

# MONITORING COMMITTEE



## AGENDA

**2.19.18**

**4:30 PM**

**@Route 9 Library**  
(Scriptorium)

### PACKET

- Previous meeting notes
- Mission/vision statements
- Memorial Dr. Project Overview
- Memorial Dr. Workshop Memo
- SRTS Workshop flyer

- Introductions
- Previous Meeting Notes
- Review of Mission/Vision Statements
- DeIDOT Implementation Updates
  - Memorial Drive Road Diet
    - Project website:  
<https://www.deldot.gov/projects/Studies/MemorialDriveRdDiet/>
    - Concept design:  
<https://www.deldot.gov/projects/Studies/MemorialDriveRdDiet/pdfs/Conceptual-Improvement-Map.pdf>
  - Safe Routes to School Projects
- New Castle Co. Implementation Updates
  - Land Use/Economic Development

### BRIEF UPDATES

- Outreach Subcommittee
- OJT Subcommittee

*The mission of the Route 9 Corridor Transportation and Land Use Master Plan Monitoring Committee is to help guide and fulfill the recommendations of the Route 9 Corridor Transportation and Land Use Master Plan, which established a shared vision for the transportation and land use redevelopment of the corridor.*

*This work will be accomplished through a collaborative dialogue between its membership, which includes implementing agencies, local civic and community leaders, other key stakeholders, and the communities they represent.*

## DRAFT

### Route 9 Monitoring Committee Meeting Minutes

11/20/2018

An audio recording of this meeting is available at <http://www.wilmapco.org/route9/>.

#### Attendees

- Frank Cooke, Representative-elect
- Carlos Dipres, First State Community Action Agency
- Mike Hahn, DelDOT Planning
- Lee Jarmon, Overview Gardens/Garfield Park Civic Association
- Randi Novakoff, WILMAPCO
- Steve Ottinger, DTC
- Sandra Smithers, New Castle Prevention Coalition
- Jaywonn Saunders, Simonds Gardens Civic Association
- Jeanette Swain, Collins Park Civic Association
- Bill Swiatek, WILMAPCO
- Jake Thompson, WILMAPCO

#### Minutes

- **[0:00:40 in recording] Previous Meeting Notes:** The committee reviewed the previous meeting minutes.
  - Mike Hahn made a clarification on page 4 of the meeting packet regarding the statement about the Freedom of Information Act (FOIA). He said that if anyone asks for any information and makes a FOIA request, then DelDOT immediately has to provide that information.
  - Bill Swiatek said that Dr. Perez made a correction on page 5 of the meeting packet. His correction is shown on that page.
  - Randi Novakoff suggested including the agenda item in each bullet.
  - Jeanette Swain corrected that she is from Collins Park, not Rose Hill.
- **[0:03:15 in recording] Review of Mission and Vision Statements:** Bill Swiatek reviewed the mission and vision statements. There was no discussion.
- **[0:04:10 in recording] Outreach and Collaboration Discussion:** Bill Swiatek went over page 7 in the meeting packet. He discussed the differences between the concepts of cooperation, coordination, and collaboration in group dynamics. He shared a concern about some comments James Parker made during the all civics meeting. He said that James Parker was critical of the Master Plan, including the public process it underwent to develop recommendations. He said this weakens the integrity of our Monitoring Committee publicly, and that everyone should be on the same team and moving in the same direction. That's what the mission and vision statements are all about, and keeping to them.

