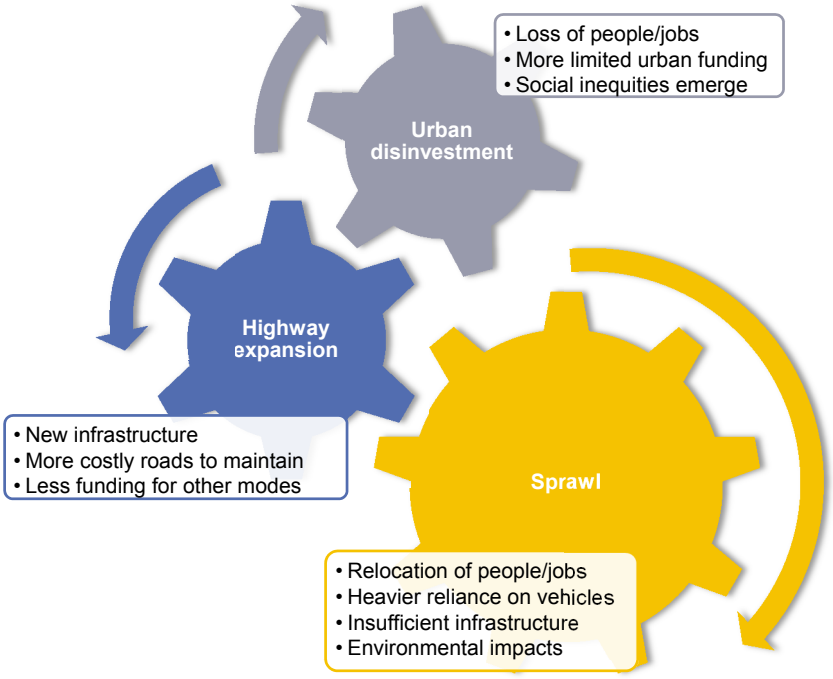
$214 million

$461 million

# TRANSPORTATION INVESTMENT AREAS & CONNECTIVITY ANALYSES

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 Development**[10]

**100%** It is sometimes or always appropriate to mix residential, office, and retail

**93%** Preserving open space and farmland is important

**90%** Revitalizing existing communities and downtowns is important

**81%** Connecting neighborhoods to nearby destinations is important

**67%** **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.

[10] WILMAPCO Public Opinion Survey, 2018

## 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.

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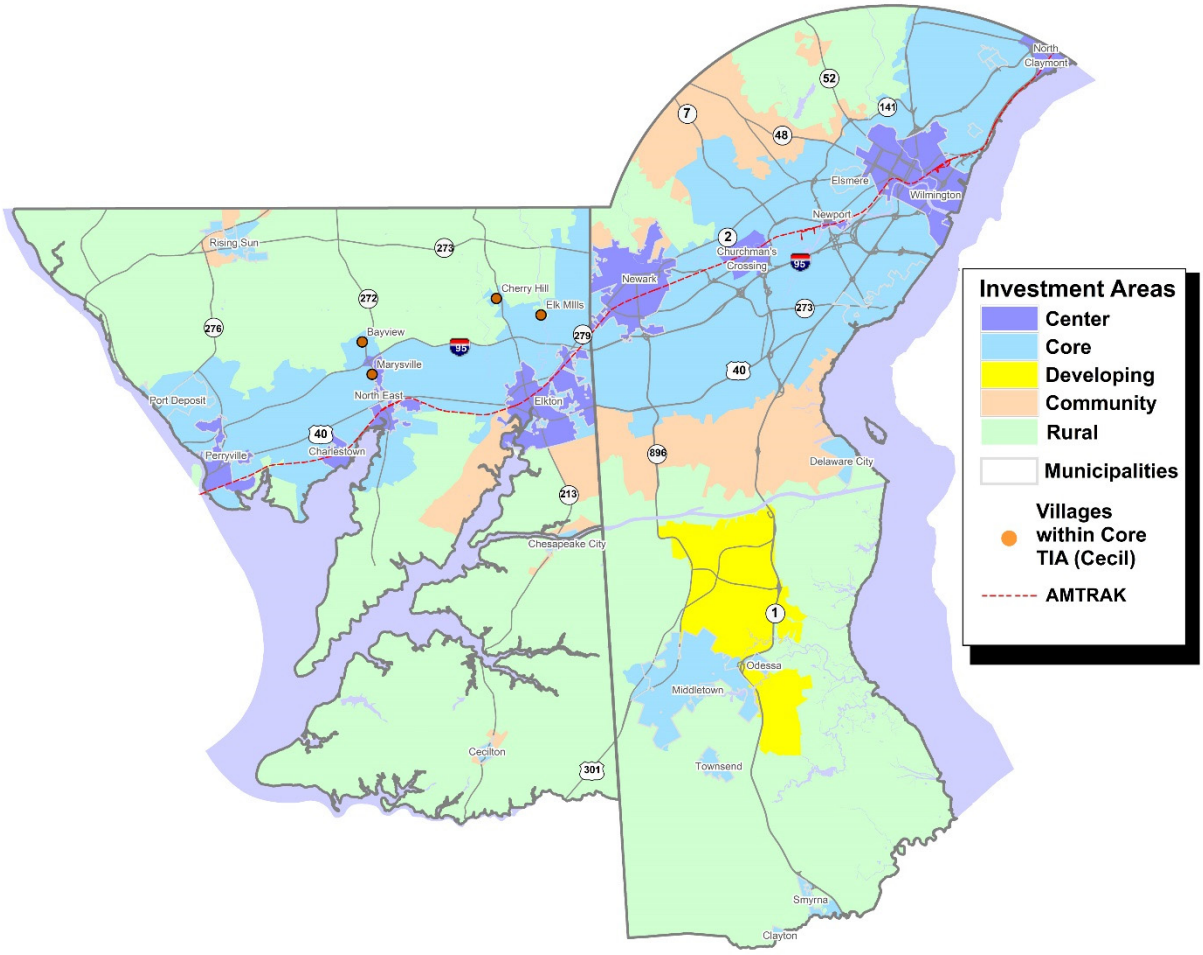
# Transportation Investment Areas (TIAs)



# 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.

## 2050 Financial Forecast

Working with DelDOT 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.

**Available Funding Analysis - FY 2019-2050**

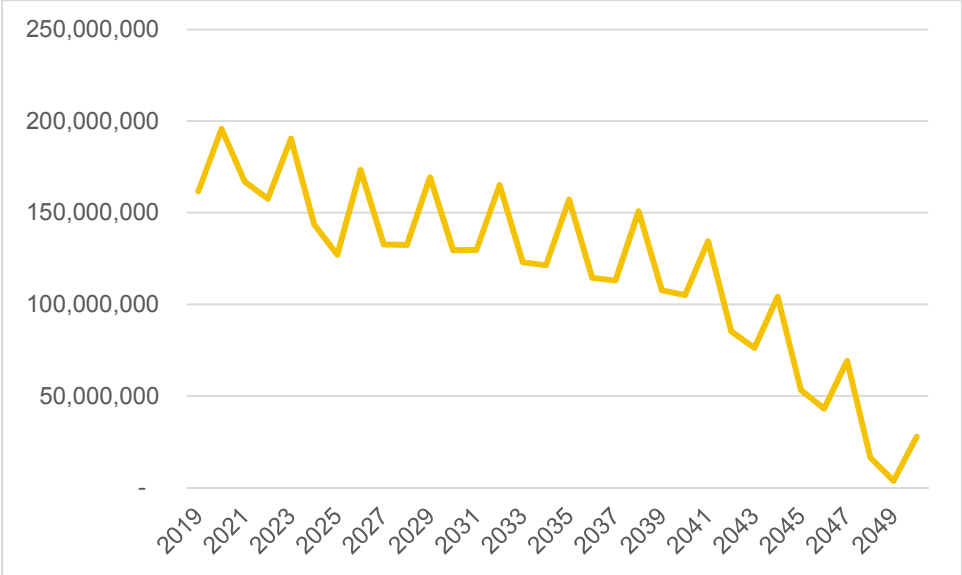
| Summary- *$s x 1000* | Cecil | NCC |
|---|---|---|
| Total Revenue from State estimates[1] | 227,500 | 6,612,385 |
| MDTA Tolls/BUILD Grant | 1,389,380 | |
| Less core business | | (2,755,095) |
| Less GARVEE payback | | (76,834) |
| **Total revenue for new capital projects** | **1,616,880** | **3,780,456** |

| | | |
|---|---|---|
| **Constrained project costs** | **1,616,879** | **3,780,454** |

