

STEERING COMMITTEE



AGENDA

4.27.17

4:30 PM

Conference Call

Dial: 888 – 204 – 5984

Code: 1716749

- Introductions
- Previous Meeting Notes
- Feedback on Plan & Body Edits
- Next Steps Chapter
- Closing out the Study
- Other Business

PACKET

Previous meeting notes

Public comment

Document edits

Next Steps Chapter

Route 9 Steering Committee Meeting

2/21/2017

Attendees

- Cecily Bedwell, Design Collective
- James Brunswick, DNREC
- Carrie Casey, NCC
- Mike Hahn, DeIDOT Planning
- Keith Hoffman, DNREC DAQ
- Lee Jarmon, Overview Gardens/Garfield Park Civic Association
- Patti Miller, Nemours
- Ali Mirzakhali, DNREC DAQ
- Randi Novakoff, WILMAPCO
- James Parker, Oakmont Civic Association
- Jane Rattenni, NCC
- Owen Robatino, NNC Land Use
- George Samuels, Rosehill Civic Association
- Tim Snow, DeIDOT Planning
- Bill Swiatek, WILMAPCO
- Jake Thompson, WILMAPCO

Notes **(Report edits are in bold)**

- Blueprint Communities update
 - No updates
- DNREC Air Quality Director – Ali Mirzakhali
 - Shared study around Eden Park to evaluate local conditions for particle pollution
 - Purpose is to determine if there is a need for a permanent air quality monitoring station
 - Used multiple testing methods to determine best method
 - Carrie question: Is the green line Delaware City?
 - Ali Mirzakhali answer: Yes [lists legend on bottom of chart]
 - James Parker question: Why did you select the location off of Route 9 and 495?
 - Ali Mirzakhali answer: We wanted a station in the community that is close enough to the community without being too close to residences and businesses. It is an unmanned station.
 - Lee Jarmon question: Has it been determined whether nuisances cause an additional health risk to the community?
 - Ali Mirzakhali answer: We don't think so, but we don't have enough data. We are working on analyzing the data. Our primary concern is to figure out source of pollutants.
 - Bill question: Have you tried to correlate the data around the peak season for the port?

- Ali Mirzakhali answer: That will be part of our analysis.
 - Lee Jarmon question: How many data collection sites are there within the community?
 - Ali Mirzakhali answer: None. The van is located adjacent to the community. It is inside the fence of the municipal park building.
 - Bill Swiatek comment: The exact location is on page 12 of the steering committee meeting packet.
 - Carrie Casey question: Are the permanent monitoring stations in Wilmington in the community?
 - Ali Mirzakhali answer: No, but they are close to the community.
 - DNREC signed up for a program called PM Advance. PM Advance is a collaborative effort between EPA and state air quality agencies to reduce PM pollution.
 - James Parker question: Does the location of the monitoring station at one end of the corridor lose data compared to the other end of the corridor, where the cement plant is located?
 - Ali Mirzakhali answer: This is possible. We met with the community to determine the best monitoring station location. There may be an opportunity to implement personal monitors that would provide additional data. One of the challenges of pollution monitoring is to determine whether we can determine the source of the pollution.
 - Lee Jarmon question: Does the monitoring company track the data of the pollution they create themselves?
 - Ali Mirzakhali answer: They do keep an emissions inventory. It is an annual inventory, as it does not track day-to-day emissions.
 - Ali Mirzakhali showed the exact location of the monitoring station on Google Maps. It is located directly northeast of Eden Park, in the Wilmington Parks & Recreation building parking lot, next to I-495.
- Jake Thompson shared the comments from students and the second public workshop, as shown on pages 17 through 23 in the meeting packet.
- Cecily Bedwell shared an overview of the current draft of the final report.
 - **Patti Miller suggested to highlight the assets of the community in addition to its needs.**
 - James Parker question: Out of the businesses in the area, what percentage of workers is hired from within the community?
 - Cecily Bedwell answer: We don't currently have that data.
 - Bill Swiatek answer: We can review Census data to have a general idea of where people live in relation to where they work, however it is not very detailed.
 - Mike Hahn comment: At a homeowners' association meeting, you could survey a small sample to determine who works within the community, and you could always provide that data to us [DelDOT] for use in a study.
 - Carrie Casey comment: An initiative of the blueprint communities program is to determine where people who live in the community work.