- Jaywonn Saunders said that he knows James Parker, and he said that he knows that he has a grasp of what we are doing here, but he is very defensive of the community.
- Bill Swiatek said that James Parker said after the meeting not to take what he said seriously, and that he is still on board.
- Lee Jarmon said that sometimes people make inappropriate comments during meetings, and sometimes people sitting around the table do not correct them. He said that it is important to make corrections, in a kind way, if someone does go astray, as he did at the All Civics meeting
- Randi Novakoff asked if it would be worth meeting with him separately to try to address his concerns personally.
- Bill Swiatek said that is a good idea and asked if someone would be willing to meet with him.
- Lee Jarmon said that we have to maintain order and control. If someone says something inappropriate or wrong, we as a community need to address it. Lee suggested it may be better that the civic leaders handle this concern internally.
- Carlos Dipres said that the consistence of people coming to these meetings is important. If someone misses a meeting, they may fall behind on our discussions.
- Lee Jarmon said that it is a good thing that everything is documented and transparent.
- Sandra Smithers said that it is best to be as transparent as possible and refer back to the minutes if needed.
- Carlos Dipres suggested giving out the Monitoring Committee meeting packets at civic association meetings.
- Jaywonn Saunders said he thinks that James Parker's main concern is about how the plans are going to affect the community, and we all have that same concern.
- Sandra Smithers said that we all have to learn to see the bigger picture rather than little things. She said it takes a while to educate everyone and get everyone on the same page. There will always be someone with a different perspective.
- Lee Jarmon said that for the Master Plan for Concord Pike, they are talking about the same kind of things, yet there people are also resisting change.
- Sandra Smithers said that it is human nature to resist change, and we have to factor that into everything we do. We need to be transparent so that anyone who asks a question will be able to have that question addressed.
- Bill Swiatek said that it shows that we still need to do more work with outreach. A lot of people still don't know what the plan is. Having a simple video to explain it would be helpful.
- Lee Jarmon said that he got a call from a woman from the community who said that she wouldn't be able to get out of her driveway if the Memorial Drive road diet is implemented. He spoke to her for a while and she softened her stance.
- Carlos Dipres said that it is difficult to reach everyone because people have different schedules, different mindsets, and different ideas about what has to be done.
- Sandra Smithers said that 50% of this community is 55 years of age or older, and they do not have access to the internet. That makes it harder to reach that demographic.
- Carlos Dipres suggested stationing people at each entrance of Dunleith to try to give flyers to people as they drive in.
- Bill Swiatek suggested to Randi Novakoff that she send out an email to try to arrange another meeting of the outreach subcommittee.
- Sandra Smithers said it might be more cost effective to print out large signs and post them at entrances to the neighborhoods.

- Bill Swiatek said he still thinks a video would be a good idea. He said that even though there is a high senior population, their grandkids could play the video for them or they could be brought to a meeting space to watch the video.
- Bill Swiatek said that we will keep this as an open discussion, and we need to do more outreach on this plan.
- **[0:31:25 in recording] Memorial Drive Open House Discussion:** Bill Swiatek began a discussion about the Memorial Drive Road Diet Open House. He said, from his perspective, that there was a lot of opposition from the group of people who attended who live along Memorial Drive. There were concerns about maintaining flow, whether a bike lane is needed, gentrification, and getting out of driveways. For people who did not live on Memorial Drive, responses were mixed. They agreed it would cut down on crashes, improve traffic flow, and make it safer to bike and cross the street. He said that we should have done a better job explaining how the traffic flow will work without one of the lanes. It was simply stated that it would work, but not really explained in a simple way (through animation perhaps) as the monitoring committee had suggested. He said we also need to do a better job explaining where the concept came from – how Memorial Drive is a wall that separates neighborhoods and that kids need a safe way to cross. About half of the people who were against the project were resolute and refused to engage in conversations with staff.
  - Lee Jarmon said that more than one person called him the next day. He heard from one vocal attendee who wouldn't let him get off the phone. He explained to her the advantages of the plan. After about 20 minutes, she understood and said that she was glad she had a chance to talk. He said another woman had a concern about getting out of her driveway. He said that others were concerned about crossing Memorial Drive at the north end near the Wawa. He said some kids ride bicycles on Karlyn Drive.
  - Jaywonn Saunders said he guarantees that if that bike lane is built, a lot more people will be biking.
  - Lee Jarmon said that when he was at the meeting at the PAL Center, one attendee said he understood the value of biking and walking. The person said that people aren't walking because they are scared of getting run over. Lee Jarmon said that with the buffer and the bike lane, it will make it safer to bike and encourage more people to bike.
  - Bill Swiatek said that even if people don't bike, just the fact that the bike lane is there makes the road safer.
  - Sandra Smithers said that people are not imaginative, so pictures are not enough to paint a picture. She said that if you can show an animation, that usually has a far better impact.
  - Lee Jarmon said he had to explain to people that people won't be allowed to park in the bike lane.
  - Sandra Smithers said that the culture is to park everywhere even if it is illegal.
  - Jeanette Swain asked what time of day the work will take place.
    - Mike Hahn said that he does not know that. He said DelDOT will need to set times, and we will have to follow the local ordinances.
  - Carlos Dipres said he didn't know that the new project will have 4 lanes at the beginning and also at the end by Wawa. He took the time to speak with a DelDOT engineer and now understands the project better, and supports it.
    - Mike Hahn said that there will still be turn lanes at the major intersections at each end.
  - Sandra Smithers said that another question that came up was where this has been done with the same volume of traffic.
    - Mike Hahn said Philadelphia Pike.

