

TECHNICAL ADVISORY COMMITTEE (TAC) MEETING
June 21, 2018

A meeting of the Technical Advisory Committee (TAC) was held on Thursday, June 21, 2018, at WILMAPCO, 850 Library Avenue, Suite 100, Newark, DE 19711.

1. CALL TO ORDER: Mr. Dahlstrom, TAC Vice chairperson, brought the TAC meeting to order at 10:05 a.m.

2. TAC Members present:

Ian Beam, Maryland Department of Transportation
Marco Boyce, New Castle County Department of Land Use
Alexandra Brun, Maryland Department of the Environment (via conference call)
David Dahlstrom, Maryland Department of Planning
Lauren DeVore, Delaware Department of Natural Resources and Environmental Control
Anthony DiGiacomo, Cecil County Land Use and Development Services
Mike Fortner, City of Newark
Jeanne Minner, Town of Elkton
Brian Mitchell, City of Wilmington Department of Public Works
David Schlie, MDOT SHA
Catherine Smith, Delaware Transit Corporation
Joshua Thomas, Delaware Department of Transportation

TAC Ex-Officio Members present:

TAC Members absent:

City of Wilmington Department of Planning and Development
Delaware Division of Small Business, Development, and Tourism
Delaware Office of State Planning Coordination
Delaware River and Bay Authority
MDOT MTA

TAC Ex-Officio Members absent:

Amtrak
Diamond State Port Corporation
U.S. Environmental Protection Agency
U.S. Federal Highway Administration
U.S. Federal Transit Administration

Guests and Invitees:

Kevin Racine, Citizen

Staff:

Dan Blevins, Principal Planner
Janet Butler, Administrative Assistant
Heather Dunigan, Principal Planner
Dave Gula, Principal Planner
Sharen Elcock, Executive Assistant
Randi Novakoff, Outreach Manager
Bill Swiatek, Principal Planner
Jacob Thompson, Transportation Planner

Tigist Zegeye, Executive Director

Minutes prepared by: Janet Butler

3. MINUTES

ACTION: On motion by Mr. DiGiacomo and seconded by Ms. Minner, the TAC approved the May 17, 2018 minutes.

Motion passed.

(6-21-18 - 01)

4. SUBCOMMITTEE UPDATES:

a. Air Quality Subcommittee (AQS)

Mr. Swiatek distributed CMAQ Programmed in 2019-2022 STIP spreadsheet (**Attachment A**). He said AQS met on June 14, 2018. This was a joint meeting with Delaware's Transportation Conformity Interagency Consultation Working Group. This group has re-formed due to Kent County being once again in nonattainment for ozone and having to comply with transportation conformity. The agenda item discussed was reviewing which Kent County projects were regionally significant. WILMAPCO just received a six-year plan for CMAQ spending in Delaware, which once it is reviewed, feedback will be provided at the July 19, 2018 TAC and AQS meeting.

b. Nonmotorized Transportation Working Group (NMTWG)

Ms. Dunigan said NMTWG met on June 5, 2018. Mr. Thompson discussed the Elkton Pedestrian Plan and received enthusiastic applause from NMTWG. Ms. Dunigan reviewed the Perryville Transportation Alternatives Program (TAP) application and discussed the New Castle County Bike Plan's status.

c. Congestion Management Subcommittee (CMS)

Mr. Blevins said CMS met on June 14, 2018. CMS presented the final MAP 21 performance measures set by state DOTs on May 20, 2018, which will be presented at the TAC and AQS meeting on July 19, 2018, at Lums Pond State Park. CMS also reviewed the expanded INRIX Travel-Time Data, which looks more closely at minor collector roads.

d. Data and Demographics Subcommittee (DDS)

Mr. Blevins said DDS met on June 11, 2018, and reviewed the Traffic Analysis Zones (TAZ) projections for the 2018 series. DDS will probably present them at the July TAC and AQS meeting and then bring them to TAC for an August 2018 endorsement. DDS is also working on early seasonal projections including in the Ocean City, MD and Rehoboth, DE areas.

Mr. Dahlstrom asked if DDS was aware of the two-year study of traffic counts in Queen Anne's County on Route 301. Mr. Blevins responded yes, DelDOT is also putting Bluetooth devices on Route 50 to collect Origin Destination (O/D) location data. Mr. Beam asked where the devices were located. Mr. Blevins said there are also some placed near Annapolis and some at the Delaware line. Mr. Thomas added there is an interactive map of the DelDOT locations and he can send a link to them to TAC and DDS.

e. Delaware Freight Executive Committee

Mr. Blevins said the Delmarva Freight Summit was held yesterday in Dover and 60 people attended. The summit featured presentations about Freight Logistics, the Regional Economy, and Workforce Development. Mr. Tom Hanna spoke about the redevelopment of the Boxwood

Plant, and the resulting freight generation. In addition, a news reporter interviewed Mr. Hanna about the topic. Another topic was “de-mystifying the block chain,” and how freight and financial transactions could work along with other businesses and industries.

5. PUBLIC COMMENT PERIOD:

Mr. Kevin Racine reported that he was pleased he was able to travel by bus to the TAC meeting today from Harford County, Maryland without problems. He traveled first by bus to Cecil County, then transferred to Glasgow, Delaware, and then transferred to the Newark Transit Hub. However, he said he is still concerned about commuters who are trying to travel to jobs such as to Amazon in Perryville, Maryland from Harford County, especially on Saturdays, because there is no transit link then.

ACTION ITEMS:

6. To Recommend Endorsement of the Elkton Pedestrian Plan

Mr. Thompson said the Elkton Pedestrian Plan was reviewed by the Steering Committee and was released for public comments. Some minor changes were made. Staff will seek endorsement of the plan on July 12, 2018, from the WILMAPCO Council.

Transportation History of Elkton includes Elkton’s maritime, train station, and railroad history (page 5). In addition, Elkton has maintained a dense, walkable core. The purpose of the study begins with statistics that include that 80% of workers drive alone and 2.6% walk (page 6). In addition, 9% of Elkton households have no access to a vehicle and therefore must rely on other modes of transportation.

Pages 7 and 8 feature six previous studies’ findings including: 1) the East Coast Greenway, 2) Walkable Community Workshops, 3) Elkton Bicycle Plan, 4) Elkton Transit-Oriented Development Plan, 5) Top Pedestrian Priority Segments, and 6) Locust Lane Sidewalk Feasibility Study. On Page 9, a color-coded map indicates the locations of each of these Elkton Pedestrian Plan previous studies.

Page 10 discusses the timeline of various planning activities such as the 2018 public workshop (January), student outreach (February), draft report review (May) and final report completion (June). Page 11 indicates the methodology of pedestrian prioritization, page 12 indicates the results of the prioritization, and page 13 shows a map of the Pedestrian Prioritization scores that include: Very High (9-11 points); Medium (6-8 points), Low (3-5 points), and Very Low (0-2 points).

Page 14 discusses the Americans with Disabilities Act (ADA) requirements, methodology, and results. Downtown Elkton has completed most sidewalks and curb ramps; however, only a few stretches of sidewalk have been upgraded to meet current standards, including the majority on Main Street. Outside of downtown Elkton and in some subdivisions, most residential neighborhoods have few compliant curb ramps and sidewalks. Elkton Heights, the neighborhood just north of downtown, does not have curb ramps or sidewalks. Along Route 40, some businesses have built full compliant sidewalks, but they are not connected. As a result, many sections of the pedestrian network outside of downtown are incomplete and have severe limitations for people traveling on foot. A map on page 15 indicates the locations of curb ramps and sidewalks.

Page 16 explains the public survey and outreach methodologies. Outreach methods included a public survey, outreach events, two public workshops, distributing flyers, outreach session at Elkton Middle School, and promoting the plan via internet, U.S. mail, and radio. In addition, the

results of the survey are featured on page 17, which indicate that 9% of respondents said they never walk to get around Elkton, 56% said they would walk more if the pedestrian network was improved, 31% were not sure, and only 13% said they would not walk more. Some of the residents' favorite destinations include Main Street, Big Elk Mall, Wal Mart, Library, and Meadow Park. Major concerns for walking include personal safety; however, the Elkton Chief of Police said that this is a perception issue. The Elkton Pedestrian Plan is intended to encourage people to walk and feel safer.

A group of Elkton Middle School students were surveyed, had great ideas, and indicated the places where they feel unsafe walking that includes the Middle School, the Elkton Library, Union Hospital, Meadow Park, Gilpin Manor neighborhood, Big Elk Mall, and Route 40. Recommendations for improvements include adding bike lanes, repairing sidewalks, improving crossings, adding access to Meadow Park, making Route 40 safer, and adding streetlights and trees. Other findings were that nearly 80% of students walk to school, 5% walk every day, 15% walk at least occasionally, and 54% feel that destinations they would like to go to are within walking distance.

Page 20 shows a map of infrastructure recommendations, page 21 indicates prioritized recommendations, and page 22-24 discusses the town-wide recommendations for: 1) Complete or repair existing sidewalks; 2) Install or upgrade curb ramps to meet ADA standards; 3) Mark crosswalks; 4) Improve lighting; 5) Resume passenger service to the Elkton Train Station; and 6) Encourage mixed-use and infill development.

Page 25-34 discusses additional road improvements located on: 1) Bridge Street; 2) Bridge Street intersections; 3) Howard Street; 4) Delaware Avenue; 5) Meadow Park and Big Elk Mall; 6) Route 40; 7) Route 40 intersections; 8) Elkton Heights; and 9) Additional road improvements with lower priorities would include on Elkton Road; Red Hill Road; Delancy Road; and Muddy Lane.