- **Patti Miller suggested including a recommendation to bring a healthcare provider to the area.**
- Patti Miller question: 3 of the UDC ordinances were just signed. To what extent might those have relevance to this? Is there a way to acknowledge the guiding principles in the report?
 - Bill Swiatek answer: There is a section in the report we haven't written yet called Next Steps. I would appreciate all of your help in crafting the language for this section. We could incorporate this information in that section.
- **Patti Miller edit: On page 51 of the report, the last sentence is incomplete.**
- **Mike Hahn suggested including the need for maintenance agreements in transportation infrastructure recommendations.**
- James Parker question: Regarding roundabouts, do we have data on traffic volumes and crashes on Route 9?
 - Cecily Bedwell answer: Yes, that was part of our traffic study. The traffic study indicated that the roadway would support roundabouts and increase safety without increasing congestion.
 - Bill Swiatek answer: The study showed that looking out 20 years, there would be no increase in congestion either with or without the roundabouts.
- **Patti Miller suggested including health benefits of walking and bicycling infrastructure, including improved air quality on respiratory health.**
- George Samuels comment: Regarding the Route 9 and Rogers Road intersection improvement suggestion, pedestrian crossings are too long and unsafe.
- Jane Rattenni question: Scenario 2 (Route 9 at Rogers Road) suggests placing the bus stop between the bike lane and the roadway. Why was this scenario preferred?
 - Cecily Bedwell answer: Scenario 2 was found to result in better traffic conditions while reducing the risk of crashes.
- Jane Rattenni question: At the Terminal Avenue intersection, why was Scenario 1 preferred, despite having the bike lane between the bus stop and the roadway?
 - The traffic analysis indicated that this would be the better scenario at this location.
- Patti Miller question: For the low-stress bike network proposed statewide, would any of the scenarios qualify?
 - Cecily Bedwell answer: We can ask Toole specifically, but the scenarios containing separated bike lanes would qualify as low-stress bike infrastructure. Another aspect of this plan is to not only improve conditions along Route 9, but also create a network of low-stress bicycle connections through the neighborhoods to improve access as well as provide an alternative to biking on Route 9.
- George Samuels question: Rogers Road can be backed up when there is congestion on Route 13. Is this kept in mind in the traffic analysis?

- Cecily Bedwell answer: Yes, this was considered. The recommendation for the Rogers Road and Route 9 intersection would improve traffic flow between the two roads.
 - George Samuels question: What is the safety benefit of the pedestrian crossings in roundabouts, despite lack of traffic lights?
 - Cecily Bedwell answer: The safety benefits include shortened, more visible crossings and drivers being required to yield at crossings.
- Bill Swiatek requested that any further edits to the draft report should be sent to him via email at bswiatek@wilmaco.org. After revisions, the revised draft will be released for public comment. The plan will be presented to the WILMAPCO Council for adoption in May 2017.

Bill Swiatek

From: Randi Novakoff
Sent: Tuesday, April 04, 2017 2:48 PM
To: Bill Swiatek
Subject: FW: A comment from Debra Martin

Saved here: <G:\Public\Route 9 Corridor\Final Report\Public Comments>

From: rnovakoff@wilmapco.org [mailto:rnovakoff@wilmapco.org]
Sent: Friday, March 31, 2017 10:44 AM
To: Randi Novakoff <rnovakoff@wilmapco.org>
Subject: A comment from Debra Martin

This sender failed our fraud detection checks and may not be who they appear to be. Learn about [spoofing](#) [Feedback](#)

A form has been submitted on March 31, 2017, via: <http://www.wilmapco.org/route9/> [IP 76.12.9.38]

Route 9 Corridor Master Plan

Your Name Debra Martin

Email dmartin@wilmingtonde.gov

Address PO Box 254, Delaware City, dE 19706

Type
Comment
Here

Bill: I looked at several documents and the latest public presentation, and I have a few comments. Route 9 is an alternate drive for me to Wilmington. The majority of my trips are on transit, following Route 13, though. Also, I am very involved in historic preservation issues.

The environmental, cultural and social resources paragraph should include the following: The Harriet Tubman Underground Railroad Byway follows Rt 9 through the project area. This is a state-approved byway. The county is considering byway overlays for other byways, and it should be considered here. Any changes in the project area that slow traffic, add green space, better medians, bike and ped lanes, etc., will enhance the byway to be sure. Setbacks and spaces to place interpretive panels would be on the wish list, also.

