



2023

WORK PLAN

DATA TRENDS REPORT &
HEALTH ACTION PLAN

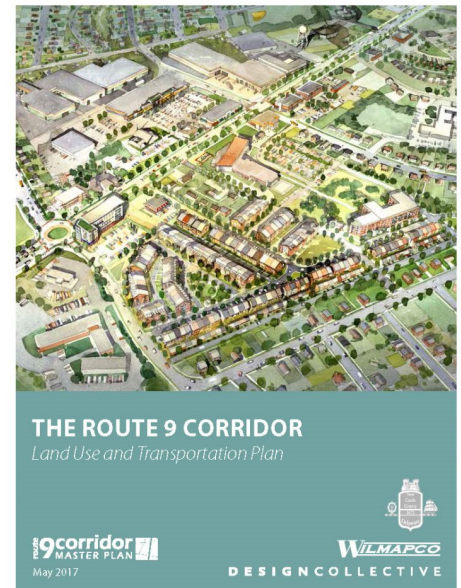
www.wilmapco.org/route9

Route 9 Master Plan

The Route 9 Corridor Land Use and Transportation Master Plan identifies the best reinvestment and redevelopment strategies for the Route 9 Corridor between the cities of Wilmington and New Castle, Delaware. This Master Plan was requested by New Castle County. It was funded and executed by the Wilmington Area Planning Council (WILMAPCO) as of May 2017 under the close guidance of a Steering Committee comprised of local civic and agency partners.

Learn more & view the Plan here!

www.wilmapco.org/route9



Monitoring Committee

A Monitoring Committee—comprised of civic leaders, government, and other stakeholders—has been guiding plan implementation.

The committee includes the following (all invited):

- WILMAPCO
- Rt. 9 / Rt. 13 All Civics
- Civic League for New Castle County
- Clean Air Council
- Collins Park Civic Association
- Colonial School District
- Christiana Care
- Croda
- Delaware Center for Horticulture
- Sierra Club Delaware Chapter
- DNREC
- DelDOT
- Delaware Division of Public Health
- Delaware Help Initiative
- Delaware Transit Corporation
- Delaware Working Families Party
- Dunleith Civic Association
- Everyone Can Achieve, LLC

- FujiFilm
- Hamilton / Eden Park Civic Association
- Healthy Communities Delaware
- London Addison
- Nemours
- New Castle County
- Civic League for New Castle County
- New Castle Prevention Coalition
- Overview Gardens / Garfield Park Civic Association
- ProRank Business Solutions, LLC
- Rep. Frank Cooke
- Rosegate Civic Association
- Rose Hill Gardens Civic Association
- Simonds Gardens Civic Association
- Southbridge Civic Association
- University of Delaware Cooperative Extension
- University of Delaware Partnership for Healthy Communities
- Waste Management
- YWCA of Delaware

Mission

The mission of the Route 9 Corridor Transportation and Land Use Master Plan Monitoring Committee is to oversee 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.



Organization

The Monitoring Committee holds regular, open, and egalitarian meetings at the Route 9 Library. Decisions of the group are arrived at based upon a consensus opinion of participants. Bill Swiatek, WILMAPCO, currently serves as chair.

Three subcommittees – Health, Small Business and Workforce Development, and Outreach – have been established to perform more detailed work in support of the Monitoring Committee. They meet as needed.



Monitoring Committee -- Key Initiatives for 2023

(Listed in no particular order)

1. **Strengthen leadership of Monitoring Committee** – Identify a vice-chair to provide leadership support.
2. **Help guide transportation improvements**– Provide feedback to DelDOT/DTC/New Castle County as transportation improvements proceed from the Master Plan. These include, but are not limited to:
 - a. Route 9 Redefined – RAISE grant implementation
 - b. Areas of Persistent Poverty – FTA Transit grant
 - c. Terminal Avenue Hazard Elimination Program (HEP) Project
 - d. Transportation Alternatives Program project to improve streetscape and connectivity around Morehouse Dr. @ Bizarre Dr. in Dunleith
 - e. Safe Routes to School Programs at Eisenberg and McCullough.
 - f. DelDOT's PAR Program.
 - g. Educational awareness and pedestrian safety improvements in the vicinity of Rose Lane, following the tragic death of Mr. Lynch in 2019.
3. Support the development of a **Route 9 Traffic and Data Trends** annual report conducted by Century Engineering w/WILMAPCO funding.
4. **Support the New Castle Prevention Coalition (NCPC) in Implementing Concepts within the Route 9 CDC Feasibility Study** – The NCPC is working to implement the Route 9 CDC Feasibility Study through the expansion of its own mission and work. Key work includes: the establishment of a local home repair program and a local landscaping team.
5. Support the promotion of larger scale zoning changes and redevelopment, as envisioned by the Rt. 9 Master Plan. This includes a training program to foster local developers.
6. **Explore a “Mechanisms for Fair Community Relocation” study** – Called for in the Master Plan to help detangle industrial and residential uses along the corridor, this study would examine how an equitable and fair future relocation could be pursued.



Health Subcommittee

The Health Subcommittee has established an important dialogue between area civic leaders and local government about environmental impacts to community health. Under the leadership of the University of Delaware's Cooperative Extension, they completed a Route 9 Health Assessment that sets the stage for an Action Plan. The group also has supported on-the-ground projects like the Clean Air Council's PM2.5 air monitoring program and advocating for increased COVID-19 testing, prevention, and vaccinations along the Rt. 9 corridor. Membership includes key area civic leaders, state government, community non-profits, and healthcare providers.

Mission

The mission of the Health Subcommittee is to improve health outcomes for residents of the Route 9 corridor, principally by understanding and working to address the area's social determinants of health concerns. This will be accomplished through collaborative dialogue and action between its membership, which includes healthcare and government agencies, local civic and community leaders, other key stakeholders, and the communities they represent.

Vision

The Health Subcommittee envisions the improvement of health outcomes for residents of the Route 9 corridor through the implementation of the Route 9 Corridor Transportation and Land Use Master Plan, and other key complementary efforts that positively impact community health and quality of life.

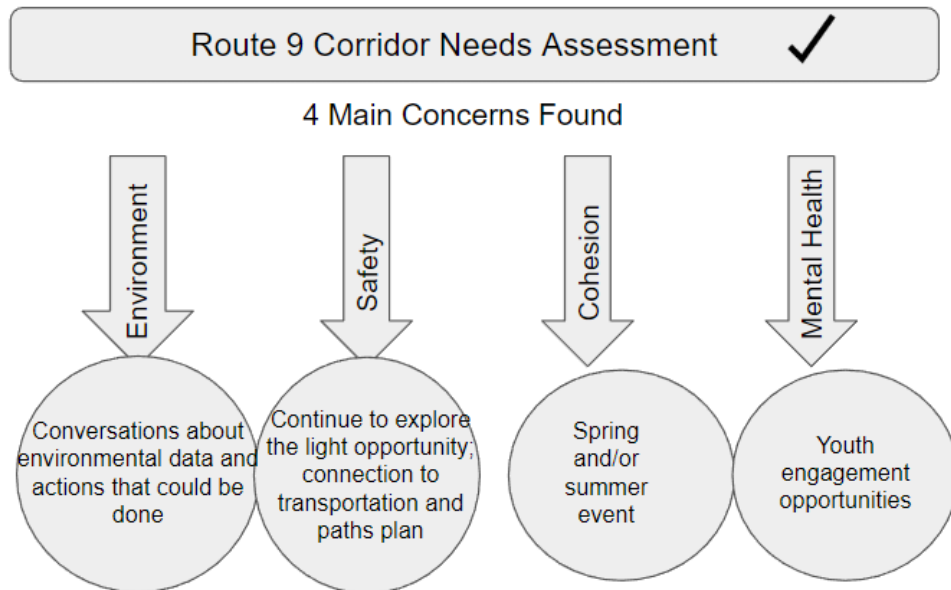
Health Subcommittee -- Key Initiatives for 2023

(Listed in no particular order)

1. **Data collection/sharing** - Continue to collect relevant health and environmental data and seek to understand their significance.
- 2.



3. **Implement the health action plan** – support UD's Cooperative Extension to implement a health action plan.



4. **Track and Respond to COVID-19 outbreaks** – advocate for addition testing, resources, and vaccinations to respond to the coronavirus pandemic along Rt. 9 and support virus prevention activities.
5. **Support Clean Air Council, DNREC, and others in the deployment of air monitors**- help build a network of air monitors along the Rt. 9 corridor.
6. **Advocate for additional street sweeping**- increase the frequency of street sweeping along the Rt. 9 corridor (preferring to use vacuum style sweepers instead of
7. rotating brush ones also in service) to help combat high levels of coarse dust.
8. **Raise awareness of storm drain cleaning**- provide outreach to residents to raise awareness of the need to keep storm drains clear of debris and who to call if they see a clogged drain.
9. **Improve environmental engagement** – support DNREC in improving its community outreach around environmental issues.

Small Business and Workforce Development Subcommittee

The Small Business and Workforce Development Subcommittee is seeking to support small businesses and workforce development efforts in the Route 9 corridor.

Mission

The mission of the Small Business and Workforce Development Subcommittee is to support area small businesses and the training and hiring of Route 9 residents at livable, prevailing-wage jobs.

Vision

The Small Business and Workforce Development envisions the rise of prosperous small businesses along the Route 9 corridor and a strong local workforce earning living wages.

Small Business and Workforce Development -- Key Initiatives for 2023

(Listed in no particular order)

1. **Support small businesses and workforce development** – provide support to initiatives that support the training and hiring of local workers at prevailing wage jobs, especially those associated with the implementation of the Master Plan. Track trends and specifically focus on DelDOT's Rt. 9 Redefined CTP project.
2. **Virtual resume job bank** - Utilize ProRank Academy as a resource to support community development work, local business promotion, and connect residents to employment opportunities.
3. **Support NCPC to develop a landscaping maintenance agreement for transportation projects**– support the New Castle Prevention Coalition (NCPC) to develop an action plan to install and maintain landscaping elements as part of transportation projects, along with other landscaping maintenance, along the Route 9 corridor.



- The concept is:
 1. DelDOT to develop and sign a landscape maintenance agreement with NCPC / New Castle County prior to the installation of landscaping elements with the major Capital Transportation Project along Route 9.
 2. NCPC will contract with a local company or entity (such as Colonial SD or DSU or a new entity) to conduct the maintenance, utilizing local labor.
 3. Funding for this work will be provided by area businesses to NCPC. In return, they will receive recognition in the form of signage and other acknowledgments.



Public SignUp

<https://learn.prorankllc.com/register/public-membership/>

Login

<https://learn.prorankllc.com/>

Outreach Subcommittee

The Outreach Subcommittee will help continue to get the word out about the Master Plan, its ongoing implementation work, and how area residents and stakeholders can get involved.

Mission

The mission of the Outreach Subcommittee is to develop strategies that raise awareness about the Route 9 Master Plan, its ongoing implementation work, and how area residents and stakeholders can get involved.

Vision

The Outreach Subcommittee envisions an increase in public awareness of the Route 9 Master Plan and continuous public engagement and guidance as implementation progresses.

Outreach Subcommittee -- Key Initiatives for 2023

(Listed in no particular order)

1. **Promote outreach video** – Develop a call to action and promote the outreach video.
2. **Attend outreach events** – table/present at community events in 2023.
3. **Develop outreach poster with community survey** – place outreach poster/survey at the Route 9 Library
4. **Maintain and expand web/social media presence** – build web and social media presence to promote awareness of the Master Plan and community involvement.
5. **Challenge false narratives** – challenge inaccurate depictions of the Master Plan and implementation work in the public/media.



6. **Build relationships with key stakeholders** – reach out to elected officials and other key stakeholders, as needed, to promote understanding of the Master Plan and implementation work.
7. **Identify new leadership for the Outreach Subcommittee**
8. **Support American Planning Association (APA) Mobile Workshop** – support the planned workshop “Planning, Advocacy, and Implementation in Underserved Wilmington Neighborhoods” which will feature planning and implementation work along the Route 9 corridor, including Southbridge, at the 2023 APA National Planning Conference in Philadelphia.



Key Wins and Accomplishments

Transportation

- Project Funding Committed
 - \$6 million RAISE Grant won in 2022 for the Route 9 Redefined Project to begin detailed plans for major transportation work to implement the Rt. 9 Master Plan
 - Funding in DelDOT's FY 2021 Capital Transportation Plan (\$17.7 million – DelDOT)
 - Approved a Transportation Project Prioritization Process to guide which projects are most important to pursue first
 - Developed a process for measuring Social Determinants of Health (used in the transportation project prioritization process)
 - \$630,000 in federal Areas of Persistent Poverty Grant was awarded to the Delaware Transit Corporation in 2022. DTC will plan improvements to enhance bus service, microtransit and the pedestrian environment to provide access to jobs, schools, healthcare, and other services.
 - Funding for Safe Routes to School Programs at Eisenberg and McCullough (\$436k – DelDOT, Elected Officials, Nemours)
 - Funding for Transportation Alternatives Program Project – Morehouse Dr. @ Bizarre Dr. in Dunleith (\$1 million – DelDOT/New Castle County)
- Interim Memorial Drive Road Diet implementation complete.



- Speeds lower (+5-8 seconds of travel time), flow has been maintained (LOS C+ before; LOS D+ after), bike level of traffic stress improvement (LTS 4 before to LTS 3 after); crashes are down (12 in 2020 vs. 9 in 2021).
- Route 9 Paths Plan completed in September 2021 (<http://www.wilmapco.org/route9pathsplan/>)
- Tri-Park Trail Project Proposed by New Castle County in 2022, following a November 2021 letter from the R9MC (http://www.wilmapco.org/Rt_9/R9MC-NCC_Parks-Nov_2021.pdf). The proposed project includes lighting improvements and new connections (<https://wilmapco.sharefile.com/d-sca1afaa113424384b9e75577572ac444>)
- Hybrid DeIDOT DBE Certification Training Workshop held at the Route 9 Library/online in 2022. This training increased awareness and knowledge of gaining a DBE certification.
- Helped Everyone Can Achieve (ECA) win Delaware's DBE of the year award via our support for their local hire initiative.
 - Seven Route 9 residents hired at prevailing wage jobs (\$100,000/year) by ECA.

Performance report: <https://wilmapco.sharefile.com/d-s399377afa4d24a2ea6fbdea2004e7622>

- Local Hire Exploration funding (\$3k – NCC Community Services)

Land Use

- Extensive collaboration occurred in the development of New Castle County's 2050 Comprehensive Plan throughout 2021 and 2022. The Route 9 Master Plan was successfully folded into overall Comp Plan. <https://ncc2050-nccde.hub.arcgis.com/>
- Hamilton/Eden Park Community Survey Development Support

- Helped to publicize and use New Castle County's "Resident Toolbox" to see what developments are on the horizon.

Community Health

- Health Communities Delaware funding awarded.
 - Received \$49,950 in 2020 to study the strengthening of community infrastructure, including the exploration of a Community Development Corporation.
 - CDC Feasibility Study completed in February 2021: https://swpndotorg.files.wordpress.com/2021/07/route-9-corridor_final-report_pace.pdf
 - Emily Rodden, Public Ally, hired and placed with the NCPC.
 - New Castle Prevention Coalition received \$80,290 in 2022 for implementation of components of the Rt. 9 Master Plan. Increased staff capacity allows for the planning of, acquisition of funding for, and implementation of a home repair service, green space maintenance project, and business development initiative. The first of these efforts, green space maintenance, entails the creation of a maintenance agreement with New Castle County and DelDOT for the landscaping that is to accompany a significant transportation improvement project in the corridor. NCPC will hire local landscapers for this work, increasing job opportunities for residents while beautifying the area.
- Route 9 Health Assessment completed in September 2021: <https://www.dropbox.com/s/ka3und39dx4ga6p/Route%209%20Health%20Needs%20Assessment%20-%20Sept%202021.pdf?dl=0>
- Supported the hiring of Ms. Dora Williams as the Rt. 9 Community Engagement Coordinator by Healthy Communities Delaware and UD Cooperative Extension. In this role Ms. Williams will enhance the outreach



activities of the Monitoring Committee and the New Castle Prevention Coalition.

- Health Action Implementation, 2022
 - Neighborhood Cohesion
 - Neighborhood Programs - NCC Prevention Coalition led many events in the Tri-Park area and beyond
 - Environment
 - Air Quality - Conversations with DNREC about Monitoring; Fuji Film
 - Lead – Presentation from Lead Free DE; Opening up the conversation with DOE
 - Safety Interventions
 - Lighting - Wrote a letter to the county (movement being made with DeIDOT - potential resolution if can change the hours of the park to not read down to dusk)
- Developed a flyer to raise awareness about the ability to report clogged storm drains.

Other

- Supported the University of Delaware Center for Historic Architecture and Design (CHAD) and DeIDOT with the creation of the draft *Development of Residential Subdivisions along the Route 9/New Castle Avenue Corridor, 1945-1970 +/-: A Historic and Architectural Context Report*. High level feedback was provided along with connections to residents to share their oral histories. More information: <http://www.wilmapco.org/route9/route-9-residential-history/>
- Route 9 Master Plan video completed in 2021: <https://www.youtube.com/watch?v=z2rc2j9QnAc>



- Continued meeting despite the 2020/1 coronavirus pandemic. Meetings were moved online and had good participation.
- Route 9 Data Trends Annual Report funded for \$35,000.
- Meeting transparency improvements – provide audio recordings and notes online
- Enhanced letterhead to include represented agencies.
- Conducted outreach about the Master Plan



Letters from the R9MC¹:

- **DeIDOT (Civil Rights)**, July 2022, Offering the Small Business and Workforce Development Subcommittee's assistance in implementing Section 25019 of the Bipartisan Infrastructure Law.
 - http://www.wilmapco.org/Rt_9/R9MC_DeIDOT_CR_7_22.pdf
- **DeIDOT**, April 2022, recommending prioritization of projects from the Route 9 Master Plan.
 - http://www.wilmapco.org/Rt_9/R9_letter_DeIDOT_4-22.pdf
- **US Dept. of Transportation**, April 2022, supporting RAISE grant funding for the Route 9 Corridor.
 - http://www.wilmapco.org/Rt_9/R9_letter_USDOT_4_22.pdf
- **New Castle County**, January 2022, suggesting additional recommendations from the Route 9 Master Plan for inclusion in the New Castle County @ 2050 Comprehensive Plan.
 - http://www.wilmapco.org/Rt_9/R9MC_NCC_@2050_1_22_Letter.pdf
 - Response from New Castle County:
http://www.wilmapco.org/Rt_9/R9MC_LU_3.31.22.pdf
- **New Castle County**, November 2021, calling for improved lighting along the Tri-Park Trail.
 - http://www.wilmapco.org/Rt_9/R9MC-NCC_Parks-Nov_2021.pdf
- **New Castle County**, September 2021, support for Ordinance No. 21-036 and additional recommendations for including the Route 9 Master Plan into the County Comprehensive Plan.

¹ Ongoing listing of letters: <https://docs.google.com/spreadsheets/d/1ajRMVIL-eozYgJwQA7VVTRJChjog9Q0yyWdfsDgt0U/edit?usp=sharing>

- http://www.wilmapco.org/Rt_9/NCCLU_letter_9_2021.pdf
- **Delaware Transit Corporation**, August 2021, letter of support for “Connecting Route 9 Corridor Communities” FTA Grant to improve bus service.
 - http://www.wilmapco.org/Rt_9/AoPP_Grant_2021.pdf
- **New Castle County**, August 2021, calling for a discussion about improving lighting along the Tri-Park Trail.
 - http://www.wilmapco.org/Rt_9/Light_letter_NCC_2021.pdf
- **Delaware Emergency Management Agency**, June 2020 – calling for more COVID-19 testing
 - http://www.wilmapco.org/Rt_9/RT9_Covidletter_June_20.pdf
- **New Castle County**, Monitoring Committee, February 2020 – review of draft Comprehensive Plan amendments.
 - http://www.wilmapco.org/Rt_9/RT9_Letter_NCC_Comp_Plan_Feb_2020.pdf
- **Everyone Can Achieve**, Monitoring Committee, February 2020 – support for a pilot local hire initiative.
 - http://www.wilmapco.org/Rt_9/Letters/ECA_letter_Feb20.pdf
- **Clean Air Council**, Health Subcommittee, February 2020 – support for a grant to study resident air monitoring data and the completion of a door-to-door community health/environmental survey.
 - http://www.wilmapco.org/Rt_9/Letters/CAC_letter_Feb20.pdf
- **University of Delaware**, Health Subcommittee, January 2020 – support for a grant to assess contamination in coastal Delaware, including the Route 9 corridor.
 - http://www.wilmapco.org/Rt_9/Letters/UD_letter_Jan20.pdf



- **News Journal**, Monitoring Committee, January 2020 – concern for a false depiction of the Master Plan in an article about the Dunleith community.
 - http://www.wilmapco.org/Rt_9/Letters/TNJ_letter2020.pdf
- **DNREC**, Monitoring Committee, August 2019 – concern for limited DNREC participation on the Health Subcommittee.
 - http://www.wilmapco.org/Rt_9/Letters/DNREC_letter-Aug2019.pdf
- **New Castle County**, Monitoring Committee, July 2019 – support for County efforts to implement the Plan and ideas for future collaboration.
 - http://www.wilmapco.org/Rt_9/Letters/NCC_letter-July2019.pdf

Community Events Attended/Surveyed

- **2020**
 - January 1 – Teen Program, Rose Hill Community Center
- **2019**
 - March 5 - SRTS workshop
 - June 15 - Juneteenth
 - July 27 - Unity Day
 - September 20 – Safety Day, Rose Hill Community Center
 - October 16 – Collins Park Civic Association
- **2018**
 - June 25 - Public Workshop
 - July 28 - Health Hook Up Event in Dunleith
 - October 1 – Holloway Terrace Civic Association



ROUTE 9 MASTER PLAN DOT SURVEY UPDATE

Results include responses from:

2019

March 5 - SRTS workshop

June 15 - Juneteenth

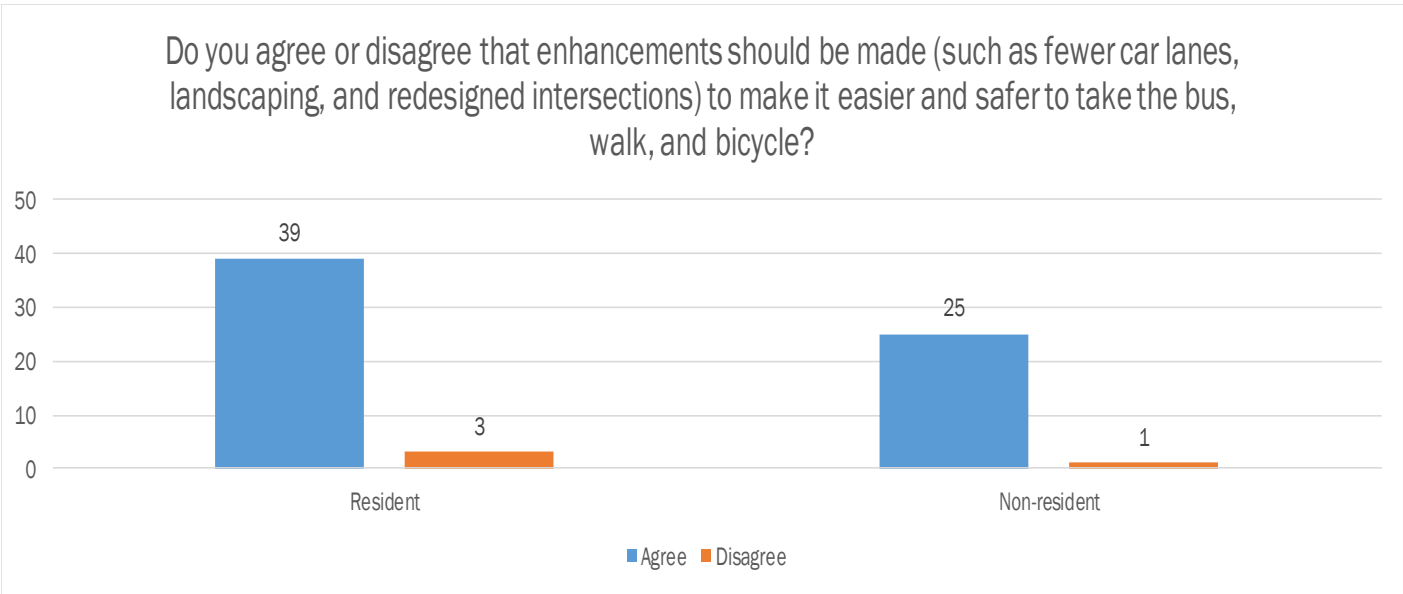
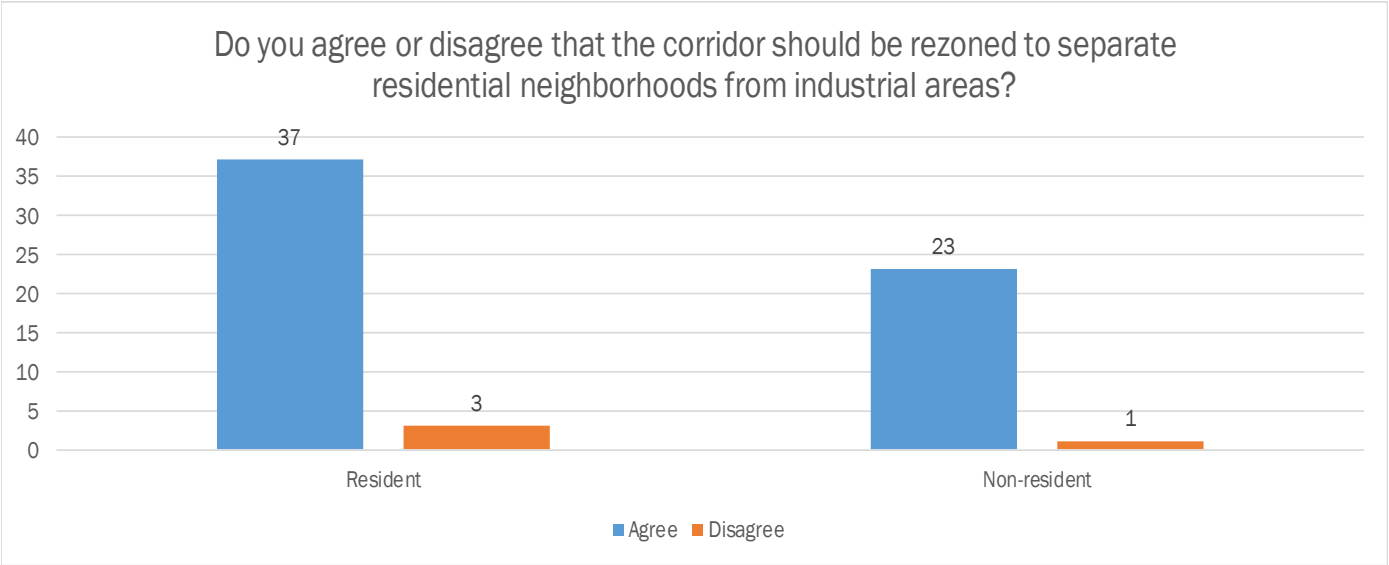
July 27 - Unity Day

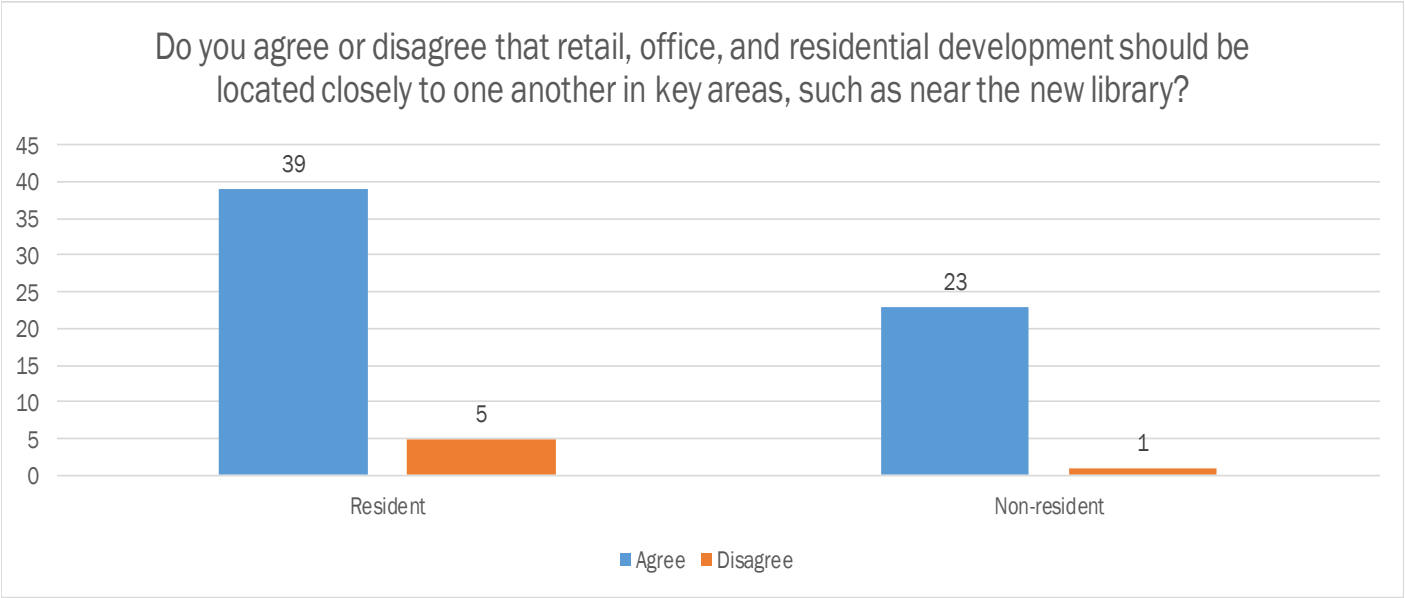
2018

June 25 - Public Workshop

July 28 - Health Hook Up Event in Dunleith







APPENDIX – DATA TRENDS REPORT & HEALTH ACTION PLAN





Data Trends Report

Transportation & Land Use

2023



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Route 9 Master Plan

The Route 9 Corridor Land Use and Transportation Master Plan identifies the best reinvestment and redevelopment strategies for the Route 9 Corridor between the cities of Wilmington and New Castle, Delaware. This Master Plan was requested by New Castle County. It was funded and executed by the Wilmington Area Planning Council (WILMAPCO) as of May 2017 under the close guidance of a Steering Committee comprised of local civic and agency partners.

Learn more & view the Plan here!
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This Report

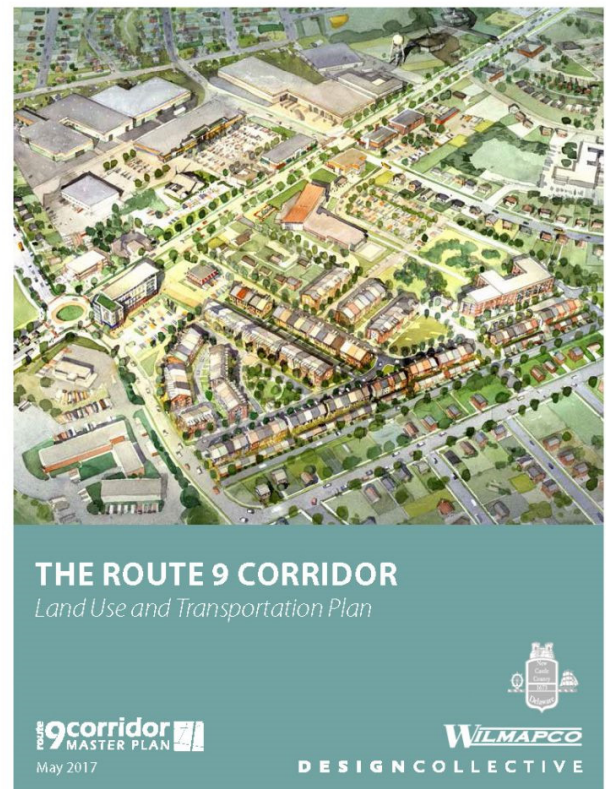
The present report serves as an appendix to the Route 9 Monitoring Committee's annual *Organization and Work Plan* (www.wilmapco.org/route9).

