

MONITORING COMMITTEE



AGENDA

12.7.17

4:30 PM

**@Garfield Park
Recreation Center**
(multipurpose room)

PACKET

Previous Meeting Notes

Draft Mission/Vision Statements

Route 9 Plan's Transportation
Projects

Draft Route 9 Project Prioritization
Process

- Introductions
- Previous Meeting Notes
- Draft Mission/Vision Statements Discussion
– *Bill Swiatek*
- Nemours' Safe Routes to School Support –
Patti Miller
- Eden Park/Hamilton Park Survey – *Carrie Casey*
- DelDOT's On the Job Training Program –
Hazel Hall
- Draft Route 9 Transportation Project
Prioritization Discussion – *Bill Swiatek*
- Other Business

DRAFT

Route 9 Monitoring Committee Meeting Notes

11/2/2017

Attendees

- Angela Benson, Resident
- Carrie Casey, New Castle County
- Lauren DeVore, DNREC
- Kenneth Dryden, NAACP
- Penny Dryden, CHEC INC.
- Elisha Gresham, Resident
- Mike Hahn, DelDOT Planning
- Renae Held, DNREC
- Regina Marini, New Castle County
- Rudy Marshall, New Castle Prevention Coalition
- Patti Miller, Nemours
- Tamarra Morris, New Castle County
- James Parker, Civic Leader
- Kyron Robinson, ProRank Business Solutions
- DeAndra Scott, Resident
- Tim Snow, DelDOT Planning
- Bill Swiatek, WILMAPCO
- Jake Thompson, WILMAPCO

Notes

- The committee reviewed the meeting minutes from the September 7, 2017 Monitoring Committee meeting. There were no adjustments.
 - Ken Dryden requested more time to review the minutes from the September meeting. He also asked if the minutes could be distributed sooner after future meetings.
 - Bill Swiatek said to let the committee know of any changes he may have after the meeting, and that this meeting's minutes will be sent at least a week prior to the next meeting.
- Bill Swiatek shared the draft Mission and Vision statements.
 - Carrie Casey asked why the phrase "Transportation and Land Use" was in the title of the plan.
 - Bill Swiatek said that that is the formal title of the plan, and that the plan contains recommendations related to both transportation and land use.

- Kyron Robinson suggested using the word “community” in the Mission statement.
- Ken Dryden expressed concern that there was not input from the committee on the Mission and Vision statements prior to this meeting.
 - Bill Swiatek said that this is just a draft for discussion at this meeting, and that it can be changed. The Mission and Vision statements will be up for discussion through the next meeting.
- Penny Dryden expressed concern that there was a lack of community engagement throughout the planning process.
 - Bill Swiatek said the monitoring committee is aiming to have in writing that a collaborative dialogue will occur among residents and agencies, then have committee members sign it.
- James Parker asked how we can ensure that there is community involvement throughout the implementation process.
 - Bill Swiatek said that this committee is intended to do that.
- The group agreed unanimously that having Mission and Vision statements is a good idea.
- Bill Swiatek encouraged everyone at the meeting to send feedback regarding the Mission and Vision Statements electronically, and they will be discussed at the next meeting.
- Carrie Casey shared an update on the Eden Park/Hamilton Park Survey. She said that a draft of the survey is not yet available. There will be a committee working to develop the draft. The survey will ask how residents feel about relocation. University of Delaware will be hiring residents from the communities to administer the survey.
 - James Parker said that the only question that is necessary to ask the residents is if they would prefer their community to be cleaned up or if they would like to relocate.
 - Carrie Casey said that many questions will be asked. There will be a very long process to determine what the community wants.
 - Ken Dryden asked how environmental concerns will be explained when the door-to-door survey is conducted.
 - Bill Swiatek explained that the broad vision is to reposition residential communities away from industry. The purpose of the survey is to see how residents feel about relocation. All households in both communities will be surveyed in order to ensure that the survey methodology is thorough.
 - James Parker asked what the land would be used for if homes were bought out.
 - Tamarra Morris said that she is not aware of any plans for the area. If the community wants to stay, we will have to figure out how to fix it.
- Mike Hahn shared a presentation on the DelDOT Project Prioritization Process. The presentation can be viewed here: http://www.wilmapco.org/Rt_9/Presentations/Nov2017/DelDOT-11-2-17-Presentation.pdf
 - Kyron Robinson asked if there will be training opportunities for constructing the projects. He wants to ensure that there is on-the-job training for community members.