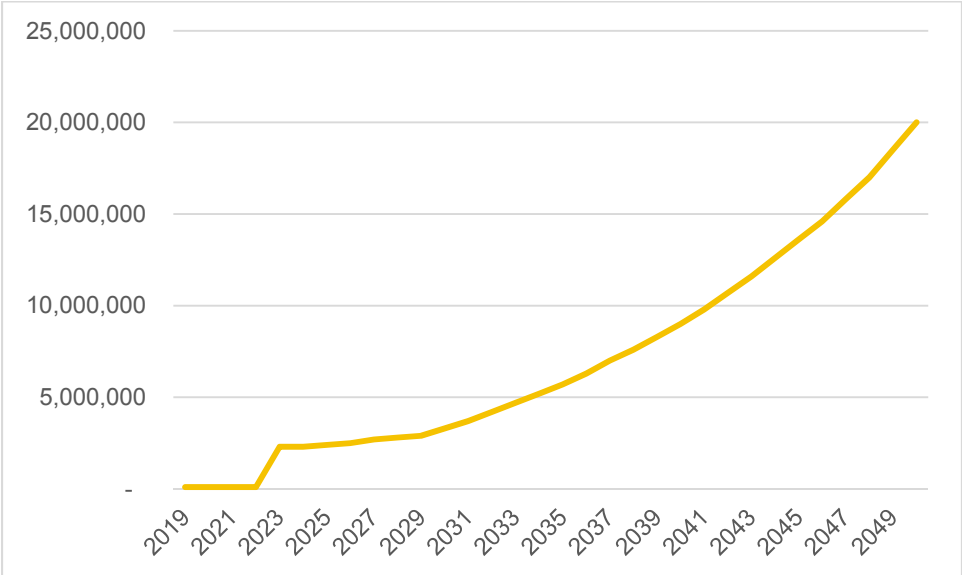
| | | |
|---|---|---|
| **Difference** | **1** | **2** |

**1. Total Revenue Sources:**
**Delaware** - Total Capital Revenue for taken from line 65 "Total Funds Available for Capital Expenditures" and assumes that 50% will be spent in New Castle County.
**Maryland** - Assumes 86.4 % of funds will go towards surface transportation expansion, use of private funds ($696 total statewide), and that 0.5% of total surface transportation funds will go towards Cecil County projects. Assumes I-95 widening will be 100% MDTA and I-95 interchanges will be 100% MDTA/Other/BUIILD grant

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




**Funding Forecast for Cecil County Transportation Expansion**



**Public Opinion (updated w/2018 POS, WS)**

Public SUPPORT for Various Transportation Funding Solutions

Fees for those who benefit from improvements – 68%

Extra fees for licensing inefficient vehicles – 66%

Increasing tolls – 45%

Increasing license and registration fees – 41%

Delay or eliminate projects – 37%

Increasing fuel taxes – 26%

Increasing transit fares – 25%

Tax on miles traveled – 22%

## 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

| Project Name | 2018 Cost (x1,000) | Year of Expenditure Cost x $1,000 | Funds available for capital improvements | Difference |
|---|---|---|---|---|
| Cecil County Long Term | 807,509 | 1,517,780 | 1,517,781 | 0 |
| Cecil County Medium Term | 71,998 | 94,100 | 94,100 | 0 |
| Cecil County Short Term | 4,188 | 4,999 | 5,000 | 1 |
| New Castle County Long Term | 577,972 | 1,204,302 | 1,204,303 | 1 |
| New Castle County Medium Term | 1,099,088 | 1,560,158 | 1,560,158 | 0 |
| New Castle County Short Term | 901,027 | 1,015,994 | 1,015,995 | 1 |
| **Total** | **3,461,783** | **5,397,333** | **5,397,337** | **3** |

ST to 2024; MT 2025-2035; LT =>2036

Cecil County funding assumes that I-95 costs will be 100% MDTA tolls, BUILD Grant, local, and private

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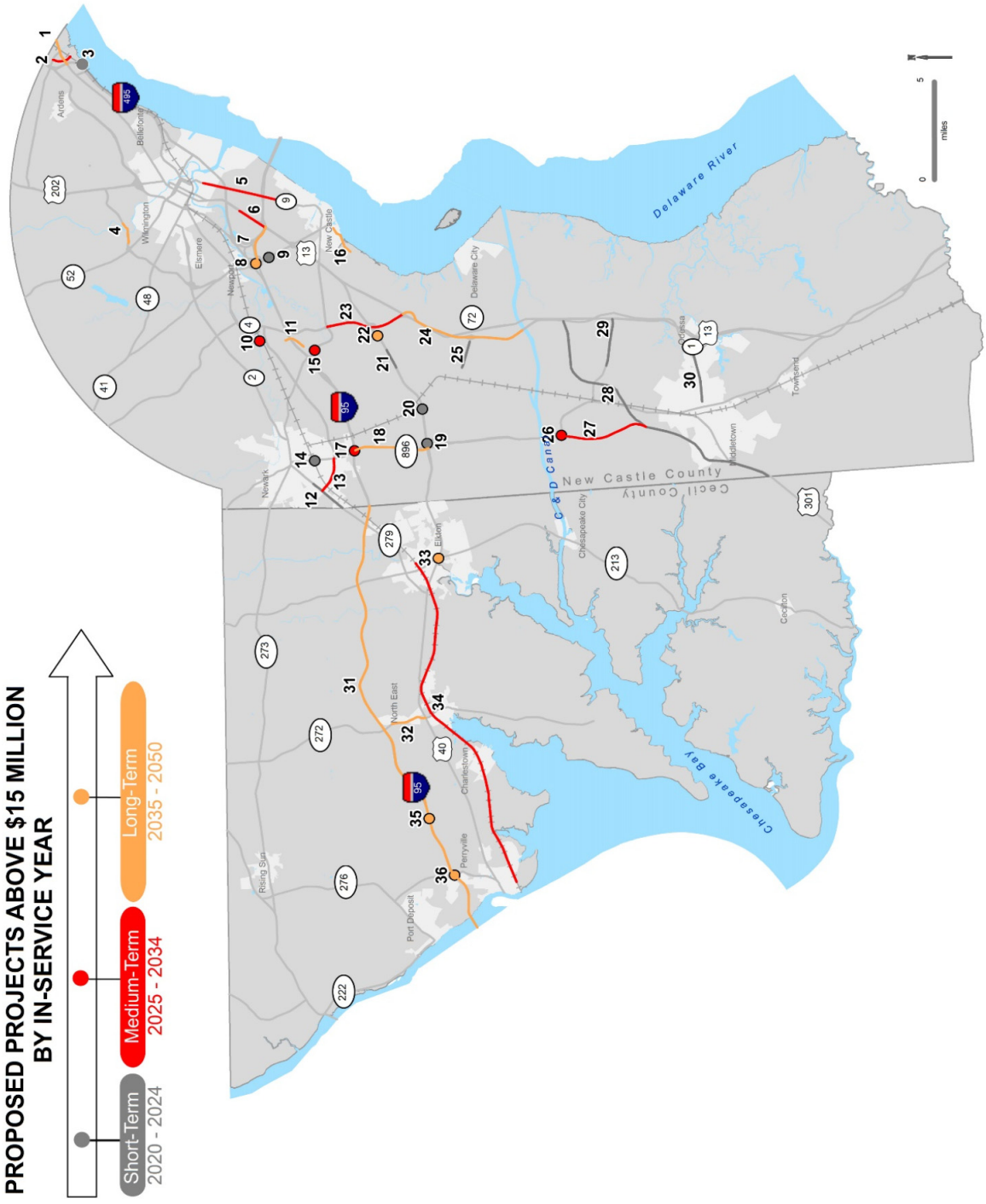
## Map of Financially Constrained Projects Over $15 Million