It supports the implementation of the Master Plan by tracking changes to land development, traffic levels, truck volumes, bus patterns, walking and biking conditions, road safety and the status of major projects within the Master Plan and otherwise undertaken by the Monitoring Committee.

1. Executive Summary

This report provides a snapshot of critical data points that will be used to monitor the physical implementation of the Route 9 Corridor Master Plan, measure outcomes of recommendations versus anticipated results, and assess the changes in demographics over time as the plan is implemented. This report will also be used by the Monitoring Committee to determine if any modifications need to be made to the plan based on actual outcomes.

This initial report will establish the baseline for subsequent annual reports to begin to track trends in the data based on implementation of the plan. This report captures demographic data on:



- Population
- Race and Ethnicity
- Age Composition
- Education
- Household Income
- Poverty Levels
- Vehicle Ownership
- Transportation Mode
- Housing Affordability

For example, the ethnic composition of the Rt 9 Corridor has a higher percentage of Black/African American and other minorities than the rest of New Castle County. Household income on the Rt 9 Corridor is generally higher than the rest on New Castle County, with the exception of the \$150,000 or more category.

Other trends include, homeowners on the Rt 9 Corridor spend about as much of their income on housing as the rest of New Castle County, however renters spend a higher percentage of their income on rent than the rest of the County.

The New Castle County NC2050 Comprehensive Plan was adopted in July of 2022. This updated plan included many of the recommendations from the Route 9 Corridor Master Plan. Objectives and strategies were identified in the plan that specifically address the goals of the Route 9 Corridor Master Plan. The land use activity along the corridor has been steady. Warehousing and logistics comprise the major development activity in the area. There continues to be small infill projects and property renovations throughout the corridor.

The transportation elements of the Route 9 Corridor Master Plan are included in the CTP and are moving towards design. The Corridor was the recipient of a \$6M Raise Grant to be applied to the first project on New Castle Ave. The funds will be combined with the \$18M currently programmed in the DeIDOT Capital Transportation Program (CTP). In addition to the large capital project on New Castle Ave, funding is being programmed through a multitude of smaller programs to supplement construction projects throughout the corridor. These include:

- Two Safe Routes to School Projects
- Bridge Rehabilitation Project
- Pedestrian Access Project
- Three Transportation Alternatives Projects
- Local Paving Projects

Implementation of recommendations from the original Route 9 Corridor Master Plan are progressing. The zoning reform envisioned for the area will take time to implement but has been incorporated into the latest comprehensive plan. The



capital investments programmed will enable physical improvements to be realized on the corridor.

Healthy Communities Delaware was awarded funding in 2020 in the amount of \$49,950 to study strengthening the community infrastructure, including exploration of a Community Development Corporation (CDC). A CDC Feasibility Study was completed in February 2021. The goal of the study was to identify a CDC to lead redevelopment and revitalization projects in the community.

The New Castle Prevention Coalition (NCPC) serves as the CDC for the community. The NCPC is working on establishing a home repair and landscaping program. The landscaping element would directly help implement the Plan by establishing a local maintenance agreement to allow the installation of the green infrastructure imagined in the preferred alternatives.

The NCPC received \$80,290 in 2022 for implementation of components of the Rt 9 Master Plan. Increased staff capacity allows for the planning of, acquisition of funding for, and implementation of a home repair service, green space maintenance project, and business development initiative. The first of these efforts, green space maintenance entails the creation of a maintenance agreement with New Castle County and DelDOT for the landscaping that is to accompany a significant transportation improvement project in the corridor. NCPC will hire local landscapers for this work, increasing job opportunities for residents while beautifying the area.

In addition, to transportation and land use improvements, the Rt 9 Monitoring Committee is also monitoring community health needs. To that end, the Route 9 Health Assessment was completed in September 2021. A summary of the accomplishments of the Assessment are as follows:

- Support the hiring of a local Community Engagement Coordinator, MS. Dora Williams, by Healthy Communities Delaware and UP Cooperative Extension to enhance the outreach activities of the Monitoring Committee and the NCPC.
- Supported neighborhood cohesion including several events led by NCPC in Tri-Park area.
- Environmental efforts including Air Quality coordination with DNREC regarding monitoring including at the Fuji Film facility. Also, led a presentation from Lead Free DE opening a conversation with DOE.
- Safety interventions including a letter written to New Castle County about lighting, and coordination with DelDOT about potential resolution to change hours of the park to not read down to dusk.



As the recommendations continue to be implemented this report will be updated to track the key indicators of a healthy thriving community in and around the Route 9 Corridor.



2. Demographic and Socio-economic Trends

a. Summary

SR 9 extends through the study area for three miles between the cities of Wilmington, DE and New Castle, DE, from Buttonwood Avenue to Terminal Avenue, and a one mile stretch along Memorial Drive from SR 9 to US 13. Located less than two miles from the Port of Wilmington, SR 9 serves as the primary connector for traffic, primarily large truck traffic, between the Port and regional highways including I 295 and I 95. Additionally, as the main thoroughfare between Wilmington and New Castle, SR 9 provides the primary link to I 495 and I 295.

The project study area is comprised of Census Tracts 154, 155.02, 156, 158.02, and 159. All of these Census Tracts, with the exception of Tract 159, are identified as areas of Persistent Poverty (APP) and Historically Disadvantaged Community (HDC) according to the USDOT designation. Although Tract 159 does not have these designations, it is just above the threshold with a poverty level of 20.5%.

The Rt 9 study area is an inner-city suburban community with a mixture of residential, commercial, and industrial uses. Residential and industrial uses are often located closely to one another which often creates conflicts such as increased exposure to dust pollution and truck traffic. The Master Plan envisions more separation between industrial and residential uses along the corridor and the reduction of truck traffic on community streets to promote multimodal travel.

DelDOT and the University of Delaware's Center for Historic Architecture and Design (DHAD) are studying the history and residential experience of the Route 9 corridor after World War II (1945-1985). The Rt 9 Monitoring Committee will use this information as a reference while implementing the Route 9 Master Plan, which sets out the future vision for the area. It is our hope to also circulate this history and its stories within the community, and to consider using this work to advance the area's historic recognition.

b. Population and Household Data

The following statistical data research was sourced from the American Community Survey (ACS). The ACS is the largest household survey that the Census Bureau administers. Surveys are performed on approximately 295,000 addresses monthly. The data is aggregated annually into tables that can be found at www.census.gov/data. A list of source Census tables can be found at the end of this section.



The census aggregates survey results at the national, state, and county level annually. Census tract level results are aggregated bi-annually on even years. The last year survey data was produced at the tract level was 2020. Therefore, 2020 data was used for this analysis. Data from tracts 154, 155.02, 156, 158.02, and 159 were used to represent the Rt 9 Corridor study area. Corridor area statistics have been compared to surrounding New Castle County area and Delaware state statistics.

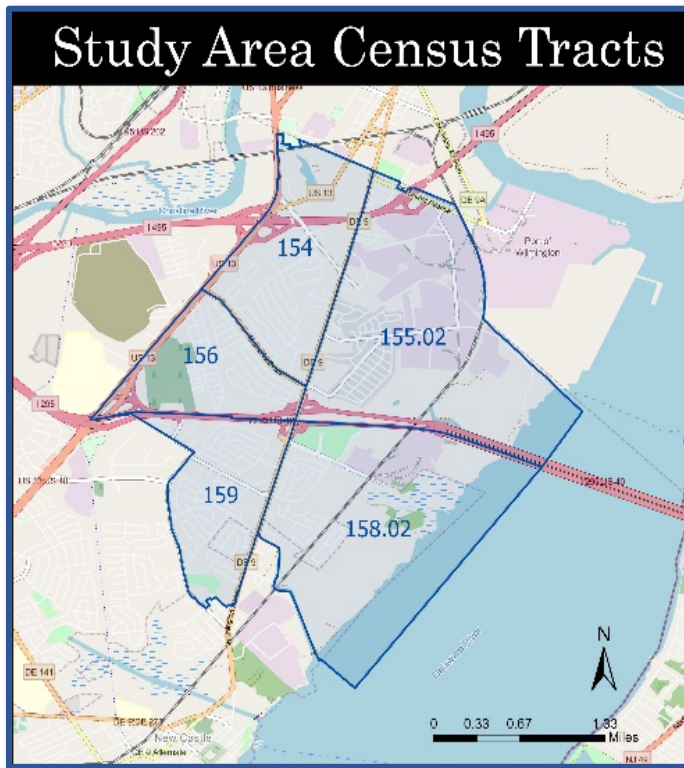


Figure 2-1 - Study Area Census Tracts

The Rt 9 Corridor is home to 14,177 residents. That's 3% of New Castle County's population. The median age is 35 years old. The corridor's ethnic composition consists of 43.87% white, 46.98% African American, 2.21% Asian, 8.42% other or mixed. The corridor consists of 48% male and 52% female population.

New Castle County is home to 558,306 residents. That's 58% of Delaware's population. The median age is 39 years old. New Castle County's ethnic composition consists of 65.60% white, 27.2% African American, 6.4% Asian, and 3.80% other or mixed. New Castle County is also 48% male and 52% female.

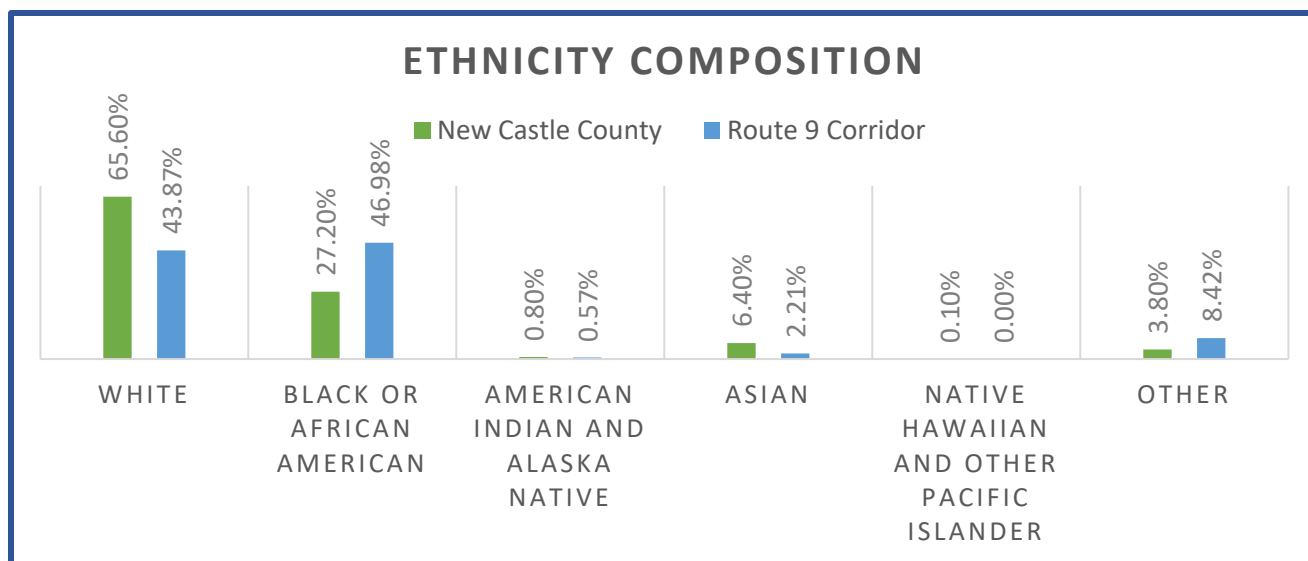


Figure 2-2 - Ethnicity Composition

Source: 2020 American Community Survey Table DP05

The corridor is home to a mostly working age population and youth. The majority of the population, 59%, are working age 20 – 64 years old. 29% are under 20 years old and only 11% are of retirement age above 65. Similarly, 60% New Castle County residents are of working age 20 – 64 years old, 24.4% are under 20 years old, and only 15.6% are of retirement age above 65. The corridor has less elderly residents, more youth, and a similar amount of working age residents as the surrounding county.

English proficiency in the study area is similar to statewide averages with about 4.6% of the population reporting they speak English “less than very well.” However, in Census Tracts 156 and 158.02, north of I-295, 6.9% and almost 12% respectively report speaking English “less than very well.”

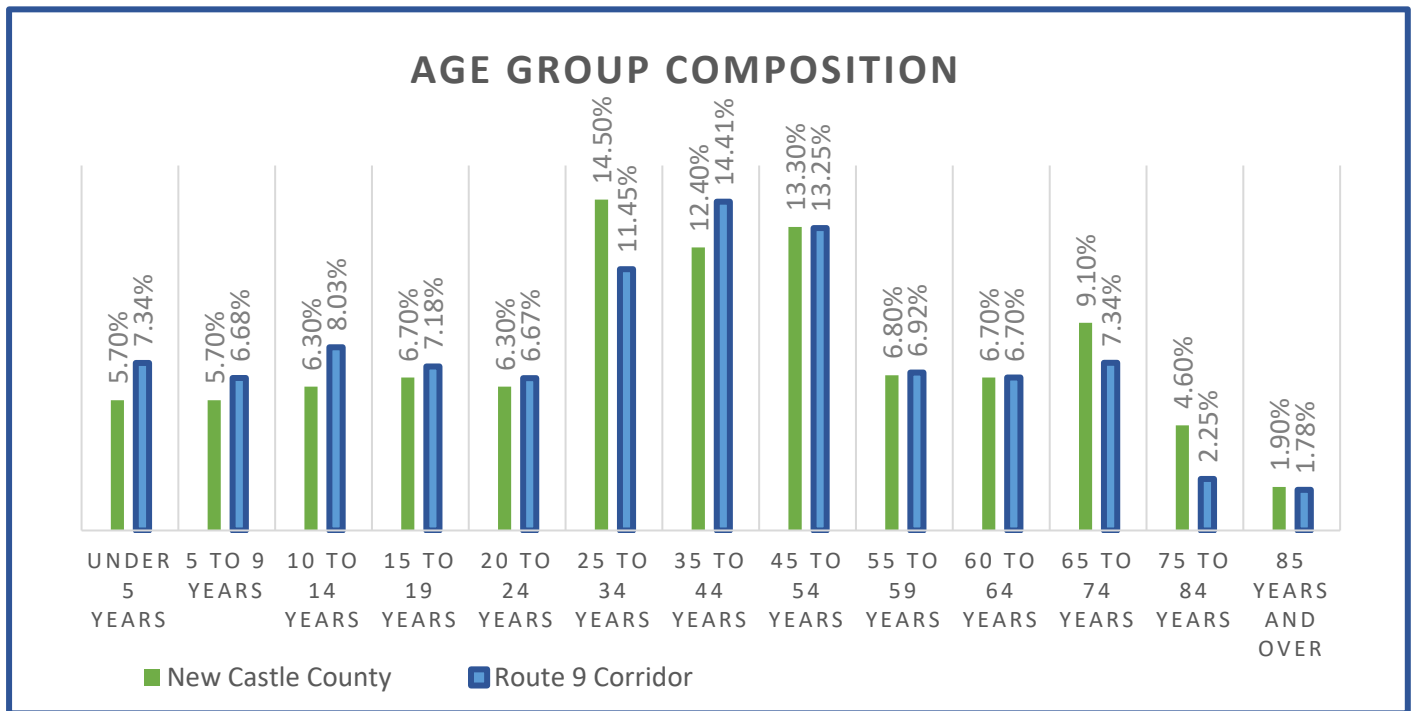


Figure 2-3 - Age Group Composition

Source: 2020 American Community Survey Table DP05

Education attainment in the corridor consists of 12.07% not graduating high school, 43.04% high school graduates, 23.43% some college or associates degree, 21.46% bachelor's degree or higher. Education attainment in New Castle County consists of 5.5% not graduating high school, 26.8% high school graduates, 26.8% some college or associates degree, and 40.8% bachelor's degree or higher. The corridor has substantially less educational attainment than surrounding New Castle County. The corridor has more high school graduates because many of those with high school diplomas in New Castle County are counted in the college degree categories.

In Tracts 156 and 158.02, north of I 295, more than 20% of residents did not complete high school.

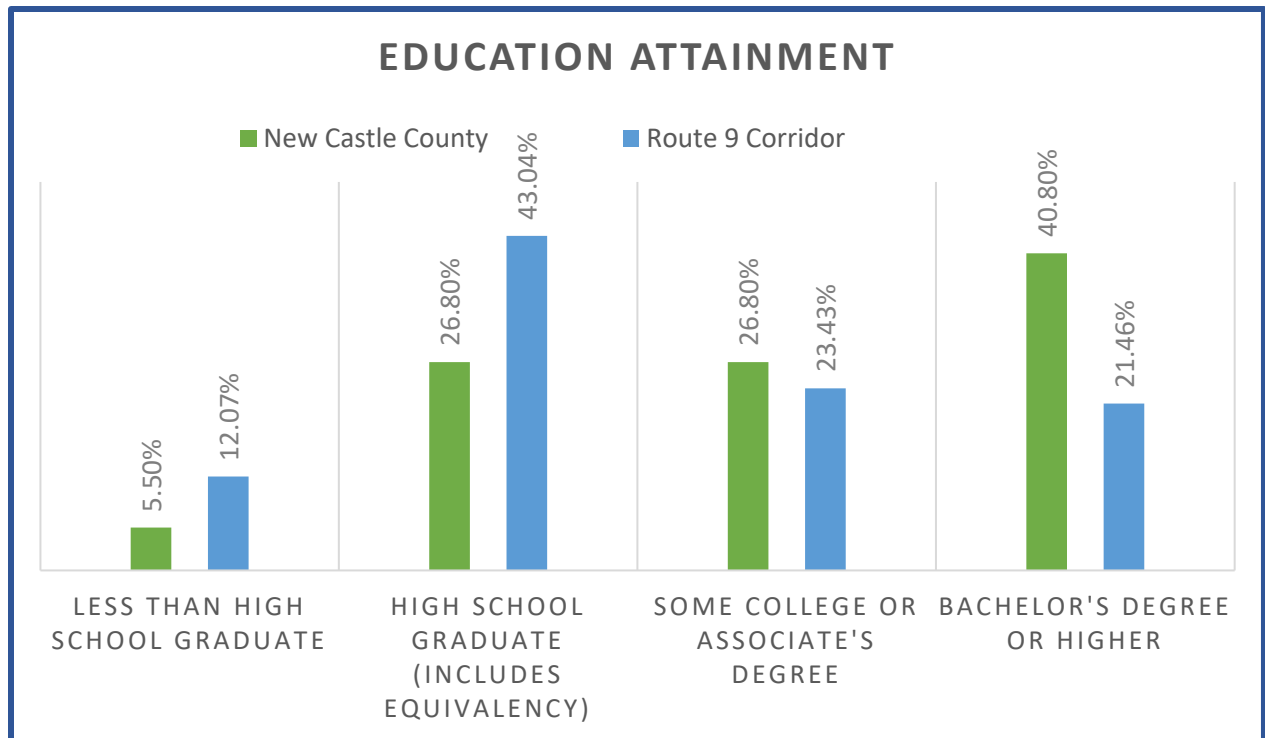


Figure 2-4 - Education Attainment

Source: 2020 American Community Survey Table S2502

c. Median Household Income, Poverty, House Price, Rent v. NCC Average Income

The median income household in the corridor is \$54,076. This is lower than the New Castle County median of \$75,275, the national median of \$64,994, and the Delaware median of \$69,110. The corridor has significantly less population composition in the high income bracket of \$150,000 or more with 18.5% of New Castle County households making over \$150,00/year and only 3.32% of corridor households making over \$150,000/year.

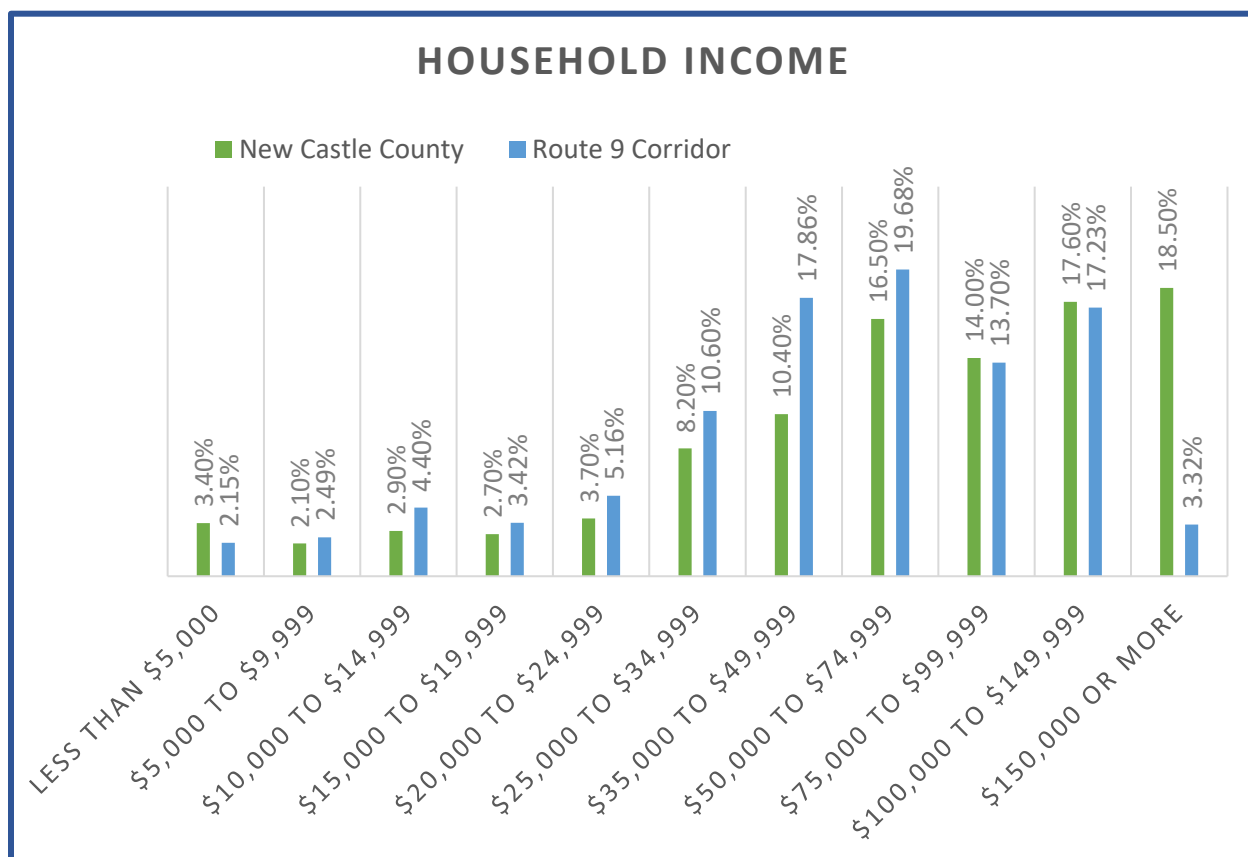


Figure 2-5 - Household Income

Source: 2020 American Community Survey Table S2503

Poverty affects 14.46% of residents in the corridor who are below the poverty line. This is high compared to 10.7% in New Castle County, 11.4% for Delaware, and 12.8% nationally.

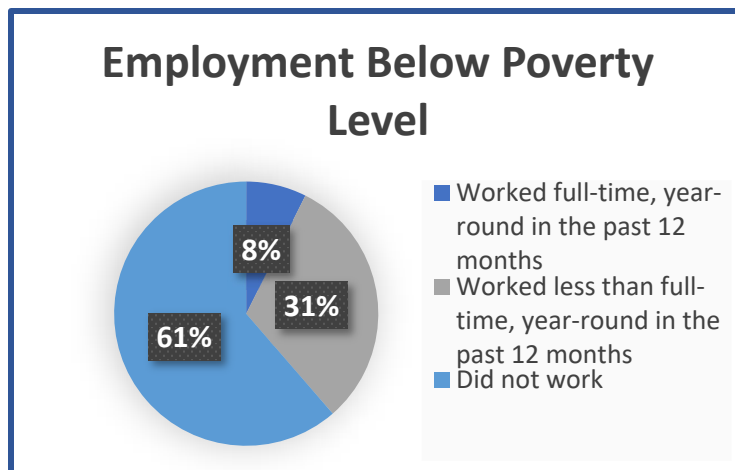


Figure 2-6 - Employment Below Poverty Level

Source: 2020 American Community Survey Table S1701

Employment is crucial to overcoming poverty. 61% of corridor residents below the poverty level did not work. 92% of those experiencing poverty worked less than full time. Only 8% of full-time workers experienced poverty.

Education attainment impact on the likelihood of falling into poverty is similar in the corridor and county for non-high school graduates, high school graduates, and bachelor's degree achievers. There's a substantial difference, however, with some college or associates degree. Those with some college or associates degrees are much more likely to experience poverty in the corridor. 15.35% of some college or associates degree achievers experience poverty in the corridor while only 7.5% experience poverty in New Castle County. Attaining education makes falling below the poverty line less likely with only 4.21% of those with bachelor's degrees or higher experiencing poverty.

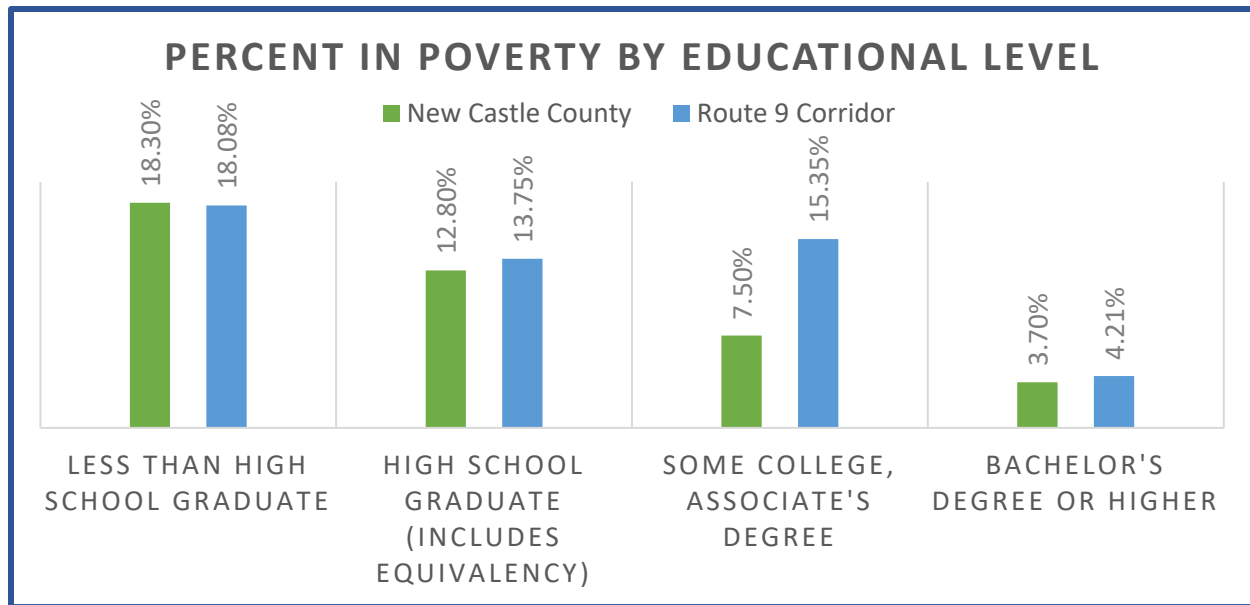


Figure 2-7 - Education Level Poverty

Source: 2020 American Community Survey Table S1701

Poverty levels are higher in the Route 9 Corridor than in the surrounding county for ages under 18 and over 34. 5.87% more residents under 18, 4.49% more residents 35 – 64, and 4.40% more residents 65 and over experience poverty in the Corridor than in New Castle County. 1.65% more residents age 18 – 34 experience poverty in New Castle County than in the corridor. Overall, poverty is more prevalent in younger age groups with those under 18 years old most likely to experience poverty.

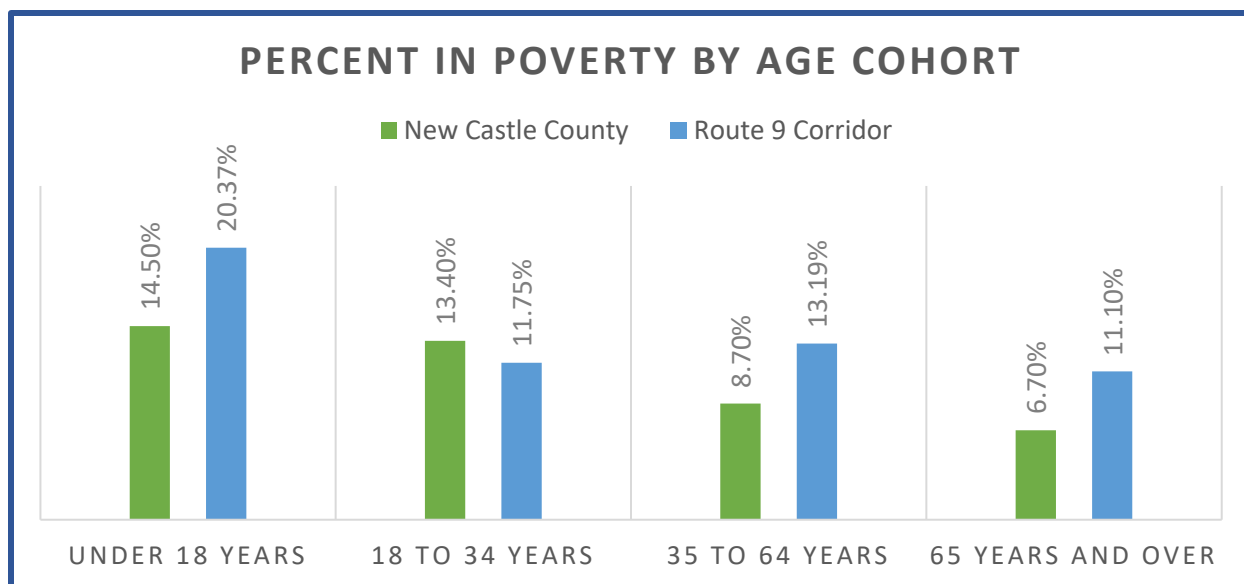


Figure 2-8 - Age Group Poverty Levels

Source: 2020 American Community Survey Table S1701

d. Transportation Stats: Autos Per Household, Mode Choice

Of the 4,996 households in the corridor; 5.79% have no vehicles available, 36.74% have 1 vehicle available, 36.04% have 2 vehicles available, and 21.43% have 3 or more vehicles available. Of the 224,242 households in New Castle County; 6.7% have no vehicles available, 35.9% have 1 vehicle available, 38.6% have 2 vehicles available, and 18.7% have 3 or more vehicles available. The rates of vehicle availability to households are similar in the corridor and surrounding New Castle County.

