

MONITORING COMMITTEE



AGENDA

2.20.18

4:30 PM

@Route 9 Library
(Scriptorium)

- Introductions
- Previous Meeting Notes
- Opportunity Zones Program discussion
- **Draft** - Transportation Project Prioritization
- OJT Subcommittee update
- Hometown Overlay update
- Update on other work
- Other Business

PACKET

Previous Meeting Notes
 Opportunity Zone Program info
 Transportation Projects in Plan
 Draft Transportation Prioritization

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.

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Route 9 Monitoring Committee Meeting Notes

1/23/2017

Attendees

- Marco Boyce, New Castle County Land Use
- Lauren Devore, DNREC
- Ken Dryden, DCR4EJ, NAACP
- Penny Dryden, DCR4EJ
- Pat Gioffre, Moore Storage 440, LLC
- Mike Hahn, DeIDOT Planning
- Hazel Hall, DeIDOT
- Renae Held, DNREC
- Lee Jarmon, OVGGP Civic Association
- Patti Miller, Nemours
- Randi Novakoff, WILMAPCO
- Steve Ottinger, Delaware Transit Corporation
- James Parker, Civic Leader
- Kyron Robinson, ProRank
- George Samuels, Rosehill Gardens Civic Association
- Sandra Smithers, New Castle Prevention Coalition
- Tim Snow, DeIDOT Planning
- Bill Swiatek, WILMAPCO
- Jake Thompson, WILMAPCO
- Wade West, ProRank

Notes

- The committee reviewed the previous meeting notes.
 - Mike Hahn gave additional clarification related to page 5 in the meeting packet, where it states: "Mike Hahn said that the Council on Transportation is likely not relevant to the Route 9 Corridor Master Plan." He said that the Council on Transportation is relevant to the plan, but the Route 9 project is already on DeIDOT's capital transportation program, so there is no further outreach needed with the Council on Transportation. The Council will continue to be relevant when DeIDOT determines what to do with the projects recommended in the Route 9 Corridor Master Plan.
 - Patti Miller gave an update on the Safe Routes to School (SRTS) program. She said that the \$10,000 from Nemours was approved for the SRTS program at Eisenberg Elementary School.
- Pat Gioffre gave an update on the proposed storage project at the car wash location on Moores Lane.
 - Pat Gioffre said that they are proposing to demolish the car wash. The property line of the strip mall would be moved over into the car wash property. That will allow the

- shopping center to build an additional 15 parking spaces. 86 self storage units are also proposed.
- Ken Dryden asked if Pat Gioffre was aware that the committee is trying to attract small businesses and generate jobs for minority residents.
 - Pat Gioffre said that this is a non-job-generating project. He said that the self-storage facility is a kit-built facility. The manufacturer of the facility comes on-site to assemble it.
 - James Parker asked if Moore Storage 440 has more facilities in Delaware.
 - Pat Gioffre said that they have 26 units in the city of Wilmington.
 - Mike Hahn said that the plan he saw had two egress points. The plan that Pat Gioffre is showing has one.
 - Pat Gioffre said that the original plan was essentially the plan he is showing. At a planning meeting, participants did not like the original plan, and suggested building a second entrance to facilitate truck access. The County said that the second entrance did not make sense for the community and the site, so they suggested reverting to the original plan.
 - Sandra Smithers asked for clarification about the disagreement about the number of entrances.
 - Marco Boyce said that as part of the Route 9 Corridor Master Plan, the County wanted to have a nice streetscape. When the County saw the two entrances, they wanted the development to be consistent with the plan.
 - Sandra Smithers said that that is a concern because the community is looking at both aesthetics and functionality. That should be resolved in such a way that neither are compromised.
 - Marco Boyce said that other communities similar to Route 9 have hometown overlay. This means that all development plans must go through a draft board for approval. Another method is having a committee to review development plans, which is the purpose of the Route 9 Monitoring Committee. Regarding this development, the County and the developer will have to talk at a higher level and come back to the committee with a final option.
 - Bill Swiatek gave a presentation on the contents of the Route 9 Corridor Master Plan. The presentation can be viewed at:
 - http://www.wilmapco.org/Rt_9/Presentations/Jan2018/Route9_1-23-18_Presentation.pdf
 - James Parker said that crossing guards are only on Memorial Drive. He asked if there are plans to hire crossing guards at other locations so that people will feel safe enough to walk.
 - Bill Swiatek said that the plan is recommending making improvements to the road itself that will reduce crossing distances and make traffic safer so that more children, parents, and people in general feel safe enough to walk.
 - James Parker asked if the residents of Eden Park and Hamilton Park could be asked if they are interested in relocating to the new residential development around node 3.
 - Bill Swiatek said that it would be a good idea for the survey to ask where respondents would like to relocate to if they are interested in relocating. The County will have to consider if the new housing development will be ready when and if the relocation happens.
 - Ken Dryden asked if the residents of those communities were involved in the planning process for the new residential development.

