

# TRANSPORTER

## New fiscal year brings new projects

The new fiscal year began on July 1, 2025, and with it, a variety of new studies, plans, and projects kicked off as well.

The **Logistic/Fulfillment Center Transportation and Land Use Study** will evaluate the impacts of logistic/fulfillment centers on roadway infrastructure in New Castle County and Cecil County. Over the past decade the growth of e-commerce has given way to an increase in logistical operation and fulfillment centers. This study builds upon past efforts including the 2022 Delaware Freight Plan, the 2022 Maryland Freight Plan, and ongoing First and Final Mile efforts that have wrestled with the impacts of these facilities on communities, environment, and road infrastructure. This study will evaluate the impact of facilities based on their size and nature of operation. It will examine land use/zoning provisions in county codes, and make land use and transportation recommendations to provide regulatory protections for neighboring communities, while allowing logistic and fulfillment centers in locations that best support their operational needs.

**Intersection Control Evaluations and Alternatives Screening** will be performed at select intersections within New Castle County. Intersection Control Evaluations are a data-driven, performance-based approach used to objectively screen alternatives and identify solutions to improve an intersection. Locations can be chosen for a variety of reasons such as traffic operations, safety, multimodal access, and placemaking. This task will improve safety and multi-modal access both in areas of new construction or existing locations and mitigate congestion, ensuring that accessibility and connectivity is achieved by all people and modes.



A **Sidewalk Gap Analysis for New Castle County, Delaware and Cecil County, Maryland** will identify, assess, and prioritize gaps in the sidewalk network to enhance pedestrian accessibility, safety, and mobility within New Castle and Cecil Counties. Public engagement will ensure community needs and input shape the prioritization and improvement strategies and that recommendations align with community needs. The project seeks to identify existing sidewalk infrastructure and gaps in the sidewalk network; assess the impact of these gaps on pedestrian mobility, accessibility, and safety; and ensure compliance with relevant regulations, such as the Americans with Disabilities Act (ADA) or local accessibility requirements. Recommendations for prioritization, funding, and phased implementation of sidewalk improvements will also be part of this analysis.

The **Southern New Castle County Growth Area Land Use and Transportation Plan (LUTP)** will create a program of improvements for Unincorporated Southern New Castle County comprised of the area north of the Towns of Odessa and Middletown to the C&D canal. The primary objective of this effort is to develop a coordinated master plan that includes a comprehensive evaluation of land use and infrastructure issues faced in the growth area of Southern New Castle County. Additionally, the plan will develop and recommend methods to better coordinate transportation infrastructure improvements that support future growth in the area.

If would you like to participate in the planning process for these projects, or perhaps get involved in the ongoing monitoring efforts for ongoing plans, visit: <https://www.wilmapco.org/plans-and-reports/> to sign up to receive plan-specific emails, or to receive information on all of our projects, sign up for our monthly e-newsletter at <https://www.wilmapco.org/>.

Get  
involved!

# Unified Planning Work Program (UPWP) Fiscal Year End

Intergovernmental and interagency coordination is vital to successful planning, especially in the area of transportation. This is because goods and people flow across city, county, and state boundary lines, making it necessary for all involved parties to work together. WILMAPCO ensures that all key decisions affecting growth and development in the region are coordinated with the planning efforts of member agencies. This coordination is done by the production of the Unified Planning Work Program (UPWP).

The UPWP is the document that describes and lists the transportation planning activities, including studies, that WILMAPCO staff will perform each fiscal year. The work program, which is adopted annually in May, also lists the agency's sources of funding and identifies how those funds are distributed. In fiscal year 2025 (July 1, 2024 through June 30, 2025) the total budget was \$3.36 million provided by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the States of Delaware and Maryland, New Castle and Cecil Counties, and the City of Wilmington.