Next steps are to complete infrastructure improvements on town, county, and state roads within Elkton's boundaries, which will require coordination between these three levels of government to ensure the goals of the Elkton Pedestrian Plan are achieved and to maintain a connected pedestrian network across jurisdictional boundaries.

Mr. Dahlstrom commended WILMAPCO staff regarding their work on the Elkton Pedestrian Plan. He said he would like to see it used as a template for other towns. Mr. Dahlstrom said he would send in his written comments and asked if ADA and bus stops were categories used in the ranking. Mr. Thompson responded that the team had used bus stops with two separate scoring categories. ADA is not part of the scoring; however, the project team did a separate analysis for ADA compliance in the plan. Ms. Dunigan said the methodology had been used for the Cecil County area for pedestrian studies; however, in Delaware, DelDOT only used it for state roads.

Mr. Dahlstrom asked if the bus stops include a shelter, an inventory of them, and if they could be included in the Appendix. Mr. Thompson responded yes we do have them and there is a link to them on the website, which also includes the different criteria for all categories and views of all of the bus stops.

Mr. Dahlstrom questioned why the pedestrian priority scores on the map (on page 13) are "Very High", "Medium," "Low" and "Very Low," and on page 20, the categories change to "High," "Medium" and "Low." He asked if Mr. Thompson could add "Very High", and take out "Low"

because no one wants to receive a low priority. Mr. Thompson responded that he could look into revising the indicators. Mr. Dahlstrom also asked if the team had looked at the Town's Comprehensive Plan to include some of the improvements from the Elkton Pedestrian Plan. Mr. Thompson replied that the team had not done that.

ACTION: On motion by Ms. Devore and seconded by Ms. Minner, the TAC recommended endorsement of the Elkton Pedestrian Plan.

Motion passed.

(6-21-18 – 02)

7. To Recommend Approval of the Cecil County Project Prioritization for the FY 2019 Transportation Alternatives Program (TAP)

Ms. Dunigan said the call for Cecil County projects has resulted in one TAP application. This project was recommended in the Perryville Greenway Plan and Transit Oriented Development (TOD) Plan. The Town of Perryville has built a new police station, and is building a new town hall campus. In the TAC packet, the graphic indicates phases one, two, and three. However, this submission is for phase two of the sidewalks, subject to eligibility of the project. The Town has adjusted the project to address some concerns raised by the Nonmotorized Transportation Working Group.

Mr. DiGiacomo proposed that the recommendation for the FY 2019 TAP approval be contingent on project eligibility or modifications to make the project eligible.

ACTION: On motion by Mr. DiGiacomo and seconded by Mr. Beam, the TAC recommended approval of project prioritization of the FY 2019 TAP, contingent on eligibility and any modifications consistent with eligibility.

Motion passed.

(6-21-18 – 03)

PRESENTATION/DISCUSSION ITEMS:

8. 2050 Regional Transportation Plan Update

Mr. Swiatek distributed 2030 RTP vs. 2050 RTP (**Attachment B**). He said the spreadsheet includes a matrix that indicates what WILMAPCO is proposing in the 2050 RTP compared to what was included in the 2030 RTP, including different project types.

Mr. Blevins discussed the Transportation Investment Areas (TIAs). He said the RTP sets the overall policy of where to use transportation dollars, and the TIAs help tie that to land use policy. Tweaks were made to the TIAs based on newer data. The City of Wilmington now stands out as an "Urban Center", with other municipalities as "Centers." The matrix includes the categories of projects suitable for each investment type – urban center, center, core, developing, community, and rural.

Mr. Blevins said we also looked at the traffic volumes, congestion management data, and identified corridors. In addition, we looked at deficient travel speeds, deficient intersections; and the pedestrian priority networks. He discussed the 2050 RTP 2012 Future Land Use Map that shows the draft TIA boundaries, and invited comments from TAC.

Mr. Dahlstrom said there is a growth area around Chesapeake City that is undeveloped; however, it is not shown as a priority area. Mr. Boyce added there are areas in New Castle County that are still being built; however, we do not know the degree of density yet. Mr.

Dahlstrom also said it might be worth looking into the service areas proposed in the next 10 to 20 years in Maryland. He asked why the Route 301 bypass is not shown on the map. Mr. Blevins said it is not in the centerline file as a roadway network yet.

Mr. Swiatek said the purpose of the Transportation Investment Areas (TIAs) are to guide investments of the projects, and it is important that we get them right as WILMAPCO is also thinking to include them as measures in the prioritization process. He suggested looking at the matrix again and perhaps merging some of the categories to indicate what differentiates the investments.

There was consensus to merge the Urban Center and Center categories, as well as to identify appropriate Centers within the non-municipal Core areas in New Castle County. Mr. Blevins added at the July 19, 2018 TAC meeting, there would be another 2050 RTP presentation and discussion.

Mr. Swiatek distributed the 2018 RTP Action Development **(Attachment C)**, which had been provided to TAC previously, and the Draft 2050 RTP Goals **(Attachment D)**. Mr. Swiatek asked TAC to review the goals, objectives, and actions and provide feedback. The first goal is to Improve Quality of Life. The objectives are to Protect Public Health and Safety; Promote Active Transportation; Preserve Natural and Cultural Resources; and Ensure Transportation Choice and Equity.

The second goal is to Efficiently Transport People, which includes the objectives to Improve System Performance; Promote Accessibility and Connectivity; and Engage the Public via an Open Involvement Process. The third goal is to Support Sustainable Economic Development and Goods Movement, which includes the objectives to Maximize our Investments; Develop Effective Transportation Networks; and Plan for Energy, Security, and Climate Change. Changes to the goals, objectives, and actions can also include those that were discussed today.

One new Action is to Support Autonomous Vehicles Preparation and Testing, which is under the Improve System Performance objective for the goal to Efficiently Transport People. In addition, Increase Non-incorporated Centers within the Core areas (action) is under Maximize our Investments (objective), which are found under the goal to Support Sustainable Economic Development and Goods Movement. Also, under this goal, is an objective to Plan for Energy, Security and Climate Change. "Climate Change" may be changed to "Resiliency," based on today's discussion and previous feedback from the PAC.

Ms. Dunigan distributed the 2050 RTP Aspirations and Constrained Project Lists **(Attachment E)**. DelDOT and New Castle County have provided feedback on the project list; however, Ms. Dunigan would like to receive feedback from the other agencies. Staff is still working on the financial projections. She also said when the TIAs are settled and the matrix is done the information will come together on the project list. She added there could be some projects that are no longer eligible once the definitions are changed.

A few projects were added to the constrained list such as the Glasgow Avenue project and the North Claymont Master Plan. Staff hopes to move more projects from the aspirations list to the constrained list. Mr. Boyce said that New Castle County Executive Matthew Meyer wants to move the Airport Road project to the constrained list from the aspirations list. Airport Road had been closed due to flooding. Mr. Dahlstrom asked on page 5, if there is a date that corresponds with the 2003 Track A Feasibility Study. Ms. Dunigan said that Track A is an extension of MARC; therefore, it will remain on the list. She requested that the TAC contact her with additional

feedback about projects. She also said there would be a revised version of the project list at the next TAC and AQS meeting on July 19, 2018, at Lums Pond State Park.

9. New Castle County Bicycle Plan Update

Ms. Dunigan said the purpose of the New Castle County Bicycle Plan is to build upon past planning such as the Blueprint for a Bicycle-Friendly Delaware, 2005 Delaware Bicycle Facility Master Plan, First State Trails and Pathways, Future Trails and Pathways in Northern Delaware Coalition, and local and corridor plans. In addition, the purpose is to collaborate with local/county government and bicycle/trail stakeholders on better safety, access and comfort, prioritization of improvements, and programs and policies for education, enforcement, and encouragement.

The Plan will identify goals/objectives, review existing conditions, recommend an on-road and off-road network based on community feedback and best practices, identify programs and policies, and develop recommendations for prioritization and evaluation.

The New Castle County Bicycle Plan's suggested vision is the same as the Blueprint for a Bicycle-Friendly Delaware's vision. Draft objectives include: 1) Identify bicycle transportation network; 2) Provide equitable bicycle access to transit; 3) Encourage bicycle parking and other end-of-trip facilities; 4) Improve safety through design, maintenance, and enforcement; 5) Incorporate bicycle elements into land use planning; and 6) Develop implementation and evaluation of the plan.

Ms. Dunigan reviewed portions of the existing conditions analysis, including crash locations, prior plans trails inventory (Delaware State Parks); and level of traffic stress (DeIDOT).

Types of bikeways include shared streets (sharrows, bicycle boulevards, shared streets, and advisory lanes); striped bikeways (bike lanes, contraflow bike lanes, and buffered bike lanes); separated bikeways (sidepaths and separated bike lanes); and paths (off-street trails and neighborhood connectors).

The next steps are to establish/meet with the Advisory Committee and focus groups; conduct outreach to municipalities and community groups; develop draft recommendations for community review; and prioritize recommendations.

Mr. Boyce asked does the bicycle project that goes through a feasibility study get any bonus points for prioritization for implementation and construction. He also mentioned three trails plans for New Castle County would be coming up that have gone through the feasibility study process. Ms. Dunigan replied we do not have a bicycle project prioritization scoring process yet; however, it is something we will develop as part of the Bicycle Plan.