**MAP BEING UPDATED**



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## List of Financially Constrained Projects Over $15 Million ($s x 1000)

## Timeframe (Short term to 2024; Medium Term 2025-2035; Long Term 2035-2050)

| Project Name | County | Timeframe | Mode | Category | 2018 Cost | YOE Cost |
|---|---|---|---|---|---|---|
| I-95 and Belvidere Road Interchange | CC | MT | Road | Expansion | 43,907 | 54,000 |
| Maryland Commuter Rail: Perryville to Elkton (MARC extension) | CC | MT | Transit | Expansion | 23,446 | 32,455 |
| | | **MT Total** | | | **67,353** | **86,455** |
| MD 213 / US 40 Intersection Improvements | CC | LT | Multimodal | Management | 44,740 | 63,789 |
| MD 213, Bridge St.: US 40 to MD 279, Multi-lane urban reconstruction | CC | LT | Multimodal | Management | 20,500 | 34,900 |
| MD 272: US 40 to Lums Rd. | CC | LT | Multimodal | Expansion | 30,501 | 58,443 |
| I-95 and MD 222 Interchange | CC | LT | Road | Expansion | 163,672 | 313,612 |
| I-95: Susquehanna River to DE Line | CC | LT | Road | Expansion | 533,253 | 1,021,768 |
| Elkton Train Station | CC | LT | Transit | Expansion | 14,842 | 25,268 |
| | | **LT Total** | | | 807,509 | 1,517,780 |
| Boyds Corner Rd: Cedar Lane to US 13 | NCC | ST | Multimodal | Expansion | 18,000 | 21,493 |
| Christina River Bridge | NCC | ST | Multimodal | Expansion | 49,733 | 52,762 |
| Claymont Train Station | NCC | ST | Multimodal | Management | 60,000 | 65,564 |
| SR 141 & I-95: I-95 - Jay Drive | NCC | ST | Multimodal | Management | 79,689 | 89,691 |
| SR 2, Elkton Road: MD Line to Casho Mill Rd | NCC | ST | Multimodal | Expansion | 34,301 | 37,482 |
| SR 299, SR 1 to Catherine Street | NCC | ST | Multimodal | Expansion | 25,470 | 28,667 |
| SR 72, McCoy Road to SR 71 | NCC | ST | Multimodal | Expansion | 18,129 | 19,810 |
| Support for new technologies | NCC | ST | Multimodal | Management | 80,000 | 95,524 |
| US 40 / SR 72 Wrangle Hill Road | NCC | ST | Multimodal | Management | 14,477 | 15,819 |
| US 40: Salem Church Rd to Walther Road | NCC | ST | Multimodal | Expansion | 18,500 | 22,090 |
| US 301: MD State Line to SR 1 (Mainline) | NCC | ST | Road | Expansion | 141,624 | 150,249 |
| US 40 and SR 896 Interchange | NCC | ST | Road | Expansion | 58,500 | 71,948 |
| Newark Regional Transportation Center, Phase II | NCC | ST | Transit | Management | 61,453 | 67,152 |
| Transit service expansion and frequency enhancements | NCC | ST | Transit | Expansion | 60,000 | 71,643 |
| | | **ST Total** | | | **719,876** | **809,892** |
| BR 234 Pedestrian Improvements, Kirkwood Highway over Mill Creek | NCC | MT | Bike/ped | Management | 20,000 | 28,515 |
| US 13, US 40 to Memorial Drive | NCC | MT | Bike/ped | Management | 28,000 | 34,436 |
| I-495 ramp improvements - ped / bike access and add NB ramp lanes | NCC | MT | Multimodal | Management | 22,000 | 36,363 |
| North Claymont Spine Road: Northeast Corridor to Naamans Road | NCC | MT | Multimodal | Expansion | 15,000 | 21,386 |
| Philadelphia Pike/Naamans Road intersection | NCC | MT | Multimodal | Management | 10,000 | 16,528 |
| SR 273 / Chapman Rd Intersection Improvements | NCC | MT | Multimodal | Management | 14,550 | 17,895 |
| SR 4, SR 2 to SR 896 | NCC | MT | Multimodal | Expansion | 21,500 | 26,442 |
| SR 9, New Castle Ave - 3rd St to Landers Ln, Pavement Reconstruction | NCC | MT | Multimodal | Management | 16,000 | 22,812 |
| SR 9: Landers Ln - A St | NCC | MT | Multimodal | Management | 17,000 | 24,238 |
| Support for new technologies | NCC | MT | Multimodal | Management | 104,000 | 171,896 |
| Support for shared ride services | NCC | MT | Multimodal | Management | 19,752 | 24,292 |
| I-95 and SR 896 Interchange | NCC | MT | Road | Expansion | 148,500 | 211,725 |
| SR 1: Tybouts Corner to SR 273 | NCC | MT | Road | Expansion | 110,000 | 156,834 |
| SR 896 at Bethel Church Rd Interchange | NCC | MT | Road | Expansion | 25,000 | 30,747 |
| US 301: Spur | NCC | MT | Road | Expansion | 78,000 | 111,209 |
| Fairplay Train Station - Parking | NCC | MT | Transit | Management | 14,252 | 20,320 |
| Newport Rail Station | NCC | MT | Transit | Expansion | 30,000 | 42,773 |
| Rail - Newark to Elkton | NCC | MT | Transit | Expansion | 30,000 | 42,773 |
| Transit service expansion and frequency enhancements | NCC | MT | Transit | Expansion | 240,000 | 342,183 |
| | | **MT Total** | | | **963,554** | **1,383,369** |
| Install a new I-495 pedestrian bridge next to Philadelphia Pike. | NCC | LT | Bike/Ped | Management | 20,000 | 51,502 |
| Diverging Diamond Interchange (DDI) at I-95 and Naamans Road | NCC | LT | Multimodal | Expansion | 30,000 | 57,483 |