Even though the heritage resources of Old New Castle National Historic Landmark AND the National Park are not within the project area, they have a substantial influence on the area as a route to get there and in providing visitor amenities. They should be included in the list and in the considerations, since increased visitation would

affect the LOS of the critical intersections.

As to traffic circles, neighborhood connectivity, multi-modal enhancements and strategic road diets, I would love to see it happen. Driving this route is convenient, but it just makes me sad every time I drive it because it (and the good people who live here) have been neglected by the state and county for decades.

I appreciate your work. The background maps and data were very enlightening. Not sure I understand what was going on with the LOS maps between "no build" to installation of a couple of circles, but I will ask you next time I see you.

Final Edits

Route 9 Master Plan

1. Cover – second page. Newark is misspelled in address.
2. Front matter needs page numbers.
3. Add new sentence into the third paragraph of the executive summary before the final sentence (per P. Miller): "New Castle County's recent rewrite of its Unified Development Code and recent state legislation to support complete communities both support the redevelopment of healthier neighborhoods."
4. Final bullet under existing conditions in the executive summary: begin the second sentence as (per P. Miller): "According to the United States Department of Agriculture, this means that low income households are . . ."
5. Page 12. Rewrite the third paragraph as (via P. Miller): Strong schools, churches and community centers, great parks, and generational neighborhoods with inspiring civic leaders operate up and down the corridor. The corridor's assets include strong schools, churches and community centers, great parks, and multi-generational neighborhoods that are home to inspiring civic leaders with deep community roots. The local community's social capital is an asset that can be leveraged as part of any redevelopment and revitalization efforts in the corridor. Simultaneously, however, Despite these assets, the area is challenged by lack of investment; underutilized land and incompatible land uses; high unemployment and economic disparities; a high crime rate; environmental pollution; and health challenges, including a lack of routine medical care providers and higher infant mortality and lower life expectancy rates than other communities.
6. Page 15 – graphic on the bottom right should be the updated cover
7. Page 25 – via (D. Martin) add a sentence before the final sentence at the bottom, "The Harriet Tubman Underground Railroad Byway traverses through the study area."
8. Page 25 – extra north arrow on the food access map.
9. page 30 and 31 – title of the tables on page 31 is at the bottom of page 30. Move to the top of page 31.
10. Page 50 – (via P. Miller) under bridge barriers, add "and bicycle" after pedestrian in the first bullet

Final Edits

Route 9 Master Plan

11. page 60 – number the recommendations on the top right beginning with the number 13
12. page 66 – sentence in the middle of the paragraph needs to be rewritten as: “Our analyses assumed a 22% growth rate . . .”
13. Page 66 – sentence in the middle of the paragraph "which does not account for the replacement, “needs to be deleted as it is repetitive.

14. ADD NEW SUB-SECTION TO EXISTING CONDITIONS SECTION page 26 (via P. Miller)**Public Health Considerations**

Due to its underlying demographics and limited healthcare and healthy food availability, the Route 9 corridor falls within a larger area of public health concern. Consider these facts:

The Delaware Division of Public Health identified the 19720 ZIP code south of the City of Wilmington, within which our study area falls, as experiencing a high rate of health burdens. These burdens result from the cumulative impacts of the ZIP code’s high infant mortality rate, lower life expectancy rate, lower median income, and lower high school graduation rates, in comparison to other ZIP codes. (Health Equity Guide, June 2015).

This study has identified dense pockets of neighborhoods with populations that are predominantly non-white (both non-Hispanic Blacks and Hispanics). State-level data have shown Blacks and Hispanics to be at elevated risk of poor health outcomes such as overweight/obesity and asthma due to their lower reported levels of physical activity and lower rates of fruit and vegetable consumption, in comparison to their white counterparts. (see Delaware Survey of Children's Health, 2014 and Health Equity Guide, June 2015).

This study identified four food deserts covering much of the study area. Food deserts, according to the United States Department of Agriculture, are low-income census tracts where a significant number or share of residents live more than 1 mile from the nearest supermarket.