- Bill Swiatek said that they were involved. The residents generally supported the concept of residential development around the library.
- Lee Jarmon said that this planning process has been an open process. He said that a plan has to start from some place, and along the way changes will have to be made. He said that he is proud to be part of the steering committee, and that he has learned that we still have to be vigilant and that our voices have to be heard. He said that he is excited about the changes in this area.
 - Bill Swiatek said that he appreciates Mr. Jarmon's comments and that he has tried to make the process as open as he could and made adjustments where necessary to ensure that the process remains open.
 - Sandra Smithers said that to a large extent, it has been an open planning process, and WILMAPCO has done everything they could to get as many people engaged as possible.
- Lee Jarmon said that the County has a level of service (LOS) plan. He asked what the level of interaction is between the County and that plan.
 - Bill Swiatek said that in the Route 9 plan, we looked at level of service. None of the scenarios showed an increase in traffic that would negatively impact level of service.
 - Marco Boyce said that the County is looking at ways to measure traffic congestion in some areas. He said that LOS is measured from A through F, and below D is considered failing.
- Penny Dryden asked if there have been conversations about the existing housing when planning new development.
 - Kyron Robinson suggested looking at the zoning recommendations on page 57 in the Master Plan. He said to also look at page 49 to see the vision for what the corridor will look like.
 - Sandra Smithers suggested that the committee begin to work on the hometown overlay.
- Ken Dryden said that we are being asked to monitor and prioritize the 20 projects and what is being proposed. He said that it is important to know where the taxes are going and make sure that the community is not being gentrified.
 - Bill Swiatek said that having a committee such as this one helps ensure that projects proceed in a way that is best for the community.
- Mike Hahn suggested inviting the property owner (of the development that was presented by Pat Gioffre) to the next meeting in order to let them know about the mixed-use vision that is preferred by the plan. This would help the property owner prevent future hurdles, such as compliance with a hometown overlay.
 - Bill Swiatek agreed, saying that it should be an open process and that we should engage property owners.
- George Samuels asked if the roundabouts will be able to handle overflow traffic in the event of a crash on I-95.
 - Bill Swiatek said that the roundabouts are designed to keep traffic moving, which will reduce congestion.
 - Mike Hahn said that the option was coordinated heavily with and approved by DelDOT's traffic division.
 - James Parker expressed concern that overflow traffic will respect right-of-way at a roundabout. He said that since the community is located near major

interstates, many drivers are not local and may not be familiar with roundabouts.