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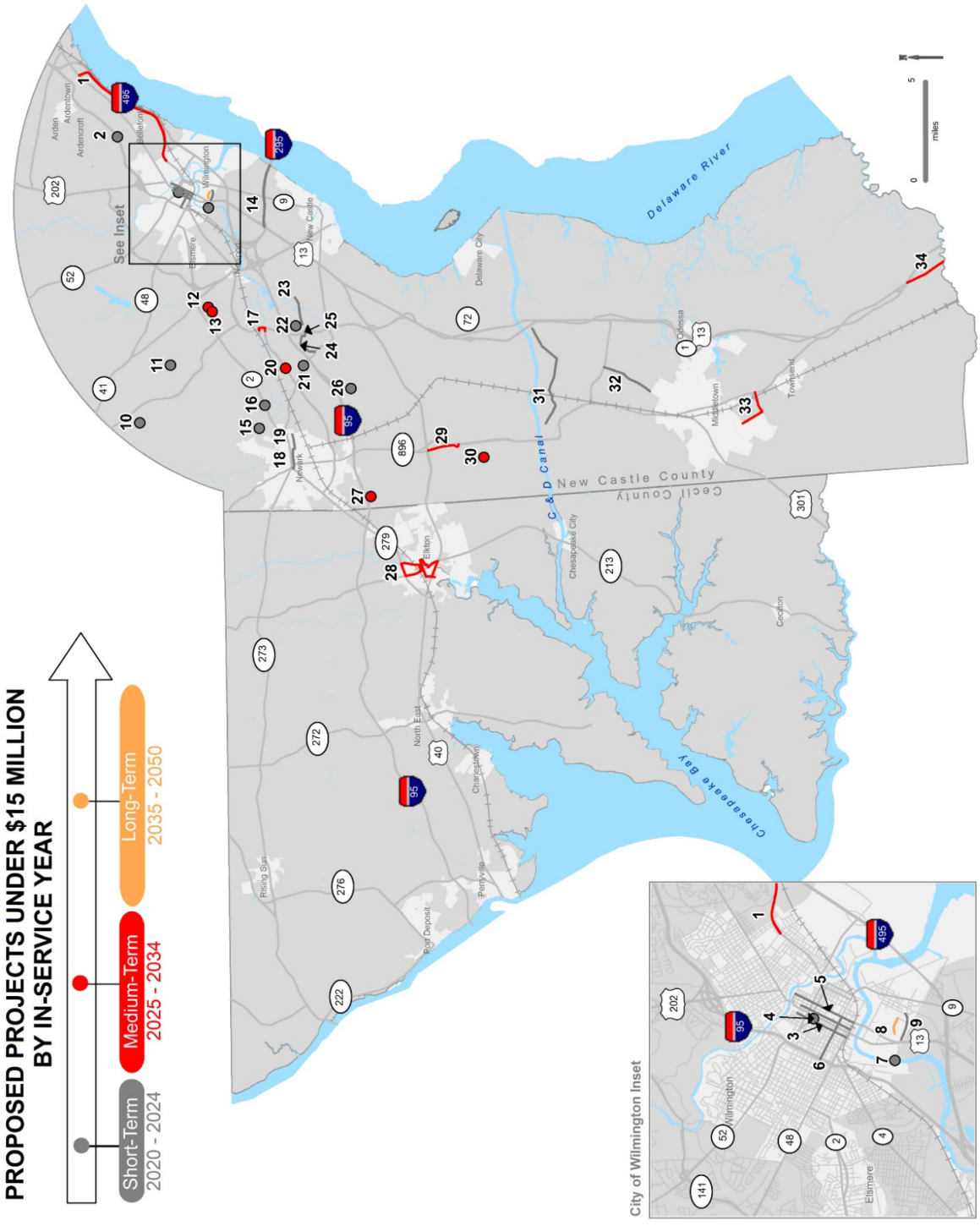
| Project Name | County | Timeframe | Mode | Category | 2018 Cost | YOE Cost |
|---|---|---|---|---|---|---|
| Eagle Run Rd to Continental Drive Connector | NCC | LT | Multimodal | Expansion | 40,000 | 76,644 |
| Improve I-95 southbound off-ramp by widening and signalizing ramp right turn | NCC | LT | Multimodal | Management | 24,500 | 63,090 |
| SR 896: US 40 to I-95 (widening to six lanes) | NCC | LT | Multimodal | Expansion | 30,000 | 77,252 |
| Support for new technologies | NCC | LT | Multimodal | Management | 65,000 | 124,547 |
| Tyler McConnell Bridge, SR 141, Montchannin Road to Alapocas Road | NCC | LT | Multimodal | Expansion | 46,000 | 88,141 |
| US 13, Philadelphia Pike: I-495 - PA Line | NCC | LT | Multimodal | Management | 10,000 | 19,161 |
| US 40 Overpass of Norfolk Southern RR | NCC | LT | Multimodal | Management | 35,000 | 77,745 |
| I-295, Northbound | NCC | LT | Road | Expansion | 10,000 | 19,161 |
| SR 1: Tybouts Corner to Roth Bridge | NCC | LT | Road | Expansion | 60,000 | 154,505 |
| SR 141 & I-95 Interchange | NCC | LT | Road | Management | 38,400 | 73,578 |
| SR 9, River Rd. Area, Dobbinsville (viaduct) | NCC | LT | Road | Management | 11,368 | 21,783 |
| US 40/SR 7 Grade Separated Intersection | NCC | LT | Road | Expansion | 58,000 | 111,134 |
| Transit service expansion and frequency enhancements | NCC | LT | Transit | Expansion | 68,000 | 130,295 |
| | | **LT Total** | | | **546,268** | **1,146,021** |
| | | **Grand Total** | | | **3,461,783** | **5,397,333** |

Draft 2050 RTP (12/13/2018: *final design pending*

## Map of Financially Constrained Projects Under $15 Million

**MAP BEING UPDATED**



## List of Financially Constrained Projects Under $15 Million ($s x 1000)

## Timeframe (Short term to 2024; Medium Term 2025-2035; Long Term 2035-2050)

| Project Name | County | Timeframe | Mode | Category | 2018 Cost | YOE Cost |
|---|---|---|---|---|---|---|
| East Coast Greenway - Cecil County Phase 1 | CC | ST | Bike/ped | Expansion | 4,187 | 4,999 |
| **Cecil County – Short Term** | | **ST Total** | | | **4,187** | **4,999** |
| East Coast Greenway - Cecil County Phase 2 | CC | MT | Bike/ped | Expansion | 4,500 | 7,438 |
| Elkton Bus Service Circulator | CC | MT | Transit | Expansion | 145 | 207 |
| **Cecil County – Medium Term** | | **MT Total** | | | **4,645** | **7,645** |
| Augustine Cutoff Pathway | NCC | ST | Bike/Ped | Management | 2,100 | 2,364 |
| Commons Blvd Pathway | NCC | ST | Bike/Ped | Management | 5,450 | 6,508 |
| East Coast Greenway: Churchmans Crossing - Newark gaps (approx .2 mi) | NCC | ST | Bike/Ped | Expansion | 800 | 955 |
| East Coast Greenway: New Castle - Churchmans Crossing gaps (approx. 2.8 mi) | NCC | ST | Bike/Ped | Expansion | 5,000 | 5,970 |
| East Coast Greenway: PA line to Claymont Regional Transportation Center | NCC | ST | Bike/Ped | Expansion | 4,000 | 4,502 |
| Gilbert Avenue sidewalk (one side) | NCC | ST | Bike/ped | Expansion | 450 | 537 |
| Improve pedestrian bridge and connector trail over I-495 pedestrian bridge | NCC | ST | Bike/Ped | Management | 3,000 | 3,582 |
| Library Ave Pedestrian Improvements | NCC | ST | Bike/Ped | Management | 2,000 | 2,388 |
| New St sidewalk (one side): Old Capitol Trail to Jackson Avenue | NCC | ST | Bike/ped | Expansion | 820 | 979 |
| Newark Bicycle Signal Detection | NCC | ST | Bike/Ped | Management | 2,000 | 2,388 |
| Newark Bike Lanes | NCC | ST | Bike/Ped | Management | 2,000 | 2,388 |
| Newport Rd Sidewalk, east side: Old Capitol Trail - Kiamensi St | NCC | ST | Bike/ped | Expansion | 1,000 | 1,194 |
| Sidewalk upgrades: Hickman Rd (access to Tri-State Mall), Analine Village path from Parkway Ave to Woodfield Dr, Darley Rd | NCC | ST | Bike/Ped | Management | 3,000 | 3,582 |
| 4th St., Walnut St. to I-95 | NCC | ST | Multimodal | Management | 3,000 | 3,478 |
| Cedar Lane: Marl Pit Rd. to Boyds Corner Rd. | NCC | ST | Multimodal | Management | 11,781 | 14,068 |
| Center Boulevard extended to Churchmans Rd | NCC | ST | Multimodal | Expansion | 5,000 | 5,464 |
| Delaware Avenue Extension to Marrows Rd | NCC | ST | Multimodal | Expansion | 5,000 | 5,628 |
| Delaware Avenue Separated Bicycle Facility | NCC | ST | Multimodal | Management | 10,000 | 11,255 |
| Eagle Run Road: SR 273 to SR 7 (complete road for thru traffic) | NCC | ST | Multimodal | Expansion | 3,000 | 3,183 |
| Garasches Lane | NCC | ST | Multimodal | Management | 5,149 | 5,626 |
| I-95, Carr Road and Marsh Road Interchange Improvements | NCC | ST | Multimodal | Management | 5,022 | 5,328 |
| Install street lighting, especially in neighborhoods and along Hickman Road. | NCC | ST | Multimodal | Management | 2,000 | 2,388 |
| King & Orange Streets, MLK Blvd. to 13th St. | NCC | ST | Multimodal | Management | 6,250 | 6,631 |
| Mill Creek Road and Stoney Batter Road Intersection (Highway Safety Improvement Program) | NCC | ST | Multimodal | Management | 3,351 | 3,555 |
| N412, Lorewood Grove Road, Rd 412A to SR 1 | NCC | ST | Multimodal | Management | 10,169 | 12,142 |
| Naamans Rd / Philadelphia Pike access management (new signals at the spine road intersections; converting Alcott Avenue to right-in, right-out) | NCC | ST | Multimodal | Management | 5,000 | 5,970 |
| Old Baltimore Pike and Salem Church Rd Intersection | NCC | ST | Multimodal | Management | 2,350 | 2,493 |
| Possum Park Rd and Old Possum Park Rd Intersection Improvements | NCC | ST | Multimodal | Management | 1,650 | 1,857 |
| 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 | NCC | ST | Multimodal | Management | 6,000 | 7,164 |
| Road A / SR 7 Improvements | NCC | ST | Multimodal | Expansion | 11,047 | 12,071 |
| Society Drive - all way stop or a roundabout at the Northtowne Plaza driveway/bus stop crossing | NCC | ST | Multimodal | Management | 6,000 | 7,164 |
| SR 2 / Red Mill Rd. Intersection Improvements | NCC | ST | Multimodal | Management | 9,025 | 10,158 |