- Steve Ottinger said Union Street.
  - Bill Swiatek said that he brought a report showing before and after on Union Street. Speeds dropped by 5 miles per hour, and crashes dropped by 30%.
- Jeanette Swain said that she thinks it will take a while for people to get used to it, but after they do, they will like it.
- Bill Swiatek said that there were concerns about why we are doing the project here when there are problems on Route 9 and elsewhere in the neighborhood. He explained that this is something that can be done sooner, and paint is relatively cheap.
- Sandra Smithers said that people don't understand how government works. People think there's just one pot of money that you pay into and everything comes out of that. It doesn't work like that.
- Frank Cooke joined the meeting and asked what the solution is about getting the information out to people in the Route 9 corridor area.
  - Sandra Smithers said that the committee discussed some solutions, such as large signs at entrances to communities. She said people may not pay attention to a flyer, but if people see a poster they will remember it.
  - Frank Cooke said that leaders of the community are tired and burnt out. He said that we need to try to establish block captains. They can make sure each person on that block knows what is going on. He said that people often complain at meetings, but that has to stop. He said that people only come out to something if it affects them.
- Frank Cooke said that Lee Jarmon knows what the Overview Gardens/Garfield Park community wants. He asked Lee Jarmon if he supports the Memorial Drive project.
  - Lee Jarmon said that he supports the Memorial Drive project.
- Mike Hahn said that the next step is DelDOT is reviewing the comments and will be moving forward with the plan. He said that DelDOT will need to provide a better visualization of what the road diet will look like. He said that it is a small improvement, we have greater things to work on, but it is a step in the right direction.
- Sandra Smithers asked if anyone has heard about a Burger King that will be built near the stadium.
  - Steve Ottinger said that there will be a Royal Farms, a bank, and a Burger King going in at the peninsula between Market and Walnut, south of the ShopRite.
- Sandra Smithers asked what the first step is if an entity wants to come into the community.
  - Frank Cooke said that they go to zoning to see what it is, then they ask for a variance if the zoning is not right for what they want to build. Once it is approved by the council, it is a go.
  - Carlos Dipres said that between planning and zoning there has to be a public hearing. Bill Swiatek said that is not the case for everything.
  - Sandra Smithers said that as a community we need to know at what point we need to inject ourselves and be at the meetings.
  - Bill Swiatek said that if the hometown overlay is in, that will put you as part of the process.
  - Sandra Smithers said that a CBA coalition is forming now. That will provide a mechanism if there is no hometown overlay.
- Mike Hahn said that as information comes within DelDOT, the monitoring committee will be updated.
- Carlos Dipres asked if it is possible to have the same display that was at the workshop at the civic association meetings. At the next civic meeting, we could invite them to the

next monitoring committee meeting where they could share any concerns they might have.