- Bill Swiatek said that the transportation alternatives went through the public process. He said that we did hear those concerns, but the reaction to the roundabouts was overwhelmingly positive.
- George Samuels asked if Memorial Drive will also have a roundabout.
 - Bill Swiatek said that a roundabout was also proposed at that intersection.
- George Samuels said that especially in the summertime, there are a lot of crashes. He asked if that will make it harder for residents to get through the roundabout.
 - Bill Swiatek said that the idea is to keep traffic moving so that people can easily enter the roundabout. In the traffic study, the proposed roundabout is expected to improve the level of service from E to D at Memorial Drive, so traffic should improve.
 - Sandra Smithers said that there will be traffic backups either with roundabouts or with traffic lights, so it is important to look at what will make traffic flow more easily. She said it seems to her that the proposed roundabouts will improve traffic flow.
 - Mike Hahn suggested having a separate opportunity to ask DeIDOT questions about the proposed roundabouts. This could be on the agenda at a future meeting. Many committee members agreed with this idea.
- Hazel Hall said that ADA compliance is very important, especially for senior citizens. She suggested having someone from her department to come in to talk about how ADA compliance can impact the community.
 - Bill Swiatek said that it's a good idea, and that ADA regulations are ever evolving.
- Bill Swiatek asked the committee if anyone has thoughts about the draft mission and vision statements. There were no comments. The committee agreed to accept the draft mission and vision statements.
- Bill Swiatek said that there will be updates on the OJT program at future meetings as it progresses.
- Renae Held said that on Wednesday, January 24 at 6:00 pm, DNREC and the Division of Air Quality will be presenting about their air quality project in Eden Park and Hamilton Park at the all civics meeting. She said that she would be willing to present about this project at a future Monitoring Committee meeting.

POLICY FOCUS



Opportunity Zones Program:

An Early Overview of Program Details and What's Ahead

By Rachel Reilly Carroll | January 2018

AT A GLANCE:

- Each governor is authorized to designate a certain number of Opportunity Zones into which private investment can flow through Opportunity Funds.
- Opportunity Funds are a new class of investment vehicles authorized to aggregate and deploy private investment into Opportunity Zones.
- U.S. investors are eligible to receive a temporary tax deferral and other tax benefits when they rollover unrealized capital gains into Opportunity Funds for a minimum of five years.
- Opportunity Funds are authorized to invest in Opportunity Zone Property:
 - Stock in a domestic corporation
 - Capital or profits interest in a domestic partnership
 - Tangible property used in a trade or business of the Opportunity Fund that substantially improves the property.
- Governors have 90 days from the date of enactment (December 22, 2017) to submit Opportunity Zone recommendations to Treasury.
- Treasury has not released guidance on the process for certifying Opportunity Funds.
- Enterprise anticipates the Opportunity Zones Program will be fully implemented by Q4 2018 or Q1 2019. Many factors could influence this timeline. Look for additional coverage on [Enterprise's blog](#).

OVERVIEW

Originally introduced in the [Investing in Opportunity Act \(IIOA\)](#), the [Opportunity Zones Program](#) was enacted as part of the 2017 tax reform package ([Tax Cuts and Jobs Act](#)). The program is designed to drive long-term capital to rural and low-income urban communities throughout the nation, and uses tax incentives to encourage private investment in impact funds.

BACKGROUND

In 2015, the [Economic Innovation Group \(EIG\)](#) – a bipartisan public policy firm – developed the Opportunity Zone concept, which was conceived as a systematic approach to helping address the uneven economic recovery and persistent lack of growth that have left too many American communities behind. The concept was introduced in the Investing in Opportunity Act (IIOA) during the 114th Congress, and reintroduced in the 115th Congress by Senators Tim Scott (R-S.C.) and Cory Booker (D-N.J.) and Congressmen Pat Tiberi (R-Ohio) and Ron Kind (D-Wis.), gaining nearly 100 congressional cosponsors in 2017.

This is the first new community development tax incentive program enacted since the Clinton administration, providing an opportunity for mainstream private investors to support businesses and distressed communities. The expectation is that Opportunity Funds will ease the execution of “impact investments” for investors, and tax benefits derived from these investments will incent participation in the Opportunity Zones Program.