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| Project Name | County | Timeframe | Mode | Category | 2018 Cost | YOE Cost |
|---|---|---|---|---|---|---|
| SR 273 / Harmony Rd. Intersection Improvements (Highway Safety Improvement Program) | NCC | ST | Multimodal | Management | 4,175 | 4,562 |
| Support for shared ride services | NCC | ST | Multimodal | Management | 6,001 | 7,166 |
| Walnut St., Front St. to 3rd St. with sweep removal | NCC | ST | Multimodal | Management | 3,721 | 4,443 |
| I-295, Westbound from I-95 to US 13 | NCC | ST | Road | Expansion | 5,000 | 5,305 |
| Valley Rd/Little Baltimore Rd/North Star Rd Intersection | NCC | ST | Road | Management | 2,586 | 2,826 |
| Continue connection to SEPTA bus services | NCC | ST | Transit | Management | 1,004 | 1,199 |
| Enhance bus service to station and Tri-State Mall site | NCC | ST | Transit | Management | 1,000 | 1,194 |
| New Castle County Transit Center | NCC | ST | Transit | Management | 4,250 | 4,644 |
| Newark Transit Amenities and Service Modification | NCC | ST | Transit | Management | 1,000 | 1,194 |
| Wilmington Transit Hub | NCC | ST | Transit | Expansion | 10,000 | 10,609 |
| **New Castle County – Short Term** | | **ST Total** | | | **181,151** | **206,102** |
| DE 896: US 40 to Porter Road, Sidepaths | NCC | MT | Bike/ped | Management | 3,000 | 4,277 |
| East Coast Greenway: Claymont Station - Northern Delaware Greenway (2.25 mi) | NCC | MT | Bike/ped | Expansion | 11,000 | 14,783 |
| Naamans Road shared use pathway | NCC | MT | Bike/Ped | Management | 6,000 | 8,555 |
| Neighborhood connections pathway network (multiple projects) | NCC | MT | Bike/ped | Expansion | 1,000 | 1,267 |
| Newark Mid-block Pedestrian Crossing Improvements | NCC | MT | Bike/Ped | Management | 1,000 | 1,426 |
| Newark Pedestrian Improvements | NCC | MT | Bike/Ped | Management | 2,000 | 2,852 |
| Old Baltimore Pike: SR 72 to SR 273, Sidepath | NCC | MT | Bike/ped | Management | 8,000 | 11,406 |
| Red Clay Creek Greenway through Marshallton | NCC | MT | Bike/ped | Expansion | 6,000 | 8,555 |
| US 13: US 40 to Tybouts Corner, Sidepaths | NCC | MT | Bike/ped | Management | 7,000 | 9,980 |
| US 40: MD State Line to SR 896, Sidepaths | NCC | MT | Bike/ped | Management | 8,000 | 11,406 |
| US 40: SR 1 to US 13, Sidepaths | NCC | MT | Bike/ped | Management | 8,000 | 10,134 |
| Churchmans Crossing Sidewalks & Bus Stop Improvements | NCC | MT | Multimodal | Management | 5,000 | 7,129 |
| Denny Rd/ Lexington Parkway Intersection | NCC | MT | Multimodal | Management | 750 | 1,069 |
| Explore access to future residential/marina east of Northeast Corridor rail through adjacent Linde property | NCC | MT | Multimodal | Expansion | 5,000 | 8,264 |
| Glasgow Ave Improvements | NCC | MT | Multimodal | Management | 8,000 | 11,406 |
| Governor Printz Boulevard Road Diet | NCC | MT | Multimodal | Management | 1,000 | 1,426 |
| Maryland Ave. and Monroe Street | NCC | MT | Multimodal | Management | 8,000 | 9,839 |
| Old Capitol Trail/ Newport Rd. Roundabout | NCC | MT | Multimodal | Management | 3,201 | 4,564 |
| Old Capitol Trail/ Stanton Rd. Roundabout | NCC | MT | Multimodal | Management | 2,508 | 3,575 |
| S. College Ave Gateway | NCC | MT | Multimodal | Management | 1,500 | 2,016 |
| Signal Coordination - S. College Ave | NCC | MT | Multimodal | Management | 2,000 | 2,688 |
| SR 2, Kirkwood Hwy / Harmony Rd. | NCC | MT | Multimodal | Management | 5,500 | 7,842 |
| SR 4, Harmony Road Intersection Improvements | NCC | MT | Multimodal | Management | 750 | 1,069 |
| SR 4, Ogletown Stanton Road/ SR 7, Christiana Stanton Road Phase 1, Stanton Split | NCC | MT | Multimodal | Management | 900 | 1,283 |
| Support for shared ride services | NCC | MT | Multimodal | Management | 5,000 | 9,581 |
| US 13: Duck Creek to SR 1 | NCC | MT | Multimodal | Management | 8,976 | 12,797 |
| West Park Place Traffic Calming | NCC | MT | Multimodal | Management | 2,500 | 3,564 |
| Wiggins Mill Road | NCC | MT | Multimodal | Management | 2,450 | 3,493 |
| Wilmington Traffic Calming; 12th St. Connector | NCC | MT | Multimodal | Management | 8,000 | 9,839 |
| Otts Chapel Rd/Welsh Track Rd Intersection | NCC | MT | Road | Management | 200 | 285 |
| **New Castle County – Medium Term** | | **MT Total** | | | **132,234** | **186,370** |
| Glasgow Pathway: Porter Rd - Canal | NCC | LT | Bike/Ped | Management | 4,500 | 7,438 |
| US 40: Newtown Trail & Pedestrian Improvements | NCC | LT | Bike/ped | Expansion | 5,000 | 9,581 |
| Harvey Road Traffic Calming | NCC | LT | Multimodal | Management | 3,000 | 5,107 |
| New Sweden Road Extension (South Wilmington) | NCC | LT | Multimodal | Expansion | 5,000 | 9,581 |
| SR 4, Churchmans Road Intersection Improvements | NCC | LT | Multimodal | Management | 6,204 | 11,888 |
| Wyoming Rd and Marrows Road Access Management | NCC | LT | Multimodal | Management | 3,000 | 5,107 |
| **New Castle County – Long Term** | | **LT Total** | | | **26,704** | **48,701** |
| | | **Grand Total** | | | **348,922** | **453,816** |

**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.

Aspirational projects have been scored using the WILMAPCO Project Prioritization Process. Additional, innovative sources of funding should be pursued to add the projects to the Constrained Project List based upon priority scores.