INFORMATION ITEMS:

10. Staff Report

Ms. Heather Dunigan reported on the following plans and events:

- Staff has been working on sustainability and resilience for the WILMAPCO Regional Transportation Plan (RTP) that includes the City of the Wilmington's Climate Resilience Plan and the City of Newark's Sustainability Plan.
- The New Castle County Bike Plan held a public workshop on June 6, 2018, and an advisory committee meeting on June 20, 2018.
- The Newark Area Transit Center Study held a kick-off meeting on May 31, 2018, and community, employer, and driver surveys are being conducted throughout the summer.

- Staff participated in a Pedestrian Safety Education Program. On June 16, 2018, staff participated in a Wilmington Wetlands Workshop.
- The Wilmington Initiatives (WI) team held an Open House on June 20, 2018.
- A Route 9 Master Plan public workshop will be held on June 25, 2018, and the Route 9 Master Plan Monitoring Committee will meet on July 17, 2018.
- The 12th Street Connector Public Workshop will be held on June 25, 2018.
- The 7th Street Peninsula Public Workshop will be held on June 26, 2018.
- Design Collective was selected as consultants for the Route 202 Master Plan on June 7, 2018.
- The Southern New Castle County (SNCC) proposals were due on May 29, 2018, and interviews are being set up for them.
- Ms. Dunigan distributed flyers for the various upcoming workshops.
- The July 19, 2018, TAC and AQS meeting is at 10:00 a.m., and WILMAPCO Annual Picnic is at 11:30 a.m., at Lums Pond State Park Pavilion #4, Bear, Delaware.

OTHER BUSINESS:

Ms. Minner commended Mr. Thompson and Mr. Swiatek on their excellent work on the Elkton Pedestrian Plan. Mr. Boyce said part two of the New Castle County Unified Development Code (UDC) would be voted on in July 2018 and he expects the document to be approved.

ADJOURNMENT:

The meeting adjourned at 12:06 p.m.

Attachments (5)

Wilmapco's ID	Wilmapco's CMAQ Score	Priority	County	Project Title	CMAQ Programmed in 19-22 STIP				Comments
					2019	2020	2021	2022	
1	1	SGR	Statewide	Heavy Equipment Program					Funding for this program is incorporated in Delaware's STIP at a rate of: \$12.5M per year for FY 2019-2022. Resources allocated to this program are 100% State funding.
2,5	1,4	SGR	Statewide	Transit Vehicle Replacement (diesel retrofits/replacements)					Funding for this program is incorporated in Delaware's STIP. Resources allocated to this program are funded using Federal Transit Funding (80%) and State funding for the match (20%).
3	2	42	New Castle	NCC Transit Center					Funding for this project is incorporated in Delaware's STIP. Current construction costs for this project are estimated at \$2.5M. Currently programmed is to utilize the Department's FTA Apportionment of Urbanized Area Formula Grant 5307 Funding.
4	3	SGR	New Castle	Middletown Park and Ride					Funding for this project is incorporated in Delaware's STIP with an estimated value of \$3.5M. Resources allocated to this project are 100% State funding.
6	4	36	New Castle	Newark Regional Transportation Center					Funding for this project is incorporated in Delaware's STIP. Current construction costs for this project are estimated at \$50.2M of which it was previously agreed that \$20M of Federal Transit Funding would be applied to this project, of which \$10M was Tiger IV funding and balance is formula FTA funding.
7	5	SGR	Statewide	Transportation Management Improvements	1,520,000	1,520,000	1,520,000	1,520,000	Funding for this program is incorporated in Delaware's STIP at a rate of: \$6.1M for FY2019-FY2022. Resources allocated to this program are funded using Federal Highway (80%) and State funding for the match (20%). Of the 80% FHWA funding, a portion of funding is programmed as CMAQ each year.
8, 11, 19, 20	6, 7	SGR	Statewide	Bicycle, Pedestrian and other Improvements	3,931,708	3,200,000	3,200,000	3,200,000	Funding for this program is incorporated in Delaware's STIP at a rate of: \$4.0M per year for FY 2019-2022. Resources allocated to this program have been established as 80% FHWA using CMAQ and other funding allocations (based on locations of programmed projects in this statewide program) along with State funding for the 20% match.

Wilmapco's ID	Wilmapco's CMAQ Score	Priority	County	Project Title	CMAQ Programmed in 19-22 STIP				Comments
					2019	2020	2021	2022	
9	7	61	New Castle	Wilmington Initiatives, Walnut St, MLK to 13th Street					Funding for this project is incorporated in Delaware's STIP. Funding for the PE and ROW phases have been programmed to utilize 100% state resources. It is anticipated that CMAQ funding will be utilized in 2023 for the Construction of this project.
10	7	2	New Castle	Elkton Road, MD Line to Casho Mill Road	3,000,000	5,000,000	8,000,000		Funding for this project is incorporated in Delaware's STIP. The construction phase has been estimated at \$30M and programmed to utilize 80% FHWA using National Highway Funding based on availability of funding and State funding for the 20% match. FY 2021 Funding is CMAQ PM 2.5.
12	7	67	New Castle	Wilmington Initiatives, 4th Street, Walnut St to I-95					Funding for this project that is incorporated in the FY 19-22 STIP is for the PE phase of \$750K and ROW phase of \$500,000, which will be funded using 100% State resources.
13	7	90	New Castle	US13, Duck Creek to SR1					Funding for this project that is incorporated in the FY 19-22 STIP is for the PE phase of \$1M and ROW phase of \$1.2M, which will be funded using 100% State resources.
14	7	9	New Castle	US 40 and SR7 Intersection Improvements					Funding for this project is incorporated in Delaware's STIP. The construction phase has been estimated at \$2.5M and programmed to utilize 80% FHWA using National Highway Funding based on availability of funding and State funding for the 20% match in FY2018.
15	7	29	New Castle	Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 13th Street					Funding for this project is incorporated in Delaware's STIP. The PE phase is \$1.2M and utilized 80% FHWA STP - Urbanized allocation based on availability of funding and State funding for the 20% match in FY2018. The CON phase has been estimated at \$5M and is programmed to utilize 80% FHWA. This project was converted to utilize FTA funding for this project as the Department was awarded a competitive FTA Discretionary Grant to fund \$2.45M of the 80% Federal funds required for this project.

Wilmapco's ID	Wilmapco's CMAQ Score	Priority	County	Project Title	CMAQ Programmed In 19-22 STIP				Comments
					2019	2020	2021	2022	
16	7	4	New Castle	US13, US40 to Memorial Drive Pedestrian Improvements					Funding for this project is incorporated in Delaware's STIP. The ROW phase for this project was obligated in FY 2018 at \$1M and utilized National Highway Funding based on availability of funding and State operating funding for the 20% match in FY2018. The CON phase has been estimated at \$26M and is programmed to utilize 80% FHWA using National Highway funding and State operating funding for the 20% match beginning in FY 2020.
17	7	N/A	New Castle	Myrtle & Manor Avenue Sidewalk Improvements					The two projects have been completed and will not appear in the DeIDOT 19-22 STIP.
18	7	78	New Castle	Garasches Lane, Wilmington					Funding for this project is incorporated in Delaware's STIP. The construction phase has been estimated at \$5.0M and programmed to utilize 80% FHWA using Urbanized greater than 200K population funding based on availability of funding and State funding for the 20% match in FY2020.
21	8	MGT	Statewide	Rideshare Program / Trip Mitigation	360,000	360,000	384,000	384,000	Funding for this program is incorporated in Delaware's STIP at a rate of: \$450K per year for FY 2019-20 and \$480K per year in 2021-22. Resources allocated to this program have been established as 80% FHWA using CMAQ funding and State funding for the 20% match.
22	9	11	New Castle	US 40 / SR 72 Intersection Improvements					Funding for this project is incorporated in Delaware's STIP. The construction phase has been estimated at \$18.0M and programmed to utilize 80% FHWA using National Highway funding based on availability of funding and State funding for the 20% match in FY2019.
					8,811,708	10,080,000	13,104,000	5,104,000	

2030 RTP

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
Transportation Enhancements	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
Management					
Truck Weight Station Facilities			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	x	
Retro-fitting of sidewalks	x	x	x	x	
Expand existing rail stations					
ITS Facilities expansion	x	x			
Development/Enhancement of Transit Centers	x	x			
Expansion					
Sidewalks	x	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	x			
Frequent Bus Service (1 bus/10 min.)	x	x			
Bus Rapid Transit	x	x			
Commuter Rail Service Expansion	x	x			
Express Bus Service	x	x	x	x	
Light Bus Service (1 bus/hr.)	x	x			
Interchanges/Grade Separations					
Intermediate Bus Service (1 bus/30 min.)		x			

DRAFT 2050 RTP

Investment Type	Urban Center Investment Area	Center Investment Area	Core Investment Area	Community Investment Area	Developing Investment Area	Rural Investment Area
Preservation						
Safety Projects	x	x	x	x	x	x
Pavement Rehabilitation	x	x	x	x	x	x
Bridge Rehabilitation	x	x	x	x	x	x
Drainage Improvements	x	x	x	x	x	x
Scenic Byway Easement Purchasing						x
Management						
Truck Weight Station Facilities		x	x	x	x	x
Intersection Capacity Improvements	x	x	x	x	x	
Increase/enhance park & ride facilities	x	x	x	x	x	
Access Management	x	x	x	x	x	
Minor Roadway Improvements (small-scale lane/shoulder widening)	x	x	x	x	x	
Enhance the movement of Freight	x	x	x	x	x	
Retro-fitting of sidewalks	x	x	x	x	x	
Transportation Alternatives	x	x	x	x	x	No
Expand existing rail stations	x	x	No			
ITS and connected/AV facilities expansion	x	x	x	Yes	Yes	Yes
Green Infrastructure	x	x	x	x	x	x
Traffic Calming	x	x	x	x	Yes	Yes
Public Parking Improvements	x	x	x			
Development/Enhancement of Transit Centers	x	x	x			
Expansion						
Pathways	x	x	x	x	x	x
Sidewalks	x	x	x	x	x	x
Bikepaths	x	x	x	x	x	x
Pedestrian Facilities Expansion	x	x	x	x	x	
New Roadway Construction	x	x	x	x	x	
Major Roadway Widening/Addition of Capacity	x	x	x	x		
New Train Station Expansion	x	x	No			
Frequent Bus Service (1 bus/10 min.)	x	x	x			
Bus Rapid Transit	x	x	No			
Commuter Rail Service Expansion	x	x	No			
Antrak Regional Rail Service Expansion	x	x	No			
High Speed Rail Service Expansion	x	x				
Public EV Charging Stations	x	x	x	Yes		
Express Bus Service	x	x	x	x	Yes	
Light Bus Service (1 bus/hr.)	x	x		x	x	
Interchanges/Grade Separations		x	x			
Intermediate Bus Service (1 bus/30 min.)		x	x	x		