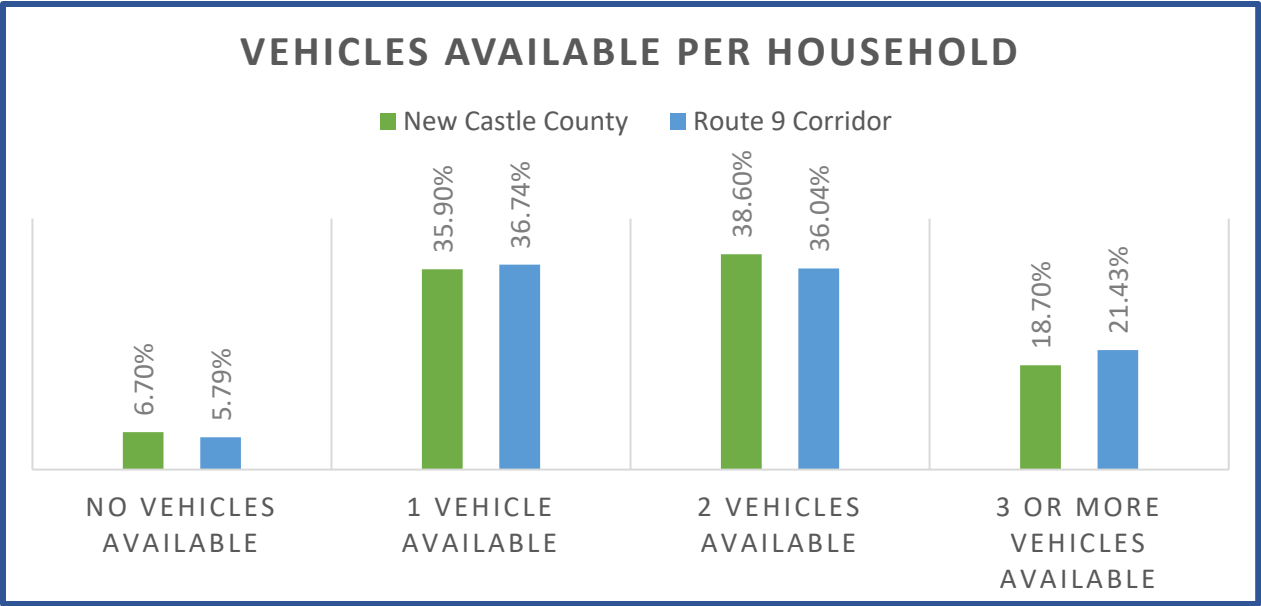


Figure 2-9 - Vehicles Available per Household

Source: 2020 American Community Survey Table DP04

Corridor residents drive themselves to work slightly less than New Castle County residents and utilize more public transportation. 82.89% of corridor residents drive a car, truck, or van to travel to work. Of those, 9.66% carpool. Of those who don't drive an automobile, 6.53% use public transportation, 1.96% walk, and 8.07% work from home. 85.62% of New Castle County residents drive a car, truck, or van to work. Of those, 8.65% carpool. Of those who don't drive an automobile, 3.29% use public transportation, 2.51% walk, and 7.47% work at home. The corridor has almost double the rate of public transportation customers as the surrounding county. There isn't a significant difference in the use rate of other transportation types.



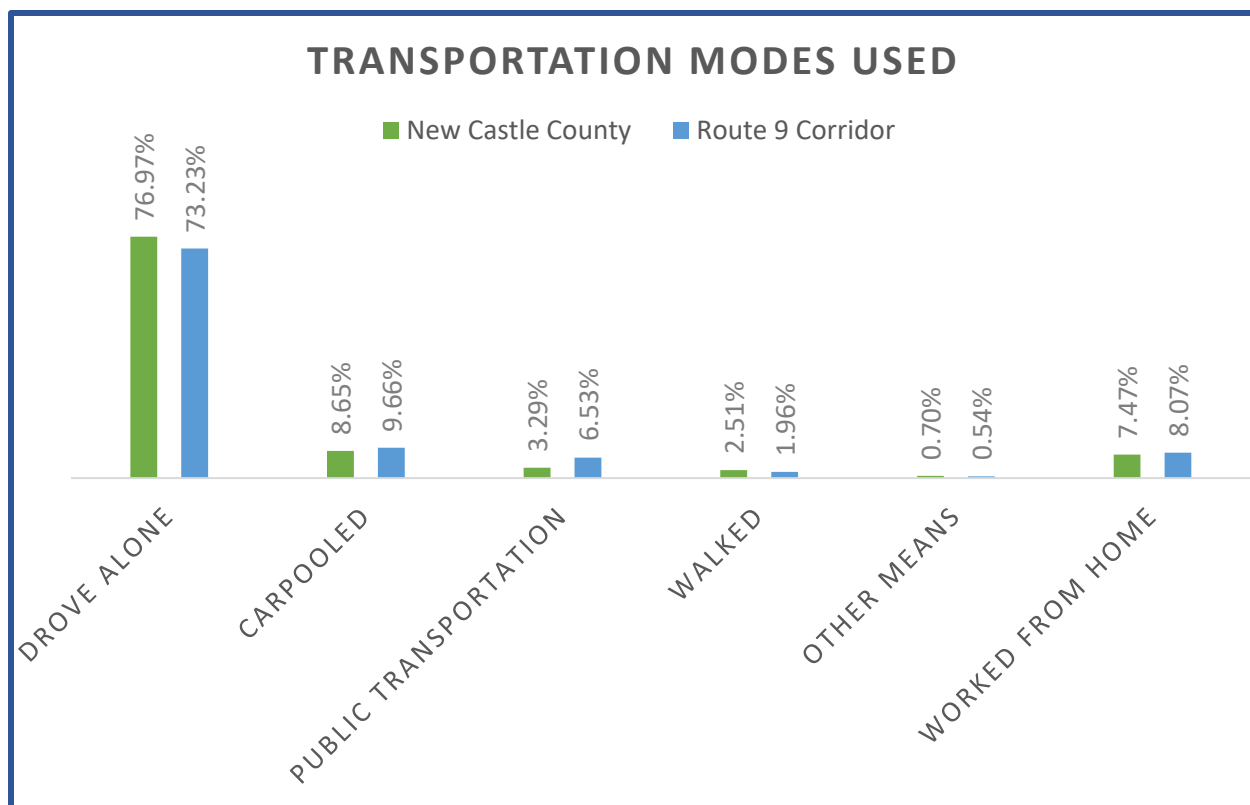


Figure 2-10 - Transportation Modes Used

Source: 2020 American Community Survey Table B08301

The corridor has a higher rate of residents working in state and county than surrounding New Castle County. 85.36% of corridor residents work in state while 82.5% of New Castle County residents work in state. 84.58% of corridor residents work in county while only 80.4% of New Castle County residents work in county.

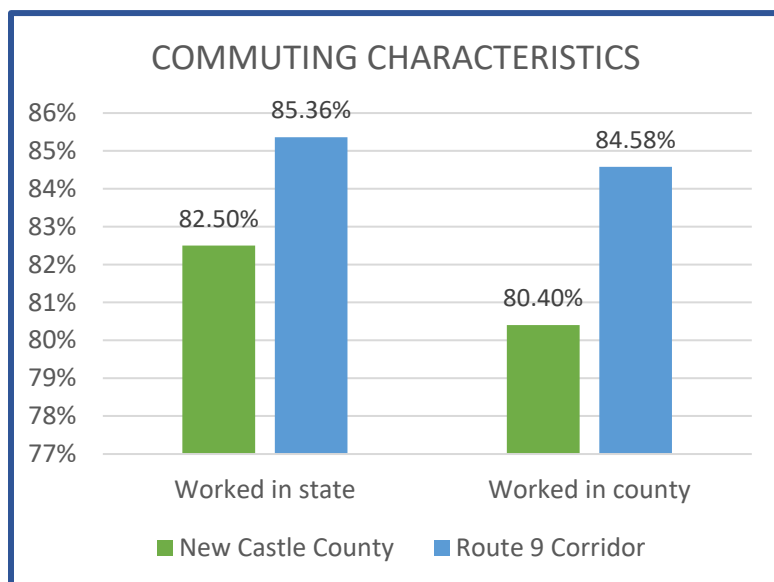


Figure 2-11 - Commuting Characteristics

Source: 2020 American Community Survey S0801

e. Housing and Transportation Location Affordability

The corridor contains 4,996 total housing units, of which 4,614 are occupied, leaving 382 vacant. 92.14% of total homes are occupied and 7.86% are vacant. Of occupied homes, 78.42% are owner occupied and 21.58% are renter occupied. The homeowner vacancy rate is 1.48% and the rental vacancy rate is 2.4%.

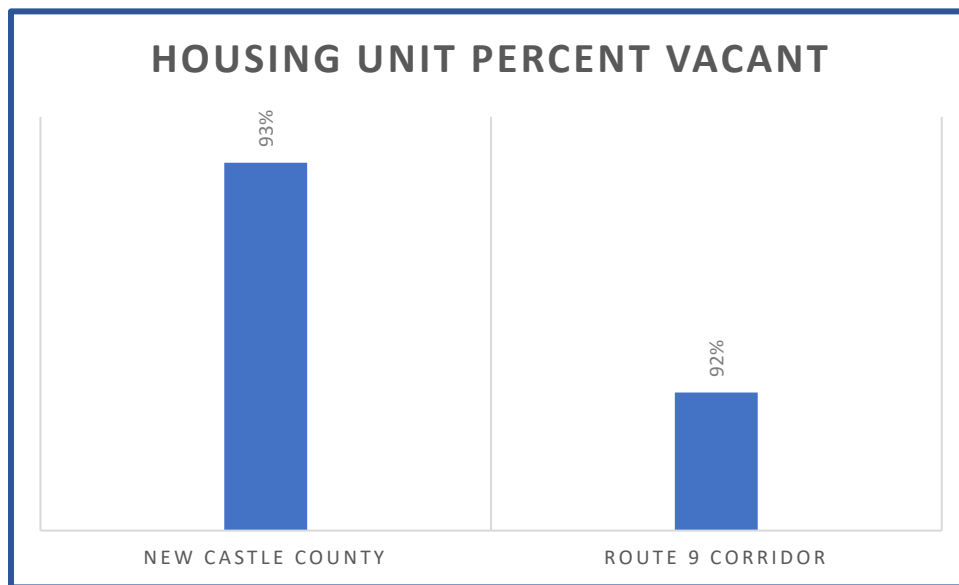


Figure 2-12 - Housing Units Percent Vacant

New Castle County contains 224,242 housing units, of which 209,431 are occupied, leaving 14,811 vacant. 93.4% of homes are occupied and 6.6% are vacant. Of occupied homes, 67.9% are owner occupied and 32.1% are renter occupied. The homeowner vacancy rate is 1.2% and the rental vacancy rate is 7.2%.

The corridor has a higher rate of home vacancy than surrounding New Castle County. There are more homeowner owned homes and less rental properties in the corridor. The corridor has a much lower rental vacancy rate. This is likely due to less apartment complexes and multi-unit properties in the corridor as vacancy rates apply to multi-unit buildings.

It should be noted that the corridor has at least a couple motels that function as long-stays around the Memorial Dr/Rt 9 Intersection.

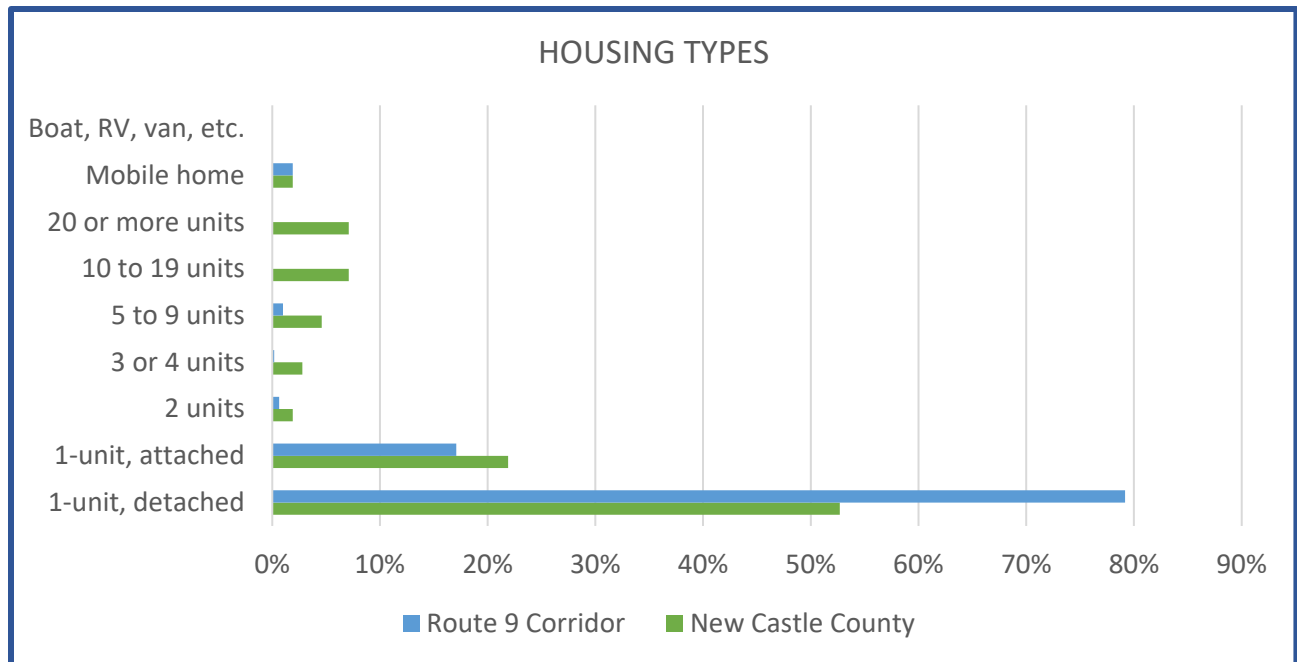


Figure 2-13 - Housing Types

Source: 2020 American Community Survey Table DP04

Homes are older in the study area than in surrounding New Castle County. 58.2% of homes were built after 1970 in New Castle County whereas only 17.9% of homes were built after 1970 in the corridor. 65.97% of homes in the corridor were built before 1960 while only 31.7% of homes in New Castle County were built before 1960.

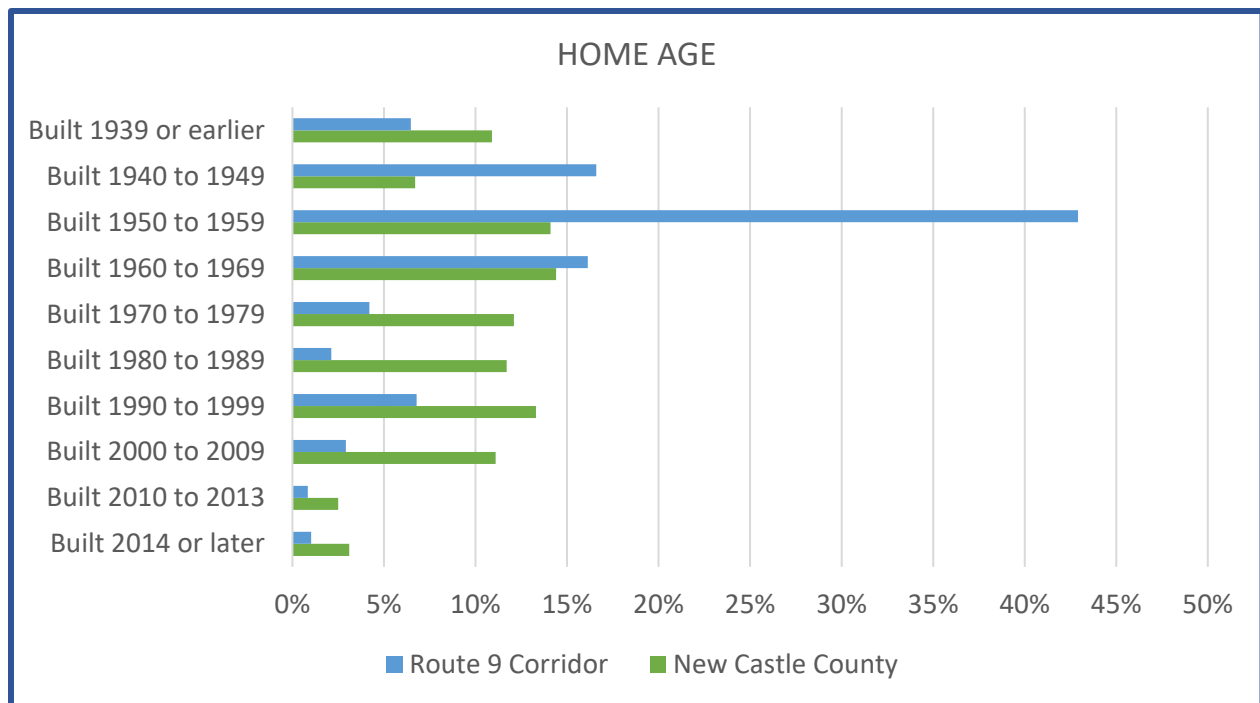


Figure 2-14 - Home Age

Source: 2020 American Community Survey Table DP04

1) Renters

Median contract rent for the corridor is \$896. This is low compared to New Castle County's median of \$1,029 and Delaware's median of \$979. Median gross rent for the corridor is \$1,149.80. This is low compared to New Castle's median of \$1,182 and \$1,150 for Delaware. A higher percentage of income is spent on rent with 47.38% of corridor renters spending 35% or more of their income on rent versus 37.3% of New Castle County renters spending 35% or more of their income on rent.

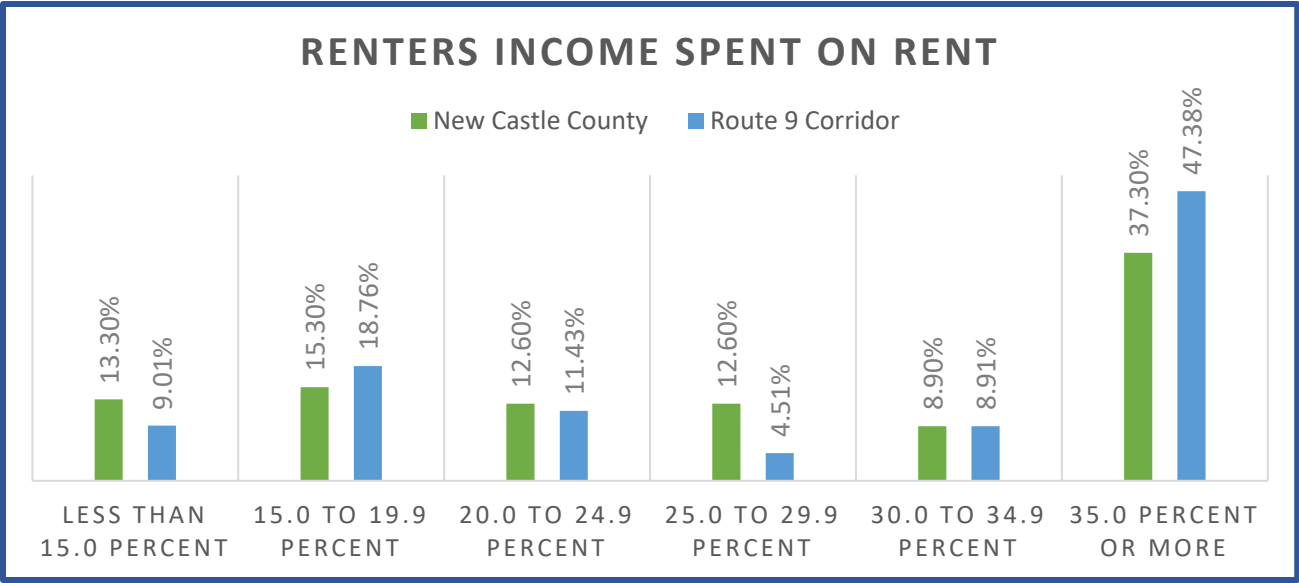


Figure 2-15 - Renters Income Spent on Rent

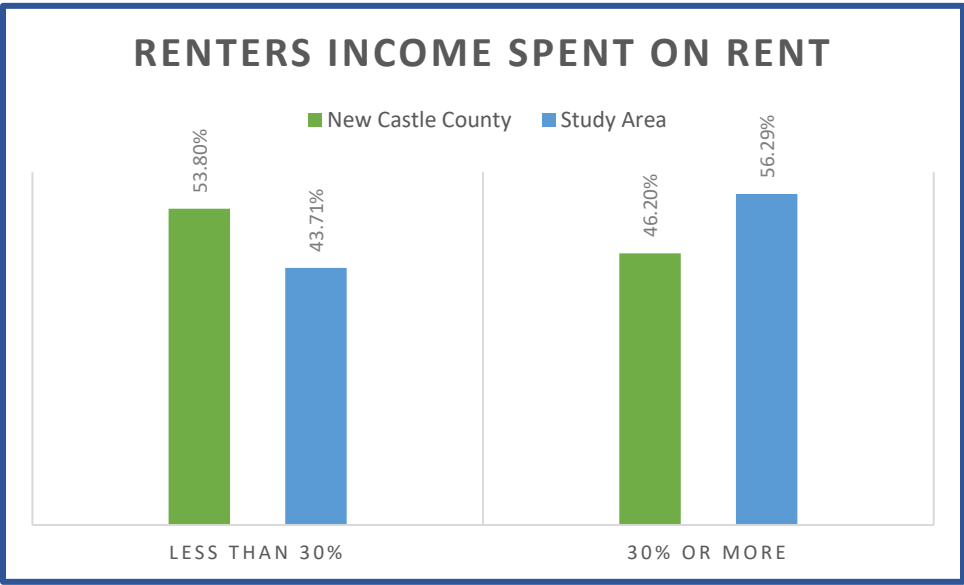


Figure 2-16 - Renters Income Allocated to Rent

Source: 2020 American Community Survey Table DP04

2) Homeowners

The median mortgage in the corridor is \$61,475. This is much lower than mortgages in surrounding areas. The median mortgage in New Castle County is \$103, 933,



the median mortgage in Delaware is \$94,003, and the median mortgage nationally is \$96,494.

Homeowners in the corridor spend about as much of their income on housing as in New Castle County with almost half of homeowners spending less than 20 percent of their income on housing.

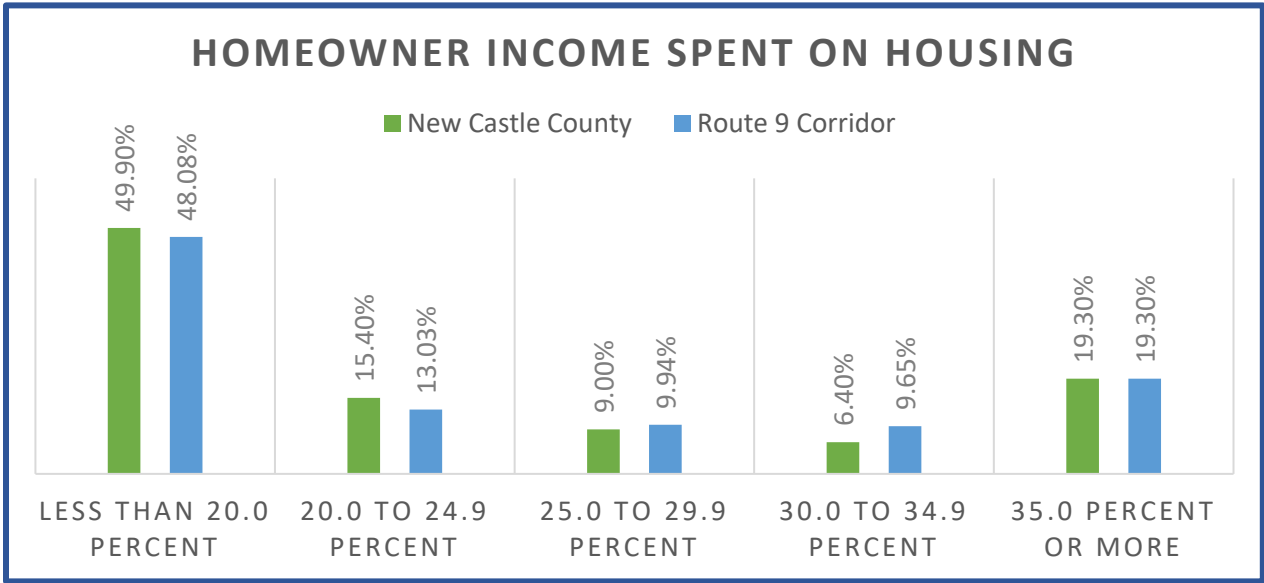


Figure 2-17 - Homeowner Income Spent on Housing

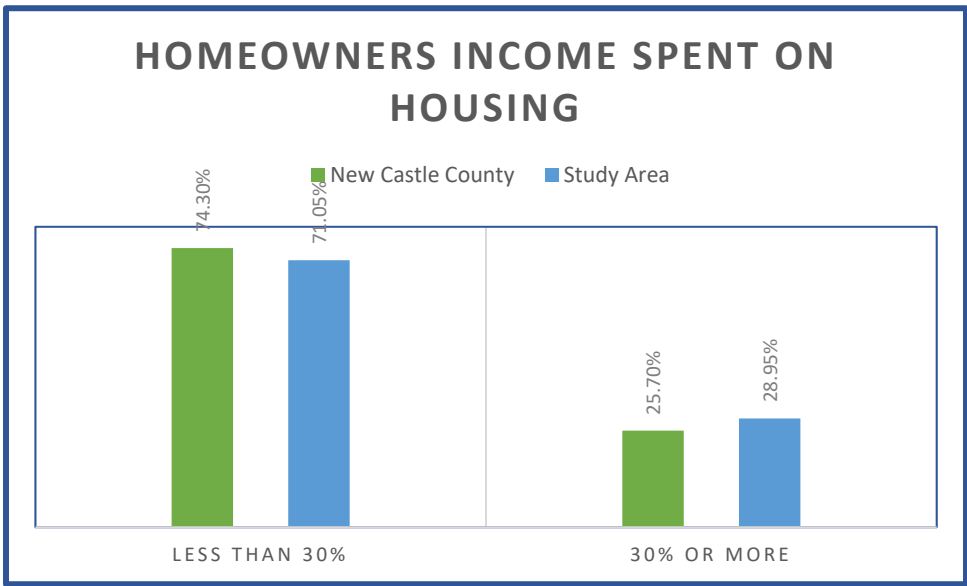


Figure 2-18 - Homeowners Income Allocated to Housing

Source: 2020 American Community Survey Table DP04



Transportation costs in the corridor are similar to transportation costs in New Castle County. Residents of the Route 9 Corridor spend 20% of their income on transportation on average. New Castle County residents also spend 20% of their income on transportation on average. Route 9 Corridor residents spend \$14,838 annually on transportation on average. New Castle County residents spend \$14,219 annually on transportation on average. This is slightly above the national average of 18%.

f. High-level Health Outcomes and Risk Factor: Life Expectancy, Physical Activity, and Asthma

The Rt 9 study area is an underserved community, comprised of Census Tracts with both high minority populations and poverty levels. Both the minority population and the poverty level are significantly higher in these Census Tracts than statewide averages. Five of the Census Tracts, 154, 155.02, 156, and 158.02 are designated as Areas of Persistent Poverty and Historically Disadvantaged. Additionally, a higher percentage of households in these census tracts do not have access to a vehicle or share a single vehicle as compared to both state and countywide averages. All of these factors contribute to the difficulty for residents to access good paying jobs, shopping for necessities including food, as well as access to medical care.

Life expectancy is 72.8 years in the study area. This is lower than the national average of 78.8.

The corridor experiences higher trends of some negative health indicators. Poor health is more prevalent in the corridor with 12.52% of corridor residents classified as in poor health compared to 12.39% of residents in New Castle County. An individual is considered to have negative health when they report 14 or more days of poor health in the past 30 days. It should be noted that it's residents themselves classifying their health, not licensed medical professionals.

The obesity rate is higher in the corridor than the rest of the county with 39.4% of residents obese in the corridor compared to 35.5% in New Castle County. An individual is considered obese when they have a body mass index greater than 30.

High blood pressure is more prevalent in the corridor with 33.18% of corridor residents experiencing high blood pressure compared to 32.27% of New Castle County. An individual is considered to have high blood pressure if they have ever been diagnosed with high blood pressure.



Approximately 32% of corridor residents are considered physically inactive which is very similar to the New Castle County rate of 33%. An individual is considered physically inactive when they report being physically inactive in the last 30 days. This could be due to corridor residents having equal access to public parks with 87.6% of housing near parks. This is similar to New Castle County's rate of 87.4% of housing near parks. Corridor residents also have substantial access to public transportation with 61.8% of housing near frequent bus stops. Surrounding New Castle County experiences a lower rate of 42.6% of housing near frequent stops.

There are positive indicators of health as well. Poor mental health is less prevalent in the corridor than the surrounding area with 12.48% of corridor residents experiencing poor mental health compared to 13.36% of New Castle County. Asthma is less prevalent with 9.44% of corridor residents experiencing asthma compared to 9.95% in surrounding New Castle County. See the Health Data Report for mor information.

There are, however, factors that may contribute to poor respiratory health. The corridor has an average of 2.8 air violations per tract. That's more than the average 2.46 violations per tract for New Castle County. Also, 100% of the corridor is near an industrial area while 69.9% of New Castle County is near an industrial area.



3. Land Use

a. Summary

Land use within the study area is primarily a mix of industrial, residential, and commercial uses. Within the study area, homes are often located on the same blocks with heavy industrial uses, and residential vehicles must often share roadways with large trucks and other industrial vehicles. Clearly separating and demarcating residential areas, including access to community facilities and services, from industrial uses is one of the primary land use goals of the Rt 9 Community Master Plan.

b. NC2050 Comprehensive Plan Update

The New Castle County Comprehensive Plan (NCC2050) was approved in July 2022.

This comprehensive planning update was a robust community-driven process that will strategically shape how the county grows and develops. NCC2050 will help guide development and services; shape the communities where we live, work, and play; celebrate our environmental, historical, and cultural assets; and support a robust economy. Broad citizen input from every neighborhood, every industry, and every person was key to creating a vibrant and inclusive future that reflects our community values.

The plan contains several land use goals, objectives and strategies that were identified in the Route 9 Plan. The inclusion of so many elements of the Route 9 plan are a direct result of the effort of the Route 9 Monitoring Committee.

The overall land use goals identified for the Rt 9 Plan are included in Appendix F of NC2050. As a quick reference, the elements from the Route 9 Plan contained in Appendix F are included here.

The full New Castle County 2050 Comprehensive Plan can be found at:

<https://www.newcastlede.gov/350/Comprehensive-Plan>



Figure 3-1 - Appendix F from the NC2050 Comprehensive Plan

Goal: Improve health and quality of life of residents by improving access to jobs, education, healthy foods, active recreation opportunities, community services, and affordable residential development.