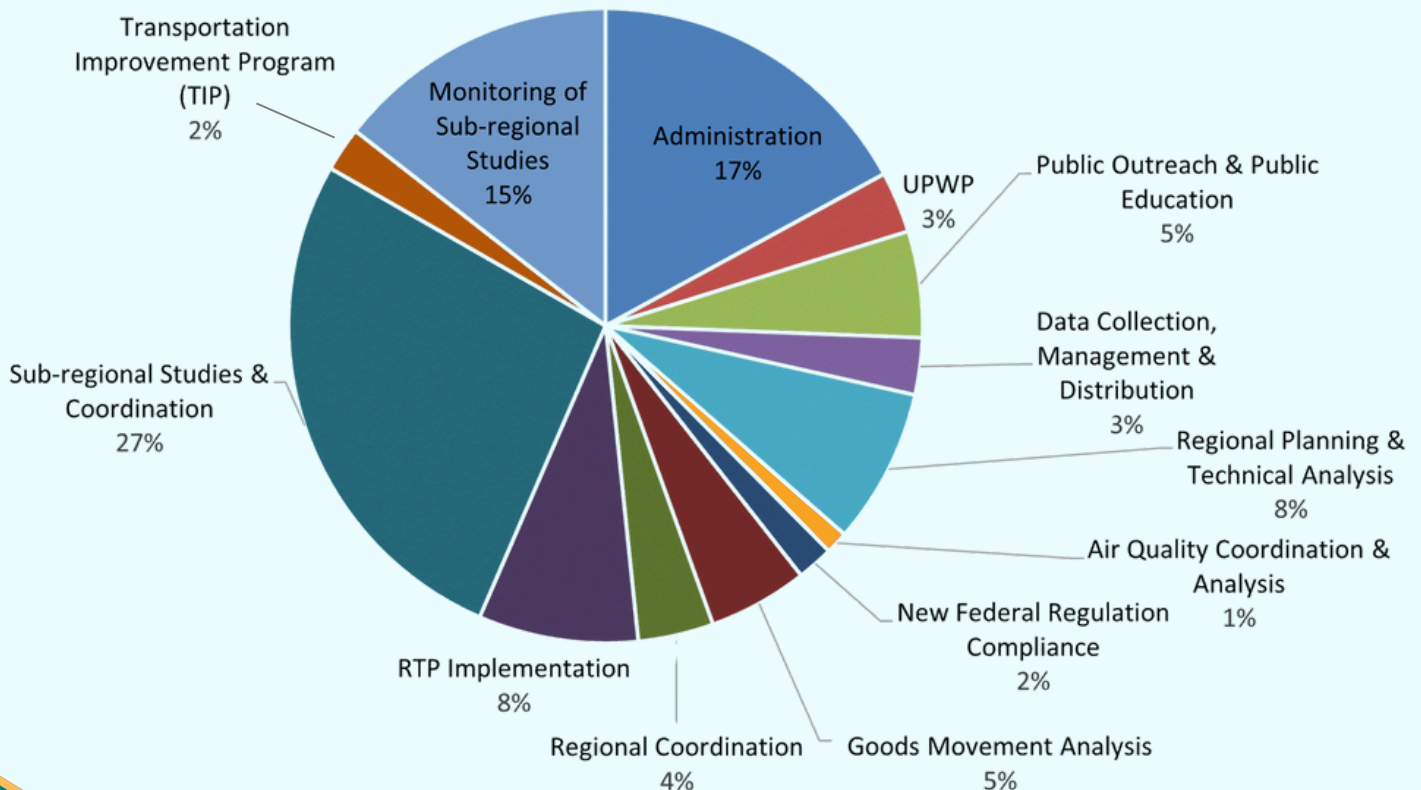
In fiscal year 2025, WILMAPCO expended over 90% of its overall budget. Subregional Studies and Coordination

was the largest portion expended with 26.77%. The next largest budget expenditures were Administration (17.06%) and Monitoring of Subregional Studies (14.47%). Some of the projects covered under subregional studies are the Kirkwood Highway Corridor Land Use & Transportation Plan, New Castle County Strategic Action Plan, the Augustine Cut Off Multimodal Improvement Study-Phase 2, Rocky Run Pathway Underpass Feasibility Study, MD Route 272 Corridor Plan and various walkable community workshops throughout the region.

New projects, submitted by New Castle County and Delaware Department of Transportation in the FY 2026 UPWP are: Intersection Control Evaluations and Alternative Screening in New Castle County, the Logistic/Fulfillment Center Transportation and Land Use Impact Study, the Delaware Statewide Freight Plan Update, the New Castle County & Cecil County Sidewalk Gap Analysis, and the Southern New Castle County Growth Area Land Use & Transportation Plan.

For more information on the UPWP and to view all the projects, please visit our website on the following link: <https://www.wilmapco.org/upwp>.

FY 2025 UPWP



# First/Final Mile Freight Network Update wraps up

WILMAPCO has been working on an updated assessment of its First/Final Mile (FFM) Freight Network in New Castle County, refining a key component of Delaware's statewide freight system. Originally established in 2021, the FFM Network identifies local roadways that connect freight-generating businesses to major highways and national freight corridors.

The updated network includes 159 routes spanning approximately 90 miles. These roads, typically lower volume than highways, are essential for supporting freight movement and economic activity across the county. However, many are also located in areas that have a mix of land uses, causing freight routes to pass through sensitive areas such as residential, commercial, environmental, etc.