DEFINITIONS

Here are high-level definitions of key terms. Each is discussed in further detail below.

Opportunity Zone: A census tract which has been designated as eligible to receive private investments through Opportunity Funds.

Opportunity Fund: Private investment vehicle, certified by the Treasury, to aggregate and deploy capital in Opportunity Zones for eligible uses defined as Opportunity Zone Property.

Opportunity Zone Property: Asset types eligible for investment under the Opportunity Zones Program.

PROGRAM DETAILS

Opportunity Zones Program

The Opportunity Zones Program has been introduced as an [innovative approach](#) to unlocking long-term private investment to support low-income urban and rural communities in every U.S. state and territory.

Investors are eligible to receive certain tax benefits on unrealized capital gains reinvested in Opportunity Zones through pooled Opportunity Funds. The program is designed to minimize cost and risk to the taxpayer. Investors bear the risk on all their originally deferred capital gains, minus a modest reduction for long-term holdings, regardless of whether subsequent investments have increased or decreased in value. Neither tax credits nor public-sector financing is involved.

Opportunity Zones

The program uses low-income community census tracts as the basis for determining areas eligible for an Opportunity Zone designation. [Section 45D(e)].

- Low-income census tracts are places with an individual poverty rate of at least 20 percent and median family income no greater than 80 percent of the area median.
- A census tract that is not a low-income community may be designated as a qualified Opportunity Zone if the tract is contiguous with the low-income community designated as a qualified Opportunity Zone, and the median family income of the tract does not exceed 125 percent of the median family income of the low-income community contiguous with the tract. Up to 5 percent of the population census tracts designated as Opportunity Zones may qualify under this exemption.
- Per state/territory, up to 25 percent of the total number of census tracts that qualify as an Opportunity Zone can be designated as an Opportunity Zone.

Governors will determine which low-income community census tracts qualify as an Opportunity Zone. This approach was intended to help ensure local needs and opportunities are being met as well as to encourage concentration of capital in targeted, geographically contiguous areas in each state or territory.

- Governors have 90 days (Determination Period) from the date of enactment to submit a list of designated census tracts for approval.
 - Treasury must approve or provide feedback within 30 days of the governor's submission (Consideration Period).
 - Both the Determination Period and Consideration Period can be extended for a period of 30 days.
 - Opportunity Zone designations last for a period of 10 years (Designation Period).

Opportunity Funds

Opportunity Funds are a new class of investment vehicles (organized as a corporation or a partnership) that specialize in aggregating private investment and deploying that capital in Opportunity Zones to support Opportunity Zone Property.

- A minimum of 90 percent of Opportunity Fund assets must be invested in Opportunity Zones.
- Opportunity Funds are envisioned as a market solution for investors who lack the information and wherewithal to execute investments in rural and low-income urban communities.
- The statute does not limit the number of funds that can be created, nor does it provide instruction on the nature of investments (i.e., risk/return profile).
- Pooling capital through a fund structure provides an opportunity for a broad array of investors throughout the country to engage in the program.

Opportunity Zones Property

Opportunity Funds invest in Opportunity Zone Property, which are defined as:

- Qualified opportunity zone stock – any stock in a domestic corporation
- Qualified opportunity zone partnership interest – any capital or profits interest in a domestic partnership
- Qualified opportunity zone business property – tangible property used in a trade or business of the qualified opportunity fund that substantially improves the property

Incentives for Activating Passive Holdings

The Opportunity Zones Program provides an incentive for investors to reinvest unrealized capital gains into Opportunity Funds in exchange for a temporary tax deferral and other benefits tied to long-term holdings. With trillions of dollars in unrealized capital gains sitting on the sidelines in stocks and mutual funds, U.S. investors can now roll passive holdings of capital into investments in distressed communities.