Bold - Changed from 2030

Italics w/Bold - New Investment Type

Possible other new investments: freight (expansion - rail/highway), seaport (expansion), airport (expansion/management), intermodal facilities (expansion)

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SUPPORT SUSTAINABLE ECONOMIC DEVELOPMENT AND GOODS MOVEMENT

Maximize Our Investments

2015 RTP Action	2017 PR Measure(s)	National PM	Rating	2018 RTP Action(s)	2018 PM
Encourage increased density and future growth in Center and Core TIAs	Household growth by TIA		Red	WORDING CHANGE	Same plus:
	Employment growth by TIA			Encourage increased density and future growth in Center TIAs (<u>revise Center definition: Urban Centers and Suburban Centers – new</u>)	% of location efficient places
	TIP spending by TIA				
	Demographic projections and TIP spending, Center vs. Rural TIAs				
Use WILMAPCO's approved project prioritization process to select projects for funding	Projects in current TIP vs. unfunded projects in a previous TIP, by technical score		Red	WORDING CHANGE Use WILMAPCO's project prioritization process to select projects for TIP funding.	Assessment of project technical scores/ranks vs. eventual funding, including aspiration list projects.
Create and support the implementation of subregional plans	Qualitative review of UPWP; implementation progress Implementation progress of sub-regional plans		Green	No change	No change
Support municipalities and existing communities	Qualitative review of UPWP;		Green	No change	No change

2018 RTP ACTION DEVELOPMENT

6/19/2018

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Seek additional and innovative funding sources for transportation improvements	Summarize transportation recommendations within comprehensive and other local plans Alternative funding sources secured	Green	WORDING CHANGE & 2 NEW ACTIONS Support the examination of additional and sustainable funding sources for transportation projects.	No change UPWP Review
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2018 RTP ACTION DEVELOPMENT
6/19/2018



Develop Effective Transportation Networks

2015 RTP Action	2017 PR Measure(s)	National PM	Rating	2018 RTP Action(s)	2018 PM
Manage congestion	Complete congestion management process (CMP)	NOT DEVELOPED	Green	No change	No change
	Integrate CMP into the TIP (management and expansion TIP projects in CMS corridors)	% 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			
Streamline freight movement	Maintain a freight plan (management and expansion TIP projects in freight bottlenecks)	NOT DEVELOPED % of the interstate system mileage providing for reliable truck travel times	Green	No change	No change
		% of the interstate system mileage uncongested			
Enhance intermodal systems connectivity	Qualitative review of UPWP		Green	No change	No change
Promote seamless interregional travel	Maintain an interregional plan		Green	No change	No change
	Status of major interregional projects				

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2018 RTP ACTION DEVELOPMENT

6/19/2018

Plan for Energy Security and Climate Change

2015 RTP Action	2017 PR Measure(s)	National PM	Rating	2018 RTP Action(s)	2018 PM
Reduce vehicle miles traveled	Per capita VMT	NOT DEVELOPED % of SOV trips	Red	No change	No change
Support cleaner vehicle infrastructure	Qualitative review of UPWP Number of EV charging stations		Green	WORDING CHANGE Support cleaner vehicle infrastructure, fuels, and technology	No change Transport GHG Emission Analysis
Understand and adapt to sea level rise	Qualitative review of UPWP Vulnerability assessment Funded TIP projects potentially impacted by SLR		Green	WORDING CHANGE Adapt to climate change impacts, such as sea level rise and storm flooding	No change

2018 RTP ACTION DEVELOPMENT
6/19/2018

EFFICIENTLY TRANSPORT PEOPLE

Improve System Performance

2015 RTP Action	2017 PR Measure(s)	National PM	Rating	2018 RTP Action(s)	2018 PM
Support high-technology transit and highway projects	EZ-Pass use		Yellow	1. Support high technology transportation projects	No change
	Reduce commuter bus travel times			2. Improve transit system performance	
	Transit on-time performance			3. Consider a connected and autonomous vehicle future in all WILMAPCO studies	
				4. Support autonomous vehicle preparation and testing	
				5. Fund infrastructure	

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2018 RTP ACTION DEVELOPMENT

6/19/2018



Fund preservation projects first	TIP preservation spending	Yellow	No change	e to support use of our regional transportation network by connected and autonomous vehicles
	Municipal street aid			Set target for TIP preservation spend (say, 50%) No change
Support carpooling initiatives	Road and bridge conditions			
	Percentage of workers carpooling	Red	REWORDING	Examine, document, and support shared mobility initiatives to reverse our falling carpooling rate
Fund expansion projects within Center and Core TIAs when necessary	Park-and-ride lot use			
	TIP spending by TIA	Yellow		REMOVE – awkward measure to assess; covered elsewhere
	Aspirational and TIP Expansion Projects by TIA			

2018 RTP ACTION DEVELOPMENT

6/19/2018

Promote Accessibility and Connectivity

2015 RTP Action	2017 PR Measure(s)	National PM	Rating	2018 RTP Action(s)	2018 PM
Ensure access to public transportation	Percentage of commutes by transit		Yellow	REWORDING	No change
	Employment and population within walking distance to bus stops			Improve access to public transportation	
	Maintain a TJ report		Green	No change	No change
Analyze barriers TJ groups experience in the transportation network	Connectivity matrix				
Fund strategic improvements to the public transit network	TIP funding trends		Yellow	REWORDING	No change
	Ridership and transit use analysis			Plan and fund public transit expansion and management projects	
	Filling the commuter rail gap progress				
Develop a complete and safe nonmotorized transportation network	TIP funding trends		Yellow	REWORDING	Bicycle, pedestrian, and multimodal TIP projects vs. the Prioritized Pedestrian Network
	Bicycle, pedestrian, and multimodal TIP projects vs. the Prioritized Pedestrian Network			Develop a complete, low-stress nonmotorized transportation network	
	Greenway progress			("safe" redundant – covered elsewhere)	Greenway progress
	Percentage of commutes by walking/bicycling			Trail counts	
	Pedestrian crashes				Percentage of commutes by walking/bicycling

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2018 RTP ACTION DEVELOPMENT

6/19/2018

Engage the Public via an Open Involvement Process

2015 RTP Action	2017 PR Measure(s)	National PM	Rating	2018 RTP Action(s)	2018 PM
Reach a wide and growing public audience	Transporter distribution		Green	No change	No change
	Website views				
	E-Newsletter Subscribers				
	Facebook followers				
Achieve an early, open, ongoing and transparent public dialogue in all WILMAPCO projects	Familiarity with WILMAPCO				
	Review of public participation components of sub-regional studies		Yellow	No change	No change
Realize an inclusionary participation process	Transporter distribution EJ analysis		Yellow	1. Promote inclusionary public participation regardless of age, race, class, or any socio-cultural community	
	Racial/ethnic background of PAC members			2. Increase the racial/ethnic diversity of PAC membership	

2018 RTP ACTION DEVELOPMENT
6/19/2018

IMPROVE QUALITY OF LIFE

Protect Public Health & Safety

2015 RTP Action	2017 PR Measure(s)	National PM	Rating	2018 RTP Action(s)	2018 PM
Develop and maintain a safe transportation system	Road injuries per VMT	INCORPORATED w/o targets	Red	1. Promote safer transportation network design and travel for all modes	No change
	Road fatalities per VMT	Number of fatalities			
	Total road injuries and fatalities	Rate of fatalities			
	Total pedestrian crashes, fatalities, and injuries	Number of serious injuries		2. Improve safety for people walking	
	Total bicycle crashes, fatalities, and injuries	Rate of serious injuries			
Support disaster planning efforts Reduce and mitigate the impacts of transportation emissions		number of nonmotorized fatalities and nonmotorized serious injuries			
	Qualitative review of UPWP	NOT DEVELOPED	Green	No change	No change
	On road mobile source ozone projections		Green	1. Exceed transportation conformity standards	Same, plus: WILMAPCO CMAQ prioritization versus eventual funding
	On road mobile source particulate matter (PM2.5) projections Qualitative review of UPWP	2 and 4-year total emission reductions for each applicable criteria pollutant and precursor for CMAQ projects		2. Fund CMAQ projects with the greatest air quality benefits	

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2018 RTP ACTION DEVELOPMENT
6/19/2018

Improve access to healthy and affordable food, employment, and services	Qualitative review of UPWP Connectivity analyses (to be developed with '18 EJ Report)	Yellow	WORDING CHANGE: Seek to improve multimodal access and connectivity to healthy and affordable food, employment, and services in all WILMAPCO studies	No change
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Promote Active Transportation