## Conflict Screening and Route Classification

As part of the update, planners conducted a conflict screening effort to identify areas where freight operations may be hindered by infrastructure limitations or competing roadway uses.

The review focused on conflicts due to factors such as:

- Infrastructure condition and capacity
- Land use compatibility
- Safety and mobility constraints
- Institutional coordination challenges

Leveraging the conflict screening insights alongside field/aerial reviews of site-specific conditions, each FFM freight route on New Castle County's network was assigned an overarching strategy designation within the Protect-Manage-Accommodate (PMA) framework:

- Protect: Prioritize freight operations in industrial or high-value freight corridors on 39 routes.
- Manage: Balance freight and non-freight uses in mixed-use areas on 67 routes.
- Accommodate: Limit freight impacts in areas where other transportation users are prioritized on 53 routes.



The final portion of the report focuses on a comprehensive set of policy, project, partnership, and program-based solutions to reduce areas of conflict. These strategies are intended for use in tandem with the network and conflict screening data and PMA designations, and in coordination with other local planning initiatives and stakeholders toward effectively meeting the needs of local communities and freight users on the FFM Freight Network.

- Policy: Improve data management, implement freight plan checks, and refine truck routing protocols.
- Projects: Upgrade intersections, roadways, and operational systems to enhance freight flow and reduce bottlenecks.
- Partnerships: Strengthen coordination among agencies and stakeholders, and promote freight safety education.
- Programs: Leverage federal, state, and MPO funding to support infrastructure investments.

The full document can be viewed on the project website at <https://www.wilmapco.org/finalmile/>.

# Latest WILMAPCO Data Report Measures the Region's Connectivity

Since 2015, WILMAPCO has analyzed transportation connectivity throughout the region – measuring how well connected every neighborhood is by walking, biking, bus, and car trips to key destinations, such as supermarkets, pharmacies, and entry-level jobs. We refined this analysis in 2019 and again in 2022. As part of the draft 2025 Mobility Opportunities Plan, the dataset has become so extensive that it made sense to separate this work into its own report.

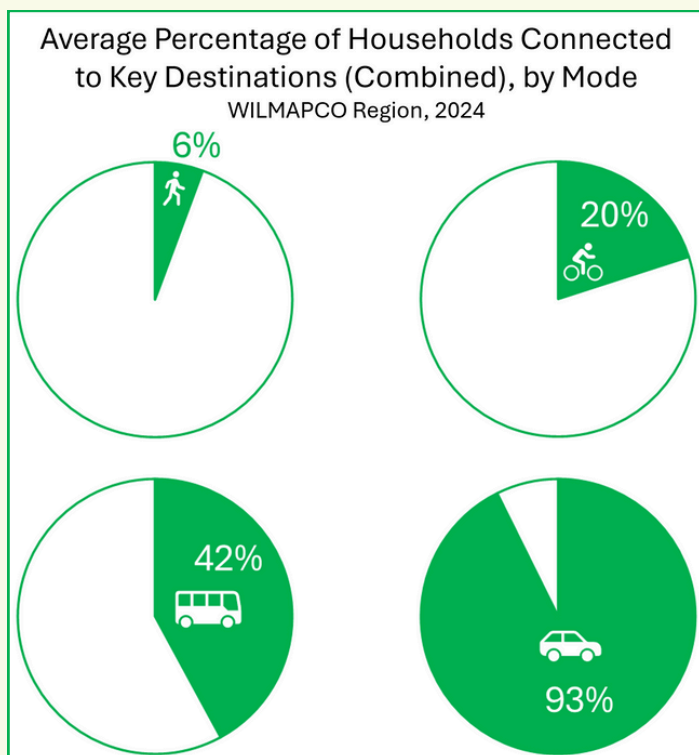
The draft Connectivity Analysis Report will be the latest in WILMAPCO's data report series. It builds on data developed in collaboration with University of Delaware's Center for Applied Demography and Survey Research (CADSR). We determined how well every housing unit in the region can access nine different destination types within an "accessible" trip – a 10-minute low-stress walk or bike ride, a 30-minute bus trip including no more than 10 minutes walking, or a 15-minute car ride. That data was then aggregated to the Census block level for example, within a single block, 50% of housing units may be able to easily walk to a supermarket.

The draft report found that while an average of 93% of homes are connected to all destination types by car, only 42% are connected by transit, 20% by biking, and 6% by walking. In areas with good transit connectivity, transit is best connected to supermarkets, pharmacies, and medical centers, but less connected to places like hospitals and state service centers. Supermarkets, pharmacies, community centers, and senior centers are the most accessible destination types by walking and biking, but the ability to easily walk or bike to most destinations is severely limited by high-stress roads dividing most neighborhoods.