- Mike Hahn said that he is not sure if DelDOT Planning currently runs a training program, but the department can look into it.
 - The Route 9 Corridor Master Plan ranked 15 out of a total of 103 projects in DelDOT's project prioritization process.
 - Bill Swiatek said that there are three ongoing TAP (Transportation Alternatives Program) projects in the area. Two of them are Safe Routes to School projects at Eisenberg Elementary School and McCullough Middle School. For the third, New Castle County submitted a project looking into a connection to the Route 9 Library.
- Bill Swiatek briefly shared the Draft Route 9 Project Prioritization. He encouraged the committee to read it over and share comments electronically. The document can be viewed here: http://www.wilmapco.org/Rt_9/Presentations/Nov2017/Draft_Route9_ProjectPrioritization.pdf
- The next Monitoring Committee meeting will be held on Thursday, December 7th at 4:30 pm in the Garfield Park Recreation Center.

DRAFT

MISSION

The Route 9 Corridor Transportation and Land Use Master Plan Monitoring Committee aims to support and guide the implementation of the Route 9 Corridor Transportation and Land Use Master Plan. This will be accomplished through a collaborative dialogue between its membership, which includes implementing agencies, local civic and community leaders, and other key stakeholders.

VISION

The Route 9 Corridor Transportation and Land Use Master Plan Monitoring Committee envisions the redevelopment and revitalization of the Route 9 Corridor through the implementation of the Route 9 Corridor Transportation and Land Use Master Plan.