No upfront subsidy is provided to investors; all incentives are linked to the duration of the qualified investment. The provision has two main tax incentives to encourage investment:

- Allows for the temporary deferral of inclusion in gross income for capital gains that are reinvested into Opportunity Funds.
 - Investors can roll existing capital gains into Opportunity Funds with no up-front tax bill.
 - If investors hold their Opportunity Fund investments for five years, the basis of their original investment is increased by 10 percent (meaning they will only owe taxes on 90 percent of the rolled-over capital gains). If investors hold for seven years, the basis increases by a further 5 percent.
 - Investors can defer their original tax bill until December 31, 2026 at the latest, or until they sell their Opportunity Fund investments, if earlier.
- Excludes from taxable income capital gains on Opportunity Fund investments held for at least 10 years. In other words, after settling their original tax bill, patient investors in Opportunity Funds will face no capital gains taxes on their Opportunity Zone investments.

STEPS TOWARD IMPLEMENTATION

As explained below, there are currently multiple efforts happening in tandem as the administration and states work to implement the Opportunity Zones Program, including: 1) designating Opportunity Zones, 2) providing guidance on Opportunity Fund certification, and 3) finalizing the law.

Designating Opportunity Zones

Each governor is authorized to designate a certain number of Opportunity Zones into which private investment can flow through Opportunity Funds. Governors have 90 days from the date of enactment (December 22, 2017) to submit a list of designated census tracts for approval, although they can request a 30-day extension. Once approved, these designations will remain in place for 10 years.

Currently, governors are awaiting guidance from Treasury regarding the process for submitting recommended designations. It is anticipated that this guidance will be delivered in the coming weeks (late January/early February 2018).

Providing Guidance on Opportunity Fund Certification

Once the zones are designated, Treasury will turn its focus to providing guidance on Opportunity Fund certification. The statute outlines two requirements regarding structure and intent of these funds: 1) must be organized as a corporation or a partnership and 2) invest a minimum of 90 percent of assets in Opportunity Zones. Given the straightforward nature of statute requirements, it is unclear whether additional qualifications will be considered. It is anticipated that the process for certification will analogue that of a Community Development Entity (CDE). The timeline for the availability of the guidance is not yet known.

Finalizing the Law

In addition to providing guidance on the processes for submitting Opportunity Zone designations and certifying Opportunity Funds, the Treasury must follow formal administrative procedures to finalize the law, which will dictate ongoing administration of the Opportunity Zones Program. The process typically goes as follows:

- Treasury will propose a structure for implementing the new rule, after which it will issue a notice of proposed rule-making and will request public comments on the proposal.
- The comment period typically lasts from 30 to 60 days. Upon reviewing the comments and making any necessary changes to the rule, Treasury will issue a final rule that formalizes the program.

Final Implementation: Q4 2018 - Q1 2019

Given the scope of activities noted above, Enterprise anticipates implementation in Q4 2018 or Q1 2019. A number of factors could influence this timeline, so stay tuned for additional coverage of the implementation of the Opportunity Zones Program on Enterprise's blog.

QUESTIONS

Please contact [Rachel Reilly Carroll](#) if you have any questions.

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	KarylIn 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	<p>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.</p>
19	84	Stamm Blvd at SR 9 Intersection Rebuild	SR 9 at Stamm Blvd	<p>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.</p>
20	86	SR 9 Road Diet/Streetcape: Stamm Blvd to Landers Ln	SR 9 from Stamm Blvd to Landers Ln	<p>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.</p>

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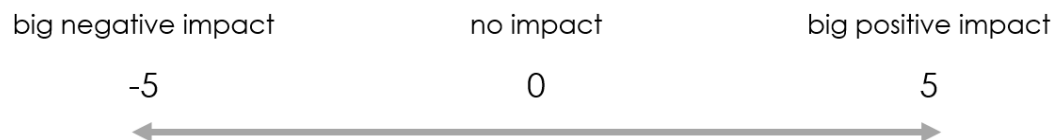
Transportation Project Prioritization

This transportation prioritization process aims to evaluate of 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?