Southern New Castle County

Growth Area Land Use and Transportation Plan

April 27, 2026

Welcome!

Thank you for attending today's public workshop.

Please sign in at the table.

Planning Partners:

DEPARTMENT OF LAND USE
NEW CASTLE COUNTY • DE

WILMAPCO

DelDOT

DART Moving Forward

Consultant Team:

JMT bae

Digital Comment Form:

Scan QR code to access digital comment form.

Advisory Committee

Who: The Advisory Committee (AC) is comprised of area residents, institutions, businesses, and governmental agencies.

- ❖ State Senators
- ❖ State Representatives
- ❖ County Council
- ❖ Nautical Cove
- ❖ Port Penn

When: The AC meet every few months throughout the study. Meetings generally held from 4-6 pm on a Monday. Meeting materials are posted on the project website for public review.

What: AC meetings consist of a PowerPoint presentation, discussion among group members, and interactive activities aimed to collect feedback.

Where: Meeting locations may vary but are typically held at the Appoquinimink Library.

Why: Public input is critical to ensure the plans for the growth area meet the community's needs. AC members are asked to represent the interests of their community, organization, or agency; provide feedback to the project team; and share study/workshop information with the broader public.

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Growth Area Land Use and Transportation Plan

Draft Vision and Goals

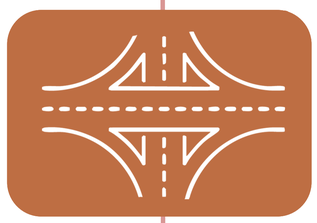
Study Area Transportation Vision

To create a well-planned, efficient, and sustainable transportation and land use environment in Southern New Castle County that supports expected growth while maintaining safe, reliable, and interconnected mobility for all users, including drivers, transit riders, pedestrians, and cyclists.

Goals and Objectives

Support Coordinated Growth

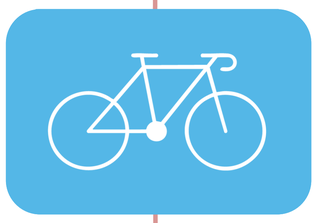
- Align transportation infrastructure investments with existing and projected land development patterns to ensure that future land use decisions are supported by adequate roadway and multimodal capacity.



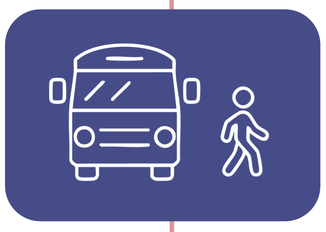
Improve Mobility and Reduce Congestion

- Identify and prioritize projects that enhance traffic flow within and across the growth area.

Strengthen Multimodal Connectivity



- Identify and prioritize infrastructure that supports transit, bicycle, and pedestrian travel.
- Ensure the TID framework continues to promote multimodal accessibility, and not just automobile-oriented improvements.



Prioritize Transportation Safety

- Identify, enhance, and implement safety improvements across high-risk corridors and intersections by using data driven analysis of crash patterns, traffic stress levels, speeds, and multimodal conflict points.