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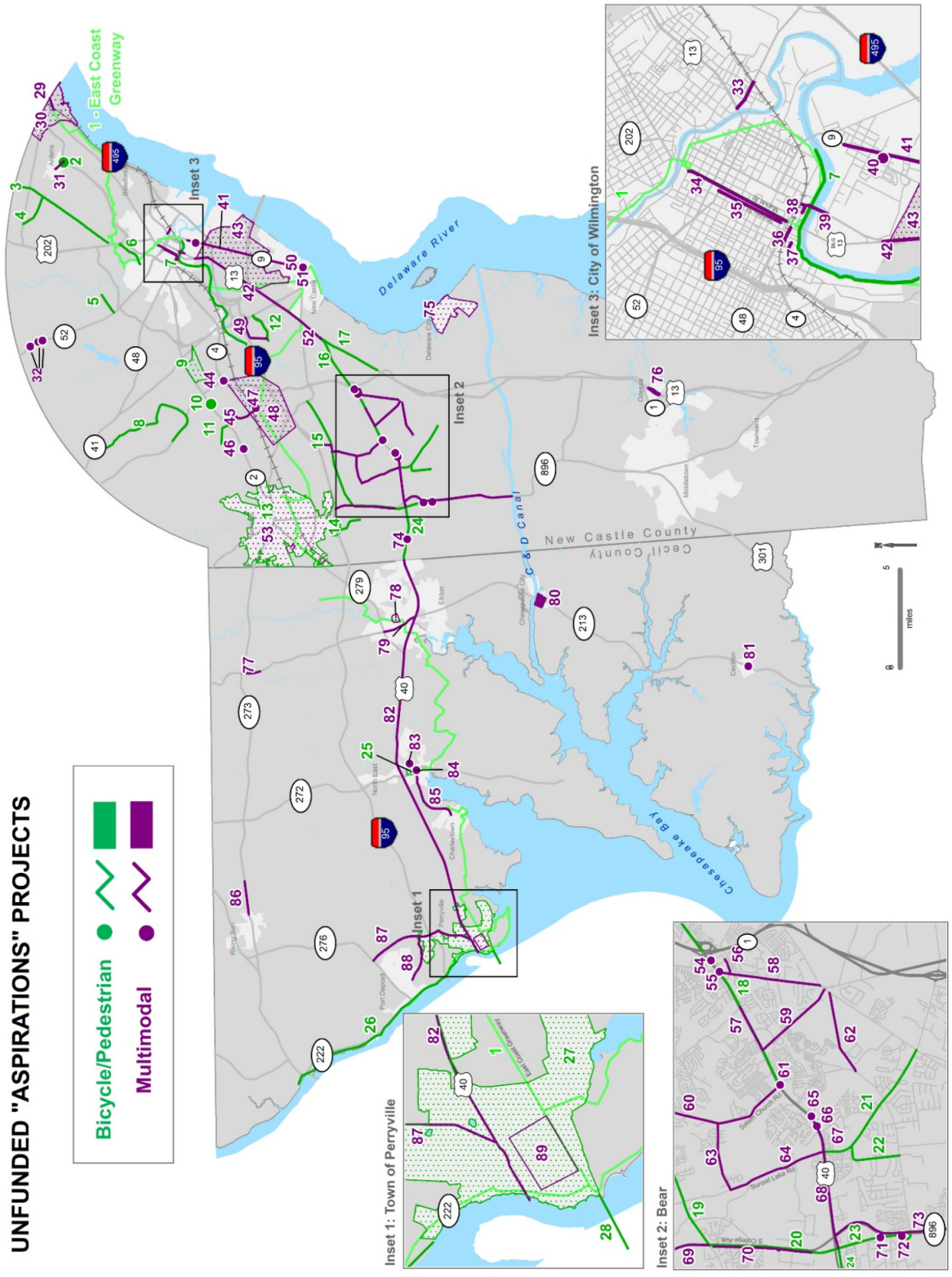
**Maps of Aspiration Projects**

**MAPS BEING UPDATED**



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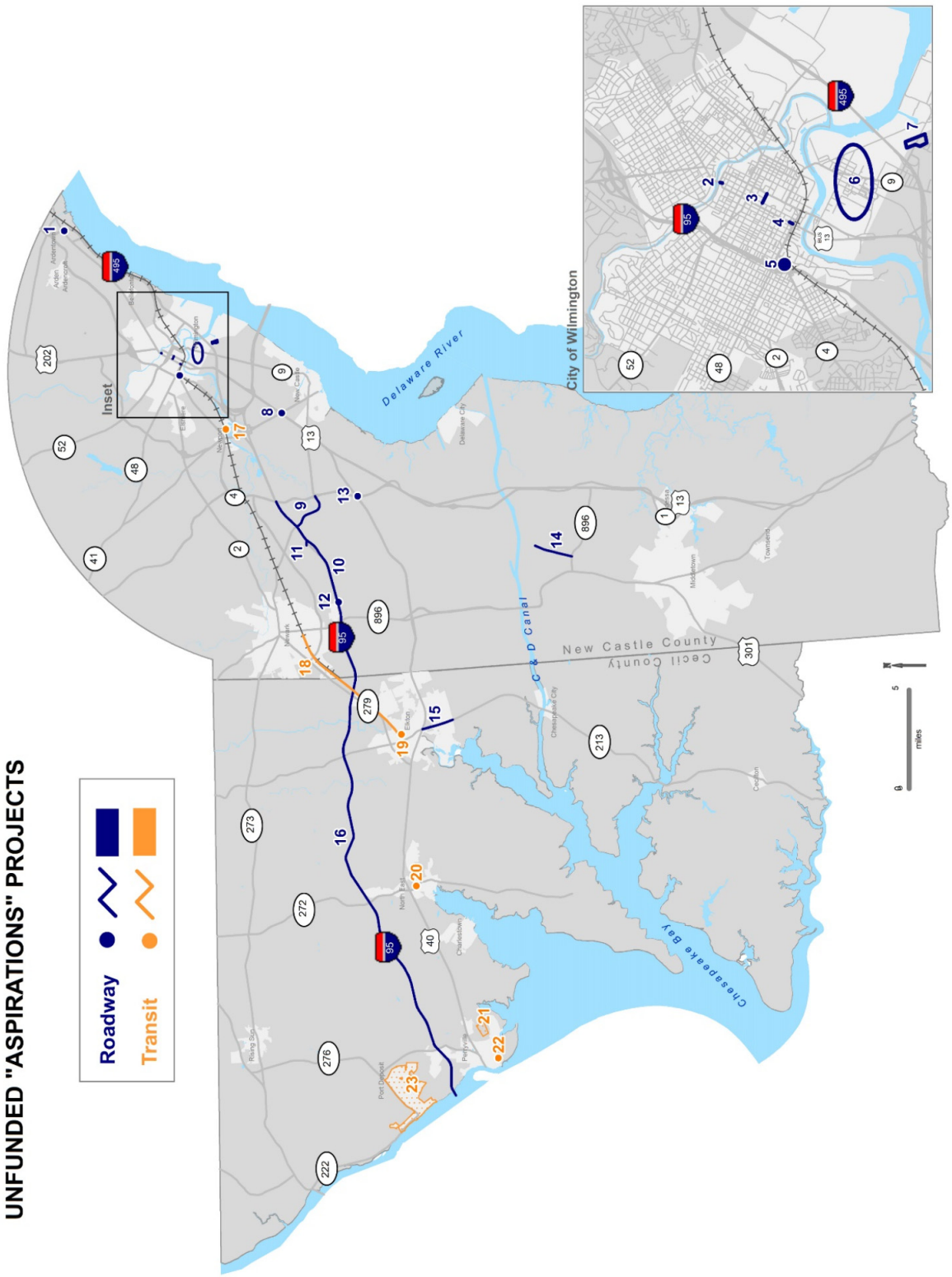