Row ID	Page #	Name	Location	Justification
1	58	Neighborhood connections pathway network	Study area	This project will construct neighborhood pathway networks on both the east and west sides of SR 9. The networks will build on and expand the Tri-Park Paths project by New Castle County. The pathway networks will provide pedestrian and bicycle accessible trails to connect the now largely disconnected suburban communities that comprise the SR 9 corridor. Active SRTS Programs (McCullough and Eisenburg) and an active TAP Project (to be initially situated around the new library) may help construct elements of this network.
2	62	Garasches Ln to Terminal Ave Extension Concept Study	NW of Terminal Ave into Wilmington	This project would extend Garasches Ln to SR 9 near Terminal Ave to build a more direct trucking route. It is aimed at supporting light industrial activity along Garasches Ln via an enhanced connection to I-495 and the port.
3	62	Pigeon Point Rd Extension w/new I-295 interchange Concept Study	Pigeon Point Rd from Lambson Ln to Lukens Dr	This project would extend Pigeon Point Rd south from Lambson Ln to Lukens Dr in the vicinity of the rail line. A new interchange with I-295 will also be built along this road. The project would improve freight efficiency by creating a backbone route for trucks serving the port and surrounding industry and commerce. It would allow for a more comfortable expansion of the port southwards. With this route in place, trucks should also be less compelled to utilize restricted neighborhood roads.
4	62	Comprehensive truck signage	Study area	This project would comprehensively assess and better sign existing truck restrictions to help keep big trucks off neighborhood streets. It would also ensure that those restrictions are reflected on truck GPS directions.
5	62	Illegal truck movement outreach and enforcement	Study area	This project will provide general education, outreach, and enforcement of truck restrictions to truck drivers and the businesses they serve. The effort is aimed at reducing the amount of big trucks that utilize restricted neighborhood streets.
6	62	Inventory of diesel activity at Port of Wilmington	Port of Wilmington	This project will inventory all diesel engines and activity at and around the Port of Wilmington. It will build on an inventory begun by DNREC and the South Wilmington Planning Network. Such an inventory is useful for identifying potential recipients of grants to replace aged diesel equipment, which are responsible for air emissions and health problems.
7	62	Overnight electrified parking for port-related trucks	Terminal Ave near I-495 interchange	This project would construct a new parking facility for trucks serving the Port of Wilmington and surrounding commerce and industry. The site would have electric plug-in capabilities, so trucks could continue to run without idling. The project would support the more efficient movement of freight, provide needed extra truck parking at the port, and reduce diesel emissions. A public or private venture could be pursued. Two potential locations along Terminal Avenue were identified in WILMAPCO's 2013 Port Parking Study.
8	67	Terminal Avenue at SR 9 Roundabout	SR 9 at Terminal Ave	This project rebuilds Terminal Ave at SR 9 as a single lane roundabout. The feature would act as a gateway to the corridor while helping slow traffic, enhance traffic safety, and support truck movements. The roundabout design can be modified for a connection to Garasches Ln. With the full SR 9 road diet in place, this project will have almost no impact on traffic LOS in modeled 2036 conditions.
9	68	SR 9 Road Diet/Streetscape: Rogers Rd to Terminal Ave	SR 9 from Rogers Rd to Terminal Ave	This project will provide traffic calming, beautification, green infrastructure, and enhanced pedestrian and bicycle connectivity and safety on SR 9 from Rogers Rd to Terminal Ave. The preferred cross-section would reduce travel lanes to one northbound and one southbound with a center turn lane. Saved ROW will be used for a breakdown/bus pullover/parking shoulder, buffered bike lanes, and wider sidewalks around existing obstacles. Street trees will be added to screen existing industry and capture dust pollution. With the full SR 9 road diet in place, this project will have almost no impact on traffic LOS in modeled 2036 conditions.
10	71	Rogers Rd at SR 9 Intersection Rebuild	SR 9 at Rogers Rd	This project rebuilds the intersections of Rogers Rd and Sutton Ln with SR 9. The feature removes the existing slip lanes. They are replaced with to offset T- intersections - one at Rogers Rd and one at Sutton Rd. Saved ROW on the southwest corner is converted to a small park with a connecting trail. Expanded bus stops are included in the design, along with enhanced pedestrian crossings. The project will enhance traffic safety, beautify the location, add green space, screen industry, enhance pedestrian and bicycle connectivity, all the while maintaining acceptable traffic flow. With the full SR 9 road diet in place, this project will have no impact on traffic LOS in modeled 2036 conditions.