2015 RTP Action	2017 PR Measure(s)	National PM	Rating	2018 RTP Action(s)	2018 PM
Fund alternative transportation in the TIP	TIP funding trends Percentage of commuters driving alone	NOT DEVELOPED Percentage of non-SOV trips	Green	WORDING CHANGE Fund transportation choices	No change
Apply a Complete Streets policy in all WILMAPCO studies	Qualitative review of UPWP		Green	WORDING CHANGE Apply a Complete Streets policy in all WILMAPCO studies and in the TIP	No change Plus: Review of the TIP

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2018 RTP ACTION DEVELOPMENT

6/19/2018



Prioritize TAP investments within areas of greatest need/capacity	Qualitative review of UPWP	Yellow	WORDING CHANGE Fund TAP investments within areas of greatest need	WILMAPCO TAP prioritization versus eventual funding
Develop and implement SRTS programs	Qualitative review of UPWP Percentage of schoolchildren walking/biking at participating schools (standardized student mode choice data needed at cross-district level)	Green	No change	No change

Ensure Transportation Choice & Equity

2015 RTP Action	2017 PR Measure(s)	National PM	Rating	2018 RTP Action(s)	2018 PM
Analyze the inequities EJ groups experience in the transportation network	Maintain an EJ report		Green	No change	No change
Reduce transportation costs	Transportation as a percentage of household spending Housing and transportation		Red	No change, but move location efficiently aspect into 1	Transportation as a percentage of household spending Inflation-adjusted bus/train fares

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2018 RTP ACTION DEVELOPMENT

6/19/2018

	affordability data		Red		
Ensure EJ communities receive their fair share of transportation spending	TIP spending within EJ communities			1. Equitably distribute TIP funding 2. Generate beneficial transportation projects within EJ communities	
Plan for livable, sustainable and prosperous neighborhoods	Qualitative review of UPWP	Green		No change	No change

Preserve our Natural and Cultural Resources

2015 RTP Action	2017 PR Measure(s)	National PM	Rating	2018 RTP Action(s)	2018 PM
Support the designation and implementation of scenic byways	Qualitative review of UPWP Corridor management plans		Green	No change	No change
Limit projects within rural transportation investment areas to preservation and safety avoid projects within sensitive ecological areas	TIP/Aspiration expansion projects within Rural TIAs or Sensitive Natural Areas		Red	1. Avoid TIP expansion projects in Rural TIAs and Sensitive	

				<p>Ecological Areas</p> <p>2. Seek to preserve and protect natural and cultural resources in all WILMAPCO studies</p> <p>3. Support efforts to reduce negative transportation impacts on the environment and society</p> <p>4. Promote use of designs that minimize impervious surface and environmental impacts</p>	Examine other potential measures
Establish a better relationship between transportation and tourism	Greenway progress	Yellow	No change		

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WILMAPCO

2018 RTP ACTION DEVELOPMENT
6/19/2018

DRAFT - IMPROVE QUALITY OF LIFE**Protect public health and safety****Promote safer transportation network design and travel for all modes**

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

Improve safety for people walking

- NPM: total pedestrian crashes, fatalities, and injuries

Support disaster planning efforts

- PM: qualitative review of UPWP

Exceed transportation conformity standards

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

Fund 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

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

Preserve natural and cultural resources**Support the designation and implementation of scenic byways**

- PM: qualitative review of UPWP; corridor management plans

Avoid TIP expansion projects in Rural TIAs and Sensitive Ecological Areas

- PM: analysis of RTP/aspiration projects

Seek to preserve and protect natural and cultural resources in all WILMAPCO studies

- PM: qualitative review of subregional studies

Support efforts to reduce negative transportation impacts on the environment and society

- PM: qualitative review of UPWP

Promote use of designs that minimize impervious surface and environmental impacts

- PM: qualitative review of subregional studies and TIP

Establish a better relationship between transportation and tourism

- PM: Greenway progress (examine other potential measures too)

Ensure transportation choice and equity**Analyze the inequities EJ groups experience in the transportation network**

- PM: Maintain an EJ report

Reduce transportation costs

- PM: transportation as a percentage of household spending; inflation-adjusted bus/train fares; transportation and housing affordability data

Equitably distribute TIP funding

- PM: TIP spending within EJ communities

Generate beneficial transportation projects within EJ communities

- PM: TIP spending within EJ communities

Plan for livable, sustainable and prosperous neighborhoods

- PM: qualitative review of UPWP

DRAFT - EFFICIENTLY TRANSPORT PEOPLE

Improve system performance

Support high technology transportation on projects

- PM: EZ-Pass use, commuter bus travel times, DTC on-time performance

Improve transit system performance

- PM: commuter bus travel times, DTC on-time performance

Consider a connected and autonomous vehicle future in all WILMAPCO studies

- PM: qualitative review of UPWP

Support autonomous vehicle preparation and testing

- PM: qualitative review of UPWP

Fund infrastructure to support the use of our regional transportation network by connected and autonomous vehicles

- PM: review of TIP

Fund preservation projects first

- NPM: road and bridge conditions
- PM: Set target for TIP preservation spend (say, 50%)

Examine, document, and support shared mobility initiatives to reverse our falling carpool rate

- PM: % of workers carpooling; park and ride use

Promote accessibility and 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

Engage the public via an open involvement process

Reach a wide and growing public audience

- PM: transporter distribution; electronic reach (web hits, e-news subscribers, facebook friends); POS familiarity with WILMAPCO

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

- PM: review of public participation components of studies

Promote inclusionary public participation regardless of age, race, class, or any socio-cultural community

- PM: transporter distribution analysis

Increase the racial/ethnic diversity of PAC membership

- PM: Racial/ethnic background of PAC members

DRAFT - SUPPORT SUSTAINABLE ECONOMIC DEVELOPMENT AND GOODS MOVEMENT

Maximize our investments

Encourage increased density and future growth in Center TIAs (revise TIA definition to include Suburban Centers)

- 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

Develop effective transportation networks

Manage congestion

- PM: Maintain CMS Report; integrate CMS into TIP (management and expansion TIP projects vs. CMS corridors)
- 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

Streamline freight movement

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

Enhance intermodal systems connectivity

- PM: qualitative review of UPWP

Promote seamless interregional travel

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

Plan for energy security and climate change

Reduce VMT

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

Support cleaner vehicle infrastructure, fuels, and technology

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

Adapt to climate change impacts, such as sea level rise and storm flooding

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

DRAFT for 2050 RTP

Aspirations Project List

County	Project Name	Source Plan	Mode	Category	Investment Area	Notes - 2050
NCC	Rockland Rd and Montchanin Court Guardrail	Other Intersection / Road Improvements	Road	Management	Rural	Remove?
NCC	Convert 1500 block of King St to two-way street	2010 Downtown Circulation Study	Road	Management	Center	2030
NCC	Two-way traffic on 8th St between King & Walnut Sts	2010 Downtown Circulation Study	Road	Management	Center	
NCC	Add Southbound lanes on Market St. between 2nd St and MLK Blvd.	2010 Downtown Circulation Study	Road	Management	Center	
NCC	Maryland Ave. and Monroe Street	Wilmington Initiatives	Road	Management	Center	Remove?
NCC	South Wilmington Route Signage	2009 South Wilmington Signage Study	Road	Management	Center	
NCC	Port of Wilmington Truck Staging Area (site location undetermined)	2013 Port of Wilmington Truck Parking Study	Road	Management	Core	
NCC	US 13/ SR 141 Interchange	Other Intersection / Road Improvements	Road	Management	Core	
NCC	SR 273: I-95 to SR 1	Other Intersection / Road Improvements	Road	Expansion	Core	
NCC	I-95: MD Line to SR 1	I-95 MD Line to I-295 Program	Road	Management	Core	
NCC	I-95/ Chapman Road ramp	1997 Churchmans Crossing Plan	Road	Management	Core	
NCC	I-95/DE 72 partial interchange - northbound entrance, southbound exit only	US 301	Road	Expansion	Core	
NCC	SR 1 NB Ramp to US 40	US 40 Plan	Road	Management	Core	
NCC	Howell School Road: SR 71 - RC Peoples Boulevard	Other Intersection / Road Improvements	Road	Management	Community/ Rural	complete
NCC	Rattleside Rd.	Southern New Castle County	Road	Management	Developing	Remove?
CC	US 301: Kent County line to Delaware State line, Access control Improvements	Other Intersection / Road Improvements	Road	Management	Rural	complete
CC	MD 213: Frenchtown Road to US 40	Other Intersection / Road Improvements	Road	Management	Center	
CC	I-95 Corridor Access and Interchange Improvements	Other Intersection / Road Improvements	Road	Expansion	Core	Remove?
NCC	Newport Rail Station	2013 Newport Train Station Feasibility Study	Transit	Expansion	Core	
NCC	Rail - Newark to Elkton (SEPTA extension)	2003 Track A Feasibility Study	Transit	Expansion	Center	
CC	Elkton Train Station	2011 Elkton TOD Plan	Transit	Expansion	Center	
CC	North East Transit Hub/ Train Station	2014 North East TOD Plan	Transit	Expansion	Center	
CC	Perryville Train Station Parking Improvements	2012 Perryville TOD Plan	Transit	Management	Center	
CC	Port Deposit Shared Ride Service	2013 Port Deposit Transit Feasibility Study	Transit	Management	Center	
NCC	ECGW - NCC (grouped for mapping purposes)	Other Bike/Ped	Bike/ped	Expansion	Core/ Center	Remove?
NCC	Foulk Road Sidewalks	Other Bike/Ped	Bike/ped	Management	Core	
NCC	Christina River Greenway	Other Bike/Ped	Bike/ped	Expansion	Core	
NCC	Terminal Avenue Improvements	2006 New Castle County Greenway Plan	Bike/ped	Expansion	Core	
NCC	Mill Creek/Hockessin Greenway	2013 Port of Wilmington Truck Parking Study	Bike/ped	Expansion	Core	
NCC	BR 234 Pedestrian Improvements	2006 New Castle County Greenway Plan	Bike/ped	Expansion	Core/ Community	
NCC	Pike Creek Road Sidewalks	1997 Churchmans Crossing Plan	Bike/ped	Management	Core	
NCC	Newark Bicycle Plan Improvements	Other Bike/Ped	Bike/ped	Management	Center	
NCC	Old Baltimore Pike: SR 72 to SR 273, Sidewalk	2014 Newark Bicycle Plan	Bike/ped	Management	Core	
NCC	Cooch's Bridge/Old Baltimore Pike Greenway	US 40 Plan	Bike/ped	Expansion	Core	
NCC	SR 896 Corridor Pathway (formerly Iron Hill Blkeway)	2006 New Castle County Greenway Plan	Bike/ped	Expansion	Core	
NCC	DE 896: Old Baltimore Pike to Porter Road, Sidewalks	US 40 Plan	Bike/ped	Expansion	Core	
NCC	US 40: MD State Line to SR 896, Sidewalks	US 40 Plan	Bike/ped	Management	Core	
NCC	US 40: Newtown Trail & Pedestrian Improvements	US 40 Plan	Bike/ped	Management	Core	
NCC	US 40: SR 1 to US 13, Sidewalks	US 40 Plan	Bike/ped	Expansion	Core	
NCC	US 13: US 40 to Tybouts Corner, Sidewalks	US 40 Plan	Bike/ped	Management	Core	
NCC	SR 72: US 40 to SR 71, Sidewalks	US 40 Plan	Bike/ped	Management	Core/ Community	
NCC	Del Laws Road, Sidewalks	US 40 Plan	Bike/ped	Management	Core	
CC	ECGW - CC (grouped for mapping purposes)	Other Bike/Ped	Bike/ped	Expansion	Center/ Core/ Community	
CC	North East TOD Pedestrian Improvements	2014 North East TOD Plan	Bike/Ped	Management	Center	
CC	Perryville Bicycle and Pedestrian Improvements	2012 Perryville Greenway Plan	Bike/Ped	Expansion	Center/ Core	
CC	Susquehanna River Pedestrian/Bicycle Crossing	Other Bike/Ped	Bike/ped	Expansion	Center/ Core	
CC	Lower Susquehanna Heritage Greenway	Other Bike/Ped	Bike/ped	Expansion	Rural	
NCC	US 13, Philadelphia Pike, Claymont Transportation Plan Implementation (Phase II)	Other Intersection / Road Improvements	Multimodal	Management	Core	complete
NCC	Wilmington Traffic Calming; 12th St. Connector	Wilmington Initiatives Plan	Multimodal	Management	Center	