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## List of Aspiration Projects

| Project Name | County | Source Plan | Mode | Category | Technical Score |
|---|---|---|---|---|---|
| East Coast Greenway - Cecil County Phase 3 | CC | 2003 East Coast Greenway Feasibility Study | Bike/ped | Expansion | 9 |
| Perryville Train Station Parking Improvements | CC | 2012 Perryville TOD Plan | Transit | Management | 4 |
| US 40 Corridor and Intersection Improvements | CC | US 40 Plan - Cecil County | Multimodal | Management | 4 |
| North East Transit Hub/ Train Station | CC | 2014 North East TOD Plan | Transit | Expansion | 3 |
| Port Deposit Shared Ride Service | CC | 2013 Port Deposit Transit Feasibility Study | Transit | Management | 3 |
| Elkton Downtown Connector Streets & Streetscaping | CC | 2011 Elkton TOD Plan | Multimodal | Expansion | 2 |
| Perryville Bicycle and Pedestrian Improvements | CC | 2012 Perryville Greenway Plan | Bike/Ped | Expansion | 2 |
| Perryville Connector Streets | CC | 2012 Perryville TOD Plan | Multimodal | Expansion | 2 |
| Susquehanna River Pedestrian/Bicycle Crossing | CC | Other Bike/Ped | Bike/ped | Expansion | 2 |
| Lower Susquehanna Heritage Greenway | CC | Lower Susquehanna Heritage Greenway Corridor Management Plan | Bike/ped | Expansion | 1 |
| MD 275, Perrylawn Drive: MD 222 to MD 276 (divided highway reconstruct) | CC | Other Intersection / Road Improvements | Multimodal | Management | 1 |
| North East TOD Pedestrian Improvements | CC | 2014 North East TOD Plan | Bike/Ped | Management | 1 |
| Rolling Mill Rd. Bridge (2-lanes with sidewalks) | CC | 2014 North East TOD Plan | Multimodal | Management | 1 |
| Cecil County Bicycle Plan Implementation | CC | 2012 Cecil County Bicycle Master Plan | Bike/Ped | Expansion | 0 |
| Chesapeake City Parking Plan Implementation | CC | 2009 Chesapeake City Parking Plan | Multimodal | Management | 0 |
| MARC Maintenance Facility | CC | Rail | Transit | Expansion | 0 |
| MD 213 / MD 282 Intersection | CC | Other Intersection / Road Improvements | Multimodal | Management | 0 |
| MD 213, Singerly Rd: North of Providence Rd. to MD 273, 2 lane reconstruction | CC | Other Intersection / Road Improvements | Multimodal | Management | 0 |
| MD 222, Bainbridge Rd: MD 275 to Bainbridge entrance, 2 lane reconstruction | CC | Other Intersection / Road Improvements | Multimodal | Management | 0 |
| MD 222, Perryville/Bainbridge Rd: US 40 to MD 276 | CC | Other Intersection / Road Improvements | Multimodal | Expansion | 0 |
| MD 272/ North Main St. Intersection Improvements | CC | 2014 North East TOD Plan | Multimodal | Management | 0 |
| MD 273, Telegraph Rd: East Limits of Rising Sun to Sylmar Rd, 2 lane reconstruction | CC | Other Intersection / Road Improvements | Multimodal | Management | 0 |
| MD 7, Philadelphia Rd.-Cecil Ave: East limits of Charlestown to MD 272, 2 lane reconstruction | CC | Other Intersection / Road Improvements | Multimodal | Management | 0 |
| MD 213: Frenchtown Road to US 40 | CC | Other Intersection / Road Improvements | Multimodal | Expansion | -1 |
| Newark Car-sharing Expansion | NCC | 2011 Newark Transportation Plan | Bike/Ped | Expansion | 25 |
| N. Chapel St. Underpass at Cleveland Ave | NCC | 2011 Newark Transportation Plan | Multimodal | Management | 23 |
| Newark Downtown Parking Improvements | NCC | 2011 Newark Transportation Plan | Road | Management | 22 |
| Comprehensive truck signage | NCC | 2017 Route 9 Corridor Master Plan | Trucks | Management | 16 |
| Garasches Ln to Terminal Ave Extension Concept Study | NCC | 2017 Route 9 Corridor Master Plan | Study | Expansion | 16 |

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| Project Name | County | Source Plan | Mode | Category | Technical Score |
|---|---|---|---|---|---|
| Illegal truck movement outreach and enforcement | NCC | 2017 Route 9 Corridor Master Plan | Trucks | Management | 16 |
| Pigeon Point Rd Extension w/new I-295 interchange Concept Study | NCC | 2017 Route 9 Corridor Master Plan | Study | Expansion | 15 |
| SR 273: I-95 to SR 1 | NCC | Other Intersection / Road Improvements | Road | Management | 15 |
| Build industrial access road to future industry east of Northeast Corridor rail with new bridge over Naamans Creek | NCC | 2017 North Claymont Area Master Plan | Road | Expansion | 14 |
| Construct new road from Alcott Avenue to spine road | NCC | 2017 North Claymont Area Master Plan | Multimodal | Expansion | 14 |
| Local Glasgow Circulator Roads - to include sidewalks and bicycle accommodations | NCC | 2000 US 40 Plan | Multimodal | Management | 14 |
| S. Walnut Street Bridge Area | NCC | Wilmington Initiatives Plan | Multimodal | Management | 14 |
| Widen eastbound Naamans Road approaching Spine Rd (2 left turn, 2 through, 1 right turn) | NCC | 2017 North Claymont Area Master Plan | Multimodal | Expansion | 14 |
| Scotland Drive/US 40, Intersection | NCC | 2000 US 40 Plan | Multimodal | Management | 13 |
| Two-way traffic on 8th St between King & Walnut Sts | NCC | 2010 Downtown Circulation Study | Multimodal | Management | 13 |
| US 40, SR 72 to Salem Church Rd | NCC | 2000 US 40 Plan | Multimodal | Management | 13 |
| US 40: SR 896 to SR72 | NCC | 2000 US 40 Plan | Multimodal | Management | 13 |
| Churchmans Road Extended, SR 2 to SR 4 | NCC | 1997 Churchmans Crossing Plan | Multimodal | Expansion | 11 |
| I-95/DE 72 partial interchange - northbound entrance, southbound exit only | NCC | US 301 MIS | Road | Expansion | 11 |
| DE 1 southbound ramp/US 40 Intersection | NCC | US 40 Plan | Multimodal | Management | 10 |
| Market Street: 11th to 16th Sts. | NCC | Wilmington Initiatives Plan | Multimodal | Management | 10 |
| Port of Wilmington Truck Staging Area (site location undetermined) | NCC | 2013 Port of Wilmington Truck Parking Study | Road | Management | 10 |
| Water St. East Extended (French St. to Front St.) | NCC | Wilmington Initiatives Plan | Multimodal | Expansion | 10 |
| Water St. West: Shipley Street to West Street | NCC | Wilmington Initiatives Plan | Multimodal | Management | 10 |
| Foulk Road Sidewalks | NCC | Other Bike/Ped | Bike/Ped | Management | 9 |
| Salem Church Rd: I-95 to US 40, Sidewalks | NCC | 2000 US 40 Plan | Multimodal | Management | 9 |
| Shipley Street Enhancements: 12th Street to MLK Blvd. | NCC | Wilmington Initiatives Plan | Multimodal | Management | 9 |
| Southbridge Streetscape Improvements (Future Phases) | NCC | 2008 Southbridge Circulation Study | Multimodal | Management | 9 |
| SR 1 NB Ramp to US 40 | NCC | 2000 US 40 Plan | Road | Management | 9 |
| SR 72: US 40 to SR 71, Sidewalks | NCC | 2000 US 40 Plan | Bike/ped | Management | 9 |
| Add Southbound lanes on Market St. between 2nd St and MLK Blvd. | NCC | 2010 Downtown Circulation Study | Road | Management | 8 |
| Christina River Greenway | NCC | 2006 New Castle County Greenway Plan | Bike/ped | Expansion | 8 |
| DE 7: US 40 to DE 71 | NCC | 2000 US 40 Plan | Multimodal | Management | 8 |