Objectives	NCC2050 Plan Element
Encourage development and redevelopment into identified centers on Route 9 Corridor.	NCC2050 Priority #1, Economic & Community Development Element (Objective 5.3), NCC2050 Priority #11 (Future Land Use Map)
Promote market rate and affordable housing options in development and redevelopment efforts.	NCC2050 Priority # 8, Housing Element (objective 4.2)
Strategies	NCC2050 Plan Element
Promote neighborhood-serving uses along Route 9.	NCC2050 Priority #11 (Future Land Use Map)
Focus for-sale and rental multifamily housing adjacent to the new library in Center 3 - Hillview Avenue.	NCC2050 Priority #11 (Future Land Use Map), Community Planning and Design Element
Work with DelDOT and the Delaware River and Bay Authority (DRBA) to ensure pedestrian and bicycle improvements are made to the Corridor	Priority #9, Mobility and Transportation Element (Objective 8.2)



Goal: Understand and mitigate cumulative environmental and health concerns	
Objectives	NCC2050 Plan Element
Improve health and quality of life of residents of the Route 9 Corridor, especially in the Eden Park Gardens and Hamilton Park neighborhoods.	Priority Recommendation #2, Environmental / Social Justice Element (Objective, 15.2)
Address environmental injustice by working to minimize and equalize the effect of environmental hazards among all people regardless of race, ethnicity, or income level.	Priority Recommendation #2, Environmental / Social Justice Element (Objective, 15.2)
Strategies	NCC2050 Plan Element
Work with DNREC, State Division of Public Health, and Route 9 Monitoring Committee to address air quality and environmental concerns	Priority Recommendation #2, Environmental / Social Justice Element (Objective, 15.2), Priority Recommendation #6, Economic and Community Development Element (Objective 6.2)
Continue to explore ways to improve health and quality of life and continue to promote the appropriate buffering and separation of industrial from residential uses.	Priority Recommendation #2, Environmental / Social Justice Element (Objective, 15.2),
Work with companies, DelDOT, DRBA, and Port, State and County police to ensure monitoring and enforcement of truck traffic routing. Support the implementation of the Port of Wilmington Access Study.	Priority Recommendation #2, Mobility and Transportation Element (Objectives 9.1 and 9.2)



Explore mitigation measures including and in addition to street sweeping to address concerns about dust and air quality.	Priority Recommendation #2, Environmental / Social Justice Element (Objective, 15.2), Mobility and Transportation Element (Objective 9.1)
Establish a process, which includes robust community engagement, to review the appropriateness and location of all existing industrial activities and their proximity to adjacent communities, and to propose measures to address environmental and health harms associated with such industrial activities, paying particular attention to the safety of vulnerable communities.	Priority Recommendation #2, Environmental / Social Justice Element (Objective 15.2)
Support closer engagement and collaboration between DNREC and the Route 9 community on understanding and addressing environmental health concerns.	Priority Recommendation #2, Environmental / Social Justice Element (Objective, 15.2), Priority Recommendation #6, Economic and Community Development Element (Objective 6.2)
Undertake a "Mechanisms for Fair Community Relocation Study," as proposed in the Route 9 Master Plan, to determine the most equitable strategies for any potential future housing relocations in Eden Park and Hamilton Park, specifically, along with other New Castle County Communities.	Priority Recommendation #2



Goal: Examine land uses in the Corridor and consider zoning adjustments as needed. Incentivize economic development, including mixed-use and mixed-income development.

Objectives	NCC2050 Plan Element
Consider rezoning strategies to limit industrial and residential growth in the areas to reduce incompatible land uses.	Priority Recommendation #2, Environmental / Social Justice (Objective 15.2), NCC2050 Priority #11 (Future Land Use Map)
Encourage initial development and redevelopment efforts into Center 3 - Hillview Avenue, to leverage the investment and energy of the newly-opened Route 9 Library and Innovation Center.	NCC2050 Priority #9, NCC2050 Priority #11 (Future Land Use Map), Community Planning and Design Element (Objective 10.1)
Use large underutilized commercial properties and undeveloped land as potential redevelopment sites.	NCC2050 Priority #11 (Future Land Use Map), Community Planning and Design Element (Objective 10.1)
Strategies	NCC2050 Plan Element
Pursue Downtown Development District designation in area around Center 3 as outlined in the 2014 Route 9 Innovation District Plan.	NCC2050 Priority #1, NCC2050 Priority #11 (Future Land Use Map), Community Design (Objective 10.1)



Rezone industrial land at and south of Rogers Road to allow for mixed-use development to prevent future industrial expansion or development.	Priority Recommendation #2, Environmental / Social Justice (Objective 15.2), NCC2050 Priority #11 (Future Land Use Map), Community Planning and Design Element (Objective 10.1), Mobility and Transportation Element (Objective 8.1)
Explore additional land use and zoning implementation mechanisms such as an overlay zoning district. This will ensure building forms respect the scale and character of the surrounding neighborhoods and will ensure that buildings front closer to the street and have pedestrian access to and across Route 9.	NCC2050 Priority #11 (Future Land Use Map), Community Design (Objective 10.1)
Explore implementing land use and zoning strategies, including designating industrial uses affecting local air quality as conditional/special uses, including chemical manufacturing facilities and facilities that store, crush, and/or process concrete, and establishing air quality mitigation and air monitoring measures as requirements for conditional/special use approval.	Environmental/ Social Justice
On a case-by-case basis and with community support, explore implementing land use and zoning strategies to phase out existing industrial uses and/or conflicts located within 2500 ft. of residential or other sensitive uses (such as schools, daycares, playgrounds, hospitals, apartment buildings, nursing homes, etc.), or introduce buffering so as to widen the gap between the conflicting uses beyond 2500 ft. on an expeditious timeframe that improve quality of life, advances equity, and protects public health.	Environmental/ Social Justice Future Land Use and Implementation



c. Current and Proposed Future Land Use Maps

The series of maps that follow provide an indication of the existing zoning and land use cover along the corridor. The Future land use map is consistent with the vision of the corridor with commercial and office uses along New Castle Ave while maintaining the current residential clusters.



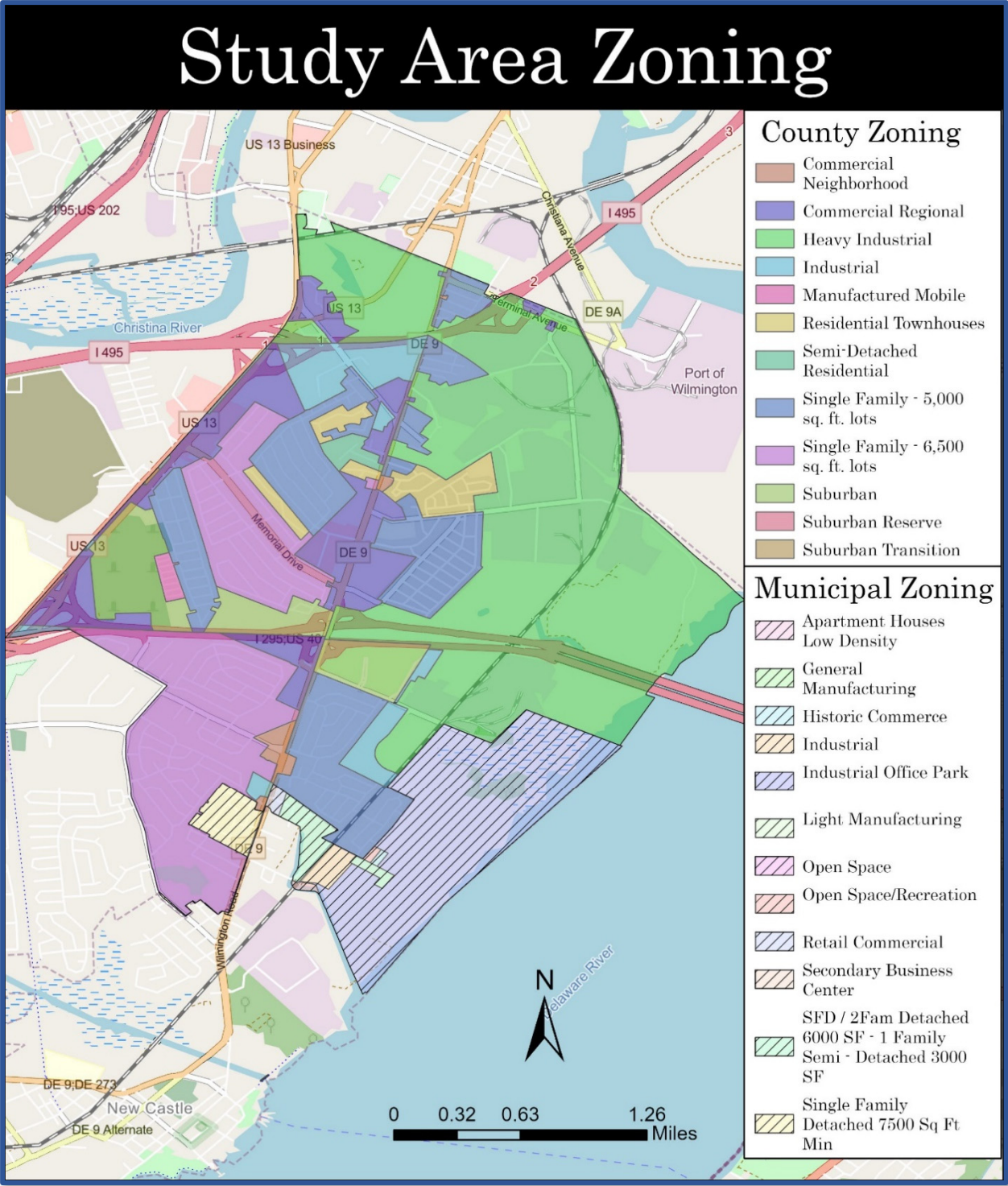


Figure 3-2 - Existing Zoning

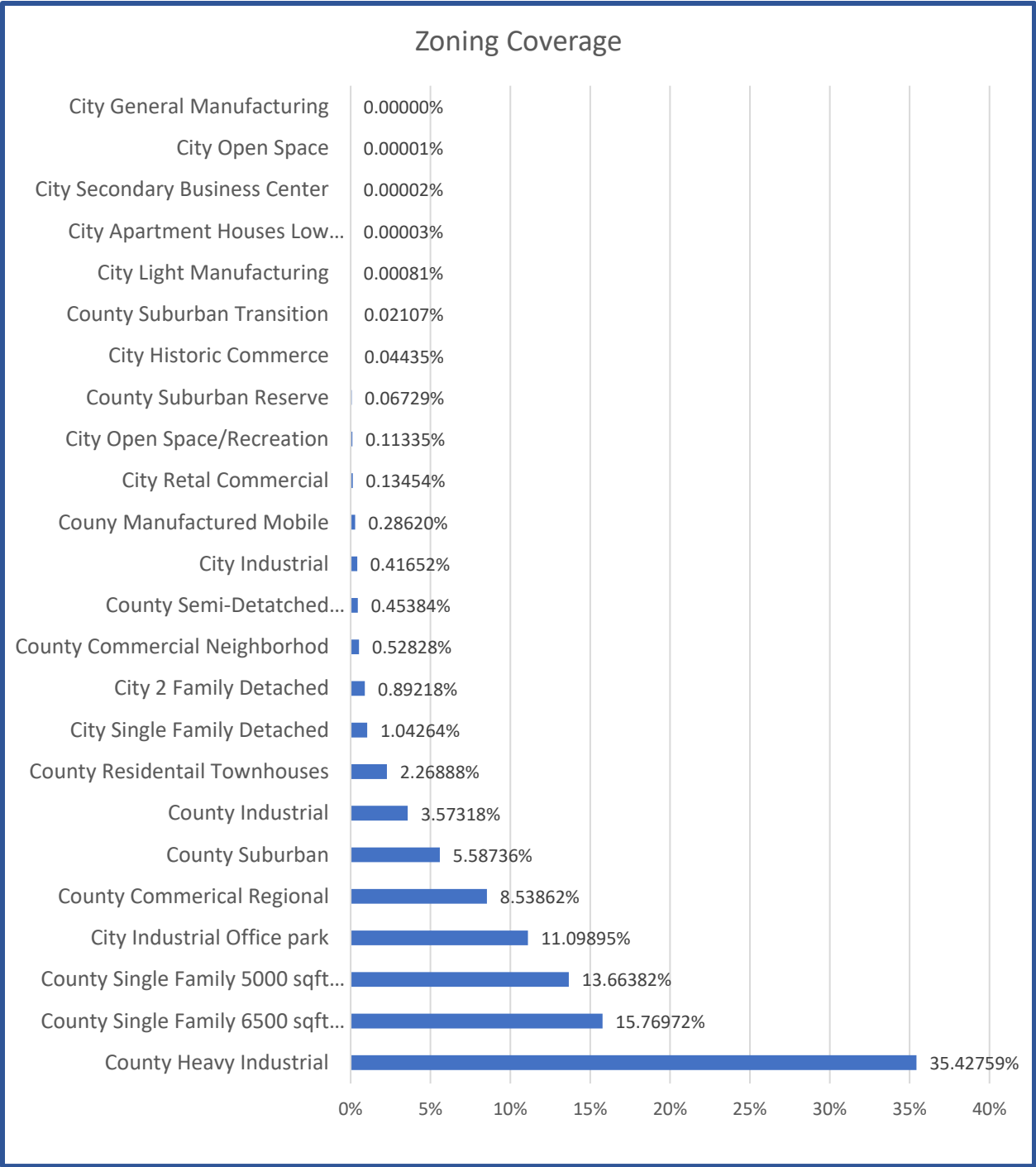


Figure 3-3 - Percentage of Zoning Classifications



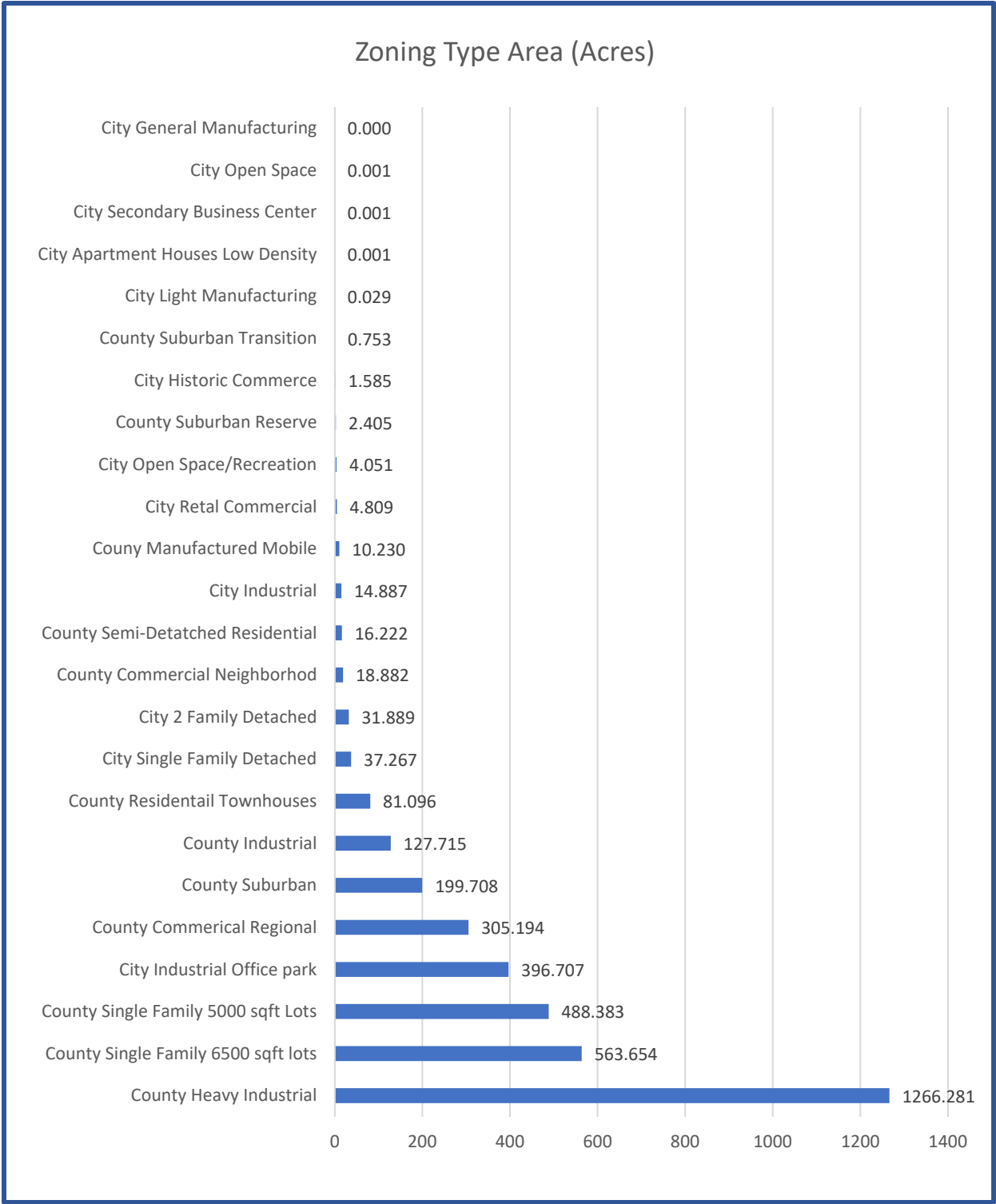


Figure 3-4 – Zoning Classifications by Acre



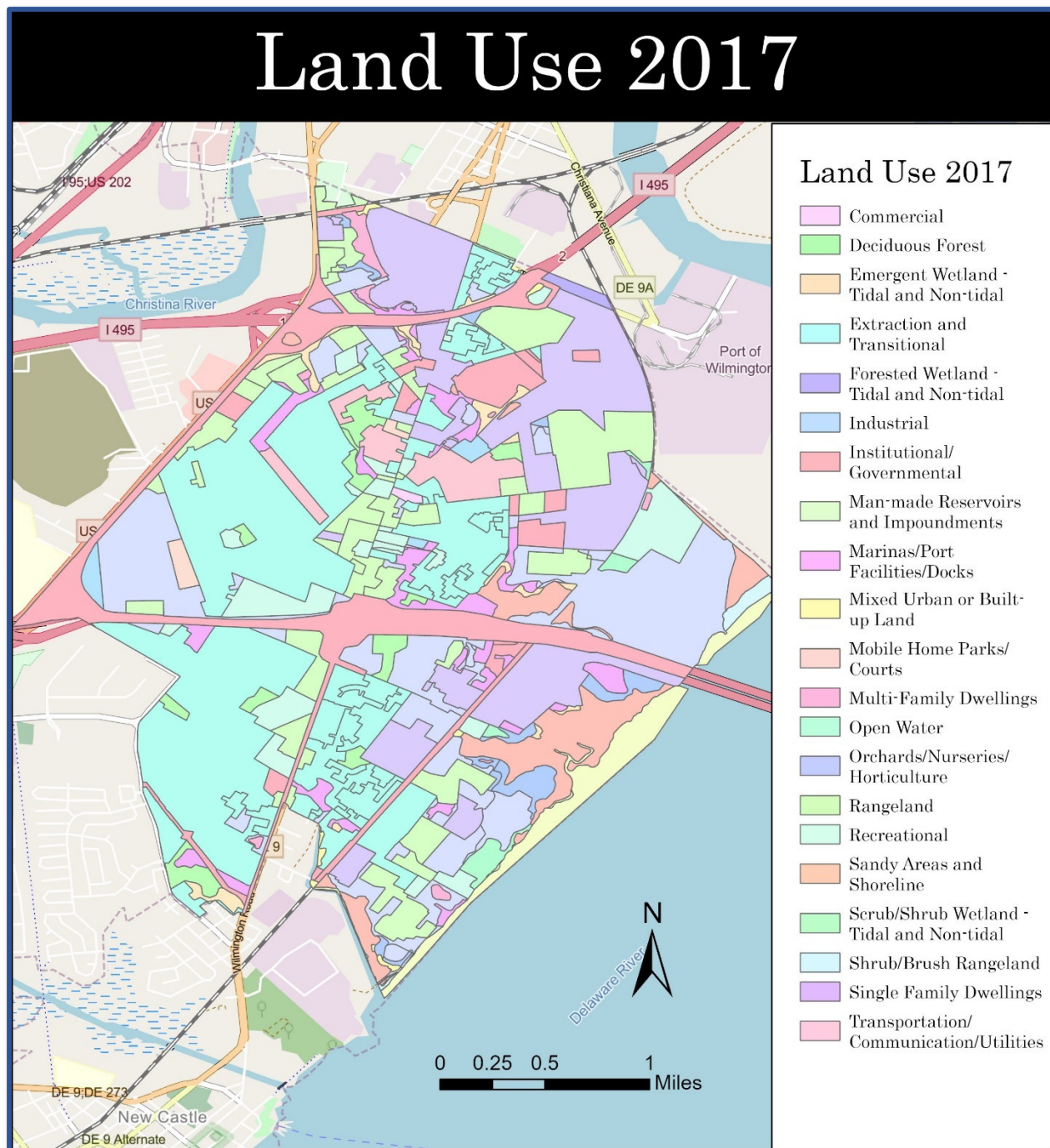


Figure 3-5 - Land Use and Land Cover

Source: Firstmap Land Use Land Cover 2017 derived from A Land Use and Land Cover Classification System for Use with Remote Sensor Data, U.S. Geological Survey Professional Paper 964, 1976.

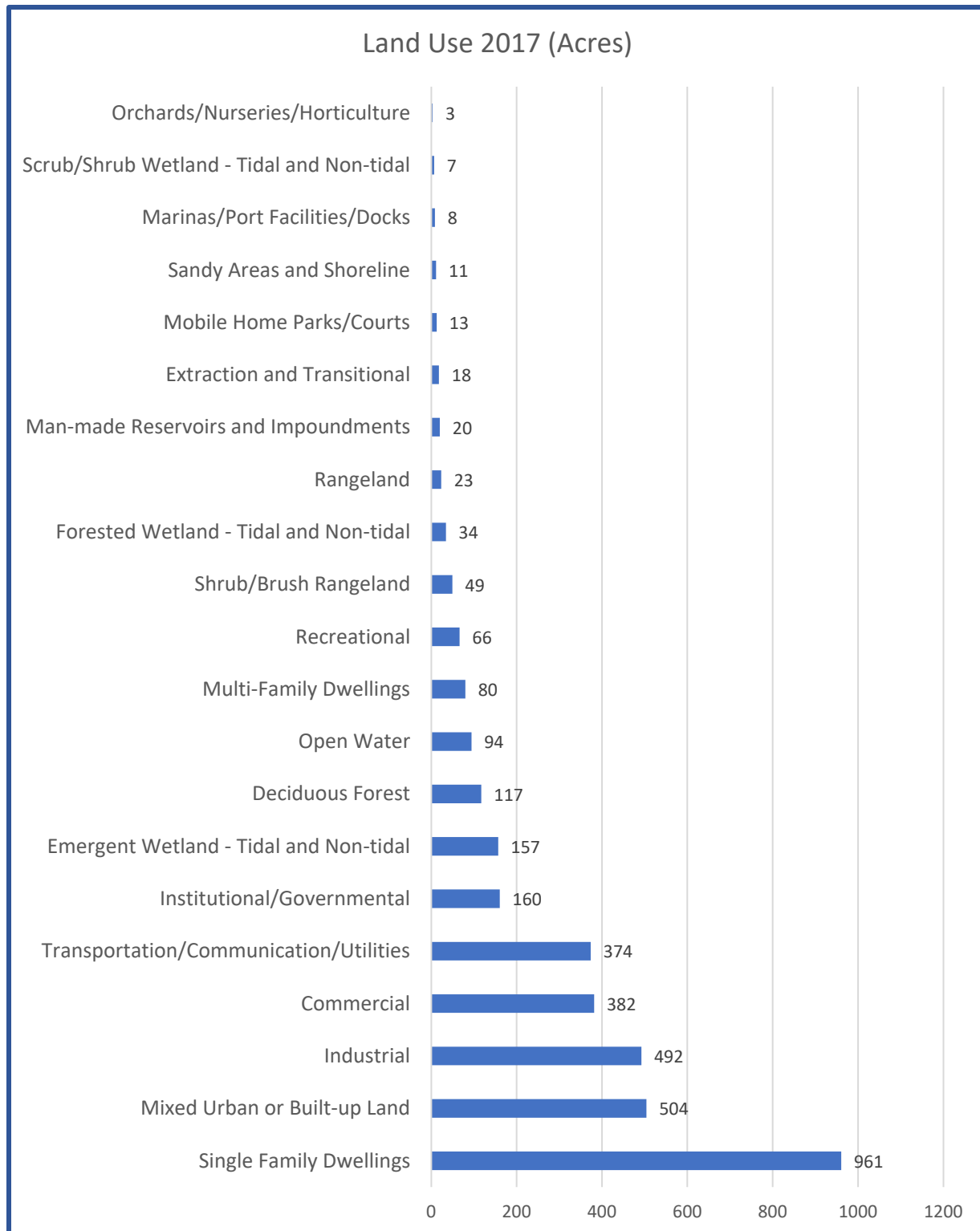


Figure 3-6 - Types of Land Use per Acre

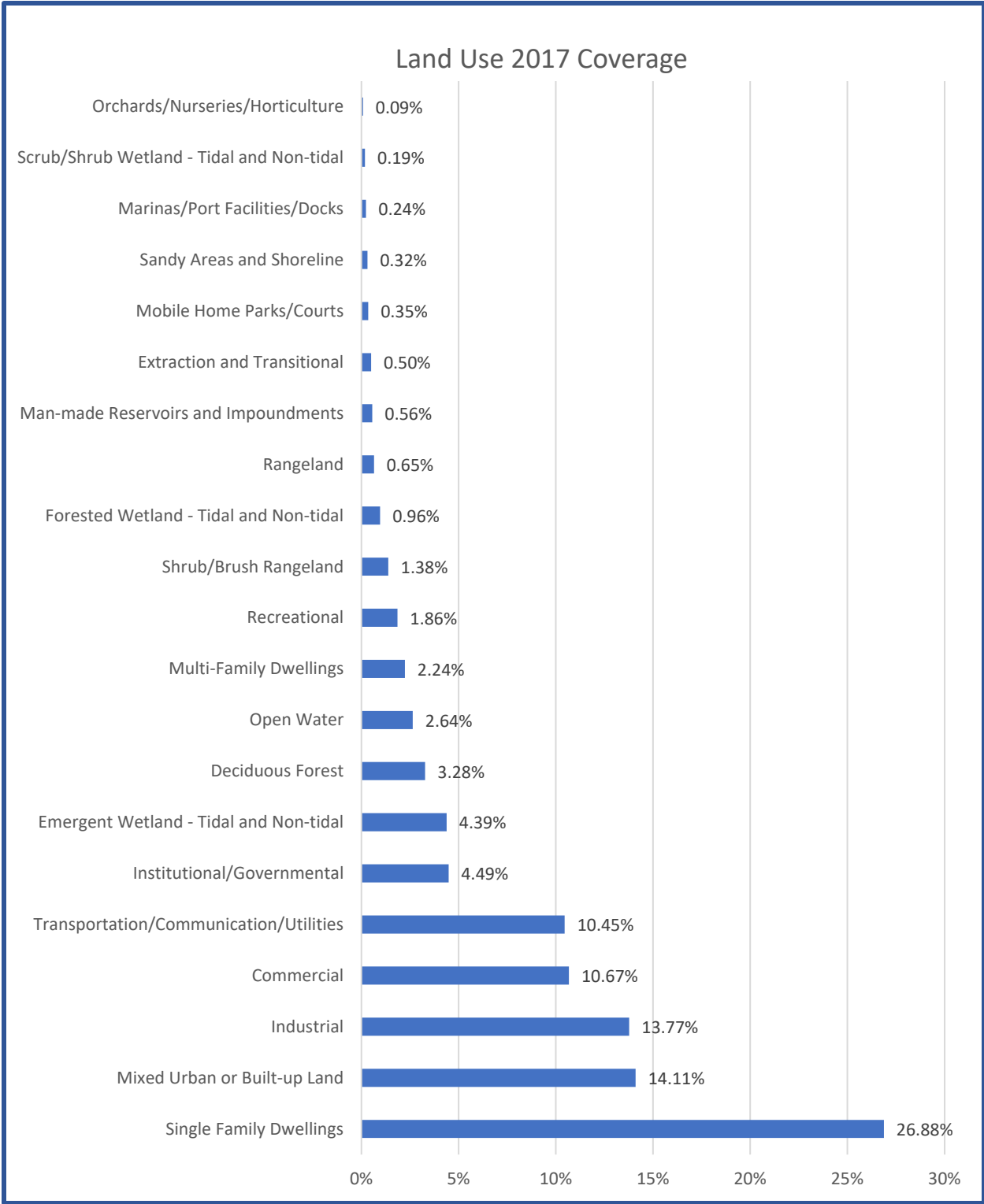


Figure 3-7 - Percentage of Land Use Types





Figure 3-8 - Future Land Use Map

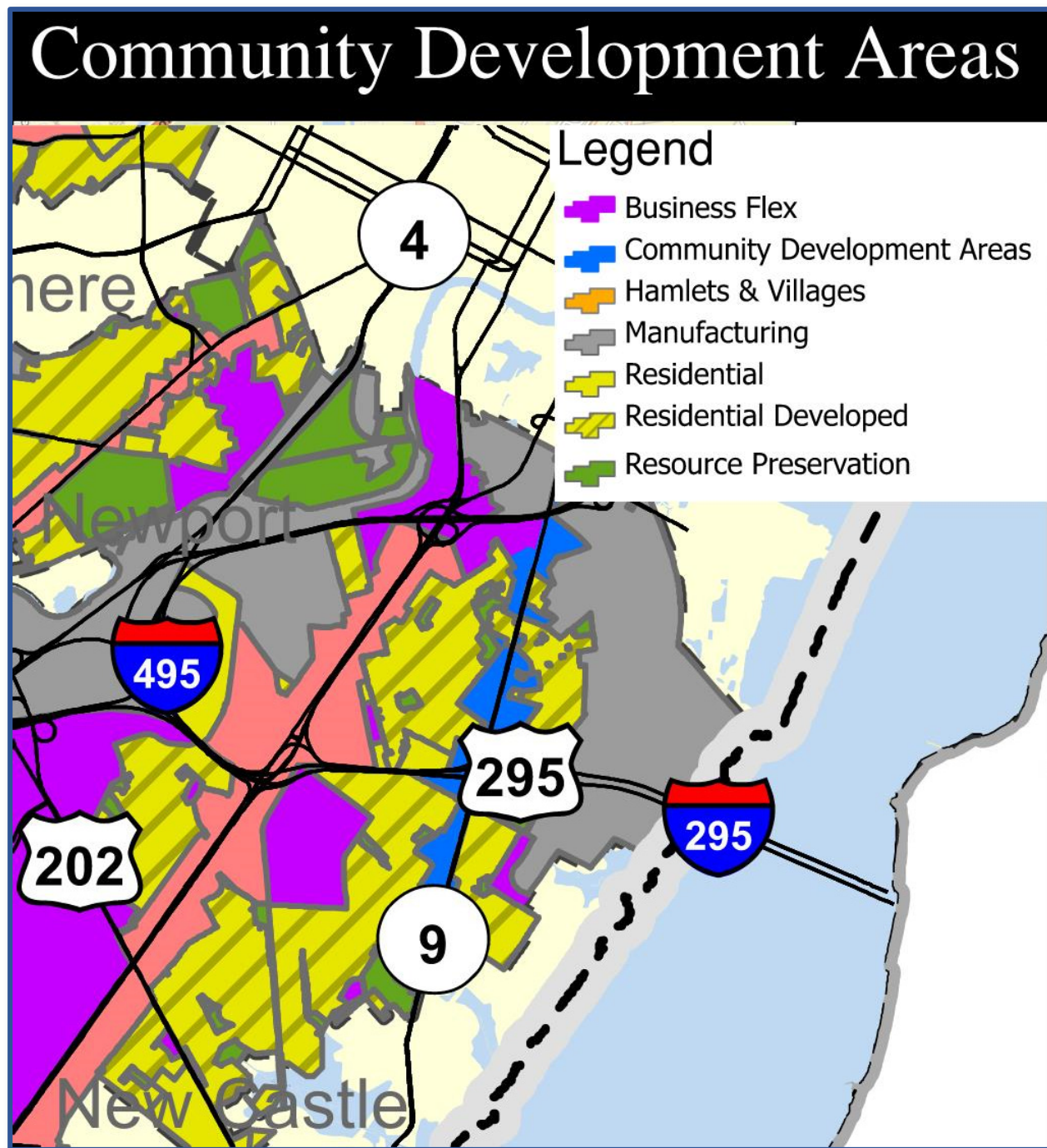


Figure 3-9 - Community Development Areas

d. Review of Development Plans

Development activity in the study area has increased over the last five years following the downturn in the early 2000's. Similarly, the number of building permits recently filed are on the rise in the study area. The following provides the status of this development activity on the study area.