Aspirations Project List

County	Project Name	Source Map	Media	Category	Investment Area	Notes - 2050
NCC	Market Street: 11th to 18th Sts.	Wilmington Initiatives Plan	Multimodal	Management	Center	
NCC	Shipley Street Enhancements: 12th Street to MLK Blvd.	Wilmington Initiatives Plan	Multimodal	Management	Center	
NCC	Water St. West: Shipley Street to West Street	Wilmington Initiatives Plan	Multimodal	Management	Center	
NCC	Tannah St. Connector	Wilmington Initiatives Plan	Multimodal	Management	Center	
NCC	Water St. East Extended (French St. to Front St.)	Wilmington Initiatives Plan	Multimodal	Expansion	Center	
NCC	S. Walnut Street Bridge Area	Wilmington Initiatives Plan	Multimodal	Management	Center	
NCC	Southbridge Streetscape Improvements (Future Phases)	2008 Southbridge Circulation Study	Multimodal	Management	Center	
NCC	SR 9, New Castle Ave. - 3rd St to Heald St, Pavement Reconstruction	Other Intersection / Road Improvements	Multimodal	Management	Center/Core	
NCC	SR 52 and Snuff Mill Rd, Center Meeting Rd Intersections	2002 Centerville Village Plan	Multimodal	Management	Rural	
NCC	Churchmans Crossing Sidewalks & Bus Stop Improvements	1997 Churchmans Crossing Plan	Multimodal	Management	Core	
NCC	SR 4 / SR 7 (JP Morgan) Intersection Improvements	1997 Churchmans Crossing Plan	Multimodal	Management	Core	
NCC	Churchmans Road Extended, SR 2 to SR 4	1997 Churchmans Crossing Plan	Multimodal	Expansion	Core	
NCC	SR 4, Churchmans Road Intersection Improvements	1997 Churchmans Crossing Plan	Multimodal	Management	Core	
NCC	SR 2, Kirkwood Hwy / Harmony Rd.	1997 Churchmans Crossing Plan	Multimodal	Management	Core	
NCC	Newark Transportation Plan Implementation	2011 Newark Transportation Plan	Multimodal	Management	Center	
NCC	DE 896: Old Baltimore Pike and I-95, widen to 6 lanes	US 301	Multimodal	Expansion	Core	
NCC	Local Glasgow Circulator Roads - to include sidewalks and bicycle accommodations	US 40 Plan	Multimodal	Management	Core	
NCC	Salem Church Rd: I-95 to US 40, Sidewalks	US 40 Plan	Multimodal	Management	Core	
NCC	Reynold Road: SR 72 to Salem Church Rd	US 40 Plan	Multimodal	Management	Core	
NCC	SR 72: Reynold to US 40	US 40 Plan	Multimodal	Management	Core	
NCC	Salem Church Road/US 40/Porter Road Intersection	US 40 Plan	Multimodal	Management	Core	
NCC	DE 1 southbound ramp/US 40 Intersection	US 40 Plan	Multimodal	Management	Core	
NCC	US 40/ SR 7 Interchange	US 40 Plan	Multimodal	Management	Core	
NCC	DE 7: US 40 to DE 71	US 40 Plan	Multimodal	Expansion	Core	
NCC	US 40: Salem Church Rd to Walther Rd	US 40 Plan	Multimodal	Management	Core	
NCC	Church Road: Wynnfield to SR 71	US 40 Plan	Multimodal	Management	Core/ Community	
NCC	Old Porter Road: Porter Road to SR 71	US 40 Plan	Multimodal	Management	Core	
NCC	Scotland Drive/US 40, Intersection	US 40 Plan	Multimodal	Management	Core	
NCC	US 40 Overpass of Norfolk Southern RR	US 40 Plan	Multimodal	Management	Core	
NCC	US 40, SR 72 to Salem Church Rd	US 40 Plan	Multimodal	Management	Core	
NCC	US 40: SR 896 to SR72	US 40 Plan	Multimodal	Management	Core	
NCC	US 40 & Pleasant Valley Road Intersection	US 40 Plan	Multimodal	Management	Core	
NCC	SR 896: C & D Canal to US 40, Widening to 6 lanes	US 301	Multimodal	Expansion	Core/Rural/ Community	
NCC	US 40/ US 13 Interchange	US 40 Plan	Multimodal	Management	Core	
NCC	Route 9: Reconstruct Ferry Cutoff as 4 lanes	1999 City of New Castle Transportation Plan	Multimodal	Expansion	Core	
NCC	US 13: US 40 to Wilmington	Other Intersection / Road Improvements	Multimodal	Expansion	Core	
NCC	Delaware City Plan Implementation	2009 Delaware City Transportation Plan	Multimodal	Preservation	Community/ Rural	
NCC	US 13: Odessa Transportation Plan Implementation	Other Intersection / Road Improvements	Multimodal	Management	Core	
CC	MD 213 / MD 282 Intersection	Other Intersection / Road Improvements	Multimodal	Management	Core	
CC	Chesapeake City Parking Plan Implementation	2009 Chesapeake City Parking Plan	Multimodal	Management	Core	
CC	MD 213, Singlerly Rd: North of Providence Rd. to MD 273, 2 lane reconstruction	Other Intersection / Road Improvements	Multimodal	Management	Rural	
CC	MD 213, Bridge St.: US 40 to MD 279, Multi-lane urban reconstruction	Other Intersection / Road Improvements	Multimodal	Management	Center	
CC	Elkton Downtown Connector Streets & Streetscaping	2011 Elkton TOD Plan	Multimodal	Expansion	Center	
CC	US 40 Corridor and Intersection Improvements	US 40 Plan - Cecil County	Multimodal	Management	Core/ Center	
CC	Rolling Mill Rd. Bridge (2-lanes with sidewalks)	2014 North East TOD Plan	Multimodal	Management	Center	
CC	MD 272/ North Main St. Intersection Improvements	2014 North East TOD Plan	Multimodal	Management	Center	
CC	MD 7, Philadelphia Rd.: Cecil Ave. East limits of Charlestown to MD 272, 2 lane reconstruction	Other Intersection / Road Improvements	Multimodal	Management	Core/ Center	
CC	Perryville Connector Streets	2012 Perryville TOD Plan	Multimodal	Expansion	Center	
CC	MD 275, PerryMawn Drive: MD 222 to MD 276 (divided highway reconstruct)	Other Intersection / Road Improvements	Multimodal	Management	Core/ Center	