This study has documented the presence of industry situated too close to residential developments, and the regular illegal movement of heavy diesel trucks through

Final Edits

Route 9 Master Plan

neighborhoods, conditions that negatively impact air quality and can aggravate asthma and other respiratory conditions.

DNREC identified the population within our study area as being at an elevated risk for cancer in a September 2016 letter to WILMAPCO. DNREC also has noted a violation of the state welfare standard regarding dust exposure within their 2017 community air quality study at Eden Park Gardens. (See www.wilmapco.org/route9 for more information).

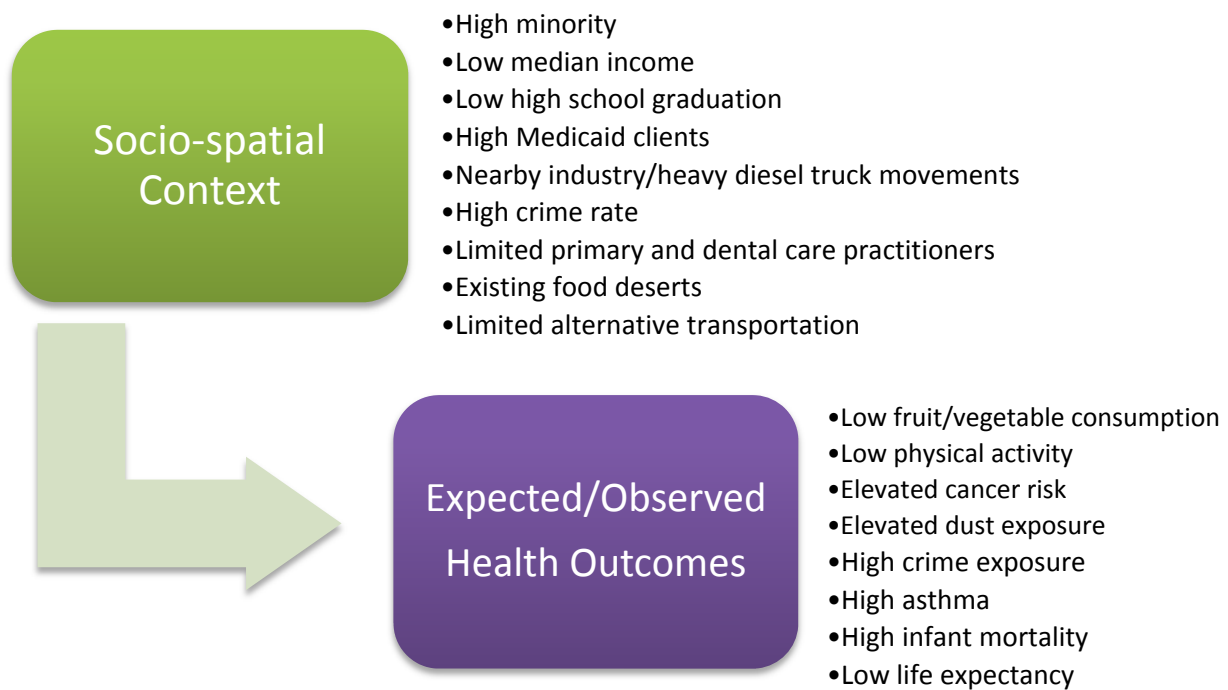
The study area is home to a high percentage of individuals covered by Medicaid – the publicly funded insurance program for low-income families, children, pregnant women, and people with disabilities. (Health Equity Guide, June 2015).

The Route 9 corridor falls within a Health Professional Shortage Area for both primary and dental care providers (Delaware Primary Care Health Needs Assessment, February 2016).

The New Castle County Police Department has noted that the study area is home to an area with an elevated rate of crime: while the corridor comprises only 1.8% of the county's total population, 14% of the county's crime occurs here.

This study has documented a limited and discontinuous network of bicycle and pedestrian facilities along the corridor, which negatively impacts the ability of low-income non-car households to use alternative modes of transportation to access services.

Taken all together, the Route 9 corridor's socio-spatial context drives poor expected and observed health outcomes as represented in the graphic below.