- Sandra Smithers said that we should see if an animation can be developed.
  - Carlos Dipres said that he would like to see the community keep talking about the vision.
  - Bill Swiatek said that it would be good if a representative from each civic association could become a part of the monitoring committee.
- 
- **[1:02:55 in recording] Brief Updates:** Bill Swiatek shared some brief updates. He said that the on-the-job training work is still on the desk of Marcus Henry at Community Services to fund the project Ky Robinson had come up with. Jea Street also said he would contribute what he could to it. The county has to figure out which direction they want to go with that.
    - Sandra Smithers said that the community services subcommittee of the New Castle County Council will be meeting, and that might be a good time to find out more about this.
    - Regarding the hometown overlay, Sandra Smithers said it might be worthwhile to see what is happening with the community benefits agreement coalition. If that works, it might not be necessary to have a hometown overlay. That meeting is happening next week, and it seems to be moving along. Ms. Swain offered her support of this initiative and Ms. Smithers accepted.
    - Bill Swiatek said that the County gave a presentation to the Eden Park/Hamilton Park community about the survey results. There was representation from about half of those communities in the final survey. There should be an update at a future meeting.
    - He said he has been in contact with Tamarra Morris and New Castle County Land Use. Both do want to come and talk about how they want to incorporate the recommendations from the Master Plan and economic development initiatives – perhaps in January.
  
  - The next Monitoring Committee meeting will be held on January 15, 2019 at 4:30 pm in the Scriptorium of the Route 9 Library.

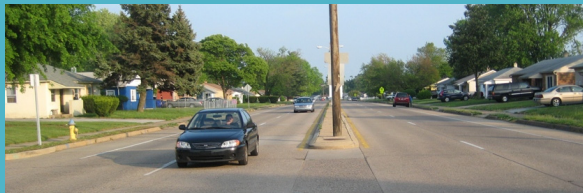


## **MISSION**

The mission of the Route 9 Corridor Transportation and Land Use Master Plan Monitoring Committee is to help guide and fulfill the recommendations of the Route 9 Corridor Transportation and Land Use Master Plan, which established a shared vision for the transportation and land use redevelopment of the corridor. This work will be accomplished through a collaborative dialogue between its membership, which includes implementing agencies, local civic and community leaders, other key stakeholders, and the communities they represent.

## **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.



## ROAD OVERBUILT

Community barrier

Speeding not discouraged

Poor for walking/biking



## RECOMMENDATIONS

Repurpose traffic lanes

Traffic slower and safer

Better for walking/biking

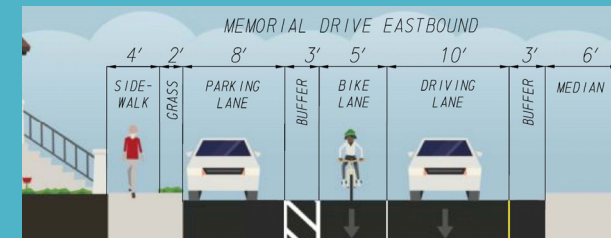
Easier crossings

Traffic flow maintained

Center-turn lane optimal

Interim approach without center-turn lane okay

## ROAD DIET MEMORIAL DRIVE



## DELDOT'S PLAN

Consistent w/Master Plan

Consistent w/McCullough  
Middle School Safe Routes  
to School Plan





JENNIFER COHAN  
SECRETARY

## MEMORANDUM

**To:** DelDOT staff

**From:** Peter Haag, PE, PTOE  
Traffic Studies Manager

**Date:** December 14, 2018

**Location:** Memorial Dr Road Diet, Wilmington, DE

### **Project Overview:**

Apply a Road Diet to convert the two lane roadway to a single lane in each direction that was recommended in WILMAPCO's Route 9 Corridor Master Plan. The Road Diet would be applied along the length of Memorial Dr, approximately 1 mile in length, between the two signalized intersections, US 13 and Route 9.

The purpose of this project is to encourage slower speeds, promote multi-modal usage, and shorten pedestrian crossing distances without significant impacts to vehicular operations and improvements to safety for all modes. DelDOT supports the implementation of the Road Diet provided by WILMAPCO's efforts. If DelDOT decides to move ahead with the Road Diet the tentative construction schedule is Fiscal Year 2020/2021 but depends on the schedule of the Pavement & Rehabilitation project.