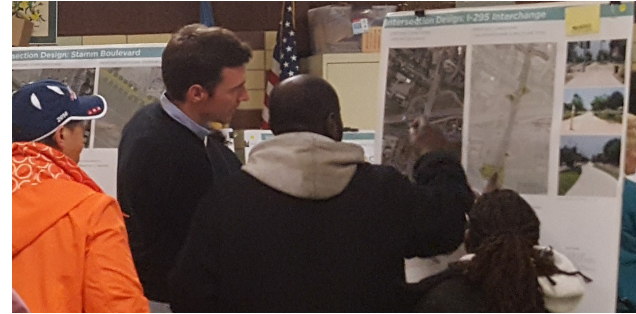
11	72	SR 9 Road Diet/Streetscape: Lambson Ln to Rogers Rd	SR 9 from Lambson Ln to Rogers Rd	This project provides traffic calming, beautification, green infrastructure, and enhanced pedestrian and bicycle connectivity and safety on SR 9 from Lambson Ln to Rogers Rd. The preferred cross-section reduces travel lanes to one northbound and one southbound. Saved ROW is used for bioretention swaths, dedicated bus pullover lanes, separated bicycle lanes, wider sidewalk at existing obstacles, and new sidewalk on the east side of SR 9. Street trees are added along with pedestrian scaled lighting. The bioretention area (with a mountable curb) doubles as an emergency breakdown lane. With the full SR 9 road diet in place, this project will have almost no impact on traffic LOS in modeled 2036 conditions.
12	76	Memorial Drive at SR 9 Roundabout	SR 9 at Memorial Dr	This project rebuilds Memorial Dr at SR 9 as a hybrid single-double lane roundabout. The feature would act as a gateway to the corridor, while helping slow traffic, enhance traffic safety, support truck movements, and improve traffic flow. The feature enables the construction of the I-295 interchange center lane pathway. With the full SR 9 road diet in place, this project will have a positive impact on traffic LOS in modeled 2036 conditions.
13	78	SR 9 Road Diet/Streetcape: Memorial Dr to Lambson Ln	SR 9 from Memorial Dr to Lambson Ln	This project provides traffic calming, beautification, green infrastructure, and enhanced pedestrian and bicycle connectivity on SR 9 from Memorial Dr to Lambson Ln. The preferred cross-section maintains two travel lanes in each direction, but eliminates turning lanes and the shoulders. Saved ROW is converted to separated bicycle lanes, wider sidewalk at existing obstacles, and a bioretention area with trees and pedestrian scaled lighting. With the full SR 9 road diet in place, this project will have almost no impact on traffic LOS in modeled 2036 conditions.
14	80	Memorial Drive Road Diet: Interim Build	Memorial Dr from SR 9 to US 13	This project provides traffic calming and enhanced pedestrian and bicycle connectivity and safety along Memorial Drive. This relatively inexpensive interim build project reconfigures Memorial Drive from two lanes in each direction to one lane in each direction. The hardscape center median with street lighting is maintained. The parking shoulder is largely maintained as well, though some parking at key locations may need to be removed. Saved ROW will be used for on street bicycle lanes. Pedestrian safety intersection enhancements at Karlyn Dr and Bizarre Dr, hotspots for student crossings, are also proposed. This interim build slightly worsens traffic conditions in modeled 2036 conditions compared to the no build, but could be an inexpensive first step towards the full build.
15	80	Karyln Drive at Memorial Drive Intersection Rebuild	Memorial Dr at Karlyn Dr	This project features pedestrian and bicycle improvements and green space additions to the intersection of Karlyn Dr at Memorial Dr. Working in tandem with the full build of the Memorial Drive road diet, the project will improve safety and connectivity for people walking and bicycling. Bumpouts with green space are added at each corner of the intersection; pedestrian crosswalks are marked and include a center refuge island; a bicycle crosswalk is included along Memorial Drive. An active SRTS Program at McCullough Middle School may help construct elements of this project.
16	80	Memorial Drive Road Diet: Full Build	Memorial Dr from SR 9 to US 13	This project provides traffic calming, beautification, green infrastructure and enhanced pedestrian and bicycle connectivity and safety along Memorial Drive. This preferred full build project reconfigures Memorial Drive from two lanes in each direction to one lane in each direction. The hardscape center median with street lighting is removed. A center turn lane is placed here instead. Street lighting is relocated to the sides of the roadway. The parking shoulder is reconfigured as bicycle lanes buffered by a mix of parking spots and street trees. Pedestrian safety intersection enhancements at Karlyn Dr and Bizarre Dr, hotspots for student crossings, are also proposed. The full build maintains better traffic flow in modeled 2036 conditions than the interim build, and even improves upon no build conditions through that year.
17	82	Multiuse Center Lane Pathway: I-295 at SR 9	SR 9 from Cherry Ln to Memorial Dr	This project provides traffic calming, beautification, green infrastructure and enhanced pedestrian and bicycle connectivity and safety along SR 9 at the I-295 interchange. ROW along SR 9 as it passes over I-295 is reorganized. Motorized travel lands are shifted towards the curb to provide room for a center lane multiuse pathway, to be buffered by green space and pedestrian lighting. Access points to the pathway are roundabouts at Memorial Dr and Cherry Ln. Street trees are added in green spaces near existing ramps. With the full SR 9 road diet in place, this project will correspond with a positive impact on traffic LOS in modeled 2036 conditions.