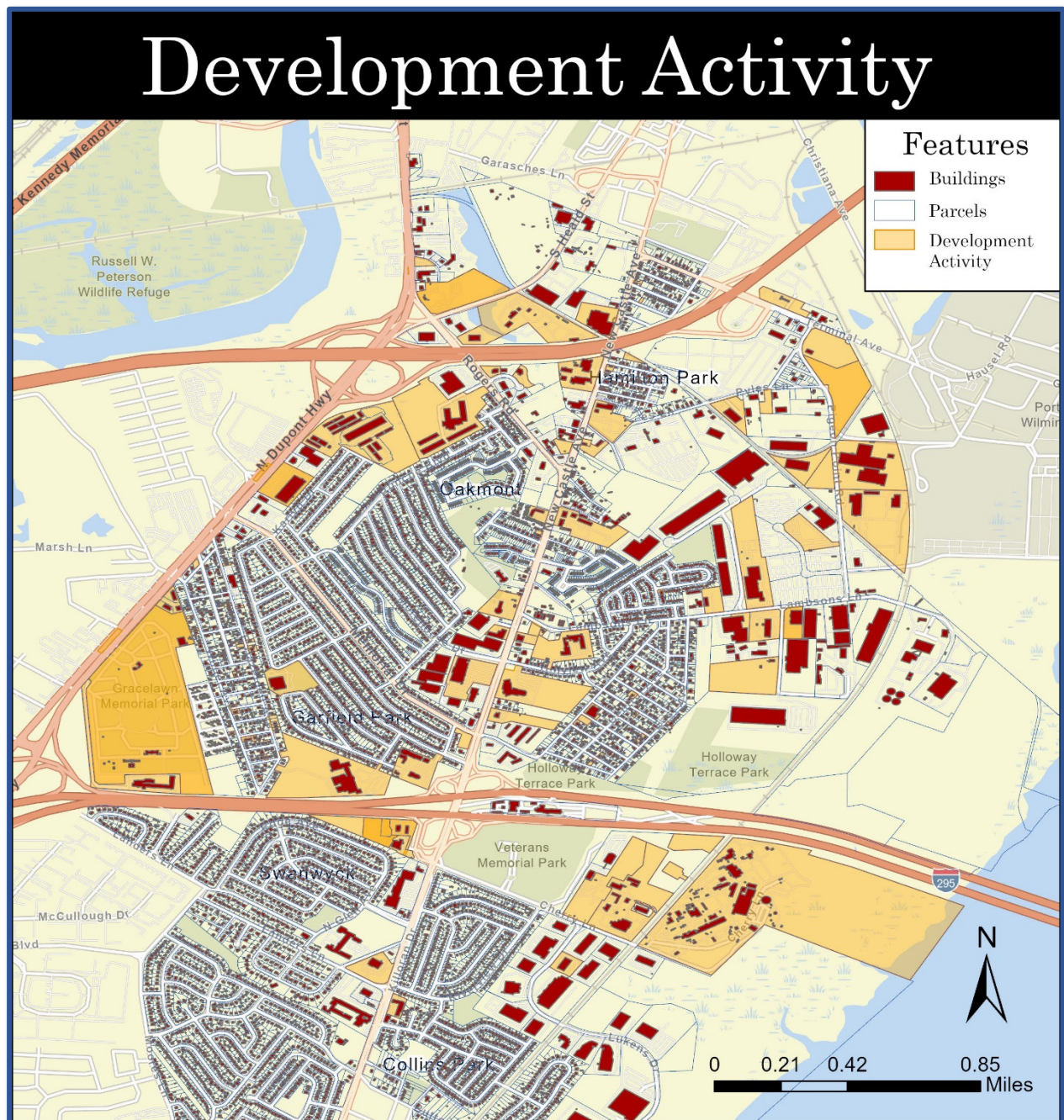


Figure 3-10 - Development Activity

Building permits continue to be filed as investments are made in buildings in the area.

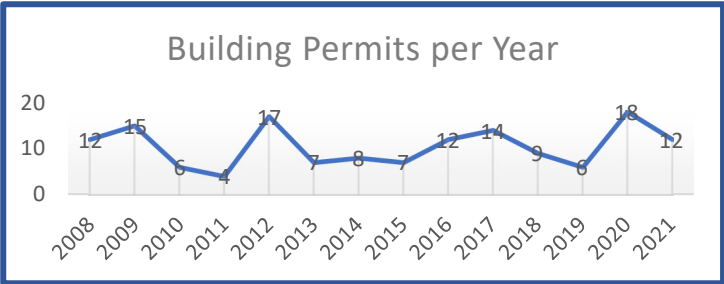


Figure 3-11 - Building Permits per Year

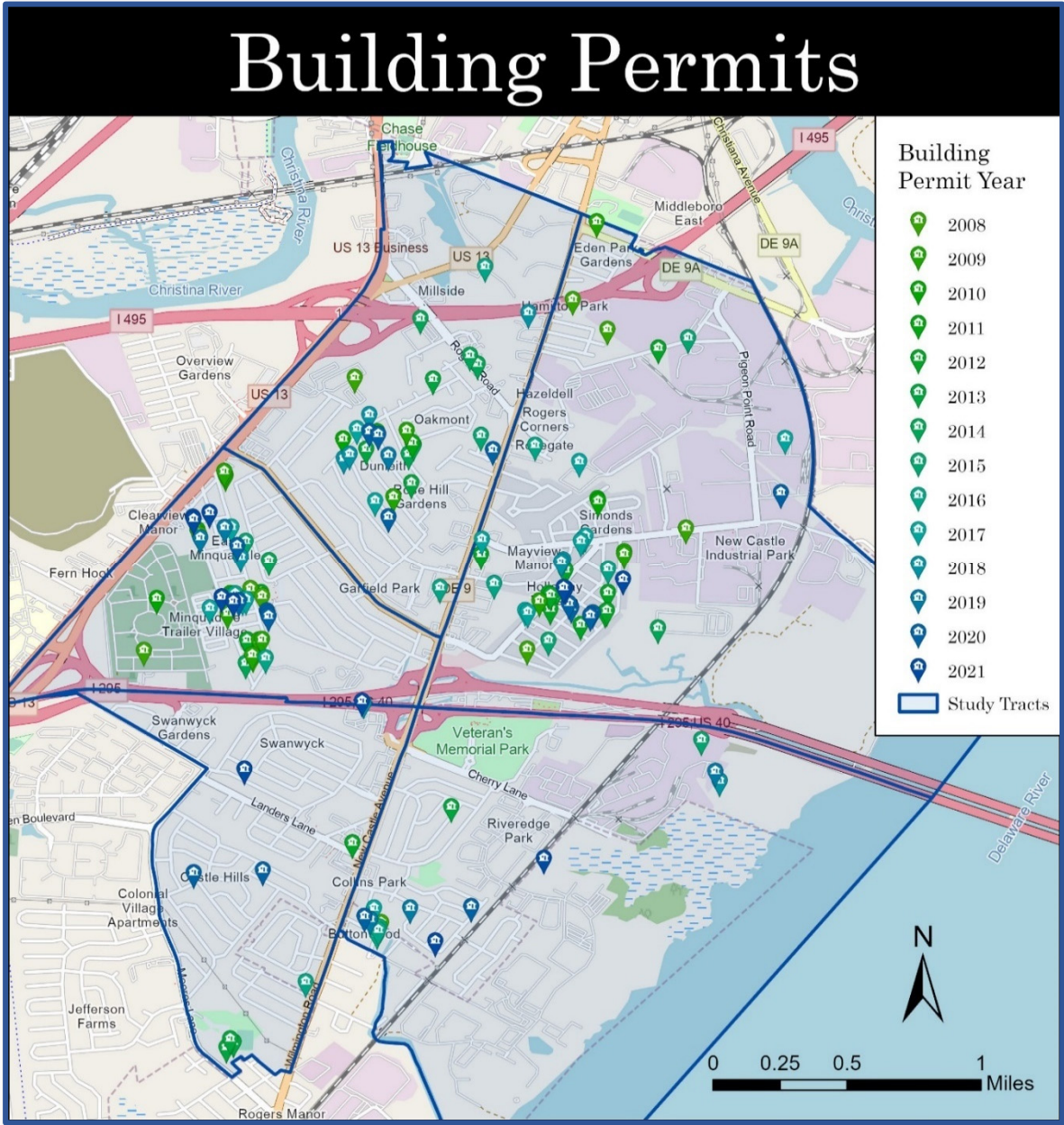


Figure 3-12 - Building Permits by Location

Applications for development have been on the rise since 2016 indicating increasing efforts to develop the area after a downturn in 2008.

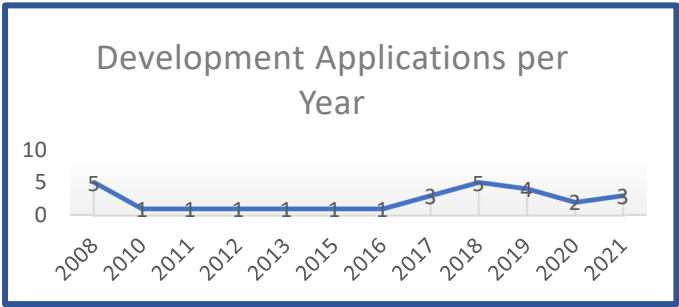


Figure 3-13 - Development Application per Year

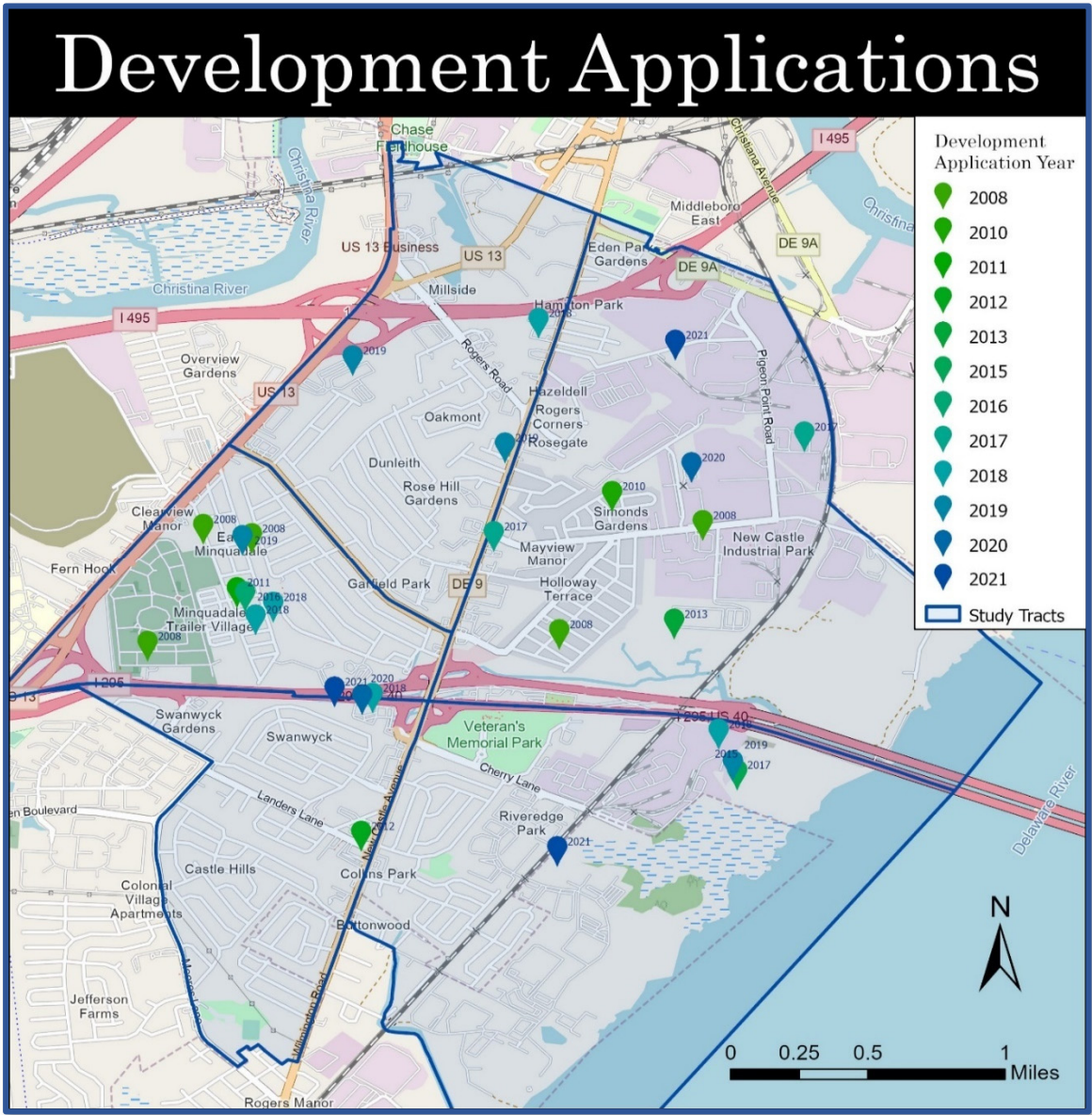


Figure 3-14 - Development application by Location

e. Compilation of Resident Toolbox Reviews During Year

I-495 Logistic Center

Proposed 127,500 SF warehouse located at the corner of US13 and Heald Street. Access is on Heald Street. Exploratory plan submitted on 5/31/22.

Lot E Warehouse

Proposed 108,000 SF warehouse located on Pigeon Point Road near Terminal Ave. Access is on Pigeon Point Road. Exploratory plan submitted on 2/22/22.

3150 New Castle Ave

Proposed 14,215 SF warehouse located on Rizzo Ave and New Castle Ave. Access is on New Castle Ave. Record Plan submitted on 1/29/22.

McDonalds

Proposed addition and drive through. Access is on New Castle Ave. Record Plan submitted on 7/27/22.

Fed Ex Distribution Center

This plan is adding 103 vehicle parking spots, 25 van parking spots, 102 long trailer parking spots. Exploratory plan submitted on 11/2/22.

f. Proposed and Executed Re-Zoning, Historical Reviews, Traffic Impact Studies

Bale Development Company

1008 West Avenue New Castle, DE within Holloway Terrace

Board of Adjustment Area Variance December 16 Application 11/1/21.

To Construct a dwelling 19 feet from the Eleventh Street right-of-way on 1010 West Avenue (25-foot street yard setback)

To Permit a 3,897 square foot lot size for 1008 West Avenue (4,000 square foot minimum lot size)

McDonalds USA LLC

3010 New Castle Avenue

Board of Adjustment Variance December 2, 2021



To maintain paving 5 feet from the New Castle Avenue right-of-way (25-foot street yard paving setback) see UDC Table 40.04.110.B

To provide 0.0 buffer yard opacity along the New Castle Avenue right-of-way (0.4 buffer yard opacity required)

To provide 0.0 buffer yard opacity along the northerly side lot line (0.5 buffer yard opacity required) see UDC Table 40.04.111.A. (6' fence will remain)

To provide 0 parking lot plant units (1 plant unit per 12 parking spaces, total 6 plant units required) see UDC Table 40.04.111.A

To provide no curbed island separating the required stacking spaces from the bypass lane/aisleway (a curbed island shall separate required stacking spaces from the bypass lane/aisleway) see UDC Section 40.03.316.C.

To provide 6 stacking spaces for a drive-in window (12 stacking spaces required, 6 stacking spaces per window)

To permit 4, 5 square foot instructional ground signs (4-square foot maximum sign area for instructional signs) see UDC Section 40.06.040.A.2.

To maintain a trash enclosure 5 feet from the northerly side lot line (20-foot setback for trash enclosure) see UDC Table 40.04.110.B

To permit a restaurant drive-in facility talk box without solid sound barrier adjacent to residential uses (solid sound barrier shall be provided adjacent to residential properties) see UDC Section 40.03.316

Coleman Memorial United Methodist Church within Dunleith

465 ½ Anderson Drive

Board of Adjustment January 13 agenda (rescheduled from Jan 2)

To permit a 34 square foot ground sign with a 24 square foot EVMS (Electronic Variable Message Sign) portion (20-square foot maximum sign area) see UDC Table 40.06.060.

To permit a 34 square foot ground sign with 24 square foot EVMS portion 10 feet from the Anderson Drive right-of-way (20-foot setback for ground signs) see UDC Table 40.06.060.

To permit an EVMS sign 50 feet from a residential use (75-foot minimum from a residential use) see UDC Section 40.06.030.B.6. Rev. Lawrence Pelham.



Sunbelt Rentals

3120 New Castle Avenue

Board of Adjustment November 4, 2021

To permit paving 0 feet from the New Castle Avenue right-of-way (40-foot street yard paving setback) see UDC Table 40.04.110.B.

To permit paving 0 feet from the Rizzo Avenue right-of-way (40-foot street yard paving setback) see UDC Table 40.04.110.B.

To permit paving 4 feet from the southerly side lot line (10-foot other yard paving setback) see UDC Table 40.04.110.B.

To provide a 0.0 buffer yard opacity along the New Castle Avenue right-of-way (0.6 buffer yard opacity required) see UDC Table 40.04.111.A.

To provide a 0.3 buffer yard opacity along the Rizzo Avenue right-of-way (0.6 buffer yard opacity required) see UDC Table 40.04.111.A.

To provide a 0.3 buffer yard opacity along the northerly side lot line (0.8 buffer yard opacity required) see UDC Table 40.04.111.A.

To provide a 0.0 buffer yard opacity along the southerly side lot line (0.8 buffer yard opacity required) see UDC Table 40.04.111.A.

To provide 0 street trees along the New Castle Avenue right-of-way (7 street trees required) see UDC Table 40.04.111.

Mid Atlantic Investments, LLC,

3006 New Castle Avenue - Northeast corner of Memorial Drive and New Castle Avenue.

Construct a 590 s.f. addition on top of existing blacktop. CR Zoning. CD 10. New Castle Hundred.

During Pre submittal meeting 1/5/22:

The subject development meets DelDOT's volume warrants to pay the Area Wide Study Fee in lieu of doing a Traffic Impact Study (TIS).

The addition to the proposed development this would generate an increase of 593 average daily trips and 47 vehicle trips during the p.m. peak hour.



The developer shall improve the State-maintained road(s) on which they front, within the limits of their frontage to meet DelDOT's standards for their Functional Classification. This is at entrance and exit areas.

Existing entrance and exit channelization improvement with slight adjustments for proper access at New Castle & West Avenue. No other sperate turning lanes or added shoulder improvement. This will involve construction and temp. lane closure operations along both roads.

Reconstruct sidewalk frontage along both roads. This will connect to McDonalds (and Memorial Dr), but then they (McDonald's) offer nothing for continuation as currently known.

Dedicate right of way or easements based on functional classification and turning for fueling trucks.

Signal agreement with DelDOT for the intersection of the New Castle Avenue and West Avenue.

Discussed at March 4, 2020 R9 MC and once listed on NCC Resident Toolbox, but since removed. Exploratory NCC review undertaken with no further actions.

Also likely expected: some general parking improvement; a new bike rack, sidewalk, and small greenery landscape improvement. The DART transit stop location stays and is unaltered. Two side storage sheds get removed.

BOA adjustments/variances/waivers would not be needed to accomplish this addition, however they would be applied for and submitted later (i.e. likely for pavement setback and landscaping)

4. Transportation

a. Summary

Mobility for all users and all modes is one of the main goals of the Rt 9 Corridor Study. Pedestrian and bicycle facilities along the corridor will assist in providing this mobility. Additionally, mid-block crossings should be analyzed, and if appropriate implemented to provide additional mobility for cyclists and pedestrians. New pathways, sidewalks, and crosswalk improvements will assist in connecting residential areas with local businesses, educational and recreational opportunities, as well as other services and amenities.



b. Traffic Counts

As part of the traffic analysis conducted for the Rt 9 Corridor study, the following data was collected:

Weekday/Weekend/AM and PM Peak Volumes

Intersection LOS at Key Intersections

Traffic Counts

Existing weekday intersection turning movement counts within the project limits were obtained between September 2018 through October 2022. The counts are comprised of light vehicles, heavy vehicles / trucks, and pedestrian counts for the A.M. and P.M. peak hours. The intersection turning movement traffic volumes are presented on stick diagrams of the road network in the ensuing figures. For intersections at which the data collection included a separate count of bicycles, the bicycle counts are also provided in the figures. These intersections were those north of Terminal Avenue. Figure 1, Figure 2 and Figure 3 show the A.M. and P.M. intersection turning movement traffic volumes for all vehicles (light and heavy / trucks). For uniformity across the various count data, buses are included in the heavy vehicle volume counts for this report. Figure 4, Figure 5 and Figure 6 also show the A.M. and P.M. intersection turning movement traffic volumes for heavy vehicles / trucks only. The peak hour pedestrian counts and bicycle counts where available, are also included in Figure 4, Figure 5 and Figure 6. Figure 7, Figure 8 and Figure 9 present the heavy vehicle / trucks as a percentage of all vehicular traffic counted for each turning movement.



Figure 4-1: All Vehicle Turning Movement Traffic – North of Terminal Avenue

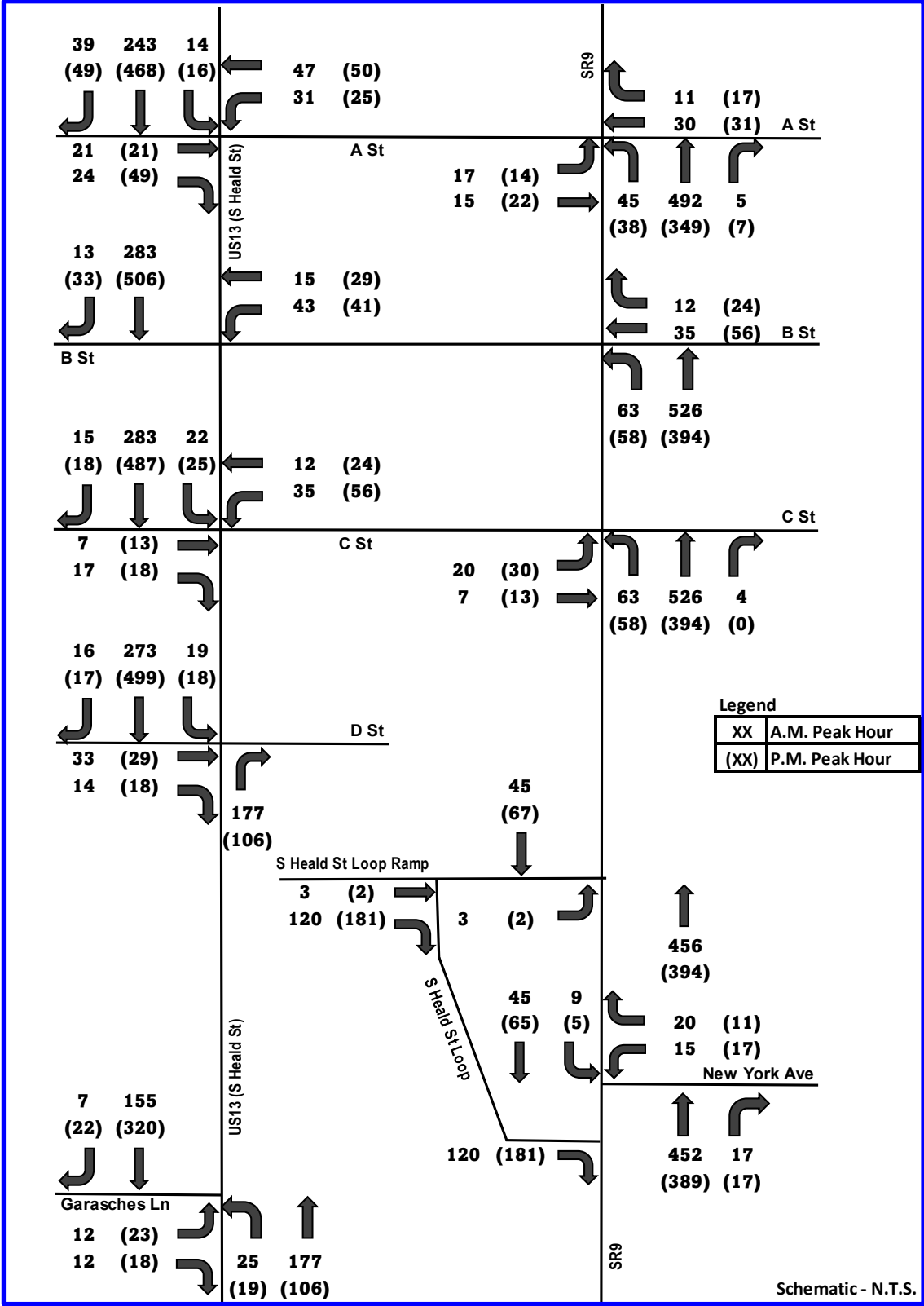


Figure 4-2: All Vehicle Turning Movement Traffic – Terminal Avenue to I-295

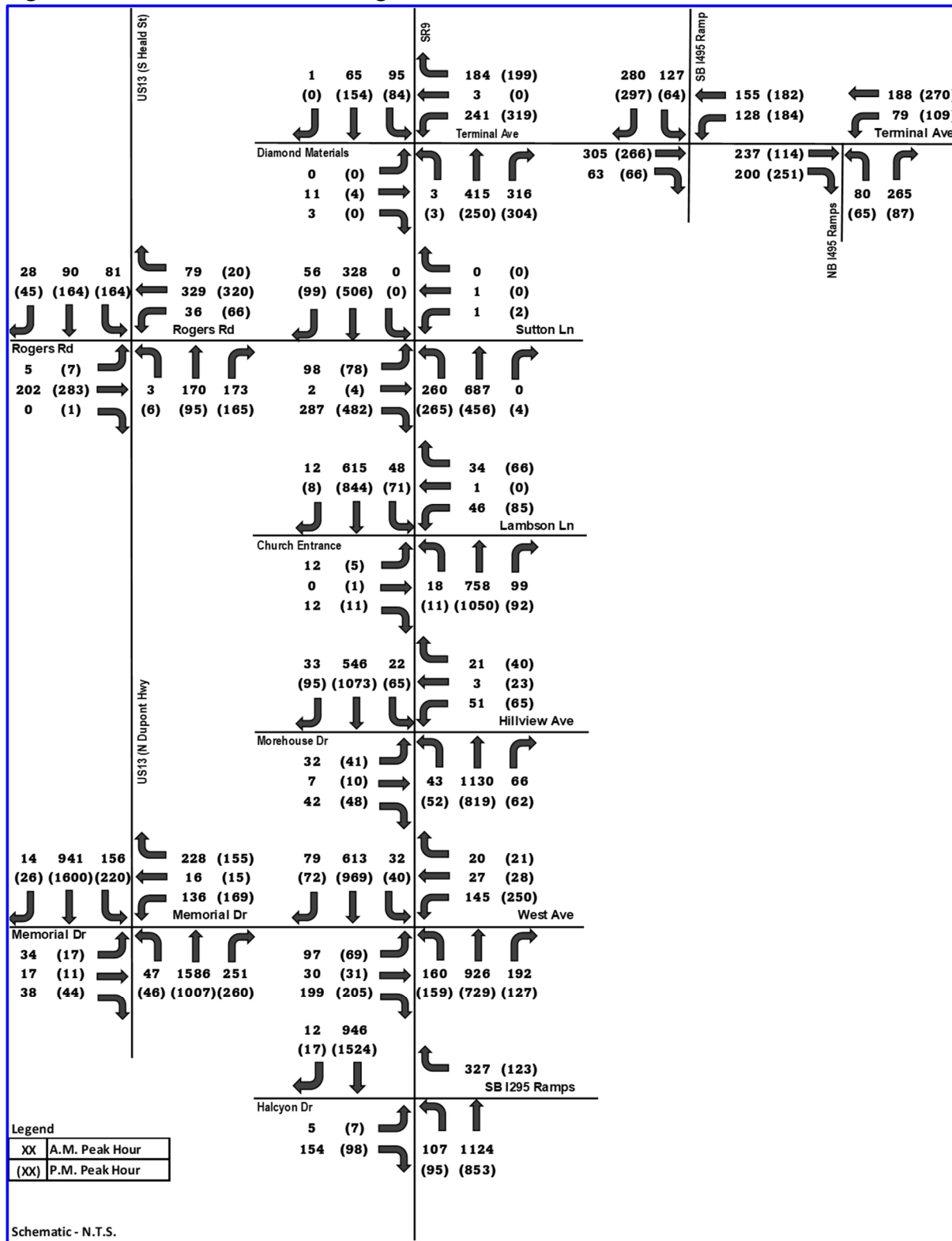


Figure 4-3: All Vehicle Turning Movement Traffic – Cherry Lane to Anchor Mill Road

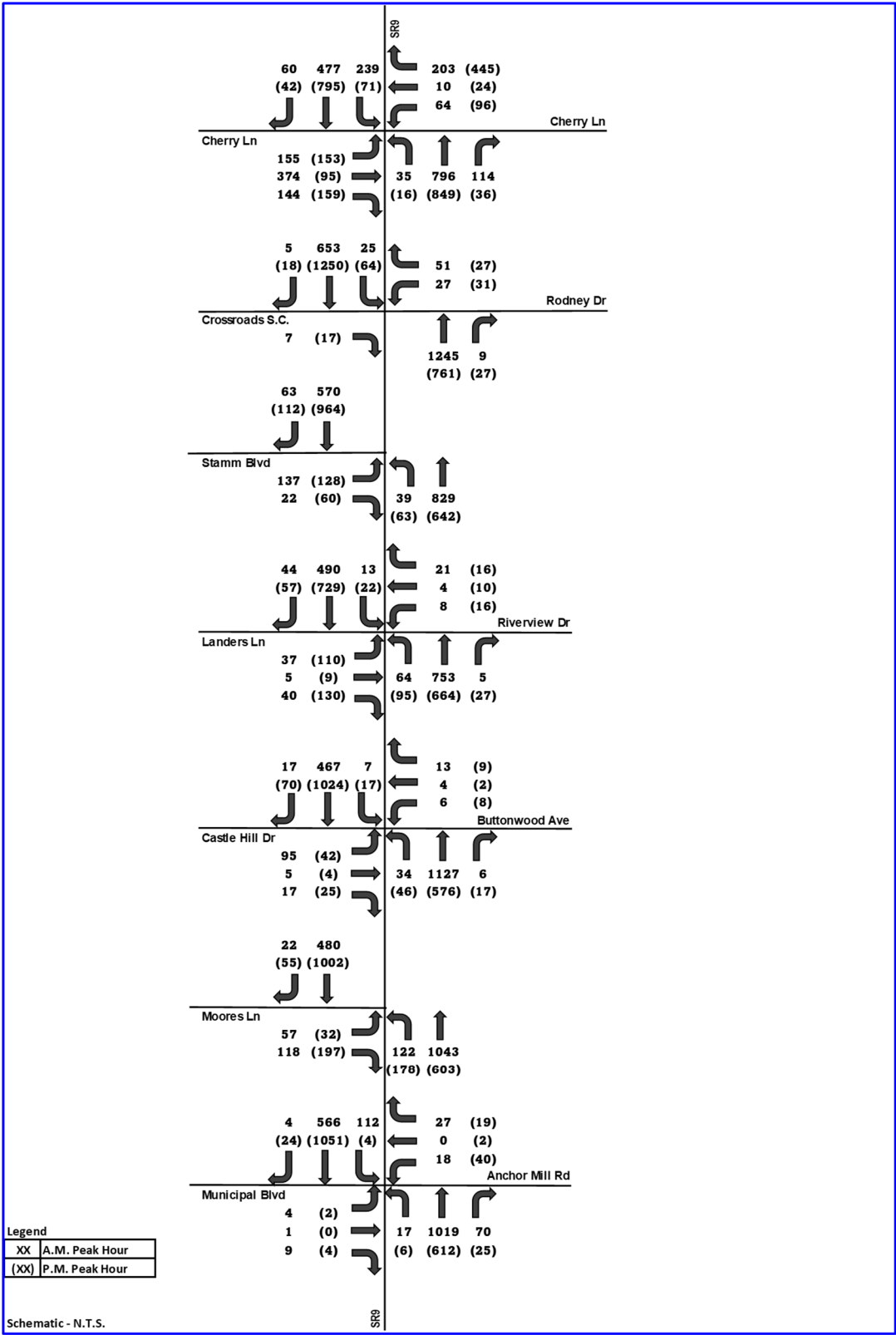


Figure 4-4: Existing Heavy Vehicle, Pedestrian & Bike Traffic – North of Terminal Avenue