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| Project Name | County | Source Plan | Mode | Category | Technical Score |
|---|---|---|---|---|---|
| Clinton St Bicycle Plans | NCC | 2009 Delaware City Transportation Plan | Bike/Ped | Preservation | 7 |
| Cooch's Bridge/Old Baltimore Pike Greenway | NCC | 2006 New Castle County Greenway Plan | Bike/ped | Expansion | 7 |
| Delaware City Pedestrian / Bike / Wayfinding Improvements | NCC | 2009 Delaware City Transportation Plan | Multimodal | Preservation | 7 |
| Delaware City Plan Regional Wayfinding | NCC | 2009 Delaware City Transportation Plan | Multimodal | Preservation | 7 |
| Emergency planning and implement flood mitigation | NCC | 2009 Delaware City Transportation Plan | Multimodal | Preservation | 7 |
| Mill Creek/Hockessin Greenway | NCC | 2006 New Castle County Greenway Plan | Bike/ped | Expansion | 7 |
| Route 9 traffic calming, pedestrian facilities and bicycle lanes | NCC | 2009 Delaware City Transportation Plan | Multimodal | Preservation | 7 |
| US 40 & Pleasant Valley Road Intersection | NCC | 2000 US 40 Plan | Multimodal | Management | 7 |
| Washington Street Improvements | NCC | 2009 Delaware City Transportation Plan | Multimodal | Preservation | 7 |
| City of New Castle Intersections (SR9/3rd and SR9/6th & SR9/Delaware St) | NCC | 1999 City of New Castle Transportation Plan | Multimodal | Management | 6 |
| Route 9; Reconstruct Ferry Cutoff as 4 lanes | NCC | 1999 City of New Castle Transportation Plan | Multimodal | Expansion | 5 |
| Airport Rd: Commons Blvd – I-95 | NCC | New Castle County | Multimodal | Management | 4 |
| Buck Rd Sidewalk | NCC | New Castle County | Bike/Ped | Management | 4 |
| Grubb Road, SR 261: Foulk Rd. to Naamans Rd. | NCC | Brandywine Hundred Pedestrian Plan | Bike/Ped | Expansion | 4 |
| I-95/ Chapman Road ramp | NCC | 1997 Churchmans Crossing Plan | Road | Management | 4 |
| I-95: MD Line to SR 1 | NCC | I-95 MD Line to I-295 Program | Road | Expansion | 4 |
| Pike Creek Road Sidewalks | NCC | Other Bike/Ped | Bike/Ped | Management | 4 |
| SR 896: C & D Canal to US 40, Widening to 6 lanes | NCC | US 301 | Multimodal | Expansion | 4 |
| Reybold Road: SR 72 to Salem Church Rd | NCC | 2000 US 40 Plan | Multimodal | Management | 3 |
| US 40/ US 13 Interchange | NCC | 2000 US 40 Plan | Multimodal | Management | 3 |
| Church Road: Wynnfield to SR 71 | NCC | 2000 US 40 Plan | Multimodal | Management | 2 |
| Convert 1500 block of King St to two-way street | NCC | 2010 Downtown Circulation Study | Multimodal | Management | 2 |
| Del Laws Road, Sidewalks | NCC | 2000 US 40 Plan | Bike/ped | Management | 2 |
| Old Porter Road: Porter Road to SR 71 | NCC | 2000 US 40 Plan | Multimodal | Management | 1 |
| SR 52 and Snuff Mill Rd, Center Meeting Rd Intersections | NCC | 2002 Centerville Village Plan | Multimodal | Management | 1 |
| SR 72: Reybold to US 40 | NCC | 2000 US 40 Plan | Multimodal | Management | 1 |
| SR 896 Corridor Pathway (formerly Iron Hill Bikeway) | NCC | 2006 New Castle County Greenway Plan | Bike/ped | Expansion | 1 |
| US 13: Odessa Transportation Plan Implementation | NCC | Other Intersection / Road Improvements | Multimodal | Management | 1 |
| Philadelphia Pike: Naamans Rd - PA Line | NCC | North Claymont Area Master Plan | Multimodal | Management | 0 |

# RTP DEVELOPMENT

## [Need results of innovative outreach to write this section]

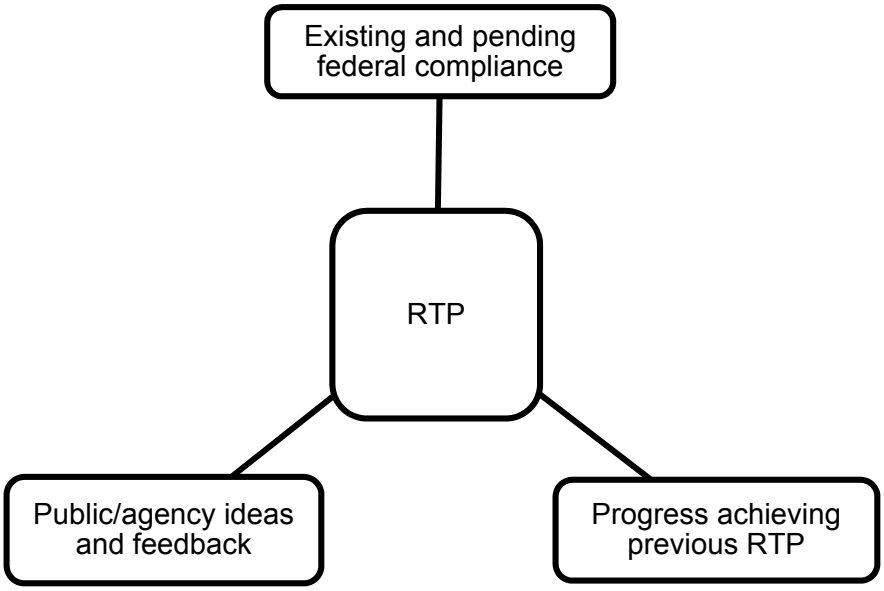
The contents of the present Plan were informed by many factors, agencies, and individuals. Chief among these was ensuring its compliance with current federal transportation requirements. This includes having a financially constrained and air quality-conforming project list. Performance measurement was 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 2017 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 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 events held on February 7, 2018, and presentations given to dozens of civic and local government groups.

## ** DISCUSS EXTRA OUTREACH***

## This will be 2 pages for the section


Existing and pending federal compliance
RTP
Public/agency ideas and feedback
Progress achieving previous RTP