

# **WILMAPCO FY2025 UPWP Studies**

WILMAPCO AUGUST 2024

# THE FY 2025 UPWP

The FY 2025 Unified Planning Work Program (UPWP) was adopted by the WILMAPCO Council on May 23, 2024

There were 5 new project submissions included:

- FIRST/FINAL MILE FREIGHT NETWORK – UPDATE: DELDOT & NCC SUBMISSION
- NEW CASTLE COUNTY STRATEGIC ACTION PLAN: NCC SUBMISSION
- AUGUSTINE CUT-OFF CORRIDOR BICYCLE & PEDESTRIAN NETWORK IMPROVEMENTS, PHASE 2: DELDOT SUBMISSION
- ROCKY RUN PATHWAY UNDERPASS FEASIBILITY STUDY: DELDOT SUBMISSION
- MD ROUTE 272 CORRIDOR STUDY: CC SUBMISSION

UNIFIED  
PLANNING  
WORK  
PROGRAM



for the  
Wilmington  
Metropolitan  
Area

**Fiscal Year 2025**

July 1, 2024 - June 30, 2025

**WILMAPCO**

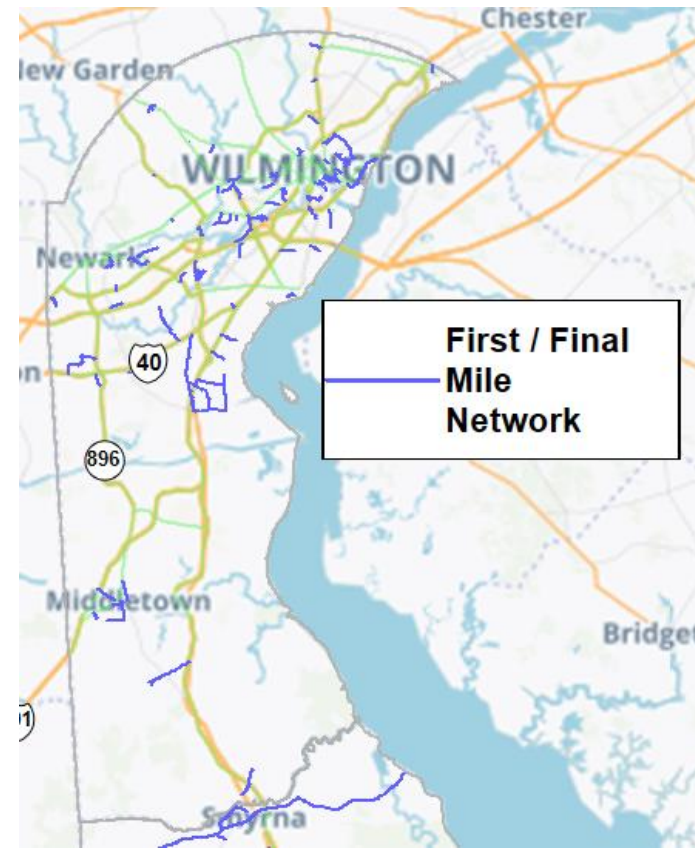
Partners with you in transportation planning

# Update & Application of the First/Final Mile Freight Network – New Castle County

Part 1: Perform a technical update to the 2021 first/final mile network as recommended in the 2022 Delaware State Freight Plan.

Part 2: Perform a technical review of the network versus relevant policy documents and other plans, including Chapters 4 & 9 of the New Castle County Comprehensive Plan.

- Review based on 2021 plan “Strategic Lens” when addressing conflicts



Estimated 12-month schedule:

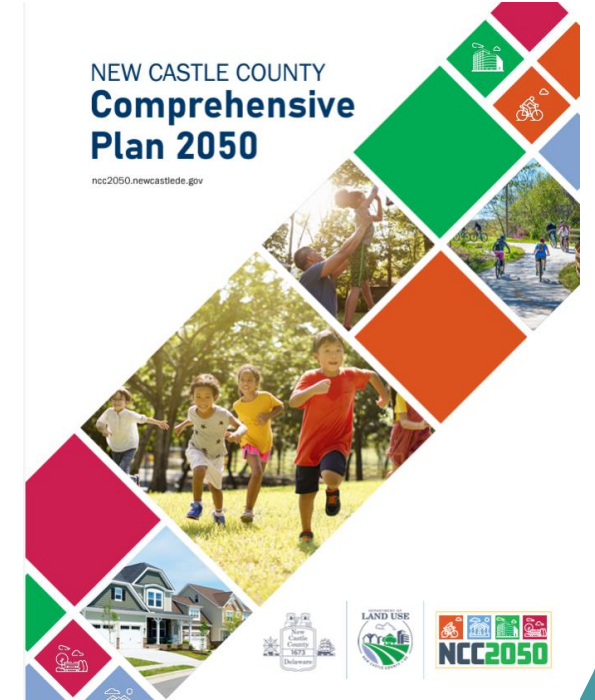
TASK	Target Date
Task 1: Technical Review of Current First/Final Mile Network	September 2024
Task 2: Development of updated first/final mile network	December 2024
Task 3: Screening and review of policy documents	April 2025
Task 4: Recommendations & Final Report	June 2025

Strategic Lens for Contextualizing Freight Conflicts

	Protect	Manage	Accommodate
Definition	<b>Protect</b> freight industries from unreasonable conflicts	<b>Manage</b> conflicts in tactical and targeted ways	<b>Accommodate</b> freight needs to prevent major issues
Context	Areas where freight industries are dominant. Freight facilities of high importance.	Areas where freight and non-freight activities are both significant land uses.	Areas where non-freight businesses and/or residential communities are dominant.

# NCC Comprehensive Plan and RTP Strategic Action Plan

- Better align Comp. Plan and RTP, namely Chapter 4: Mobility & Transportation
- Research and guidance towards implementing the Regional Transportation Plan (i.e. best national practices)
- Help the County and WILMAPCO on including actionable strategies into future land use and transportation plans.
- Identify opportunities to implement the RTP and Comprehensive Plan, including possible changes to the Article 11, of the Unified Development Code, Transportation Impact to achieve the goals and policies of the Plans
- Estimated 12-month process





# AUGUSTINE CUT OFF MULTIMODAL IMPROVEMENTS STUDY, PHASE 2



*The goal of the study is to provide a program of improvements for the corridor from a more holistic perspective (bike/ped facilities, intersection improvements, traffic calming, typical sections, aesthetics) and develop a concept for a capital project. Consensus building and establishment of stakeholder support for the plan is a key element in this process. This will be accomplished through a facilitated stakeholder outreach process that will include meetings and interactive workshops.*