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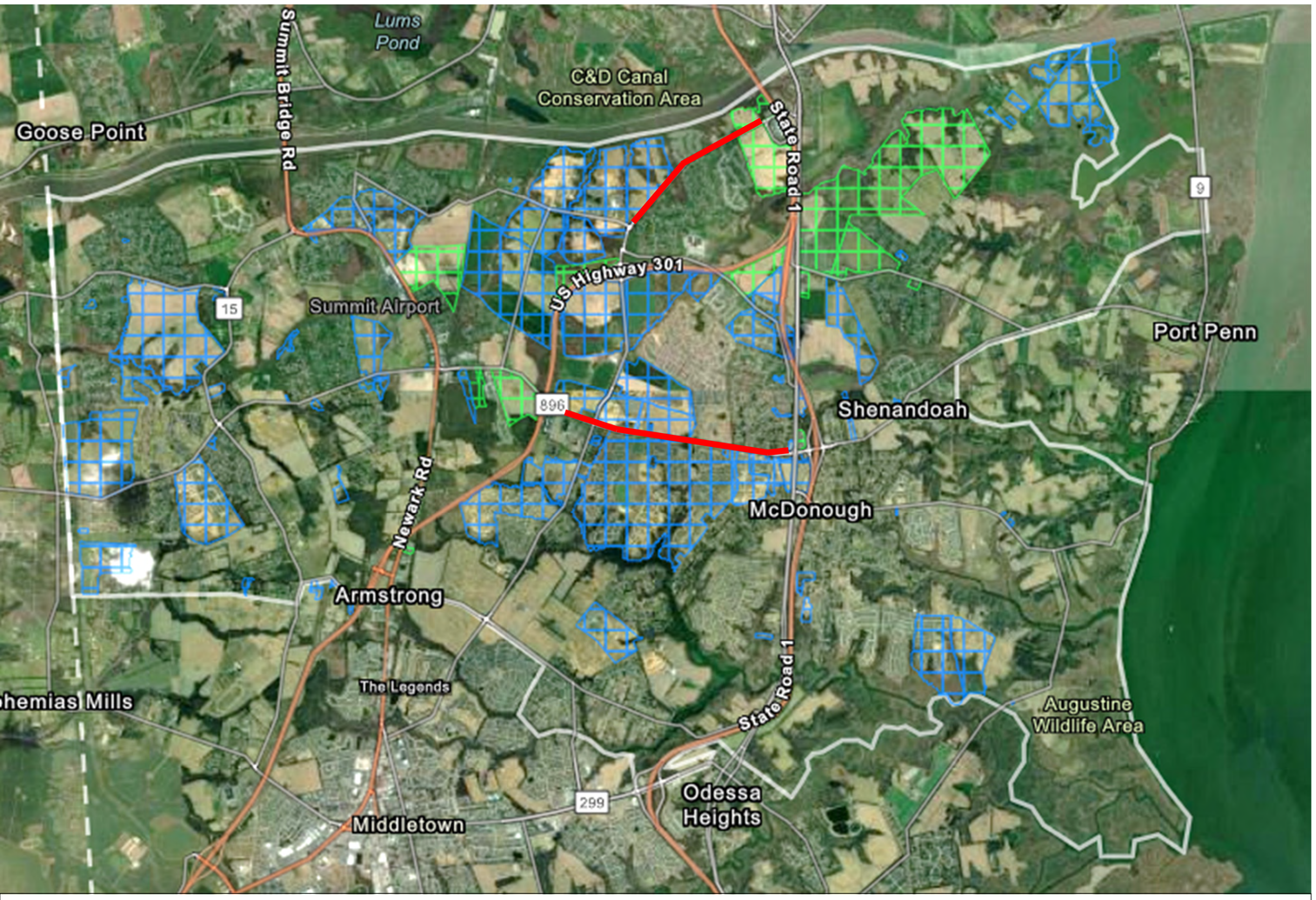
Future 2050 Scenarios



Legend

- Planned DelDOT Improvement
- Committed Developments
- Additional Developments in Pipeline

Planned DelDOT Improvements

- Lorewood Grove Road Improvements
- Boyds Corner Road Widening

Scenario 1a – Committed Developments

- 4,508 Single Family Homes
- 1,344 Townhomes
- 1,342 Apartments
- 575,768 SF Commercial
- 565,130 SF Industrial
- 3,939,229 SF Warehousing

Scenario 1b – Additional Developments in Pipeline

- 503 Single Family Homes
- 384 Townhomes
- 274 Apartments
- 13,000 SF Commercial & 1 Gas Station
- 10,000 SF Warehousing
- 25,000 SF Institutional