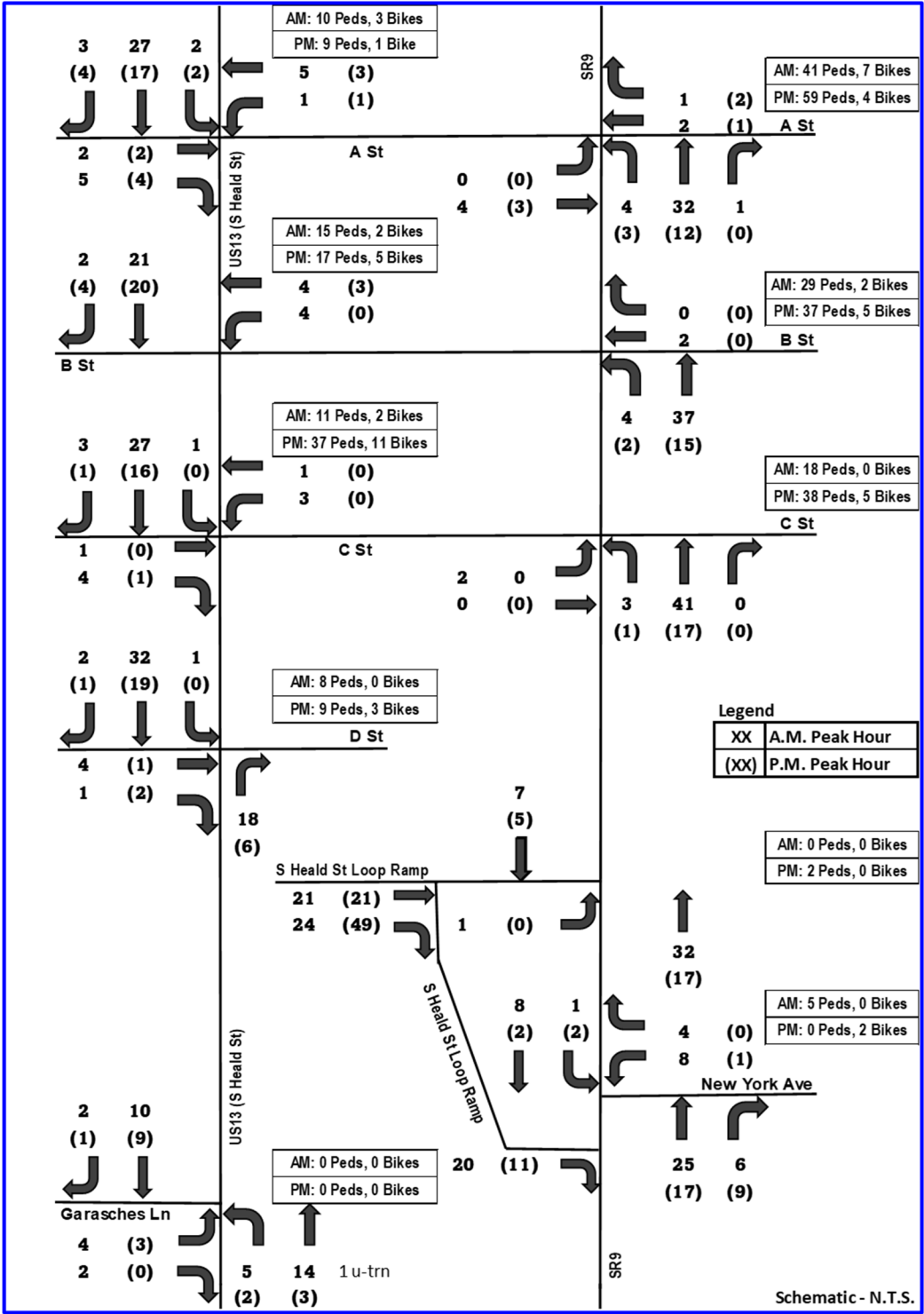


Figure 4-5: Existing Heavy Vehicle and Pedestrian Traffic – Terminal Avenue to I-295

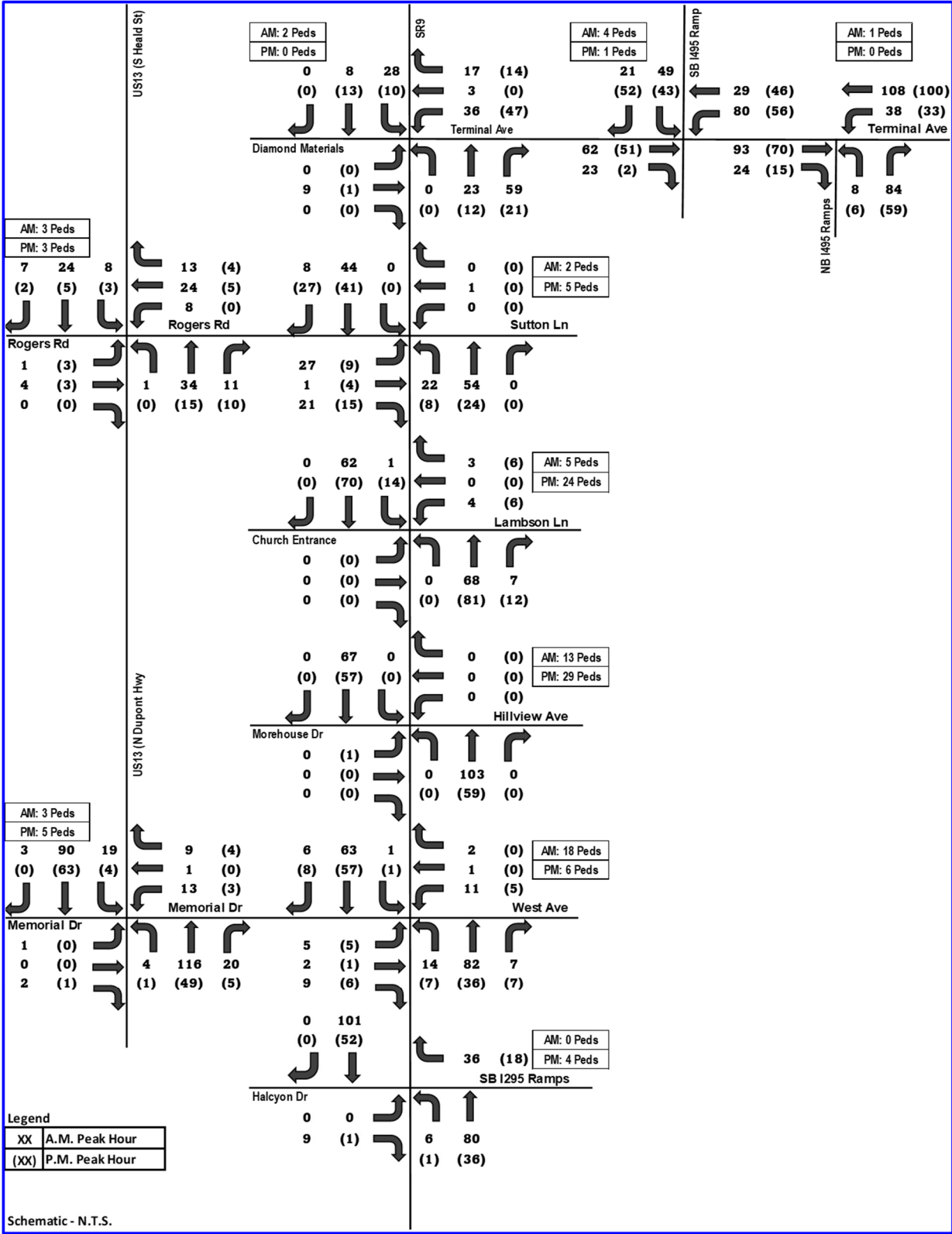


Figure 4-6: Existing Heavy Vehicle and Pedestrian Traffic – Cherry Lane to Anchor Mill Road

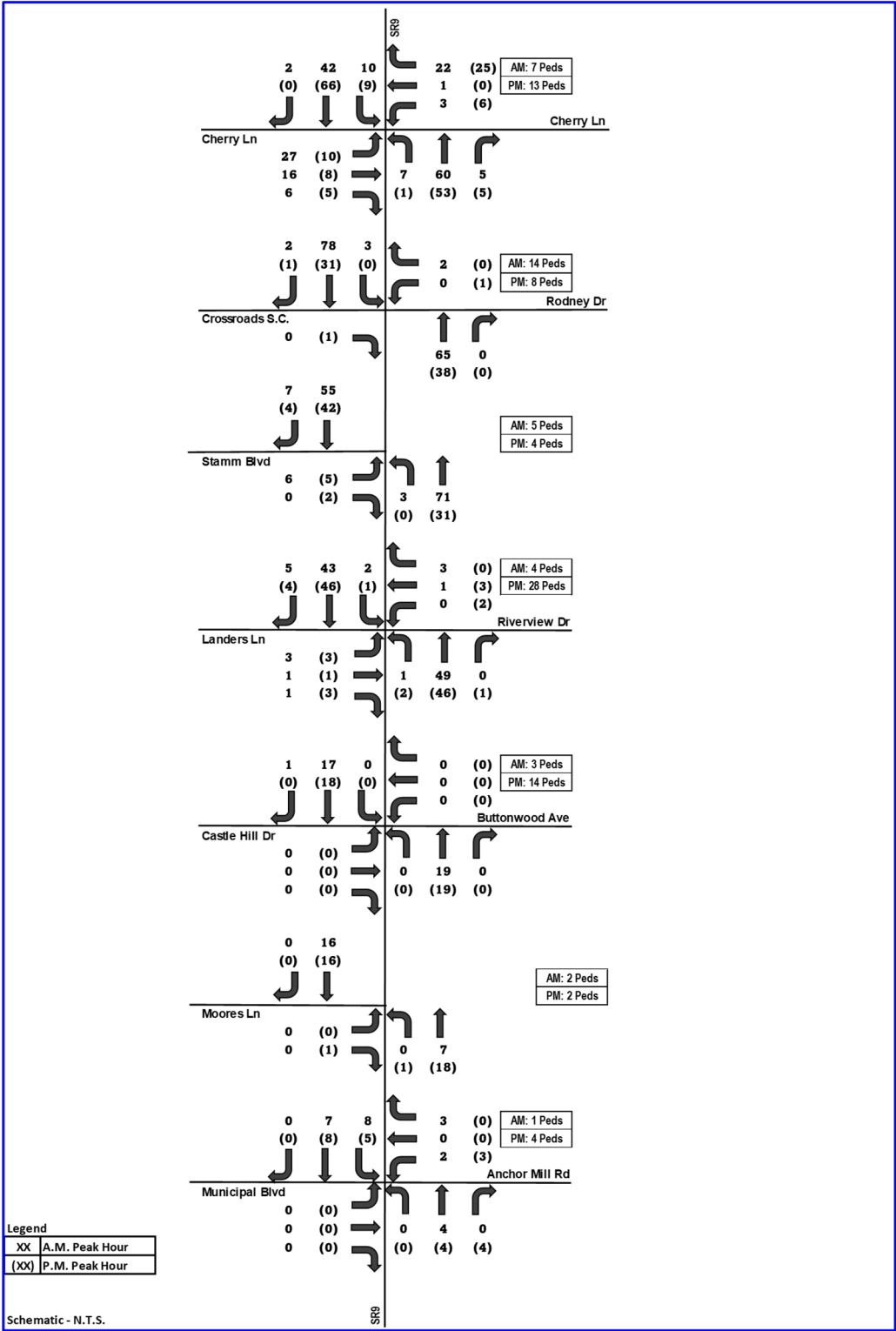


Figure 4-7: Existing Turning Movement Heavy Vehicle Percent – North of Terminal Avenue

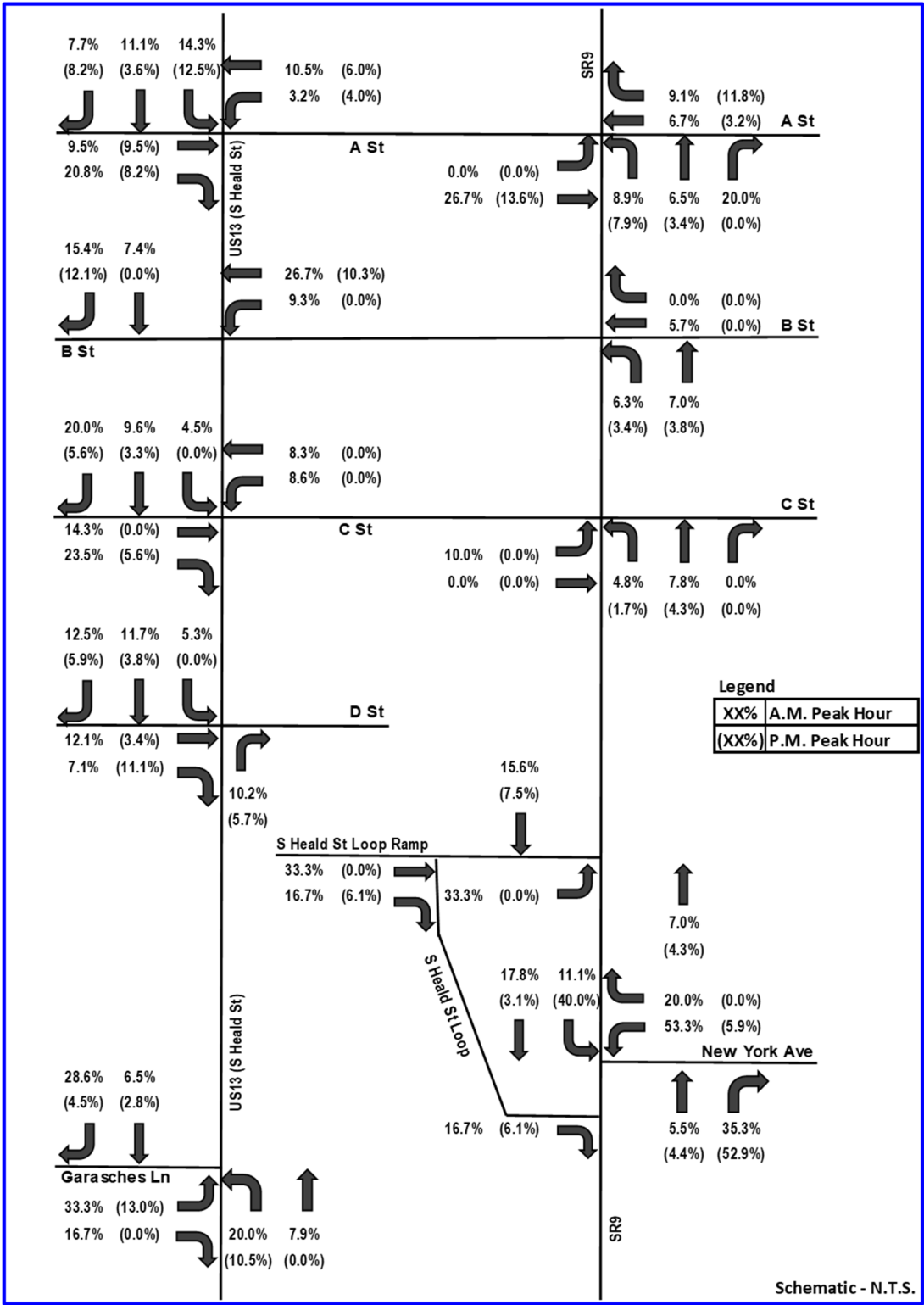


Figure 4-8: Existing Turning Movement Heavy Vehicle Percent – Terminal Avenue to I-295

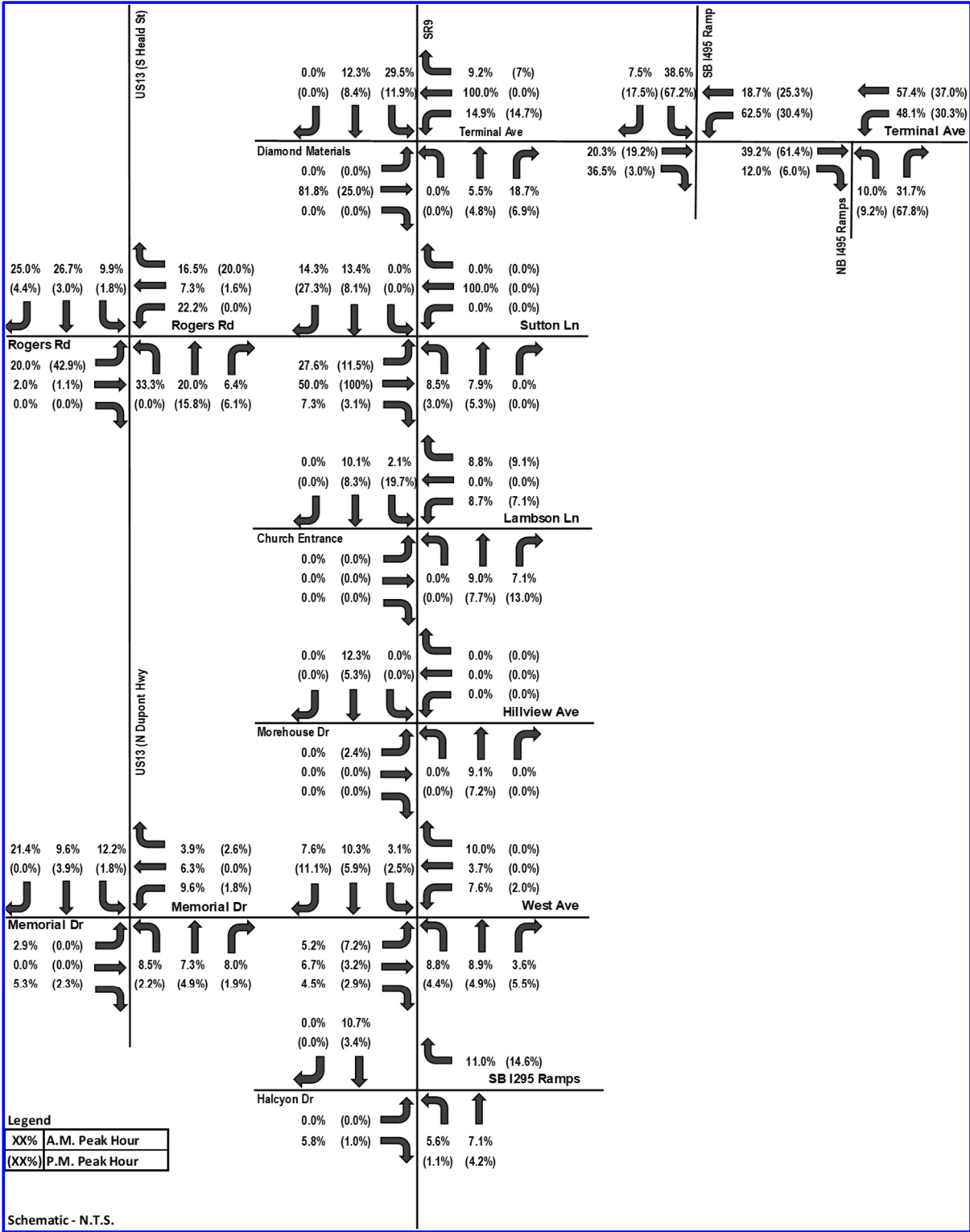


Figure 4-9: Existing Intersection Turning Movement Heavy Vehicle Percent – Cherry Lane to Anchor Mill Road

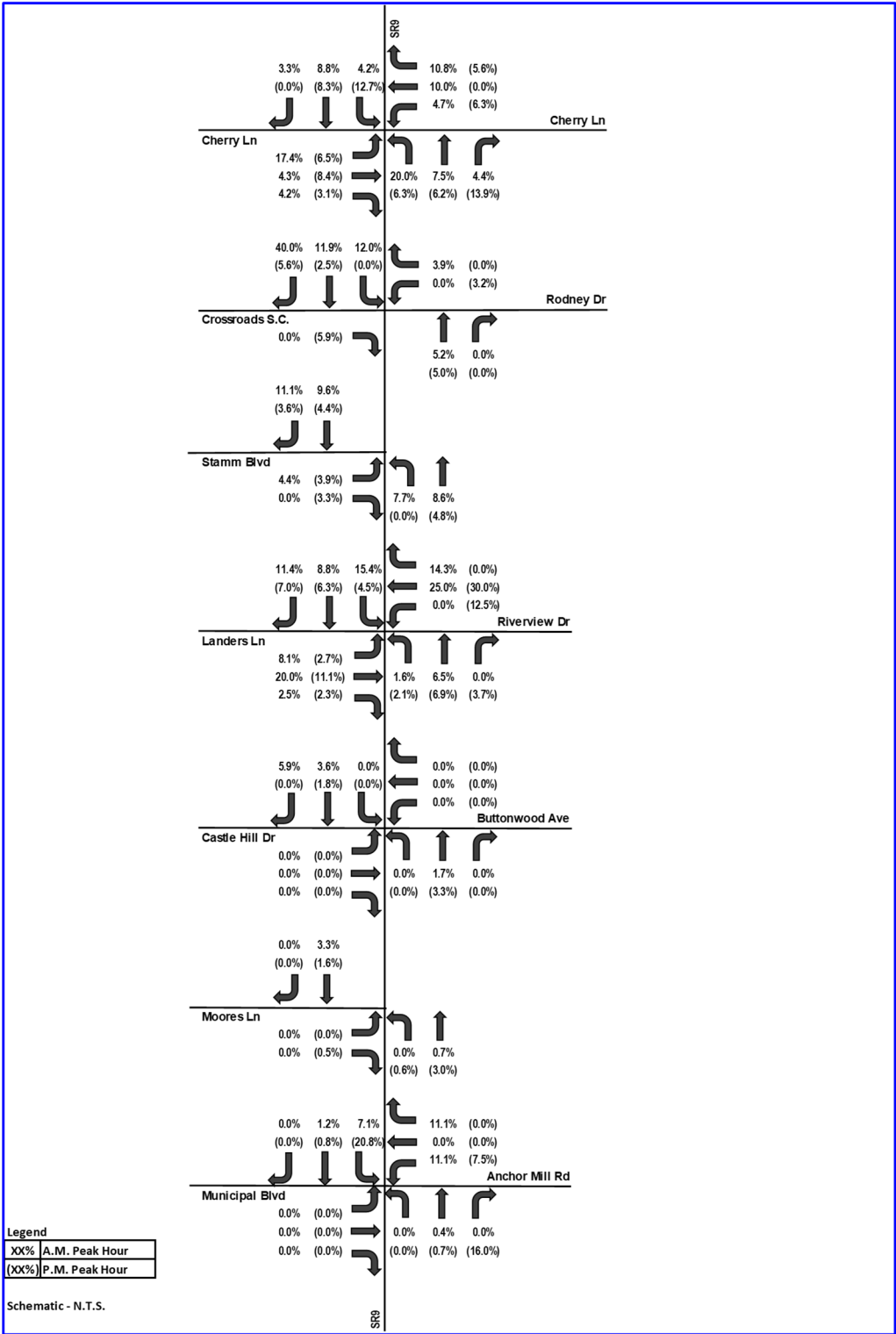
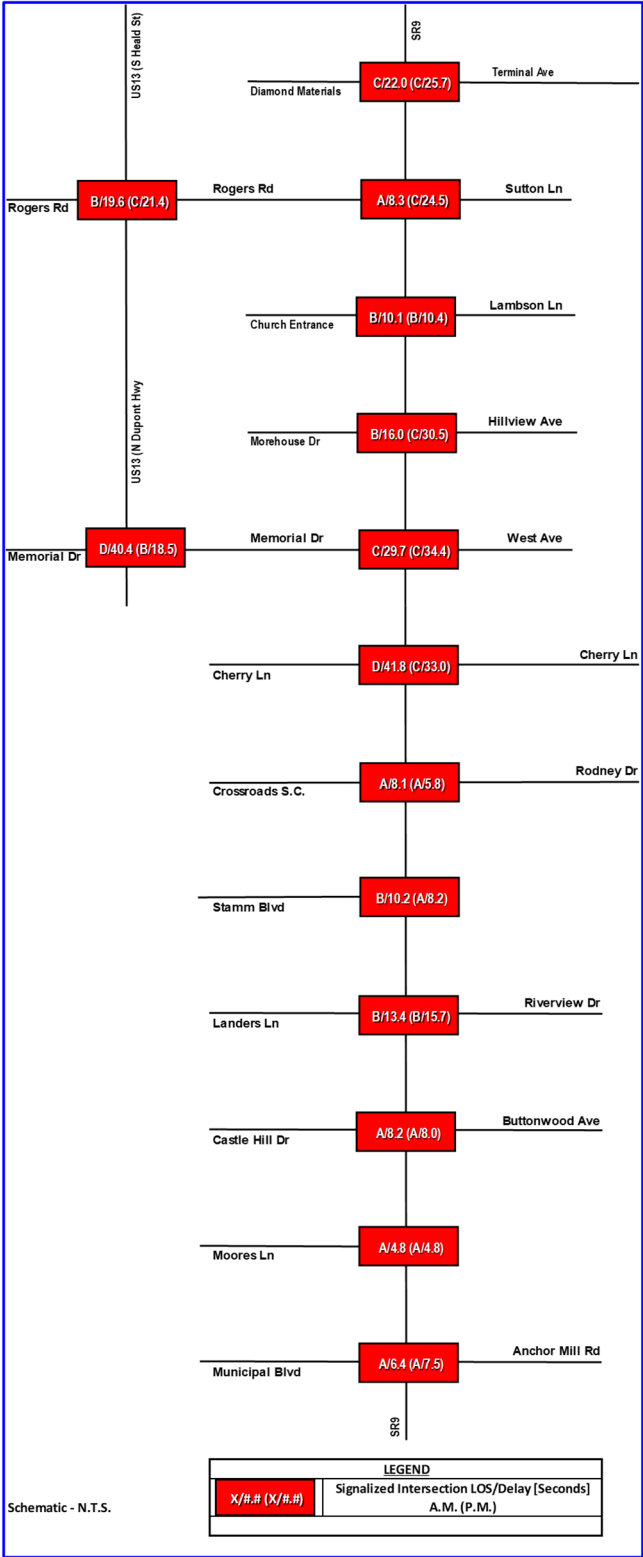


Figure 4-10: Existing Conditions Overall Intersection LOS and Delay for AM and PM Peak Hours



a. Traffic Operational Analysis

Delay and Level of Service

A network of the roads and intersections within the Route 9 Monitoring Study limits was built for Traffic Operational Analysis using the software Synchro 11. The operational analysis was performed using the traffic volumes and truck percentages presented in the figures. The traffic model was also calibrated with existing signal timing and coordination data obtained from the DelDOT traffic Management Center. The Level of service (LOS) criteria for the signalized intersections is presented in Table 4-1. The LOS and delay for A.M. and P.M. peak hours for each intersection is presented on a schematic diagram of the network in Figure 10. The analysis indicates that under the given traffic volumes and existing signal timing and coordination plans, all the intersections operate at LOS D or better.

Table 4-1: Level of Service Criteria

Level of Service Criteria	
LOS	Signalized Delay (Seconds per Vehicle)
A	0 to 10
B	>10 to 20
C	>20 to 35
D	>35 to 55
E	>55 to 80
F	>80

Travel Time

Travel time for New Castle Avenue was evaluated from Terminal Avenue south within the study limits. Table 4-2 presents the travel times for northbound and southbound New Castle Avenue for both the A.M. and P.M Peak hours.

Table 4-2: Level of Service Criteria



Segment	Travel Time (Minutes)			
	A.M. Peak Hour		P.M. Peak Hour	
	Northbound	Southbound	Northbound	Southbound
Terminal Avenue to Cherry Lane	5.11	6.08	5.44	6.75
Cherry Lane to Anchor Mill Rd	5.05	4.59	4.89	4.80



b. Crashes

Introduction

Crash data within the study area for the three-year period from September 7, 2019, through September 7, 2022, was obtained from DelDOT New Castle Avenue (DE 9) and the other major roadways, Heald Street (US13) and Memorial Drive. DelDOT implemented a road diet on Memorial Drive on October 18, 2019. This entailed converting Memorial Drive from a four-lane section roadway to a two-lane section with 5-foot bike lanes and 9-foot on-street parking in each direction of travel. The road diet was implemented to improve safety for non-motorized traffic (pedestrians and bicycles). It should be noted that the crash data refers to bicycles as pedalcycles.

All reported crashes that occurred on the specified roadways and their intersections with other roads were mapped. The approximate crash locations, number, type and severity of crashes are presented Figure 4-11.