18	82	Cherry Ln at SR 9 Roundabout	SR 9 at Cherry Ln	This project rebuilds Cherry Ln at SR 9 as a hybrid single-double lane roundabout. The feature would act as a gateway to the corridor, while helping slow traffic, enhance traffic safety, support truck movements, and improve traffic flow. The feature enables the construction of the I-295 interchange center lane pathway. With the full SR 9 road diet in place, this project will have a positive impact on traffic LOS in modeled 2036 conditions.
19	84	Stamm Blvd at SR 9 Intersection Rebuild	SR 9 at Stamm Blvd	This project rebuilds the intersection of Stamm Blvd at SR 9. Unnecessary, extra pavement is reorganized. Enhancements include improved walking connections from the eastside frontage road. Green space is added to provide a buffer for people walking and biking. This project will improve traffic safety, enhance pedestrian and bicycle connectivity and safety, add green space and beautify the corridor. With the full SR 9 road diet in place, this project will have a slightly negatively impact on traffic LOS in modeled 2036 conditions though they remain entirely acceptable for an urbanized area. Further traffic analysis is needed to model the impacts of proposed lane reductions and reorganizations in this stretch of the corridor.
20	86	SR 9 Road Diet/Streetcape: Stamm Blvd to Landers Ln	SR 9 from Stamm Blvd to Landers Ln	This project provides traffic calming, beautification, green infrastructure, and enhanced pedestrian and bicycle connectivity on SR 9 from Stamm Blvd to Landers Ln. The project will remove one travel lane in each direction, remove on street parking, and reduce Kiloran Dr from two to one lanes. Saved ROW is converted to separated bicycle lanes, wider sidewalks, a new sidewalk on the west side of SR 9, dedicated bus pullover space, a bioretention swale with street trees, and pedestrian scaled lighting. Further traffic analysis is needed to model the impacts of proposed lane reductions and reorganizations here.

Transportation Project Prioritization

DRAFT

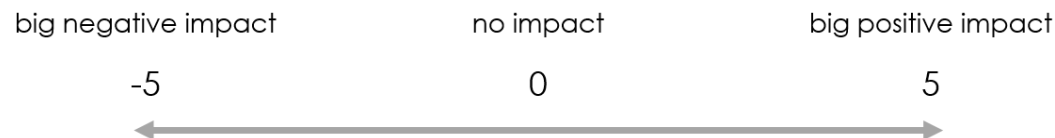
This transportation prioritization process aims to evaluate the importance of transportation projects in the Route 9 Corridor Transportation and Land Use Master Plan (www.wilmapco.org/route9). The final prioritized list will be shared with the state and county to inform project selection on the corridor.



The scoring system is based on the prioritization process in use to select transportation projects in the City of Wilmington, Delaware. Adjustments have been made to reflect Route 9 community's aspirations.

The Route 9 Corridor Master Plan's Monitoring Committee will score project through a collaborative process. Projects will receive scores for 11 factors using an 11-point scale, with -5 being the worst and 5 the best. Each factor is weighted equally, except for crime prevention, which is doubled as this is the chief aspiration of area residents.

Scoring Factor Scale



Scores will be summed and sorted to produce a prioritized list. The prioritized list will then be reviewed, ranked based on consideration of its score and other outside factors, and approved by the Monitoring Committee.

Scoring Factors in the Prioritization System

Vehicle Circulation	How well does this project maintain/improve traffic flow (i.e. improve Level of Service, LOS)?
Walking Circulation	How well does this project improve conditions for people walking, and/or access for the disabled?
Bicycle Circulation	How well does this project improve conditions for people bicycling?
Bus Circulation	How well does this project improve public bus availability and quality, including access to bus stops?
Transportation Safety	How well does the project address problems at locations with a high number of crashes?
Crime Prevention (x2)	How well does the project addresses problems at locations with a high number of crimes, such as lighting improvements and tree plantings?
Truck Management	How well does the project help keep big trucks off restricted residential streets, and/or truck idling prevention?
Green Enhancements	How well does the project improve local environmental conditions, such as mitigating or reducing industrial and vehicle pollution?
Job Growth	How well does this project contribute to local job growth?
Urban Design	How well does this project improve the urban design, such as beautification and/or improvements to placemaking, historic resources, etc.?
Investment	Does this project build on past investment in design, developing support, or construction? Does this project have future funding committed to it?