We also applied this data to concentrations of demographic groups. Homes in Black, Hispanic, and low-income neighborhoods had equal or better connectivity to all destination types than average on every mode. However, there are still significant gaps between these neighborhoods and key destinations by walking, biking, and transit. Neighborhoods with a high proportion of youth had limited walking and biking connectivity, while senior concentrations had more limited walking, biking, and transit connectivity to nearly all destination types.

These data can be used to better inform subregional studies of connectivity gaps within their study areas. It could also be used in regionwide analyses to determine areas of greatest need for walking, biking, and transit improvements. For more data reports, and to find the Connectivity Analysis Report once completed, visit <https://www.wilmapco.org/data-reports/>.



# MD-272 Corridor Plan: in final stages

A plan to lessen congestion and improve safety along MD-272 in and around North East, Maryland is now available for public review and feedback.

The MD-272 Corridor Plan focuses on the segment of MD-272 between MD-274 and Shady Beach Road. Led by WILMAPCO at the request of Cecil County, the plan was shaped by a diverse steering committee that included local and state officials, park staff, bicycle advocates, and emergency services representatives, who helped shape the plan, along with the local community.

More than 400 residents and visitors shared their ideas and concerns through public workshops, online and hardcopy surveys, pop-up youth events, and Downtown North East stakeholder meetings. The project's webpage was also popular with over 2,000 visits.

The draft Plan includes key recommendations, many of which are based on community feedback and proven transportation strategies.



Some key proposals include:

**Improve traffic flow near I-95:** Provide two continuous lanes in each direction on MD-272 between I-95 and US 40. Also, build a separate walking and biking path to make it safer to reach key destinations without a car.

**Reduce congestion and improve safety in North East:** Further study the possibility of converting Mauldin Avenue from two northbound lanes to one lane in each direction. This, along with roundabouts at Russell Street and Irishtown Road, would reduce congestion and improve safety Downtown.

**Slow traffic south of North East:** Use wider lane markings and add a roundabout at Shady Beach Road to encourage safer driving. Walking and biking paths should also be added as the development increases.

Other recommendations in the Plan that could be implemented soon include:

- Adjusting traffic signal timing.
- Improving and expanding local bus stops.
- A comprehensive parking study in Downtown North East.
- Exploring better multimodal connectivity Downtown and other bypass routes.
- Making many maintenance improvements (replacing worn signs, road surfaces, trimming excess vegetation).

To read the full draft Plan and submit comments, check for availability at: [www.wilmapco.org/272](http://www.wilmapco.org/272).



# New Castle County Strategic Action Plan finalized

WILMAPCO Council endorsed the New Castle County Strategic Action Plan (SAP) in July. The Plan was designed to better align land development in New Castle County with long-term transportation and planning goals outlined in the New Castle County 2050 Comprehensive Plan and the WILMAPCO Regional Transportation Plan (RTP).

The SAP was a collaborative initiative led by WILMAPCO, in partnership with the New Castle County Department of Land Use and the Delaware Department of Transportation (DelDOT). The Plan aims to streamline the land development review process and encourage private-sector investment in transportation infrastructure.

The Plan was informed by extensive stakeholder engagement that included interviews with County Council members, developers, traffic engineers, and land use attorneys. It addresses widespread public concerns about traffic congestion and the adequacy of transportation systems in the face of new development.



Recommendations in the SAP are grouped into three main categories:

**Adequacy and Concurrency:** Improving how transportation impacts are measured and mitigated during development reviews. This category has three subcategories that reflect the chronology of a typical Transportation Impact Study (TIS):

- *Scoping:* How large does the study need to be? What are the processes for collecting and analyzing data?
- *Analysis:* What tools and/or policy levers are applied in converting TIS data into determining if the transportation performance is adequate?
- *Mitigation:* If development will cause forecasted transportation performance to become inadequate, what remedies can the applicant implement to address the inadequacy so the infrastructure can meet the demand?

**Implementation:** Enhancing coordination between private development and public transportation projects.

**Management:** Streamlining agency collaboration and stakeholder involvement.

The SAP also proposes updates to DelDOT's Development Coordination Manual and New Castle County's Unified Development Code to reflect best practices in transportation planning. Some recommendations can be implemented under current policies, others will require policy changes and further public input. The Plan marks a significant step toward more sustainable, efficient, and community-aligned development in the county.

View the full document on the WILMAPCO Congestion Management webpage at [www.wilmapco.org/cms](http://www.wilmapco.org/cms).