DE 9 Monitoring
09-07-2019 to 09-07-2022
Data

LEGEND

Posted Speeds

- 45 MPH
- 40 MPH
- 35 MPH
- 25 MPH

Reported Crashes

- XX Intersection Crashes
- XX Segment Crash Cluster
- XX Segment Crash Span

Crash Data Callouts:

- Location of Crash – Dark – Not Lighted**
- 3 Property Damage**
18 Front-to-Rear
1 Sideswipe Same Direction
1 Personal Injury
1 Angle
- 4 Property Damage**
2 Front-to-Rear
1 Front-to-Front
1 Sideswipe Same Direction
- 5 Property Damage**
2 Front-to-Rear
1 Sideswipe Same Direction
2 Fixed Object (Conc. Median)
1 Personal Injury
1 Front-to-Front
- 9 Property Damage**
2 Front-to-Rear
4 Angle
1 Sideswipe Same Direction
1 Mechanical Defect
1 Fixed Object (Signpost)
5 Personal Injury
1 Front-to-Rear
1 Front-to-Front
3 Angle
- 2 Property Damage**
1 Front-to-Rear
1 Angle
1 Personal Injury
1 Front-to-Rear
- 38 Property Damage**
18 Front-to-Rear
5 Angle
10 Sideswipe Same Direction
3 Fixed Object (1 Ped Pole, 1 Curb, 1 Sign & Fence)
1 Mechanical Defect
1 Other
5 Personal Injury
2 Front-to-Rear
2 Angle
1 Fixed Object (Curb)
- 21 Property Damage**
3 Front-to-Rear
7 Sideswipe Same Direction
6 Fixed Object (1 Sign Support, 5 Guardrail)
2 Mechanical Defect
1 Single Vehicle (Debris in Road)
1 Unknown
1 PEDALCYCLE
9 Personal Injury
4 Front-to-Rear
1 Angle
1 Sideswipe Same Direction
2 Fixed Object (1 Conc. Barrier, 1 Curb & Pole)
1 Other (Motor Bike Fell Over)
- 1 Property Damage**
1 Side Swipe
Same Direction
- 1 Property Damage**
1 Unknown
- Location of Crash – Dark – Not Lighted**
- Location of Crash – Dark – Not Lighted**
- Location of Crash – Dark – Not Lighted**
- 1 Personal Injury**
1 Front-to-Rear
- 13 Property Damage**
4 Front-to-Rear
2 Front-to-Front
3 Angle
4 Sideswipe Same Direction
4 Personal Injury
3 Front-to-Rear
1 Angle
- 6 Property Damage**
2 Front-to-Rear
2 Angle
1 Sideswipe Same Direction
1 Fixed Object (Curb)
4 Personal Injury
3 Angle
1 Sideswipe Same Direction
- 44 Property Damage**
18 Front-to-Rear
4 Front-to-Front
15 Angle
2 Sideswipe Same Direction
4 Fixed Object (2 Ped Pole, 2 Curb)
1 Mechanical Defect
20 Personal Injury
3 Front-to-Rear
2 Front-to-Front
10 Angle
1 Sideswipe Same Direction
4 PEDESTRIAN
1 FATAL
1 Front-to-Front
- 8 Property Damage**
4 Front-to-Rear
1 Front-to-Front
1 Angle
1 Sideswipe Opposite Direction
1 Fixed Object (Signpost)
- 12 Property Damage**
1 Front-to-Rear
4 Angle
5 Sideswipe Same Direction
2 Fixed Object (1 Curb, 1 Fence)
2 Personal Injury
1 Angle
1 PEDALCYCLE
- 25 Property Damage**
15 Front-to-Rear
1 Front-to-Front
6 Angle
2 Sideswipe Same Direction
1 Fixed Object (Post/Pole)
8 Personal Injury
4 Front-to-Rear
4 Angle
- 5 Property Damage**
2 Front-to-Rear
1 Sideswipe Same Direction
1 Fixed Object (Pole)
1 Other
4 Personal Injury
1 Angle
2 Sideswipe Same Direction
1 PEDESTRIAN
- 5 Property Damage**
2 Front-to-Rear
1 Sideswipe Same Direction
5 Fixed Object (2 Signpost, 2 Curb & 1 Utility Pole)
5 Personal Injury
2 Front-to-Rear
2 Angle
1 Fixed Object (1 Metal Gate)
1 FATAL
1 PEDESTRIAN
- 20 Property Damage**
6 Front-to-Rear
5 Angle
4 Sideswipe Same Direction
5 Fixed Object (2 Signpost, 2 Curb & 1 Utility Pole)
5 Personal Injury
2 Front-to-Rear
2 Angle
1 Fixed Object (1 Metal Gate)
1 FATAL
1 PEDESTRIAN
- 1 Property Damage**
1 Fixed Object (Curb)
- 13 Property Damage**
5 Front-to-Rear
3 Angle
1 Sideswipe Same Direction
1 Sideswipe Opposite Direction
2 Fixed Object (1 Utility Pole, 1 Fence)
1 Mechanical Defect
5 Personal Injury
3 Front-to-Rear
1 Sideswipe Same Direction
1 PEDESTRIAN
- 2 Property Damage**
1 Fixed Object (Light Pole)
1 Other
- 2 Personal Injury**
2 Front-to-Rear
- 1 Property Damage**
1 Front-to-Rear
- 2 Personal Injury**
2 Front-to-Rear
- 1 FATAL**
1 Angle
2 Property Damage
1 Angle
1 Fixed Object (Fence)
- 1 Personal Injury**
1 Angle
- 5 Property Damage**
1 Front-to-Rear
2 Sideswipe Same Direction
1 Mechanical Defect
1 Single Vehicle (Rd Debris)
- 44 Property Damage**
18 Front-to-Rear
4 Front-to-Front
15 Angle
2 Sideswipe Same Direction
4 Fixed Object (2 Ped Pole, 2 Curb)
1 Mechanical Defect
20 Personal Injury
3 Front-to-Rear
2 Front-to-Front
10 Angle
1 Sideswipe Same Direction
4 PEDESTRIAN
1 FATAL
1 Front-to-Front
- 45**
- 6**
- 2**
- 3**
- 6**
- 4**
- 10**
- 30**
- 43**
- 17**
- 14**
- 18**
- 33**
- 26**
- 14**
- 9**
- 16**
- 65**

[illegible]

The crash evaluations for each roadway and its intersections are presented below.

New Castle Avenue (DE 9) Crash Evaluation

A total of three hundred eighty-six (386) crashes were reported in 2022 along New Castle Avenue within the three-year period from September 7, 2019, through September 7, 2022. Within that period three (3) fatal crashes were reported along DE 9. Each of the three fatal crashes involved a pedestrian and the pedestrian involved was the fatality. Ninety-eight injury crashes were reported for the period. The number of people injured in these crashes were one hundred thirty-one (131). The segments / intersections along / at which the crashes occurred are shown in Figure 2. Table 1 presents annual and three-year summary of the types of crashes by severity i.e., Property Damage (PD) and Personal Injury, (PI) and Fatality (F). Majority of crashes (129 / 33.4%) are front-to-rear crashes, followed by angle crashes, (98 / 25.4%) The third most frequent type of crashes (70 / 18.1%) was sideswipe same direction, followed by crashes not between vehicles (57 / 14.8%). Collisions not between vehicles include single vehicle crashes, crashes with fixed objects, pedestrians and bicycles. These four collision types constituted approximately 91.7% of all reported crashes.



Table 4-3: New Castle Avenue Crash Type and Severity

Collision Type	Crash Severity / Classification												Crash Severity / Classification				
	PD	PI	F	Total	PD	PI	Total	PD	PI	F	Total	PD	PI	F	Total # of Crashes	% of Total Crashes	
	September 7, 2019 - September 7, 2020				September 7, 2020 - September 7, 2021			September 7, 2021 - September 7, 2022				5-Year Totals					
Front to Front	4	4	0	8	2	0	3	5	2	0	7	11	6	1	18	4.7%	
Front to Rear	28	10	0	38	39	9	48	33	10	0	43	100	29	0	129	33.4%	
Rear to rear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
Rear to side	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	0.3%	
Angle	16	10	0	26	23	13	36	23	13	0	36	62	36	0	98	25.4%	
Sideswipe, Same Direction	17	4	0	21	18	4	22	24	3	0	27	59	11	0	70	18.1%	
Sideswipe, Opposite Direction	3	0	0	3	0	1	1	1	0	0	1	4	1	0	5	1.3%	
Not a Collision Between Two Vehicles	7	5	1	13	23	3	26	10	7	1	18	40	15	2	57	14.8%	
Unknown	1	0	0	1	2	0	2	0	0	0	0	3	0	0	3	0.8%	
Other	1	0	0	1	2	0	2	2	0	0	2	5	0	0	5	1.3%	
Total	77	33	1	111	110	30	141	98	35	1	134	285	98	3	386	100.0%	

Figure 2 shows a graphical representation of the annual crashes. All crashes by time of day are presented in Figure 3. As shown, crashes are spread throughout the 24-hour period day but are highest between 11:00 A.M. and 9:00 P.M., peaking at 3:00 P.M. for the three-year period.



Figure 4-12: New Castle Avenue Annual Crashes

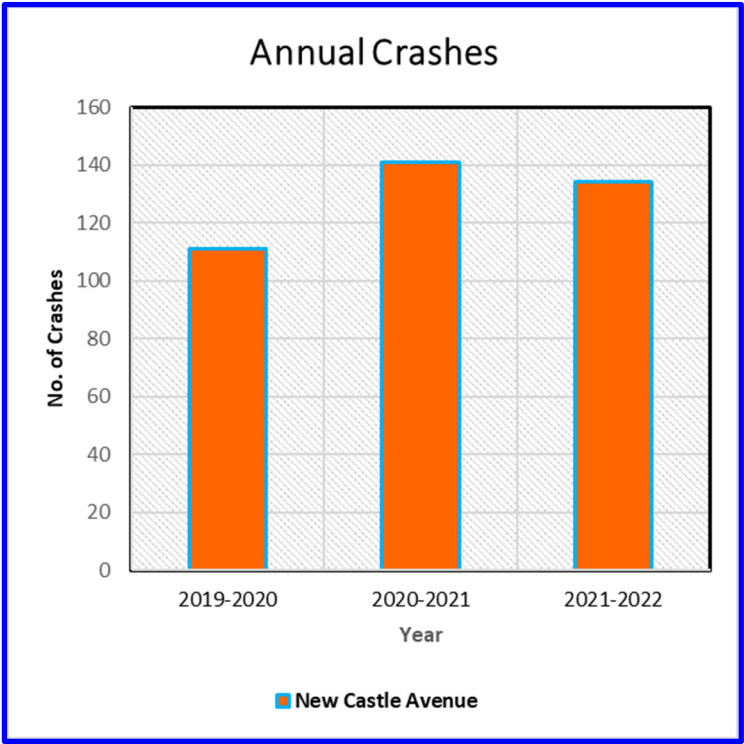
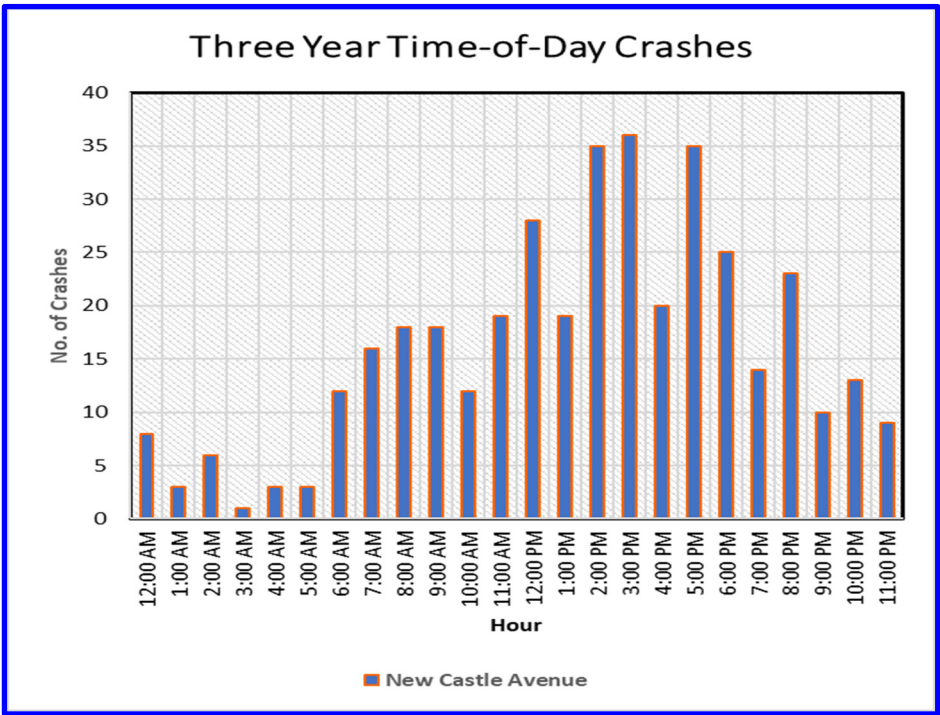


Figure 4-13: New Castle Avenue Time of Day Crashes



The primary contributing factors for crashes within the study limits are summarized in Table 2. As provided in the table, the most significant reported primary reasons for crashes were “Driver Inattention, Distraction, or Fatigue” (87 / 22.5%), “Failure to Yield Right of Way (ROW)” (56 / 14.5%), “Following too Close” (33 / 8.5%), “Improper Lane Change (31 / 8.0%) and “Driving in a Careless or Reckless Manner (25 / 6.5%). Together these reasons accounted for approximately 60.1% of all reported crashes. A significant number of crashes (55 / 14.2%) were reported as occurring due to unknown reasons.

Table 4-4: New Castle Avenue Provided Reasons for Crashes

Primary Reason for Crash		
Description	No. of Crashes	% Crash
Animal in Roadway - Other Animal	1	0.3%
Speeding	4	1.0%
Passed Stop Sign	2	0.5%
Failure to Yield Right of Way	56	14.5%
Following too Close	33	8.5%
Disregard Traffic Signal	17	4.4%
Driving in a Careless or Reckless Manner	25	6.5%
Driver Inattention, Distraction, or Fatigue	87	22.5%
Driving Under the Influence	8	2.1%
Wrong Side or Wrong way	2	0.5%
Improper Lane Change	31	8.0%
Improper Passing	4	1.0%
Improper Backing	8	2.1%
Improper Turn	12	3.1%
Other Improper Driving	2	0.5%
Other Environmental Circumstances - Weather and/or Glare	3	0.8%
Roadway circumstances - debris; holes; work zone;	2	0.5%
Mechanical Defects	7	1.8%
Pedestrian	9	2.3%
Pedalcycle	2	0.5%
Other	16	4.1%
Unknown	55	14.2%
Total	386	100.0%

As shown in Table 3 below, majority of the reported crashes occurred during daylight conditions and under clear weather and dry road surface conditions. Three hundred fifty-three (353) out of the three hundred eighty-six (386) reported crashes, approximately 91.4%, occurred under daylight (258 / 66.8%) and dark but



lighted (95 / 24.6%) conditions. Although much of the corridor has lighting there are still crashes within the lighted area indicating that the lighting may not be sufficient along New Castle Avenue within the study limits.

Table 4-5: New Castle Avenue Weather, Lighting and Surface Conditions for Crashes

Lighting Conditions			Surface Conditions			Weather Conditions		
Description	# of Crashes	% of Total Crashes	Description	# of Crashes	% of Total Crashes	Description	# of Crashes	% of Total Crashes
Daylight	258	66.8%	Dry	318	82.4%	Clear	279	72.3%
Dark-Lighted	95	24.6%	Wet	52	13.5%	Cloudy	57	14.8%
Dark-Not Lighted	14	3.6%	Ice/Frost	1	0.3%	Rain	37	9.6%
Dusk	11	2.8%	Snow	4	1.0%	Snow	4	1.0%
Dawn	4	1.0%	Water (Standing, Moving)	3	0.8%	Fog, Smog, Smoke	2	0.5%
Unknown	4	1.0%	Unknown	8	2.1%	Unknown	7	1.8%
Total	386	100.0%	Total	386	100.0%	Total	386	100.0%

S Heald Street (US13) Crash Evaluation

A total of Seventy-six (76) crashes were reported along S Heald Street (US13) within the three-year period from September 7, 2019, through September 7, 2022. Within that period one (1) fatal crash was reported along Heald Street. The fatal crash involved a pedestrian. Twenty-five injury crashes were reported for the period. The number of people injured in these crashes were thirty-six (36). The segments / intersections along / at which the crashes occurred are shown in Figure 2. Table 4 presents annual and three-year summary of the types of crashes by severity i.e., Property Damage (PD) and Personal Injury, (PI) and Fatality (F). Majority of crashes (26 / 34.2%) were angle crashes, followed by sideswipe same direction crashes (15 / 19.7%) The third most frequent type of crashes were collisions not between vehicles (12 / 15.8%) followed by front-to-rear crashes (11 / 14.5%). Not between vehicles include single vehicle crashes, crashes with fixed objects, pedestrians and pedalcycles. These four collision types constituted approximately 84.2% of all reported crashes.

Figure 4 shows a graphical representation of the annual crashes. All crashes by time of day are presented in Figure 5. As shown, crashes are spread throughout the 24-hour period day. There is a distinct peak coinciding with the A.M. peak higher traffic volume travel period between 7:00 A.M. and 9:00 A.M. There is a second peak coinciding with the P.M. peak higher traffic volume travel period



between 12:00 P.M. and 6:00 P.M. The highest peak crash hour is 3:00 P.M. for the three-year period.

As shown in Table 5, a majority of the reported crashes occurred during daylight conditions and under clear weather and dry road surface conditions. Seventy (70) out of the seventy-six (76) reported crashes, approximately 92.1%, occurred under daylight (43 / 56.6%) and dark but lighted (27 / 35.5%) conditions. Although much of the corridor has lighting there are still crashed within the lighted area indicating that the lighting may not be sufficient along Heald Street within the study limits.

The primary contributing factors for crashes within the study limits are summarized in Table 6. As provided in the table, the most significant reported primary reasons for crashes are "Driver Inattention, Distraction, or Fatigue" (16 / 21.1%), "Driving in a Careless or Reckless Manner (11 / 14.5%), "Disregard Traffic Signal" (9 / 11.8%), "Improper Lane Change (5 / 6.6%) and "Improper Turn" (4 / 5.3%). Together these reasons accounted for approximately 59.3% of all reported crashes. A significant number of crashes (13 / 17.1%) were reported as occurring due to unknown reasons.

Table 4-6: S Heald Street Crash Type and Severity

Collision Type	Crash Severity / Classification												Crash Severity / Classification				
	PD	PI	F	Total	PD	PI	F	Total	PD	PI	F	Total	PD	PI	F	Total # of Crashes	% of Total Crashes
	September 7, 2019 - September 7, 2020				September 7, 2020 - September 7, 2021				September 7, 2021 - September 7, 2022				3-Year Totals				
Front to Front	1	0	0	1	3	1	0	4	1	0	0	1	5	1	0	6	7.9%
Front to Rear	1	3	0	4	4	0	0	4	3	0	0	3	8	3	0	11	14.5%
Rear to rear	0	0	0	0	0	1	0	1	1	0	0	1	1	1	0	2	2.6%
Front to Side	0	1	0	1	0	0	0	0	0	1	0	1	0	2	0	2	2.6%
Angle	2	3	0	5	4	6	0	10	6	5	0	11	12	14	0	26	34.2%
Sideswipe, Same Direction	2	0	0	2	6	0	0	6	6	1	0	7	14	1	0	15	19.7%
Sideswipe, Opposite Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
Not a Collision Between Two Vehicles	3	2	1	6	2	1	0	3	3	0	0	3	8	3	1	12	15.8%
Unknown	0	0	0	0	1	0	0	1	1	0	0	1	2	0	0	2	2.6%
Total	9	9	1	19	20	9	0	29	21	7	0	28	50	25	1	76	100.0%

Figure 4-14: S Heald Street Annual Crashes

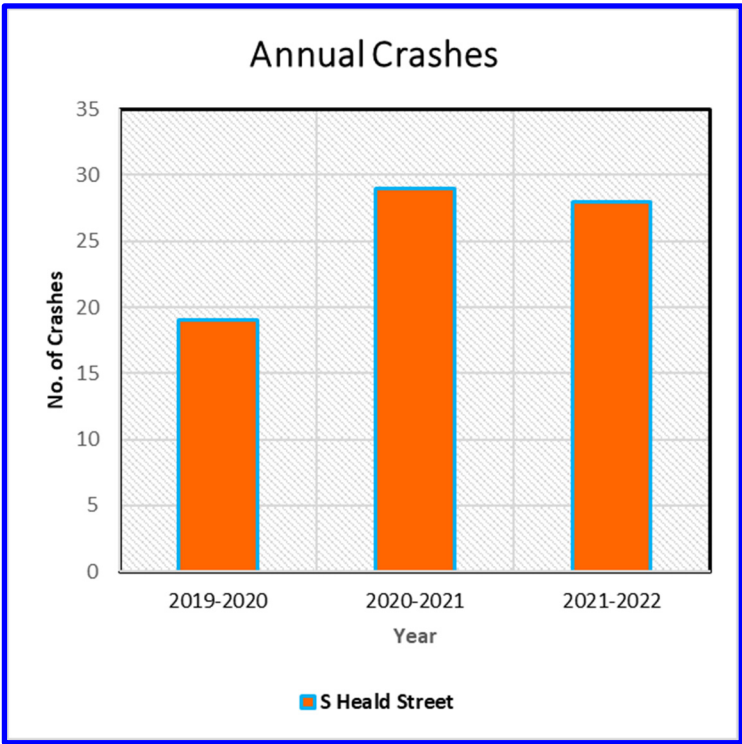


Figure 4-15: S Heald Street Time of Day Crashes



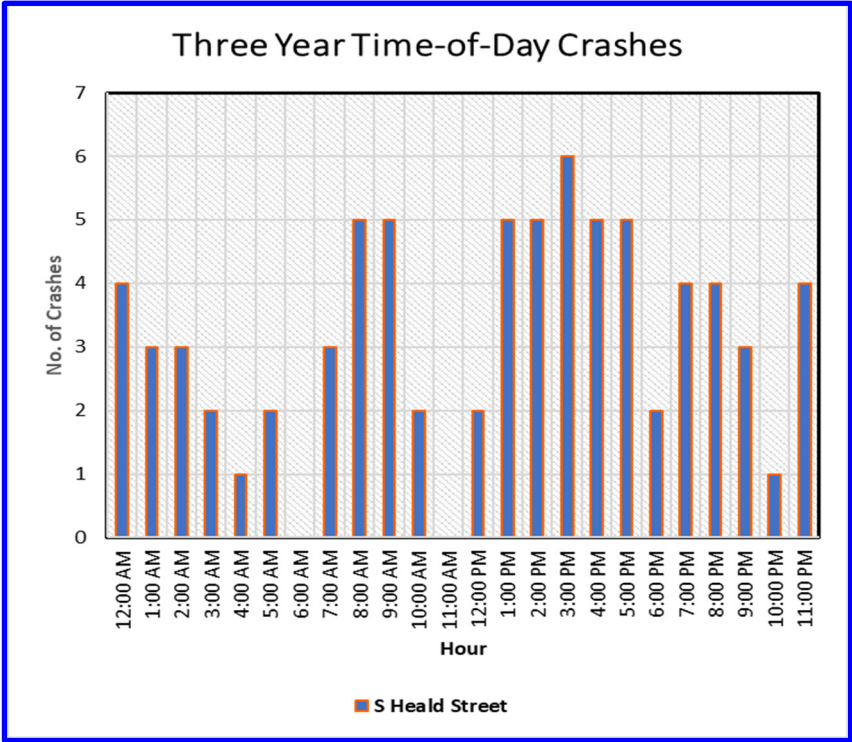


Table 4-7: S Heald Street Weather, Lighting and Surface Conditions for Crashes

Lighting Conditions			Surface Conditions			Weather Conditions		
Description	No. of Crashes	% of Total Crashes	Description	No. of Crashes	% of Total Crashes	Description	No. of Crashes	% of Total Crashes
Daylight	43	56.6%	Dry	71	93.4%	Clear	57	75.0%
Dark-Lighted	27	35.5%	Wet	4	5.3%	Cloudy	15	19.7%
Dark-Not Lighted	3	3.9%	Unknown	1	1.3%	Rain	2	2.6%
Dusk	2	2.6%	Total	76	100.0%	Severe Crosswinds	1	1.3%
Dawn	1	1.3%				Unknown	1	1.3%
Total	76	100.0%				Total	76	100.0%

Table 4-8: Heald Street Provided Reasons for Crashes

Primary Reason for Crash		
Description	No. of Crashes	% Crash
Animal in Roadway - Other Animal	1	1.3%
Failure to Yield Right of Way	3	3.9%
Disregard Traffic Signal	9	11.8%
Driving in an Aggressive Manner	3	3.9%
Driving in a Careless or Reckless Manner	11	14.5%
Driver Inattention, Distraction, or Fatigue	16	21.1%
Driving Under the Influence	2	2.6%
Wrong Side or Wrong way	3	3.9%
Improper Lane Change	5	6.6%
Improper Backing	1	1.3%
Improper Turn	4	5.3%
Mechanical Defects	1	1.3%
Pedestrian	2	2.6%
Other	2	2.6%
Unknown	13	17.1%
Total	76	100.0%

Memorial Drive Crash Evaluation

A total of ninety-five (95) crashes were reported along Memorial Drive from New Castle Avenue to its intersection with northbound S Heald Street (US13) within the three-year period from September 7, 2019, through September 7, 2022. It should be noted that forty-five (45) of these crashes occurred within the intersection with S Heald Street as shown in Figure 2. Within that period one (1) fatal crash was reported along Memorial Drive at the intersection with Karlyn Drive as shown in Figure 2. Twenty-six injury crashes were reported for the period. The number of people injured in these crashes were forty-three (43). The segments / intersections along / at which the crashes occurred are shown in Figure 2. Table 7 presents annual and three-year summary of the types of crashes by severity i.e., Property Damage (PD) and Personal Injury, (PI) and Fatality (F). Majority of crashes (35 / 36.8%) were front-to-rear crashes front-to-rear crashes (11 / 14.5%), followed by angle crashes (28 / 29.5%). The third most frequent type of crashes were collisions not between vehicles (12 / 12.6%). Not between vehicles include single vehicle crashes, crashes with fixed objects, pedestrians and pedalcycles. This was followed by sideswipe same direction crashes (10 / 10.5%) These four collision types constituted approximately 89.5% of all reported crashes.



Figure 6 shows a graphical representation of the annual crashes. All crashes by time of day are presented in Table 7. As shown, crashes are spread throughout the 24-hour period day. There are two distinct peak crash periods, one between 8:00 A.M. and 9:00 A.M., coinciding with the A.M. peak higher traffic volume travel period the second peak between 3:00 P.M. and 4:00 P.M. coinciding with the P.M. peak higher traffic volume travel period. The highest peak crash hour is 3:00 P.M. for the three-year period.

The primary contributing factors for crashes within the study limits are summarized in Table 8. As provided in the table, the most significant reported primary reasons for crashes are "Driver Inattention, Distraction, or Fatigue" (31 / 32.6%), "Disregard Traffic Signal" (10 / 10.5%), "Failure to Yield Right of Way (8 / 8.4%) "Following too Close" (8 / 8.4%) "Driving in a Careless or Reckless Manner (6 / 6.3%). Together these reasons accounted for approximately 66.2% of all reported crashes. A significant number of crashes (17 / 17.9%) were reported as occurring due to unknown reasons.



Table 4-9: Memorial Drive Crash Type and Severity

Collision Type	Crash Severity / Classification												Crash Severity / Classification				
	PD	PI	F	Total	PD	PI	Total	PD	PI	F	Total	PD	PI	F	Total # of Crashes	% of Total Crashes	
	September 7, 2019 - September 7, 2020				September 7, 2020 - September 7, 2021			September 7, 2021 - September 7, 2022				5-Year Totals					
Front to Front	0	0	0	0	1	0	1	3	1	0	4	4	1	0	5	5.3%	
Front to Rear	11	3	0	14	9	5	14	5	2	0	7	25	10	0	35	36.8%	
Angle	5	4	1	10	6	3	9	5	4	0	9	16	11	1	28	29.5%	
Sideswipe, Same Direction	2	0	0	2	5	0	5	3	0	0	3	10	0	0	10	10.5%	
Sideswipe, Opposite Direction	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	1.1%	
Not a Collision Between Two Vehicles	2	0	0	2	3	3	6	4	0	0	4	9	3	0	12	12.6%	
Unknown	2	0	0	2	0	0	0	0	0	0	0	2	0	0	2	2.1%	
Other	1	1	0	2	0	0	0	0	0	0	0	1	1	0	2	2.1%	
Total	23	8	1	32	25	11	36	20	7	0	27	68	26	1	95	100.0%	

Figure 4-16: Memorial Drive Annual Crashes

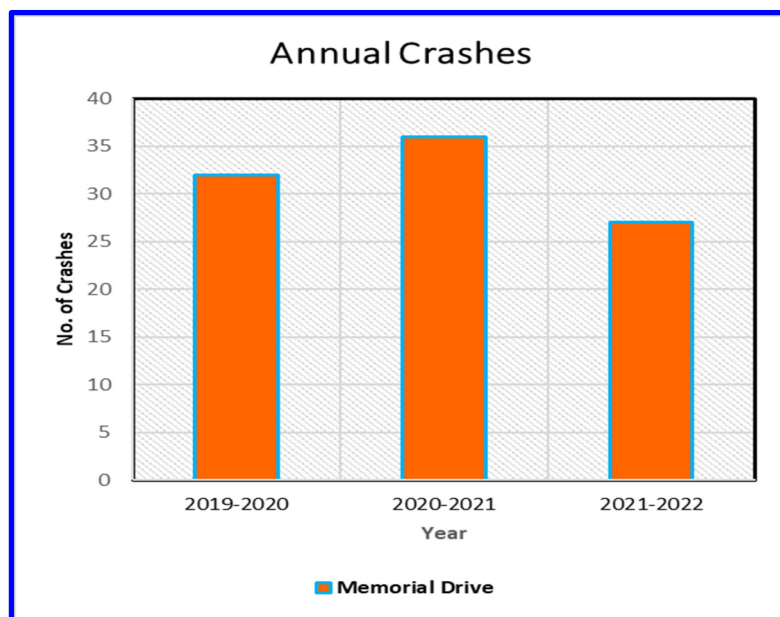


Table 4-10: Memorial Drive Provided Reasons for Crashes

Primary Reason for Crash		
Description	No. of Crashes	% Crash
Speeding	1	1.1%
Passed Stop Sign	1	1.1%
Failure to Yield Right of Way	8	8.4%
Following too Close	8	8.4%
Disregard Traffic Signal	10	10.5%
Driving in a Careless or Reckless Manner	6	6.3%
Driver Inattention, Distraction, or Fatigue	31	32.6%
Driving Under the Influence	2	2.1%
Wrong Side or Wrong way	1	1.1%
Improper Passing	1	1.1%
Other Environmental Circumstances - Weather and/or Glare	2	2.1%
Mechanical Defects	2	2.1%
Pedestrian	2	2.1%
Other	3	3.2%
Unknown	17	17.9%
Total	95	100.0%

As shown in Table 9, majority of the reported crashes occurred during daylight conditions and under clear weather and dry road surface conditions. Eighty-seven (87) out of the ninety-five (95) reported crashes, approximately 92.5%, occurred under daylight (56 / 58.9%) and dark but lighted (31 / 32.6%) conditions. Although much of the corridor has lighting there are still crashes within the lighted area indicating that the lighting may not be sufficient along Memorial Drive within the study limits.

Lighting Conditions			Surface Conditions			Weather Conditions		
Description	# of Crashes	% of Total Crashes	Description	# of Crashes	% of Total Crashes	Description	# of Crashes	% of Total Crashes
Daylight	56	58.9%	Dry	72	75.8%	Clear	66	69.5%
Dark-Lighted	31	32.6%	Wet	21	22.1%	Cloudy	12	12.6%
Dark-Not Lighted	2	2.1%	Ice/Frost	1	1.1%	Rain	13	13.7%
Dusk	5	5.3%	Slush	1	1.1%	Sleet; Hail (freezing rain or drizzle)	1	1.1%
Dark-Unknown Lighting	1	1.1%	Total	95	100.0%	Blowing Snow	2	2.1%
Total	95	100.0%				Unknown	1	1.1%
						Total	95	100.0%

Table 4-11: Memorial Drive Weather, Lighting and Surface Conditions for Crashes



NOTE – Fatal Crash Update

After September 7, 2022, when the three-year crash data was obtained from DelDOT, it has been reported by WDEL News that a fatal crash occurred on Memorial Drive between New Castle Avenue and Bizarre Drive. According to the news article two people died and one person was critically injured in that crash which was a result of an eastbound vehicle crossing over the median and colliding head on (front-to-front) with a westbound vehicle.

Crash Rates

Crash rates based on calendar year crashes for 2020 and 2021 were computed for the study area roads and compared to the 2020 and 2021 crash rates obtained from DelDOT for roadways with similar characteristics in New Castle County and statewide. The rates were computed for the years identified for which the three-year crash data includes a full calendar year in addition to current availability of annual average daily traffic (AADT) from DelDOT. Since the crash rates for the New Castle County and State of Delaware are based on calendar year data, this allows for a fair comparison. The crash rates are measured in crashes per million vehicle miles travelled (C/MVMT)

Within the study limits, the AADT varies along various segments of New Castle Avenue and S Heald Street, therefore the weighted average AADT over the study length was calculated for the crash rate computations. New Castle Avenue, S Heald Street and Memorial Drive are all functionally classified as Minor Arterials. Since New Castle Avenue and S Heald Street are multilane roadways, their crash rates were compared to the crash rate for similar Multilane Minor Arterials in New Castle County and statewide. Memorial Drive is a two-lane roadway therefore its crash rates were compared to the crash rates for similar Two-Lane Minor Arterials in New Castle County and statewide. Table 10 presents the 2020 crash rates for the study roadways and the 2020 crash rates for similar roadways in New Castle County and statewide. Table 11 presents the 2021 crash rates for the study roadways and the 2020 crash rates for similar roadways in New Castle County and statewide.