# ROCKY RUN PATHWAY UNDERPASS FEASIBILITY STUDY

## Background

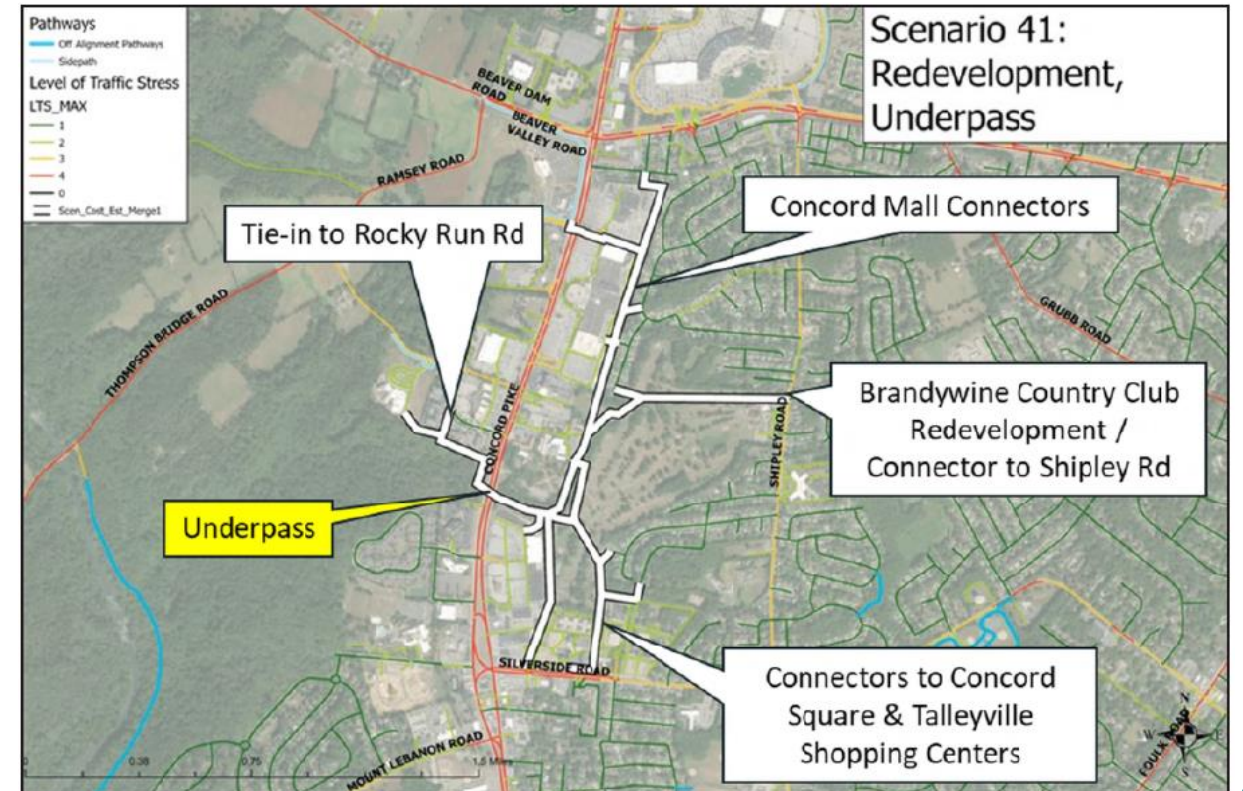
A bicycle/pedestrian connection (underpass) was included as a recommendation in the Concord Pike Corridor Master Plan to connect the east and west sides of Concord Pike

The underpass was identified as one of the Monitoring Committee's bicycle/pedestrian initial priorities

The underpass was included as a Spotlight Topic at the March 20, 2024 CPMC Committee Meeting

## Feasibility

This study will explore the feasibility of creating an underpass that can safely convey pedestrians and cyclists under the Concord Pike/US 202 roadway. The study will consider use of the three cells of the existing culvert structure for the Rocky Run, and will also examine the embankments to either side of the culvert for a new structure.



# ROCKY RUN PATHWAY UNDERPASS FEASIBILITY STUDY



## Opportunities and Challenges

Would need to physically block water from entering area to be used for pedestrians

Value of the pedestrian underpass relies on ability to connect to other parts of the local pedestrian and bicycle network

Underpass and connections must meet American Disability Act (ADA) Accessibility Guidelines

Additional safety and security considerations: pedestrian lighting, surveillance, larger storms events