Scenario 2 – Commercial Optimization

- TBD based on results of Market Assessment

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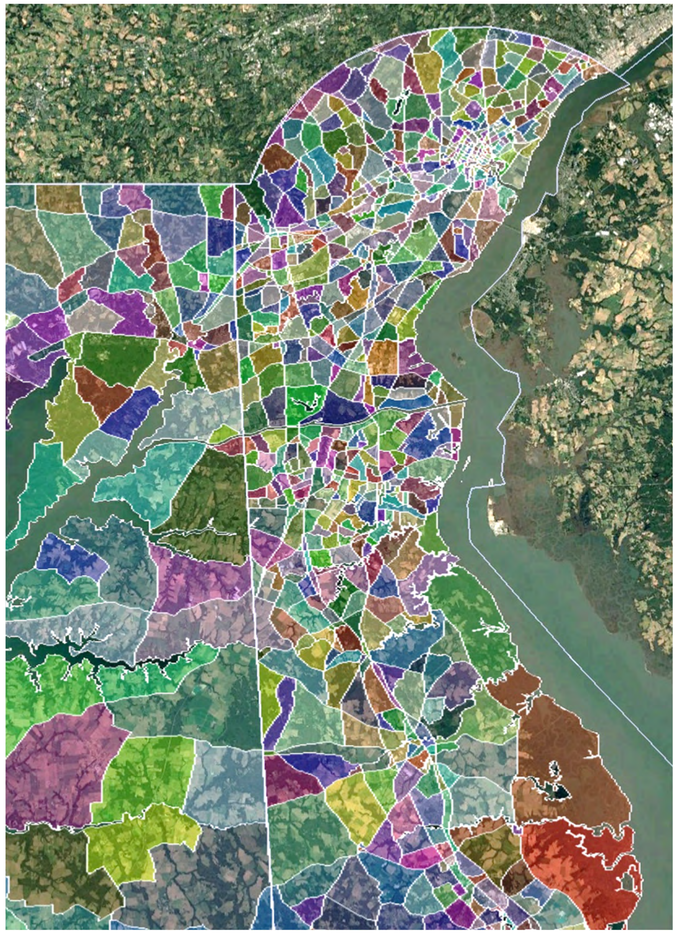
Traffic Analysis Methodology

Two models will be utilized to conduct the traffic analysis; Travel Demand Model (TDM) & Traffic Model.

Travel Demand Modeling (TDM)



- Utilized to capture and predict travel patterns
- Looks at existing and proposed land uses / economic data and trips that are generated between them
- Accounts for roadway network and routes vehicles based on efficient paths
- Statewide model

Traffic Modeling

- Utilized to simulate vehicle operations and capture delays, queues, travel times, etc.
- Inputs include:
  - Traffic Volumes
  - Roadway Geometry
  - Driving Behaviors
  - Signal Programming
- Project Area Model

For future analyses, typical workflow includes the following steps:

1. Initial traffic forecasts are developed from the TDM.
2. Forecasts are input into the traffic model to identify constrained locations and identify improvements.
3. Improvements are input back into TDM to verify if any significant traffic pattern shifts occur due to the improvements.
4. Final forecasts are input into the traffic model to verify traffic shifts do not create additional issues.

Existing Conditions Analysis

Before future analyses can be conducted, existing conditions must be captured and models calibrated.

Initial model setups typically include capturing:

- Roadway Networks (number of lanes, presence of turn lanes, roadway alignments, etc.)
- Intersection Control Type (Signals, roundabout, stop controls)
- Traffic Volumes – Utilized historical data from last 3 years. Manually collected in December 2025 if none was available.
- Land Use & Socioeconomic Data (TDM only, where are people living, where are they working)

After initially setup, models are calibrated to ensure outputs match field conditions:

- Volumes – Are vehicles routing correctly?
- Travel Times & Speeds
- Delays & Queue Lengths – Does congestion in the model match what is in the field?

Limited congestion is currently present in the study area with intersections operating at LOS C shown above. All other study intersections operate at LOS B or better.

Service Standards

Service Standards:

- Standards used when developing transportation improvements projects that are to be built

Types of Traffic Service Standards

- Level of Service
  - Quantitative measure of traffic operational conditions during a peak hour
- 95th Percentile Queue Lengths
- Travel Times

Potential Service Standards For SNCC LUTP

- Intersection Level of Service
- Travel Times

Intersection Level of Service