Aspirations Project List

County	Project Name	Source Plan	Mode	Category	Investment Area	Notes - 2050
CC	MD 222, Bainbridge Rd: MD 275 to Bainbridge entrance, 2 lane reconstruction	Other Intersection / Road Improvements	Multimodal	Management	Core	
CC	MD 273, Telegraph Rd: East Limits of Rising Sun to Sylmar Rd, 2 lane reconstruction	Other Intersection / Road Improvements	Multimodal	Management	Community	
NCC	Add sidewalk on east side of Stanton Rd from Old Capitol Trail to Powell Ford Park	2014 Marshallton Circulation Study	Bike/ped	Expansion	Core	
NCC	Add sidewalk on one side of New St from Old Capitol Trail to Jackson Avenue	2014 Marshallton Circulation Study	Bike/ped	Expansion	Core	
NCC	Add sidewalk on one side of Gilbert Avenue from Old Capitol Trail to a point about 600 feet north to reach existing sidewalk	2014 Marshallton Circulation Study	Bike/ped	Expansion	Core	
NCC	Add sidewalk along Newport Road between Old Capitol Trail and Duncan Road	2014 Marshallton Circulation Study	Bike/ped	Expansion	Core	
NCC	Red Clay Creek Greenway through Marshallton	2014 Marshallton Circulation Study	Bike/ped	Expansion	Core	
Projects Grouped from Map ID # 40 - East Coast Greenway - NCC						
NCC	East Coast Greenway: Churchmans Crossing - Newark	East Coast Greenway	Bike/Ped	Expansion	Core/ Center	
NCC	East Coast Greenway: New Castle - Churchmans Crossing	East Coast Greenway	Bike/Ped	Expansion	Core/ Center	
NCC	East Coast Greenway: PA line to Caulfield	East Coast Greenway	Bike/Ped	Expansion	Core/ Center	
Projects Grouped from Newark Transportation Plan						
NCC	Library Ave Pedestrian Improvements	2011 Newark Transportation Plan	Bike/Ped	Management	Center	
NCC	N. Chapel St. Underpass at Cleveland Ave	2011 Newark Transportation Plan	Multimodal	Management	Center	
NCC	Newark Bicycle Signal Detection	2011 Newark Transportation Plan	Bike/Ped	Management	Center	
NCC	Newark Bike Lanes	2011 Newark Transportation Plan	Bike/Ped	Management	Center	
NCC	Newark Car-sharing Expansion	2011 Newark Transportation Plan	Road	Management	Center	
NCC	Newark Downtown Parking Improvements	2011 Newark Transportation Plan	Bike/Ped	Management	Center	
NCC	Newark Mid-block Pedestrian Crossing Improvements	2011 Newark Transportation Plan	Bike/Ped	Management	Center	
NCC	Newark Pedestrian Improvements	2011 Newark Transportation Plan	Transit	Management	Center	
NCC	Newark Transit Amenities and Service Modification	2011 Newark Transportation Plan	Multimodal	Management	Center	
NCC	S. College Ave Gateway	2011 Newark Transportation Plan	Road	Management	Center	
NCC	Signal Coordination - Library Ave	2011 Newark Transportation Plan	Road	Management	Center	
NCC	Signal Coordination - S. College Ave	2011 Newark Transportation Plan	Road	Management	Center	
NCC	West Park Place Traffic Calming	2011 Newark Transportation Plan	Multimodal	Management	Center	
NCC	Wyoming Rd and Marrows Road Access Management	2011 Newark Transportation Plan	Multimodal	Management	Center	
Projects Grouped from Map ID #91 - North Claymont Area Master Plan						
NCC	Construct North Claymont Spine Road connecting Naamans Road and Philadelphia Pike	North Claymont Area Master Plan (2017)	Multimodal	Expansion	Core	New
NCC	Widen eastbound Naamans Road approaching Spine Rd (2 left turn, 2 through, 1 right turn)	North Claymont Area Master Plan (2017)	Road	Expansion	Core	New
NCC	Diverging Diamond Interchange (DDI) at I-95 and Naamans Road	North Claymont Area Master Plan (2017)	Multimodal	Expansion	Core	New
NCC	Improve I-95 southbound off-ramp by widening and signalizing ramp right turn	North Claymont Area Master Plan (2017)	Multimodal	Management	Core	New
NCC	Tighten I-95 northbound off-ramp radius	North Claymont Area Master Plan (2017)	Multimodal	Management	Core	New
NCC	Naamans Rd / Philadelphia Pike access management (new signals at the spine road intersections; converting Alcott Avenue to right-in, right-out)	North Claymont Area Master Plan (2017)	Multimodal	Expansion	Core	New
NCC	Construct new road from Alcott Avenue to spine road	North Claymont Area Master Plan (2017)	Multimodal	Management	Core	New
NCC	Philadelphia Pike/Naamans Road intersection - Reduce corner radii and improve crossings at	North Claymont Area Master Plan (2017)	Multimodal	Management	Core	New
NCC	I-495 ramp improvements - ped / bike access and add NB ramp lanes	North Claymont Area Master Plan (2017)	Multimodal	Management	Core	New
NCC	Ridge Road - change free right turn from Naamans Road to a yield, and	North Claymont Area Master Plan (2017)	Multimodal	Management	Core	New
NCC	Improving EB Ridge Road lane merge approaching Analline Village using signs and pavement markings	North Claymont Area Master Plan (2017)	Multimodal	Management	Core	New
NCC	Society Drive - all way stop or a roundabout at the Northtowne Plaza driveway/bus stop crossing	North Claymont Area Master Plan (2017)	Multimodal	Management	Core	New
NCC	East Coast Greenway alignment	North Claymont Area Master Plan (2017)	Bike/Ped	Expansion	Core	New
NCC	Naamans Road shared use pathway	North Claymont Area Master Plan (2017)	Bike/Ped	Management	Core	New
NCC	Improve pedestrian bridge and connector trail over I-495 pedestrian bridge	North Claymont Area Master Plan (2017)	Bike/Ped	Management	Core	New

DRAFT for 2050 RTP

Aspirations Project List

County	Project Name	Source Plan	Mode	Category	Investment Area	Notes - 2050
NCC	Install a new I-495 pedestrian bridge next to Philadelphia Pike.	North Claymont Area Master Plan (2017)	Bike/Ped	Management	Core	New
NCC	Install street lighting, especially in neighborhoods and along Hickman Road.	North Claymont Area Master Plan (2017)	Multimodal	Management	Core	New
NCC	Sidewalk upgrades: Hickman Rd (access to Tri-State Mall), Analline Village path from Parkway Ave to Woodfield Dr, Darley Rd	North Claymont Area Master Plan (2017)	Bike/Ped	Management	Core	New
NCC	Enhance bus service to station and Tri-State Mall site	North Claymont Area Master Plan (2017)	Transit	Management	Core	New
NCC	Continue connection to SEPTA bus services	North Claymont Area Master Plan (2017)	Transit	Management	Core	New
NCC	Build industrial access road to future industry east of Northeast Corridor rail with new bridge over Naamans Creek	North Claymont Area Master Plan (2017)	Road	Expansion	Core	New
NCC	Explore access to future residential/marina east of Northeast Corridor rail through adjacent Linde property	North Claymont Area Master Plan (2017)	Multimodal	Expansion	Core	New
NCC	Neighborhood connections pathway network (multiple projects)	Route 9 Master Plan (2017)	Bike/ped	Expansion	Core	New
NCC	Garaschea Ln to Terminal Ave Extension Concept Study	Route 9 Master Plan (2017)	Study	Expansion	Center/Core	New
NCC	Pigeon Point Rd Extension w/new I-295 interchange Concept Study	Route 9 Master Plan (2017)	Study	Expansion	Core	New
NCC	Comprehensive truck signage	Route 9 Master Plan (2017)	Trucks	Management	Core	New
NCC	Illegal truck movement outreach and enforcement	Route 9 Master Plan (2017)	Trucks	Management	Core	New
NCC	Inventory of diesel activity at Port of Wilmington	Route 9 Master Plan (2017)	Trucks	Management	Core	New
NCC	Overnight electrified parking for port-related trucks	Route 9 Master Plan (2017)	Trucks	Management	Core	New
NCC	Terminal Avenue at SR 9 Roundabout	Route 9 Master Plan (2017)	Multimodal	Management	Core	New
NCC	SR 9 Road Diet/Streetscape: Rogers Rd to Terminal Ave	Route 9 Master Plan (2017)	Multimodal	Management	Core	New
NCC	Rogers Rd at SR 9 Intersection Rebuild	Route 9 Master Plan (2017)	Multimodal	Management	Core	New
NCC	SR 9 Road Diet/Streetscape: Lambson Ln to Rogers Rd	Route 9 Master Plan (2017)	Multimodal	Management	Core	New
NCC	Memorial Drive at SR 9 Roundabout	Route 9 Master Plan (2017)	Multimodal	Management	Core	New
NCC	SR 9 Road Diet/Streetscape: Memorial Dr to Lambson Ln	Route 9 Master Plan (2017)	Multimodal	Management	Core	New
NCC	Memorial Drive Road Diet: Interim Build	Route 9 Master Plan (2017)	Multimodal	Management	Core	New
NCC	Karyn Drive at Memorial Drive Intersection Rebuild	Route 9 Master Plan (2017)	Multimodal	Management	Core	New
NCC	Memorial Drive Road Diet: Full Build	Route 9 Master Plan (2017)	Multimodal	Management	Core	New
NCC	Mutluose Center Lane Pathway: I-295 at SR 9	Route 9 Master Plan (2017)	Multimodal	Management	Core	New
NCC	Cherry Ln at SR 9 Roundabout	Route 9 Master Plan (2017)	Bike/ped	Management	Core	New
NCC	Stamm Blvd at SR 9 Intersection Rebuild	Route 9 Master Plan (2017)	Multimodal	Management	Core	New
NCC	SR 9 Road Diet/Streetscape: Buttonwood Ave to Cherry Ln	Route 9 Master Plan (2017)	Study/Multimodal	Management	Core	New
NCC	Harvey Road and Sconset Road Pedestrian Improvements	Route 9 Master Plan (2017)	Study/Multimodal	Management	Core	New
NCC	Harvey Road Traffic Calming (through the Ardens)	Route 9 Master Plan (2017)	Study/Multimodal	Management	Core	New
NCC	New Sweden Road Extension (South Wilmington)	Route 9 Master Plan (2017)	Study/Multimodal	Management	Core	New
NCC	Governor Printz Boulevard Road Diet	Route 9 Master Plan (2017)	Study/Multimodal	Management	Core	New
NCC	Philadelphia Pike: Naamans Rd - PA Line	Route 9 Master Plan (2017)	Study/Multimodal	Management	Core	New
NCC	Alrport Rd: Commons Blvd - I-95	Route 9 Master Plan (2017)	Study/Multimodal	Management	Core	New
NCC	Commons Blvd Pathway	Route 9 Master Plan (2017)	Study/Multimodal	Management	Core	New
NCC	Augustine Cuttiff Pathway	Route 9 Master Plan (2017)	Study/Multimodal	Management	Core	New
NCC	Glasgow Pathway	Route 9 Master Plan (2017)	Study/Multimodal	Management	Core	New
NCC	Buck Rd Sidewalk	Route 9 Master Plan (2017)	Study/Multimodal	Management	Core	New
NCC	Glasgow Ave: Complete Streets Improvements, including a complete sidewalk/sidepath network, buffered bike lanes, and pedestrian-scale lighting	Glasgow Avenue Study (2017)	Bike/Ped	Management	Core	New
NCC	Glasgow Ave: Roundabout at Paxson Drive	Glasgow Avenue Study (2017)	Multimodal	Safety	Core	New
NCC	Glasgow Ave: Roundabout at Old County Road	Glasgow Avenue Study (2017)	Multimodal	Safety	Core	New
Projects Not Mapped						
CC	Cecil County Bicycle Plan Implementation	2012 Cecil County Bicycle Master Plan	Bike/Ped	Expansion	Community/Center	
NCC	Wilmington Bicycle Plan Implementation	2008 Wilmington Bicycle Plan	Bike/Ped	Expansion	Center	