### **Public Workshop and Notice:**

DelDOT invited local residents, business owners, and all other interested parties to a Public Workshop to learn about the proposed Road Diet project on November 13, 2018. The purpose of the workshop was to present the details about the Route 9 Corridor Master Plan, the proposed improvements on Memorial Dr, information about the active Safe Routes to School efforts that pertain to Memorial Dr, and solicit input from the public regarding the Road Diet plans. In addition, DelDOT attended two community related meetings prior to the workshop to promote the workshop, solicit feedback, and educate the public about Road Diets in general. These meetings occurred on August 21, 2018 for the Route 9 Monitoring Committee and October 24, 2018 for the All Civic Association Meeting.

A total of 47 people attended the public workshop on November 13, 2018. A total of 13 comments were received from the residents at the public meeting regarding the project (see Table 1 below). The majority of comments are opposed to the Road Diet with concerns pertained to maintaining flow, whether a bike lane is needed, gentrification, and exiting out of driveways. However, there is support of the project from the Route 9 Monitoring Committee, which includes the civic leaders and WILMAPCO who attended the Monitoring Committee meeting on November 20, 2018.

**Table 1: Public Comments and Response**

Comment No.	Type of comment	Responses
1	Don't agree because of traffic	Acknowledged
2	a. Concerned about crosswalk placement	a. Recommend pursuing signalized ped crosswalk at Rt 9/Memorial Dr signalized intersection either part of the Road Diet or as a standalone Traffic

	<p>going to McDonalds at Rt9/Memorial Dr intersection.</p> <ul style="list-style-type: none"> <li>b. Will a vote occur</li> <li>c. Suggest testing application</li> <li>d. Hold another meeting</li> </ul>	<p>project.</p> <ul style="list-style-type: none"> <li>b. No vote, the Public Workshop was meant to solicit feedback as well as the usage of the established Route 9 Monitoring Committee</li> <li>c. Testing is not desirable since the design application is applied on other corridors statewide, such as Philadelphia Pike, Union St, Cleveland Ave.</li> <li>d. Acknowledged</li> </ul>
3	<ul style="list-style-type: none"> <li>a. Leave as is</li> <li>b. Will a vote occur</li> <li>c. Bike lane not needed</li> </ul>	<ul style="list-style-type: none"> <li>a. Acknowledged</li> <li>b. No vote, the Public Workshop was meant to solicit feedback as well as the usage of the established Route 9 Monitoring Committee</li> <li>c. Bike lane promotes Complete Street Policies</li> </ul>
4	<ul style="list-style-type: none"> <li>a. Letter should have been mailed to each resident about workshop</li> <li>b. Will a vote occur</li> <li>c. Bike lane not needed</li> </ul>	<ul style="list-style-type: none"> <li>a. Public notices were provided in several ways, such as press releases, attendance to the All Civic Group Meeting, presentation to the Route 9 Monitoring Committee, etc.</li> <li>b. No vote, the Public Workshop was meant to solicit feedback as well as the usage of the established Route 9 Monitoring Committee</li> <li>c. Bike lane promotes Complete Street Policies</li> </ul>
5	Leave alone	Acknowledged
6	Establish yield condition for left turn exiting Route 9 Library onto Route 9	Does not involve Memorial Dr. However, effort can be reviewed separately as part of an independent study to see if split phasing is justified at the Hillview Ave/Morehouse Dr/Route 9 signalized intersection.
7	Route 9 barrier are deteriorating from Rogers Rd to Swanwick.	Will advise M&O
8	Need street lights on SR141, Rt 9, Rt 273, US 40, Kirkwood Highway, Rt 4/Maryland Ave, and Rt 7. This effort is a waste of effort and money	Several locations are part of on-going CTP projects or SHSP Ped Safety Audits.
9	<ul style="list-style-type: none"> <li>a. Bus stop activity based on proposed plan</li> <li>b. Concern about backing out of driveways</li> <li>c. No notice about workshop</li> <li>d. Stop trucks from using Memorial Dr</li> </ul>	<ul style="list-style-type: none"> <li>a. Plans do not change bus stop locations but the buffer will allow a bus to safely pull out of the travel lane to provide service.</li> <li>b. Plans incorporate a buffer, bike lane, and parking area to accommodate additional room for backing out of a driveway.</li> <li>c. Public notices were provided in several ways, such as press releases, attendance to the All Civic Meeting, presentation to the Route 9 Monitoring Committee, etc.</li> <li>d. Truck usage may be reduced as an outcome of the proposed plan.</li> </ul>
10	<ul style="list-style-type: none"> <li>a. Accommodations to minor street movement from side streets</li> <li>b. Radar speed sign</li> <li>c. Walking across Memorial with signals</li> <li>d. Education</li> <li>e. Stop trucks from using Memorial Dr</li> </ul>	<ul style="list-style-type: none"> <li>a. No changes to side streets are occurring. However, the reduced cross section provides increased sight lines and reduces gap judgement.</li> <li>b. See Radar Speed Sign Policy on DelDOT.gov website.</li> <li>c. Crosswalks will be accommodated with signage and pavement markings to start.</li> <li>d. Continue to partner with the All Civic Group and Route 9 Monitoring Committee. Promote UD's educational tools on Road Diets.</li> <li>e. Truck usage may be reduced as an outcome of the proposed plan.</li> </ul>
11	Agree with the changes along Memorial Drive	Acknowledged
12	<ul style="list-style-type: none"> <li>a. Install rumble strips to slow traffic</li> <li>b. Slow speeds</li> <li>c. Install stop signs at intersections</li> <li>d. Install curve warning signage as well as warning signage for those approaching a curved portion of the roadway</li> </ul>	<ul style="list-style-type: none"> <li>a. Rumble strips are not intended to slow traffic. Plus, the device presents noise concerns to the adjacent residents.</li> <li>b. Speeds may be reduced as an outcome of the proposed plan.</li> <li>c. No crash patterns to justify stop signs.</li> <li>d. Will investigate further outside of Memorial Dr effort.</li> </ul>