15. Add Next Steps Chapter. – Page 90

16. Double check all page numbers in table of contents and references.

DRAFT NEXT STEPS CHAPTER

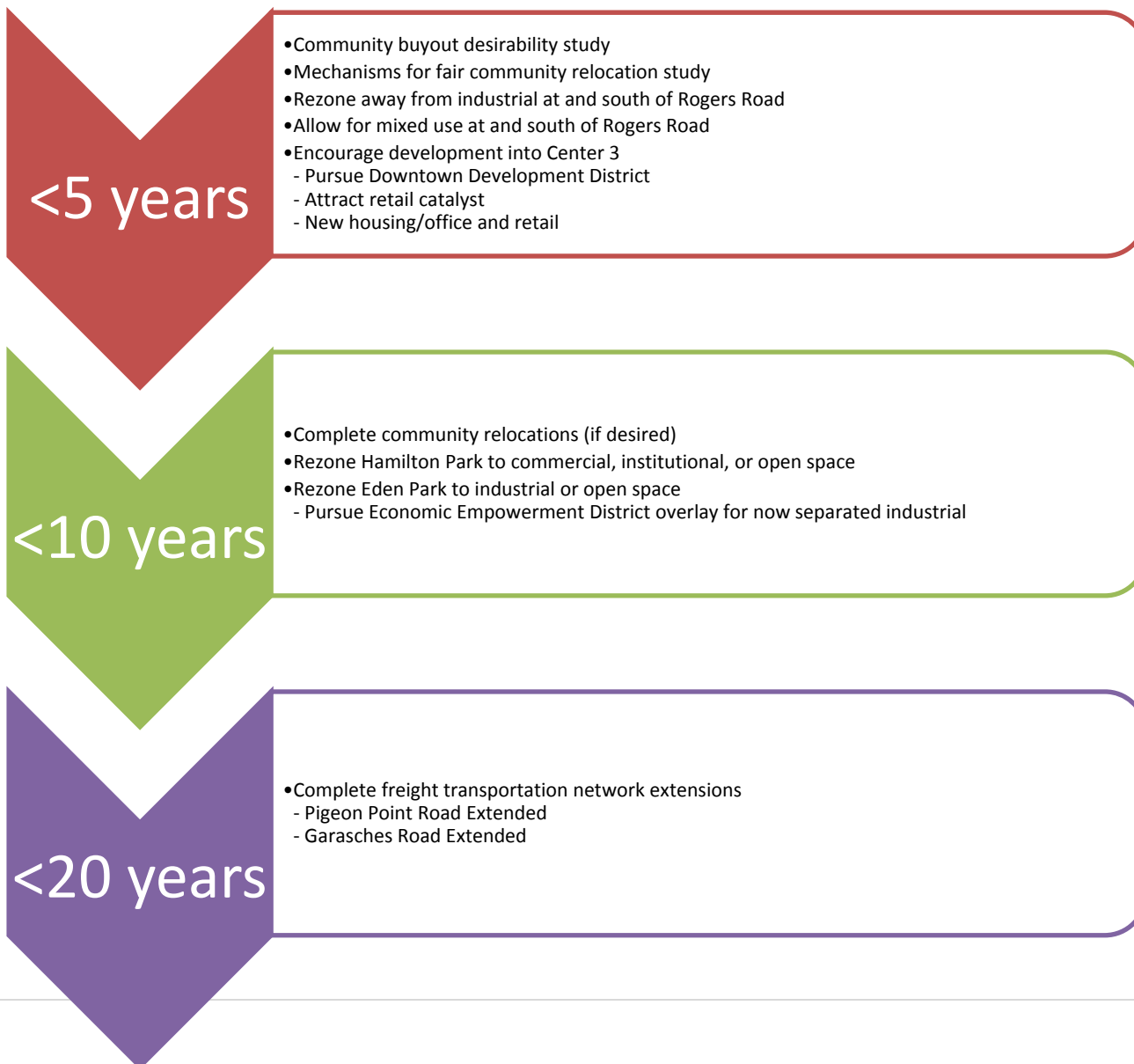
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A wide-range of recommendations were made throughout the development of the Route 9 Corridor Master Plan. These suggestions provide a 20-year guide for redevelopment and transportation investment along the Route 9 corridor with the hope that additional studies, designations, grants, and projects will emerge along the way. It must be stressed that funding has not yet been set aside to complete these recommendations. However, New Castle County (in the case of zoning recommendations) and mostly DelDOT (in the case of transportation recommendations) are committed to studying the recommendations further (where necessary) and leading the implementation of these ideas in the future. In the meantime, WILMAPCO will add the transportation recommendations to the Regional Transportation Plan for added leverage. Community members, stakeholders, and interested organizations are also encouraged to make their support known to elected officials and relevant agencies to help ensure that the recommendations are not forgotten, are properly funded, and appropriately implemented.