Constrained Project List

County	2050 RTP	Project Name	Source Plan	Model	Investment Area	Technical Score
NCC	2030	Grubb Road, SR 261: Foulk Rd. to Naamans Rd.	Brandywine Hundred Pedestrian Plan		Core	6
NCC		I-495 at Philadelphia Pike	Hazard Elimination Program		Core	
NCC	2020	I-95, Carr Road and Marsh Road Interchange Improvements	Highway Safety Improvement Program		Core	
NCC	2020	King & Orange Streets, MLK Blvd. to 13th St.	Wilmington Initiatives		Center	6
NCC	2030	4th St., Walnut St. to I-95	Wilmington Initiatives		Center	18
NCC	2021	Garasches Lane	Southbridge Neighborhood Plan		Center	8
NCC	2024	US 13, US 40 to Memorial Drive	DelDOT Traffic Study & Pedestrian Audit		Core	26
NCC	2020	I-295, Westbound from I-95 to US 13	Other Intersection / Road Improvements		Core	13
NCC		I-295, Northbound		2040		13
NCC	aspirations	City of New Castle Intersections (SR9/3rd and SR9/6th & SR9/Delaware St)	City of New Castle		Core	6
NCC		SR 9, River Rd. Area, Dobbinsville (viaduct)	City of New Castle		Core	7
NCC	2020	Mill Creek Road and Stoney Batter Road Intersection (Highway Safety Improvement Program)	Other Intersection / Road Improvements		Core	
NCC	2020	Possum Park Rd and Old Possum Park Rd Intersection Improvements	Other Intersection / Road Improvements		Core	1
NCC	2022	SR 2 / Red Mill Rd. Intersection Improvements	Highway Safety Improvement Program		Core	19
NCC	2021	SR 273 / Harmony Rd. Intersection Improvements (Highway Safety Improvement Program)	Churchmans Crossing Plan		Core	
NCC	2021	Road A / SR 7 Improvements	Churchmans Crossing Plan	2030	Core	8
NCC	2021	New Castle County Transit Center	Transit		Core	6
NCC	2024	SR 4, SR 2 to SR 896	Roads	2030	Center	11
NCC	2020	Old Baltimore Pike and Salem Church Rd Intersection	Highway Safety Improvement Program		Core	
NCC	aspirations	US 40, Eden Square Connector	US 40 Plan		Core	7
NCC	2024	N412, Lorewood Grove Road, Rd 412A to SR 1	Southern New Castle County		Developing/Rural	2

Constrained Project List

County	2050 RTP	Project Name	Source Plan	Model	Investment Area	Technical Score
NCC	2024	Cedar Lane: Marl Pk Rd. to Boyds Corner Rd.	Southern New Castle County		Developing	4
NCC		Boyds Corner Park and Ride	Transit		Rural	7
NCC	2022	SR 299, SR 1 to Catherine Street	East Middletown Master Plan	2030	Core	11
NCC	2030	Wiggins Mill Road	Westown		Core, Rural	4
NCC	2030	US 13: Duck Creek to SR 1	Smyrna Transportation Plan		Rural	3
CC		Elkton Bus Service Circulator	Cecil Transit Development Plan		Center	
NCC	2021	Claymont Train Station	Transit		Core	
NCC	2040	Tyler McConnell Bridge, SR 141, Montchannin Road to Alapocas Road	Roads	2040	Rural	8
NCC	2020	Wilmington Transit Hub	Transit		Center	24
NCC	2024	Walnut St., Front St. to 3rd St. with sweep removal	Wilmington Initiatives		Center	18
NCC	2020	SR 141 & I-95: Commons Blvd	Other Intersection / Road Improvements		Core	
NCC	2040	SR 141 & I-95 Interchange	Other Intersection / Road Improvements	2030	Core	
NCC	2030	Fairplay Train Station - Parking	Transit		Core	16
NCC	2024	SR 273 / Chapman Rd Intersection Improvements	Hazard Elimination Program		Core	18
NCC	2021	Newark Regional Transportation Center, Phase II	Rail		Center	
NCC	2021	SR 2, Elkton Road: MD Line to Casho Mill Rd	Roads	2030	Center	13
NCC	2024	I-95 and SR 896 Interchange	Roads	2030	Core	14
NCC	2024	US 40 and SR 896 Interchange	Roads	2030	Core	13
NCC	2020	US 40 / SR 72 Wrangle Hill Road	US 40 Plan		Core	
NCC	2024	US 40: Salem Church Rd to Walther Road	US 40 Study	2030	Core	12
NCC	2030	SR 1: Tybouts Corner to SR 273	US 301	2030	Core	15
NCC	2050	SR 1: Tybouts Corner to Roth Bridge	Roads	2030	Community	15
NCC	2021	SR 72, McCoy Road to SR 71	Del DOT	2030	Community	
NCC	2024	SR 896 at Bethel Church Rd Interchange	US 301 Major Investment Study	2030	Rural	-2

Constrained Project List

County	2050 RTP	Project Name	Source Plan	Model	Investment Area	Technical Score
NCC	2030	US 301: Spur	US 301	2030	Rural	6
NCC	2024	Boyds Corner Rd: Cedar Lane to US 13	US 301 Major Investment Study		Developing	6
CC	2040	I-95: Susquehanna River to DE Line	Roads	2040	Core	
CC	2040	MD 272: US 40 to Lums Rd.	Roads	2040	Core	
CC	2040	MD 222, Perryville/Bainbridge Rd: US 40 to MD 276	Roads	2040	Center/ Core	
CC	2040	I-95 and MD 222 Interchange	Roads	2040	Core	
CC		Susquehanna River Rail Bridge Replacement	Rail		Core	
CC	aspirations	MARC Maintenance Facility	Rail		Core	
CC	2029	Maryland Commuter Rail: Perryville to Elkton (MARC extension)	Transit		Core/ Center/ Rural	
CC	2030	MD 213 / US 40 Intersection Improvements	Roads		Center	
NCC		Old Capitol Trail/ Newport Rd. Roundabout	2014 Marshallton Circulation Study		Core	7
NCC		Old Capitol Trail/ Stanton Rd. Roundabout	2014 Marshallton Circulation Study		Core	7
NCC		Valley Rd/Little Baltimore Rd/North Star Rd Intersection	Other Intersection / Road Improvement		Community	
NCC		Center Boulevard extended to Churchmans Rd	Other Intersection / Road Improvement		Core	
NCC		Denny Rd/ Lexington Parkway Intersection			Community	2
		SR 4, Ogletown Stanton Road/ SR 7, Christiana				16
		Stanton Road Phase 1, Stanton Split				18
		SR 4, Harmony Road Intersection Improvements				
		US 40/ Glasgow Avenue Intersection				16
		Delaware Avenue Separated Bicycle Facility				
		Delaware Avenue Extension to Marrows Rd				
		Eagle Run Rd to Continental Drive Connector				
		SR 9: Landers Ln - A St				15
		US 13, Philadelphia Pike: I-495 - PA Line				7
		Glasgow Ave Improvements				5
		Otto Chapel Rd/Welsh Track Rd Intersection				3