	that there is a pedestrian crossing downstream	
13	I-95 and I-495 are accessible to commuters. Traffic would cause congestion.	Road Diet was a recommendation from the Route 9 Master Plan which analyzed existing and proposed conditions.

**Frequently Asked Questions about Road Diets:**

For general information about road diets and their functionality please refer to the below hyperlinks to educational tools that are provided by Federal Highway Administration and University of Delaware. For real-world examples that are implemented in Delaware, Philadelphia Pike in Claymont was converted in 2001, Union St in Wilmington was converted in 2017, and Cleveland Ave in Newark was converted in 2018.

- 1) [FHWA Road Diet website](#)
- 2) [FHWA Road Diet – Free Workshop](#)
- 3) [FHWA Road Diet Frequently Asked Questions July 2016 exhibit](#)
- 4) [FHWA Road Diet Frequently Asked Questions](#)
- 5) [University of Delaware Complete Communities – Road Diet website](#)

# Safe Routes to School Public Workshop

Eisenberg Elementary School



McCullough Middle School



Join other members of your community in creating more ways for your children to walk and bicycle to school safely.

*All are welcome -- parents, students, neighbors, City and school officials!*

Please Join Us At:

## Route 9 Library & Innovation Center

3022 New Castle Avenue,

New Castle, DE

**Tuesday, March 5, 2019**

**4:00 PM – 7:00 PM**

**Learn about proposed improvements which may include: speed humps, signing, curb ramps, crosswalks, sidewalk and intersection improvements along walking routes to these schools.**

This location is accessible to persons having disabilities. Any person having special needs or requiring special aid, such as an interpreter for the hearing impaired, is requested to contact DelDOT by phone at 1-800-652-5600 or by mail to DelDOT Community Relations, P.O. Box 778, Dover, DE 19903, one week in advance.

### **Questions?**

Please Contact:

Thomas (Chip) Kneavel, Project Planner  
302-760-2527

Thomas.Kneavel@Delaware.gov