The land use and transportation recommendations within this document fall into three time periods: short-term (less than five years), mid-term (less than 10 years), and long-term (less than 20 years). The graphics below visually organize the recommendations by time period and the tables outline specific next steps associated with each recommendation. In most cases, we expect these recommendations to proceed independently of one another through separate initiatives.

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MAJOR ZONING RECOMMENDATIONS

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MAJOR TRANSPORTATION RECOMMENDATIONS

<5 years

- Pursue TAP funding to implement some bicycling/walking recommendations in Centers
- Pursue SRTS funding to implement some bicycling/walking recommendations around schools; provide bicycle safety training for kids
- Consider designation of a Complete Community Enterprise District in and around Centers 2 - 4
- Install missing sidewalk and add bike markings with road repaving projects
- Consider interim road diet on Memorial Drive
- Begin neighborhood pathway network w/wayfinding
- Legal review of failed illegal truck movement cases
- Install comprehensive truck signage; study further proposed freight network extensions

<10 years

- Begin road diet on Route 9 with feasibility studies, intersection rebuilds, then lane reductions
- Establish streetscape maintenance program
- Complete full road diet on Memorial Drive
- Complete old diesel engine replacements around port
- Construct port truck parking facility to reduce idling

<20 years

- Complete Route 9 road diet
- Complete neighborhood pathway network
- Complete freight transportation network extensions

Zoning Recommendations	Page	Recommendation	Responsibility	Next Steps
1.	58	If community support is achieved, relocate the Hamilton Park and Eden Park Gardens neighborhoods. Rezone Eden Park Gardens to open space or light industrial. Rezone Hamilton Park to commercial, office, institutional or open space.	New Castle County	<p>Conduct a study which assesses the feelings and needs of residents and property owners impacted by the relocation. The University of Delaware is interested in conducting this work. Only pursue the relocations if a majority of residents in one or the other neighborhoods support the initiative.</p> <p>Study and determine the best mechanisms by which relocations could be pursued efficiently and fairly.</p> <p>Rezone the Eden Park neighborhood as industrial only after residents of both the Eden Park and Hamilton Park neighborhoods are relocated. It may be rezoned as open space or another nonindustrial use if the Hamilton Park neighborhood remains.</p> <p>If the Hamilton Park neighborhood is relocated first, it may be rezoned as a nonindustrial use prior to the relocation of Eden Park residents.</p> <p>Consider the establishment of an Economic Development District, or similar mechanisms, in this area to support the repositioned industry, and port expansion.</p>

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<p>2.</p>	<p>58</p>	<p>Promote mixed-use and mixed income residential and commercial development at and south of Rogers Road. Rezone existing industrial parcels to disenfranchise them by preventing future industrial expansion or development.</p>	<p>New Castle County</p>	<p>Adjust zoning in Centers 2, 3, and 4 to allow for mixed-use development as described in this plan.</p> <p>Rezone industrial parcels within Centers 2, 3, and 4 for nonindustrial mixed-use development. Existing industrial businesses will remain, but should not be allowed to change hands or otherwise redevelop as industries.</p> <p>Center 3, around the Innovation District, should receive priority in the near-term. Consider reapplying for the Downtown Development District program, a Complete Community Enterprise District, or similar mechanisms, to support livable growth here and elsewhere. Encourage housing, office, and retail growth as described in the Plan.</p>
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Pedestrian + Bicycle Recommendations	Page	Recommendation	Responsibility	Next Steps
<p>1, 2, 3, 4, 7, 11</p>	<p>60</p>	<p>Complete the sidewalk network installing sidewalks where missing and ensuring sidewalk access to all bus stops.</p> <p>Repair, widen, clean, etc., all existing sidewalks to ensure ADA compliance and overall usability.</p> <p>Install one curb ramp in each direction of travel; ramps should be wider than the minimum width required in order to provide</p>	<p>DeIDOT/New Castle County/WILMAPCO</p>	<p>Per the State’s “Complete Streets Policy” new and better ADA-compliant sidewalk and bicycle markings should be added along state-maintained routes during roadway repaving projects. Major, multimodal roadway projects move through state’s capital program.</p> <p>DeIDOT, as appropriate, should install marked crosswalks during projects along Route 9,</p>