# MD-272 Corridor Plan



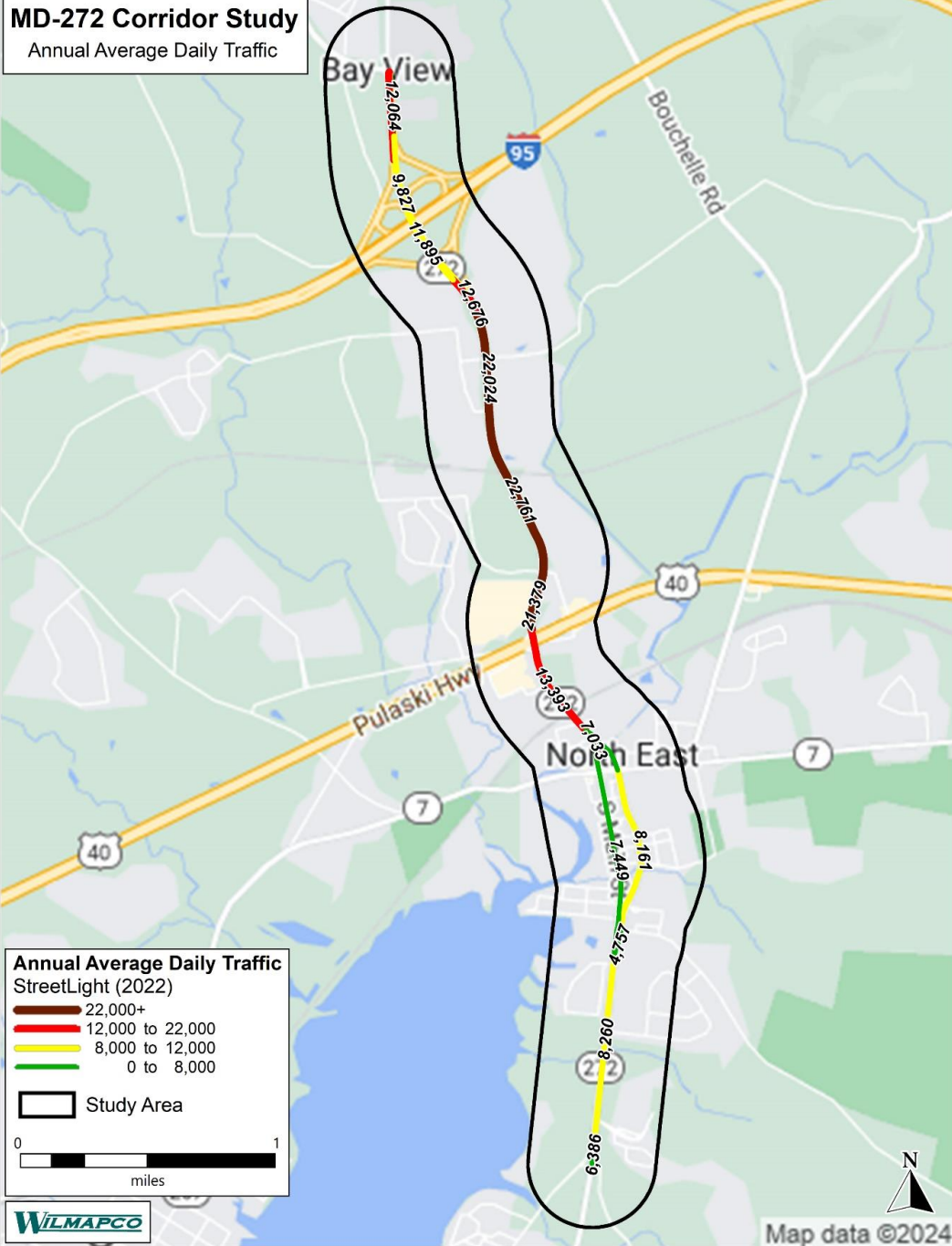
# UPWP Planning Request



## Lead Consultant



MD-272 Corridor Study  
Annual Average Daily Traffic



# Planning Process

## Existing Conditions

- Traffic
- Land Use

## Visioning

- Survey 1
- Workshop 1
- Youth outreach 1

## Draft Recommendations

- Workshop 2
- Survey 2
- Youth outreach 2

## Select Recommendations

- Workshop 3

# THE FY 2025 UPWP

## **The FY 2025 Unified Planning Work Program (UPWP) also includes ongoing studies**

ARDENS TRANSPORTATION PLAN MONITORING SUPPORT

CHURCHMANS CROSSING PLAN MONITORING SUPPORT

CLAYMONT AREA MASTER PLAN

GOVERNOR PRINTZ BLVD CORRIDOR MONITORING SUPPORT

KIRKWOOD HIGHWAY CORRIDOR LAND USE AND TRANSPORTATION PLAN

NCC RT 40 CORRIDOR MONITORING SUPPORT

NEWPORT TRANSPORTATION PLAN MONITORING SUPPORT

NORTH CLAYMONT AREA MASTER PLAN MONITORING SUPPORT

SNCCMP TRAFFIC MONITORING SUPPORT

US 202 CORRIDOR MONITORING SUPPORT

WILMINGTON INITIATIVES SUPPORT