# Monitoring Spotlight

## Concord Pike and Churchman's Crossing

The Churchman's Crossing and Concord Pike Monitoring Committees (MC) continue to guide plan recommendations and keep the public informed of ongoing progress. Led by WILMAPCO, in partnership with DelDOT, the Delaware Transit Corporation, and the New Castle County Department of Land Use, these committees provide the opportunity for subject matter experts to share technical information, allow for regional coordination, and provide opportunities for public engagement.

The committees consist of implementing agencies, elected officials, business stakeholders, and local civic and community leaders. The public is welcome to attend and share comments at the Monitoring Committee meetings as well as the annual Public Workshops.

For the FY 2025 monitoring season, the Churchman's Crossing MC focused on the proposed bicycle and pedestrian connections in the plan update. Pathways, trails and sidewalk segments were organized into groups that create connections between key destinations. These groupings will be analyzed and prioritized based on the number of connections they create. This process will continue into FY 2026.



In FY 2025, the Concord Pike MC considered improved bicycle and pedestrian crossings of Concord Pike. While several crosswalk upgrades along the corridor were studied and discussed, the major initiative for this year was the consideration of creating a bicycle and pedestrian underpass beneath Concord Pike by converting one cell of a three-cell culvert at Rocky Run. The result of the **Rocky Run Underpass Feasibility Study** shows that it would be possible to convert the southernmost of the three cells into a pedestrian and bike underpass, using a floodwall to divert stream flow during normal rain events but allowing the stream to flow over the floodwall during major storms to minimize any upstream flooding.

The other result of this feasibility study is the development of a network of sidewalks and pathways to connect the proposed underpass to the existing sidewalks on Concord Pike, to trailheads for the First State National Park and to neighborhoods on the east side of Concord Pike. This network would also include improved connections to the existing crosswalks at Rocky Run Blvd and Concord Square/Righter Pkwy, and pedestrian improvements at those intersections.

The **Rocky Run Underpass Feasibility Study** will go to WILMAPCO's Technical Advisory Committee (TAC) in August and to Council in September for a vote of endorsement. Details on this study can be found at [Rocky Run Underpass | WILMAPCO](#).



For more information on Churchman's Crossing or Concord Pike, or to sign up for project updates, and to check out the newsletters on our website, use these links:

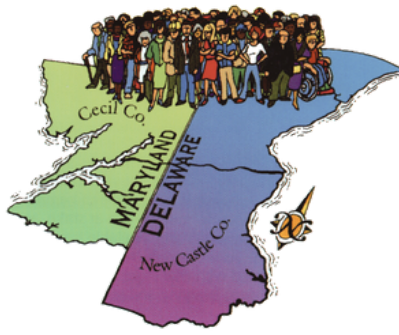
[www.wilmapco.org/202-2](http://www.wilmapco.org/202-2) for the Concord Pike Monitoring Committee.

[www.wilmapco.org/churchmans](http://www.wilmapco.org/churchmans) for the Churchman's Crossing Monitoring Committee.

**WILMINGTON AREA  
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**Transporter Newsletter**  
**Summer 2025**

**WILMAPCO Public Meetings**

For the latest information on meeting location or virtual login, please visit [www.wilmapco.org](http://www.wilmapco.org) or email Elizabeth Espinal at [espinal@wilmapco.org](mailto:espinal@wilmapco.org)

<b>AUGUST</b>	<b>SEPTEMBER</b>	<b>OCTOBER</b>
<i>August 5, 3 p.m.</i> Nonmotorized Transportation Working Group	<i>September 4, 10 a.m.</i> Air Quality Subcommittee	<i>October 2, 10 a.m.</i> Air Quality Subcommittee
<i>August 18, 6 p.m.</i> Public Advisory Committee	<i>September 11, 2 p.m.</i> WILMAPCO Council	<i>October 7, 3 p.m.</i> Nonmotorized Transportation Working Group
<i>August 21, 10 a.m.</i> Joint Technical Advisory Committee and Air Quality Subcommittee	<i>September 18, 10 a.m.</i> Technical Advisory Committee	<i>October 16, 10 a.m.</i> Technical Advisory Committee
		<i>October 20, 6 p.m.</i> Public Advisory Committee

The Wilmington Area Planning Council (WILMAPCO) is the transportation planning agency for the Cecil County, MD and New Castle County, DE region. As the federally designated Metropolitan Planning Organization (MPO), WILMAPCO is responsible for planning, financing, and coordinating the development of the best transportation system for the region. Learn more at [www.wilmapco.org](http://www.wilmapco.org).