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		<p>capacity for increases in pedestrian and bicycle traffic.</p> <p>Stripe all pedestrian crossings at intersections.</p> <p>Install pedestrian-scale lighting, street trees, benches, and other street scape elements, where appropriate.</p> <p>Installing wide bicycle lanes or separated bicycle lanes on Route 9 and Memorial Drive.</p>		<p>Memorial Drive, or other state maintained routes in the study area.</p> <p>WILMAPCO and DeIDOT should engage area elementary and middle schools to begin Safe Routes to School programs. Urban Bike Project, though WILMAPCO, should engage with area community centers and schools to teach safe bicycling habits to children.</p> <p>New Castle County should continue to pursue Transportation Alternatives Program (TAP) funding to add key segments of sidewalk and other pedestrian and bicycle amenities.</p>
5	60	Install the center multi-use trail recommended between Memorial Drive and Cherry Lane.	DeIDOT	DeIDOT must set aside funding in the capital program to fund this initiative. It must proceed with the construction of roundabouts at Cherry Lane and Memorial Drive.
6	60	Establish a procedure for determining the appropriate location of mid-block pedestrian crossings and guidelines for these crossings.	DeIDOT	DeIDOT should examine the potential of adding midblock crossing opportunities, but only after road diets are implemented.
8	60	Ensure all bus stops are ADA compliant and are equipped with a bus shelter, light, service information, and a trash/recycling receptacle.	DART	DART should closely examine the bus stops in study area for improvements, particularly those within our identified Centers and those with high documented ridership.
9	60	Establish a regular program to maintain sidewalks, streetscaping, bus stops, and intersections.	Variety	<p>The State should continue to follow its procedures for maintenance.</p> <p>New Castle County and/or a local community group to help maintain streetscaping, such as street trees.</p>

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10, 13, 14, 15	60	<p>Work with private property owners to create and formalize pedestrian pathways and public access easements.</p> <p>Identify and build connections between neighborhoods, leveraging the existing system of neighborhood parks.</p> <p>Ensure these connections are well-lit and offer current best practice safety features.</p> <p>Build a small off-road connection across I-295 between Wildel Avenue and Landers Lane.</p>	New Castle County	<p>New Castle County should work with property owners and developers to build a nonmotorized pathway network, as envisioned in this Plan.</p> <p>Building off the success of the tri-park path project, New Castle County should take the lead in organizing the implementation of the neighborhood pedestrian and bicycle connections identified in this Plan and the Route 9 and Garfield Park Walkable Community Workshop Reports.</p> <p>Connections between neighborhoods will require the strategic purchase of land and/or properties which can be then be converted into use as a connecting pathway.</p>
12	60	<p>Install bicycle parking at bus stops and key civic locations, such as the new Library and Innovation Campus.</p>	DART/New Castle County	<p>DART should examine the potential for the addition of bicycle parking at busy bus stops, if it does not already exist at a location nearby.</p> <p>New Castle County should require that new developments and redevelopments include bicycle parking and should add bicycle parking at key existing locations where it does not already exist.</p>
16		<p>Develop a way-finding system to inform and direct people walking and bicycling about their route options.</p>	New Castle County/DeIDOT	<p>New Castle County should ensure that a comprehensive signage system is in place to navigate the network of existing and future paths off of and connecting to state maintained routes.</p>

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				<p>DeIDOT should ensure that state maintained routes, such as Route 9 and Memorial Drive, have comprehensive walking and bicycling awareness and directional signage.</p>
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Traffic + Truck Recommendations	Page	Recommendation	Responsibility	Next Steps
1	64	<p>Implement road diets on both Route 9 and Memorial Drive, at times removing one vehicle travel lane in each direction to reduce speeds, improve safety, and improve pedestrian and bicycle networks.</p>	<p>DeIDOT/New Castle County</p>	<p>DeIDOT must set aside funding in the capital program to fund these initiatives.</p> <p>It is possible that the diets on Route 9 and Memorial Drive can move separately as projects.</p> <p>We studied the implementation of an interim, low-cost road diet (scenario 1) on Memorial Drive that DeIDOT could implement with the next repaving project. If this is pursued, we still recommend further public outreach as some parking spots must be removed with the interim diet, and we predict that some intersections will worsen within 20 years. The optimal road diet (scenario 3) with the center turn lane is recommended in the 20-year timeframe. This design will not only preserve parking and improve traffic conditions, but it will also vastly improve conditions for walkers and cyclists.</p> <p>New Castle County, in coordination with DeIDOT, should strongly consider the designation of a Complete Communities</p>

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				Enterprise District along the Route 9 Corridor, at and south Rogers Road. This will help spur mixed-use development and give greater priority to transportation projects in the corridor.
2	64	Rebuild key intersections to more facilitate left/right vehicle turns, improve safety for vehicle and pedestrian/bicycle users; provide much safer pedestrian crossings of Route 9 and Memorial Drive, and to complement the road diet by more efficiently moving traffic.	DeIDOT	<p>DeIDOT must set aside funding in the capital program to fund these initiatives.</p> <p>Intersection rebuilds are key to making the road diet function properly. We studied the full implementation of a road diet and all intersection rebuilds along Route 9. These projects could proceed independently, but that would require additional upfront analyses to ensure reasonable traffic flow is maintained. If pursued independently, intersections and a road diet around the Innovation District (Center 3) should be prioritized.</p>
3, 6	64	<p>Comprehensively and consistently sign, both on the street and electronically, roads which are closed to trucks not making local residential deliveries.</p> <p>General education, outreach, and enforcement to ensure truck use of designated roadways and facilities and reduce truck use on restricted residential streets.</p>	DeIDOT/New Castle County	<p>DeIDOT should coordinate with appropriate state and federal agencies to eliminate illegal truck trips on residential streets. The long-term recommendations in this plan will work to do this, but short-term measures, such as improved signage, as well as education and enforcement, can be taken as well.</p> <p>DeIDOT should coordinate a review of previous failed legal cases brought against local truck companies charged with violating road restrictions. This work should inform the appropriate adjustments that need to be</p>

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				<p>made to help make future cases more compelling.</p> <p>Following the legal review/implementation of adjustments to signage:</p> <p>DeIDOT should ensure that comprehensive truck signage exists within the corridor. Trucks should have an early warning that they are about to enter a road restricted to them.</p> <p>DeIDOT should provide outreach to area truck-generating businesses regarding the existing restrictions in place.</p> <p>New Castle County should ensure that roads restricted to trucks appear restricted on truck-based GPS systems.</p> <p>New Castle County should coordinate with the State Police to enforce the truck restrictions.</p>
<p>4</p>	<p>64</p>	<p>Additional roadways to provide more direct access for trucks to the Port of Wilmington from I-295 and I-495.</p> <ul style="list-style-type: none"> - Pigeon Point Road extension south to Buttonwood Avenue - Interchange between I-295 and Pigeon Point Road. - Connection between Garasches Lane and the Terminal Avenue (to get to the Port) 	<p>DeIDOT</p>	<p>These initiatives require further closer examination by DeIDOT.</p> <p>The Pigeon Point Road extension and interchange with I-295 faces challenges related to environmental constraints and the presence of a freight rail line. A close survey of this area is needed, including the activity on that rail line. It may be that the best option</p>

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				<p>here is the conversion of the rail line to a roadway.</p> <p>Regarding Garasches Lane, DelDOT should closely coordinate with the City of Wilmington and New Castle County to uncover the optimal location for the extension of this road.</p> <p>DelDOT must set aside funding in the capital program to fund these initiatives.</p>
5	64	Overnight parking for Port-related trucks with electricity	Variety	<p>This project was a major recommendation from WILMAPCO's 2013 Port Parking Study. Implementation of the initiative would benefit the Port and the surrounding community.</p> <p>A private developer or various agencies could lead this effort including – the Port of Wilmington, DelDOT, New Castle County, or the City of Wilmington.</p>
7	64	Create an inventory of diesel vehicles and equipment at the Port of Wilmington and surrounding businesses. Utilize this inventory to inform environmental grant applications to replace old engines which emit significant levels of fine particulates.	DNREC	<p>DNREC should continue to build an inventory of area diesel vehicles and equipment to and seek to replace old diesel engines.</p> <p>DNREC, working with the community, should also continue to study air quality in the corridor, and its impacts on public health and welfare.</p>