Table 4-12: 2020 Crash Rates

Road	Functional Class	Average AADT	No of Crashes (2020)	Length	Roadway Crash Rate (C/MVMT)	New Castle County Crash Rate (C/MVMT)	State of Delaware Crash Rate (C/MVMT)
New Castle Avenue	Multilane Urban Minor Arterial	12,159	109	3.18	7.72	1.29	1.23
S Heald Street	Multilane Urban Minor Arterial	7,820	20	1.13	6.20	1.29	1.23
Memorial Drive	2-Lane Urban Minor Arterial	7,357	18	0.94	7.13	1.33	1.41

Table 4-13: 2021 Crash Rates

Road	Functional Class	Average AADT	No of Crashes (2021)	Length	Roadway Crash Rate (C/MVMT) (2021)	New Castle County Crash Rate (C/MVMT)	State of Delaware Crash Rate (C/MVMT)
New Castle Avenue	Multilane Urban Minor Arterial	13,587	152	3.18	9.64	1.30	1.22
S Heald Street	Multilane Urban Minor Arterial	9,588	36	1.13	9.10	1.30	1.22
Memorial Drive	2-Lane Urban Minor Arterial	9,588	16	0.94	4.86	1.28	1.37

It should be noted that for Memorial Drive, crashes that occurred on S Heald Street within the intersection are excluded from the crash rate computations. Crashes which were reported as occurring on Memorial Drive at the intersection are included.

The ratio of each study roadway crash rate to the rate for New Castle County and the State of Delaware for similar roadways in 2020 and 2021 were also computed. The 2020 crash rate comparison is provided in Table 12 and the 2021 comparison is provided in Table 13.



Table 4-14: 2020 Study Roadways Crash Rates Ratio to County and State Rates

Functional Class	Ratio of Roadway Crash Rate to Similar Roads in New Castle County	Ratio of Roadway Crash Rate to Similar Roads Statewide
New Castle Avenue	5.99	6.28
S Heald Street	4.81	5.04
Memorial Drive	5.36	5.06

Table 4-15: 2021 Study Roadways Crash Rates Ratio to County and State Rates

Functional Class	Ratio of Roadway Crash Rate to Similar Roads in New Castle County	Ratio of Roadway Crash Rate to Similar Roads Statewide
New Castle Avenue	7.41	7.90
S Heald Street	7.00	7.46
Memorial Drive	3.80	3.55

As provided in the tables, crash rates for the study roadways are much higher than those for similar roadways in the County and Statewide. As provided in Table 12, the 2020 crash rate of 7.72 for New Castle Avenue is 5.99 times the rate for similar roadways in New Castle County and 6.28 times the rate for similar roadways statewide. The 2020 S Heald Street crash rate of 6.20 is 4.81 times the rate for similar roadways in New Castle County and 5.04 times the rate for similar roadways statewide. The 2020 crash rate of 7.13 for Memorial Drive is 5.36 times the rate for similar roadways in New Castle County and 5.06 times the rate for similar roadways statewide.

As provided in Table 13, the 2021 crash rate of 9.64 for New Castle Avenue is 7.41 times the rate for similar roadways in New Castle County and 7.90 times the rate for similar roadways statewide. The 2021 S Heald Street crash rate of 9.10 is 7.00 times the rate for similar roadways in New Castle County and 7.46 times the rate



for similar roadways statewide. The 2021 crash rate of 4.86 for Memorial Drive is 3.80 times the rate for similar roadways in New Castle County and 3.55 times the rate for similar roadways statewide.

c. Delaware Transit Corporation (DTC) - Update

One of the primary goals of the Rt 9 corridor Study is to increase mobility and accessibility for all modes and all users in the study area. Private vehicle ownership in several of the study area census tracts is significantly lower than both state and countywide averages, and as such a high percentage of area residents depend on public transit as their primary means of transportation. As part of this study, corridor ridership trends are compared to countywide trends, and ridership numbers per route are presented.



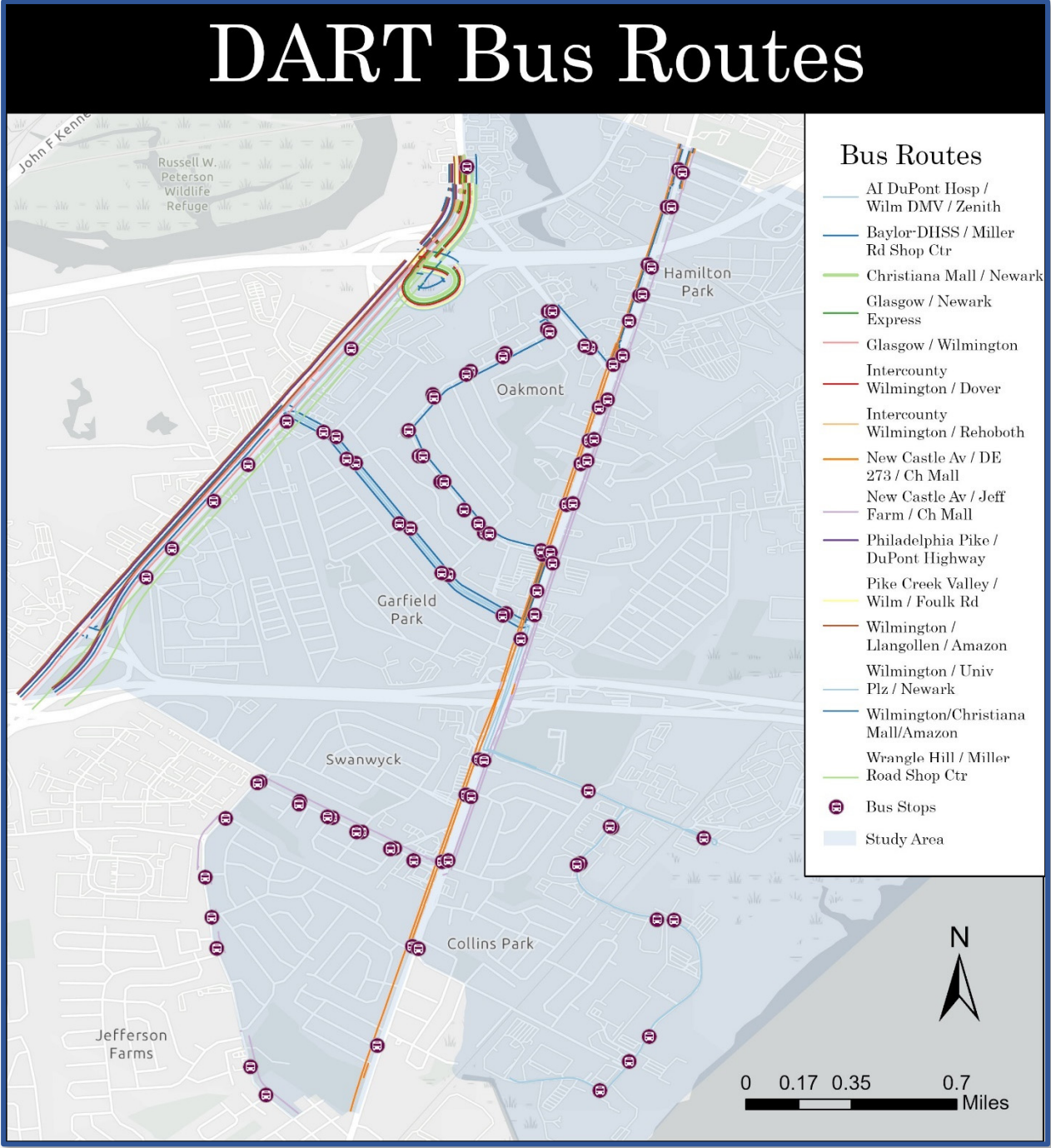


Figure 4-17 - DTC Bus Routes

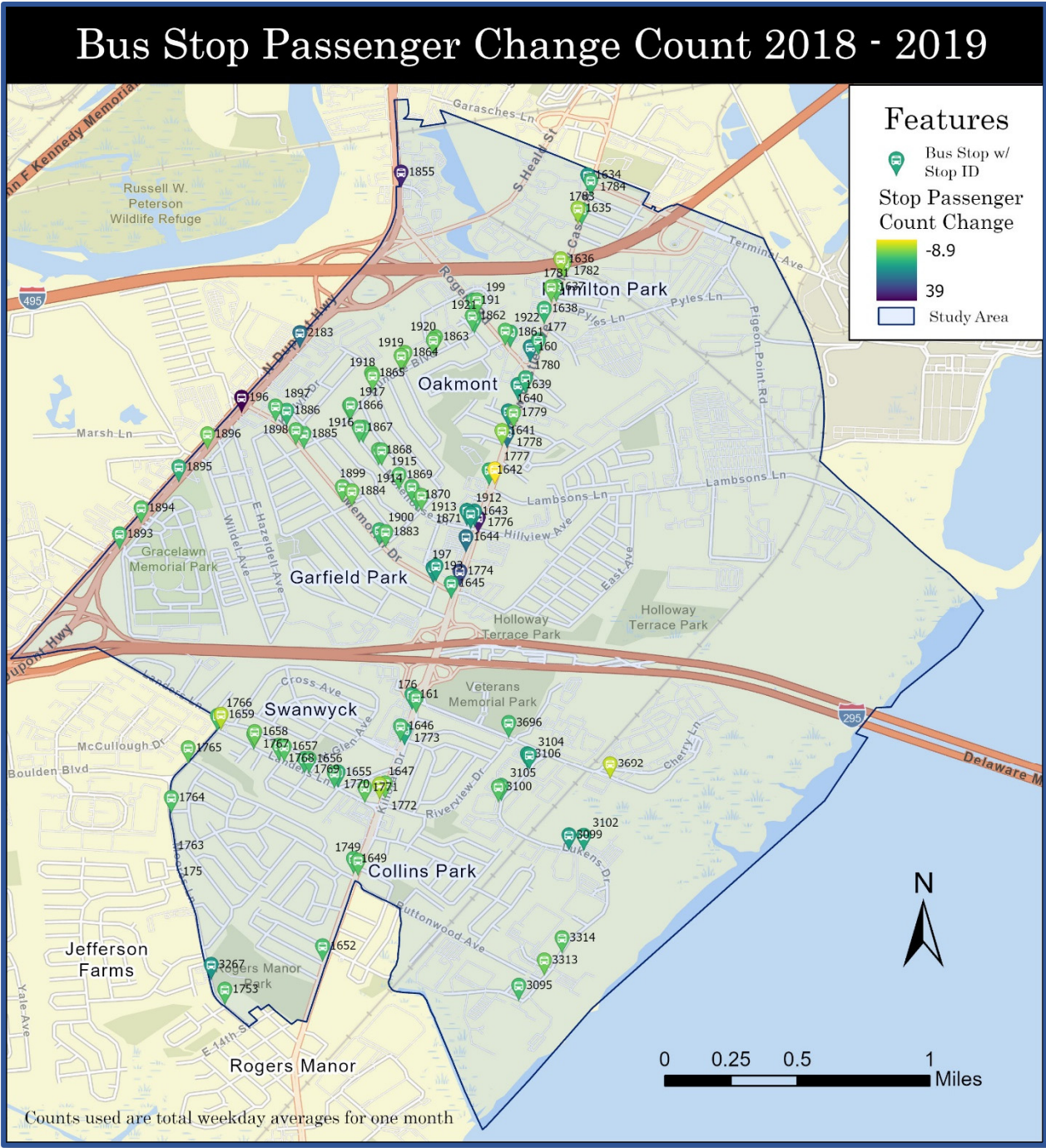


Figure 4-18 - Passenger Stop Change from 2018 to 2019

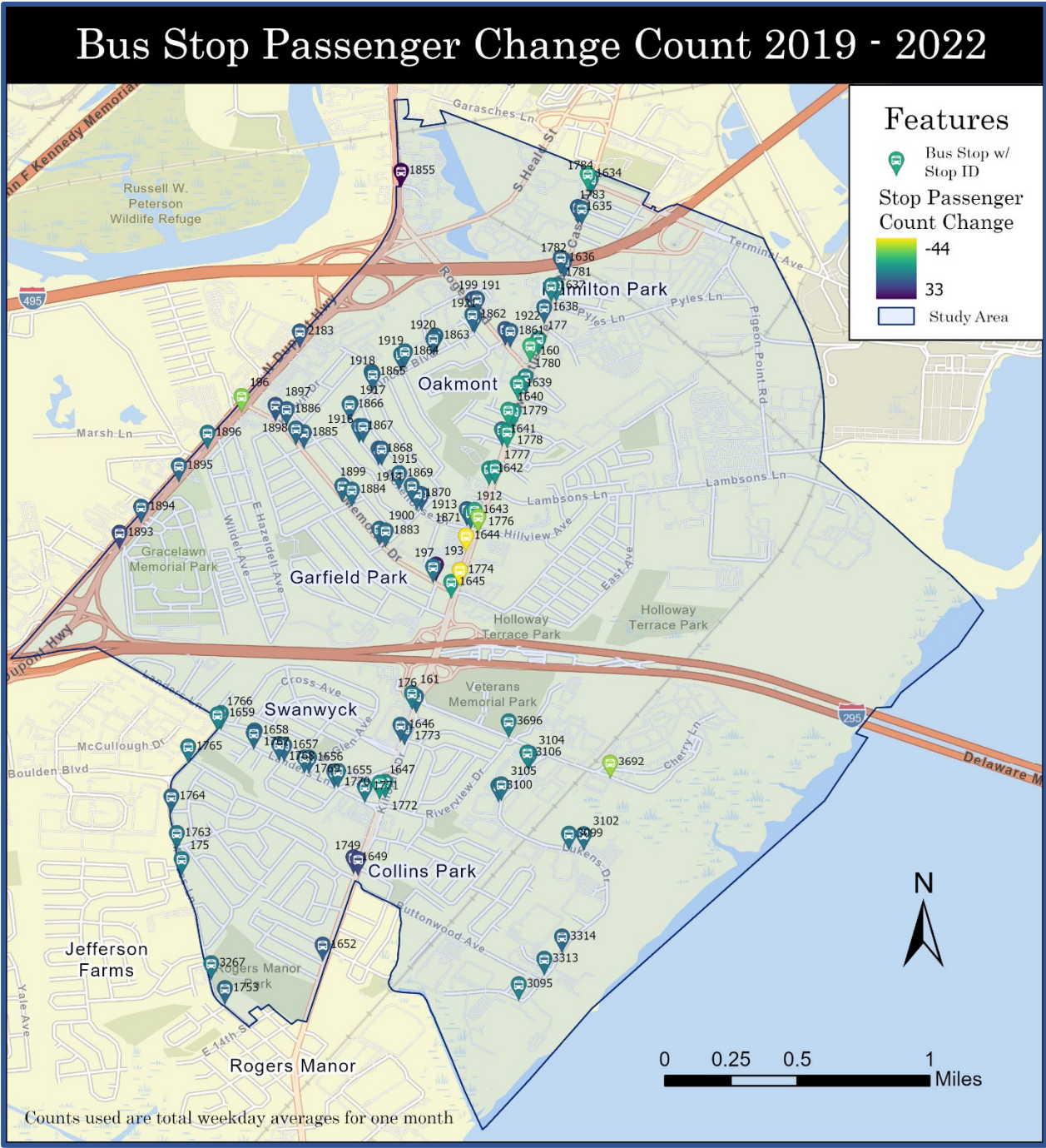


Figure 4-19 -- Passenger Stop Change from 2019 to 2022

d. Low traffic stress bicycling islands – baseline, then trend

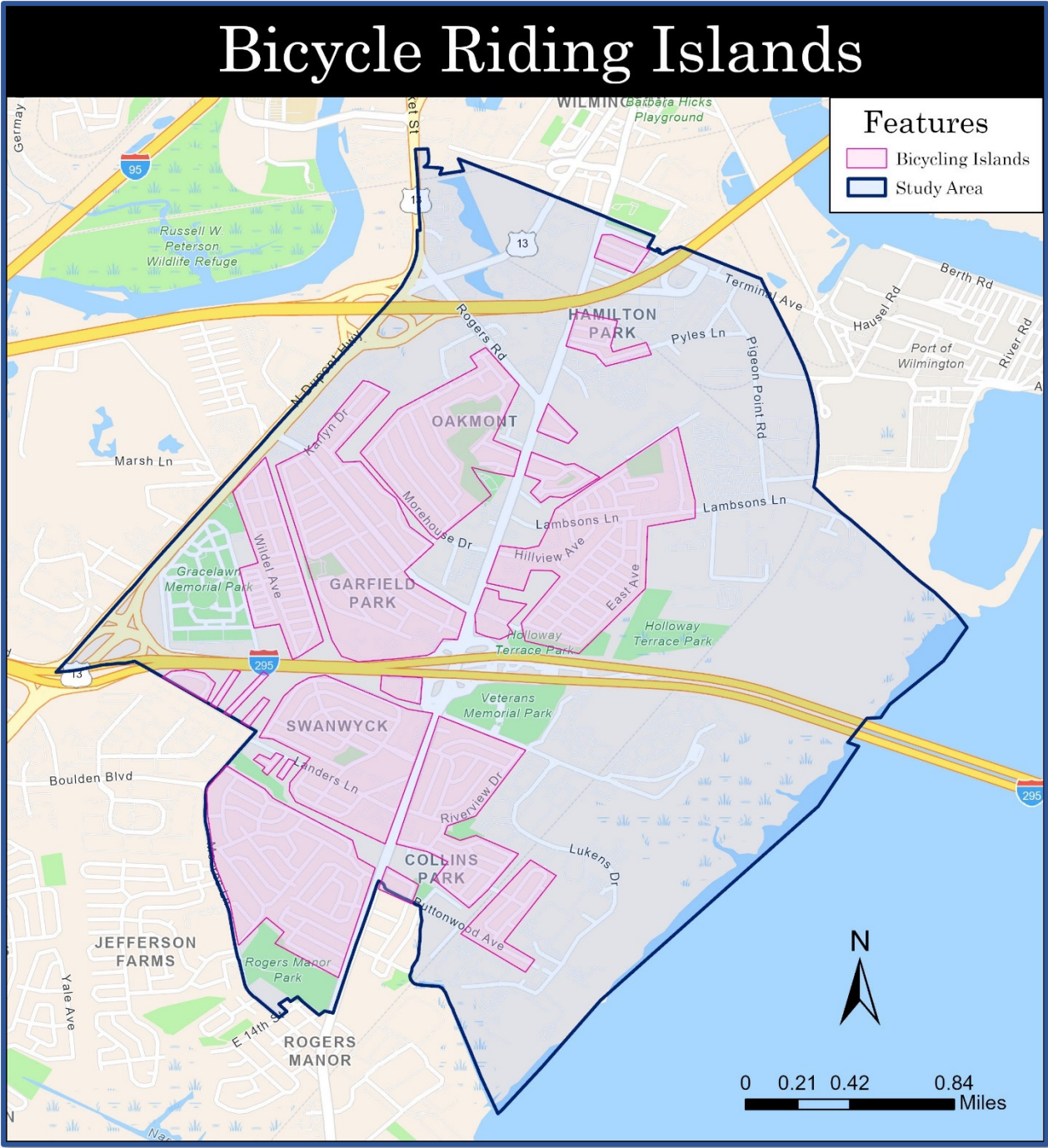


Figure 4-20 - Bicycle Islands

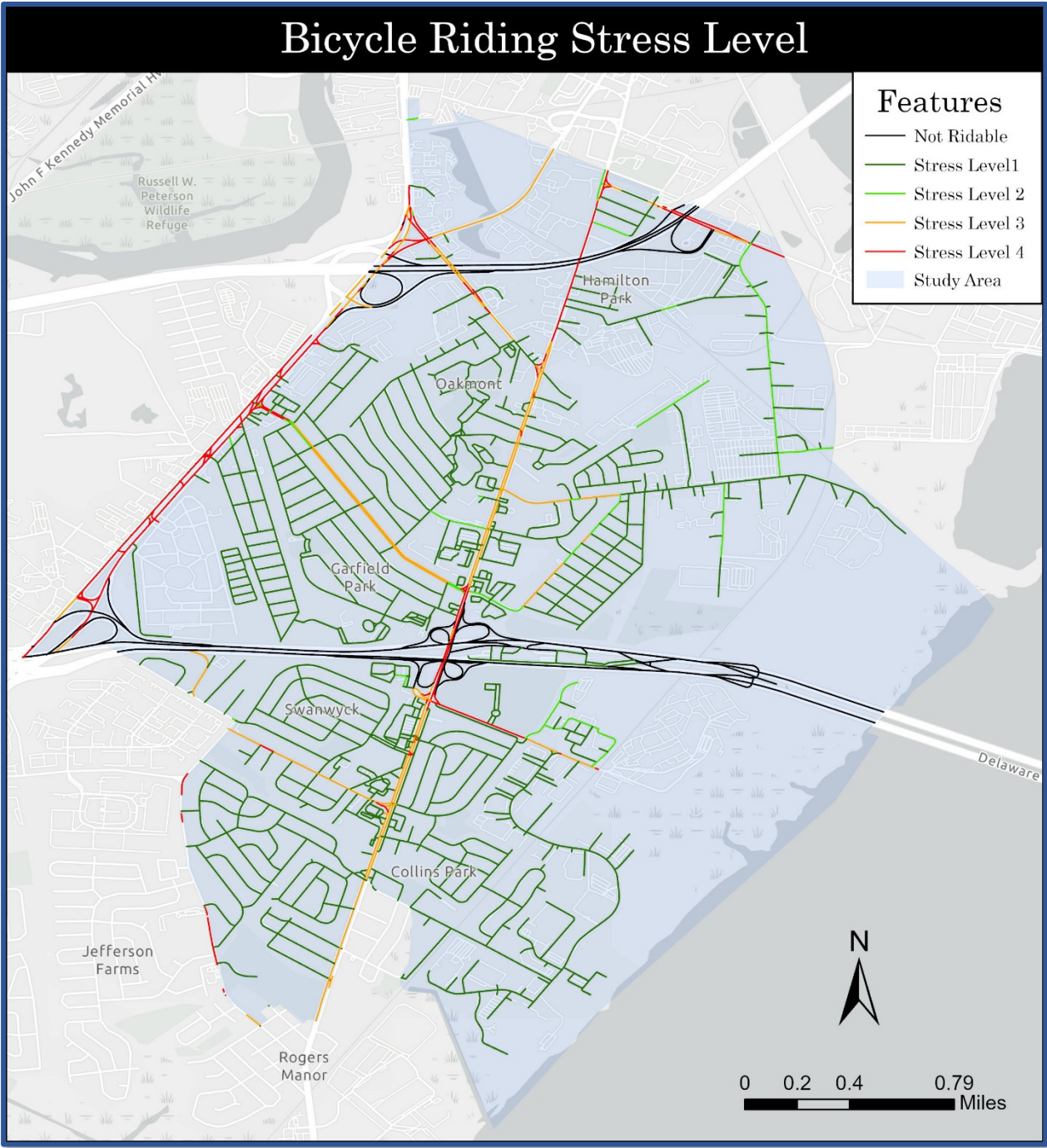


Figure 4-21 - Bicycle Level of Stress

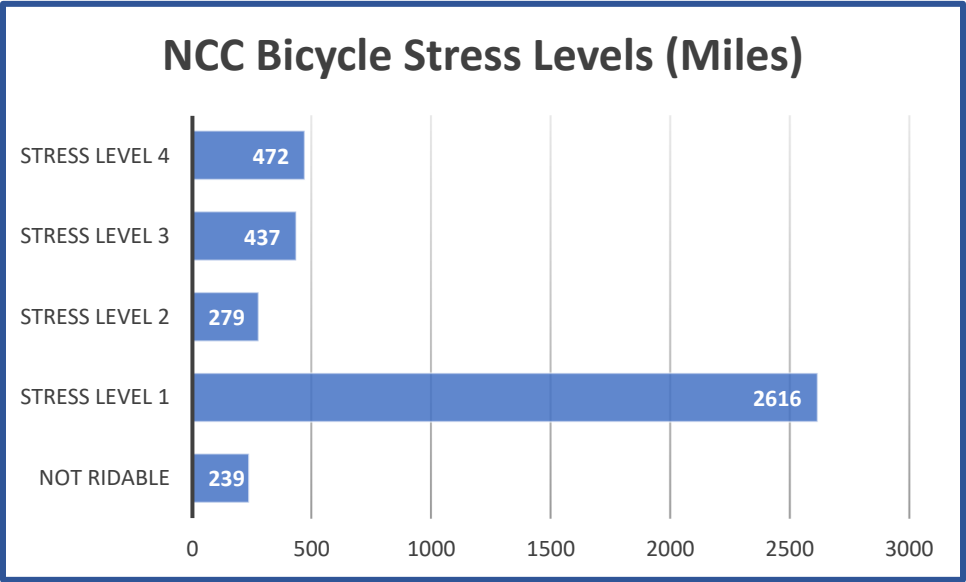


Figure 4-22 - New Castle County Mileage per Stress Level

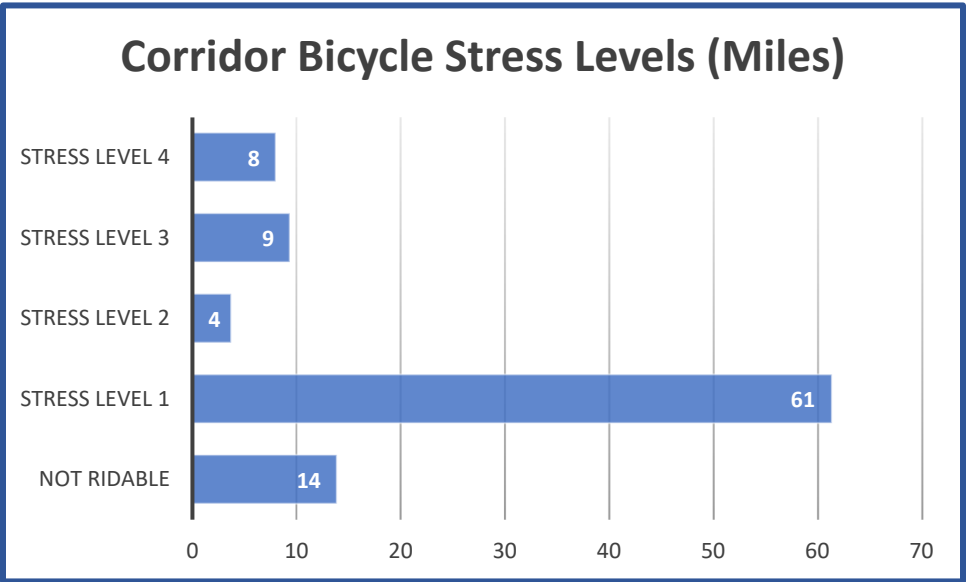


Figure 4-23 - Route 9 Study Area Mileage per Stress Level



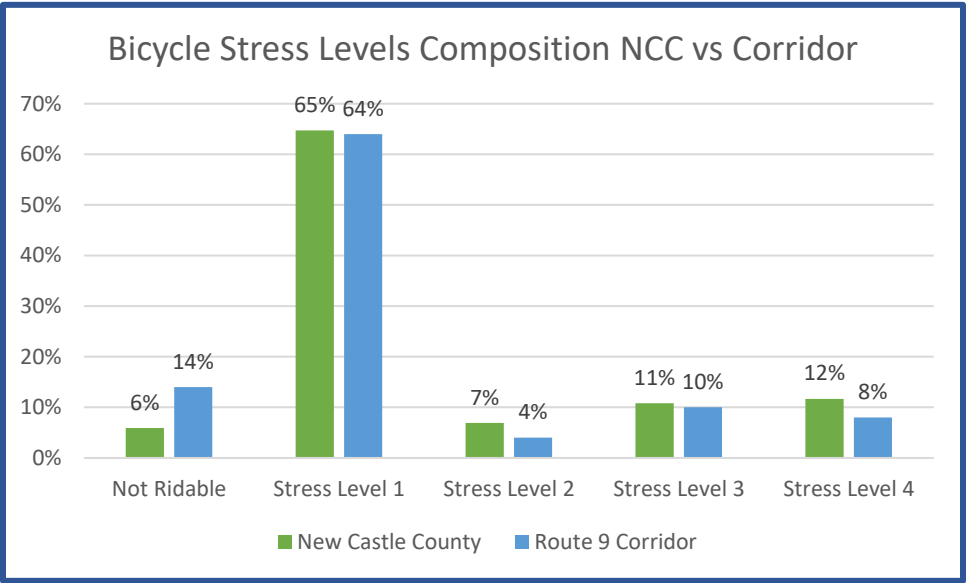


Figure 4-24 - Bicycle Stress Level NCC vs Route 9 Study Area

The average stress level in the corridor is 1.56. The Corridor contains, 61 miles of level 1 stress pathways, 4 miles of level 2 stress pathways, 9 miles of level 3 pathways, and 8 miles of level 4 pathways.

e. WILMAPCO connectivity level by mode – baseline, then trend

The information presented in the Connectivity graphs and tables on pages 83 and 84 were obtained from the 2019Transportation Justice Plan: A Title VI Environmental Justice, Americans with Disability Act, and Language Assistance Plan for the WILMAPCO Region.

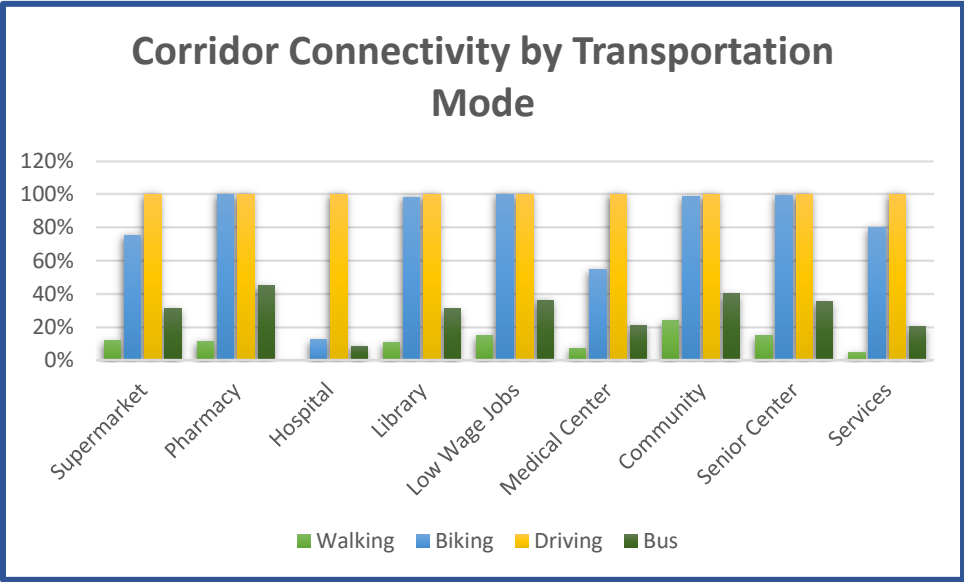


Figure 4-25 – Route 9 Corridor Connectivity by Transportation Mode

Connectivity To Destinations From Corridor Using Methods Of Transportation									
	Supermarket	Pharmacy	Hospital	Library	Low Wage Jobs	Medical Center	Community	Senior Center	Services
Walking	12%	11%	0%	11%	15%	7%	24%	15%	4%
Biking	75%	100%	12%	98%	100%	55%	99%	100%	80%
Driving	100%	100%	100%	100%	100%	100%	100%	100%	100%
Bus	31%	45%	8%	31%	36%	21%	40%	35%	20%

Table 4-16 - Route 9 Corridor Connectivity by Transportation Mode

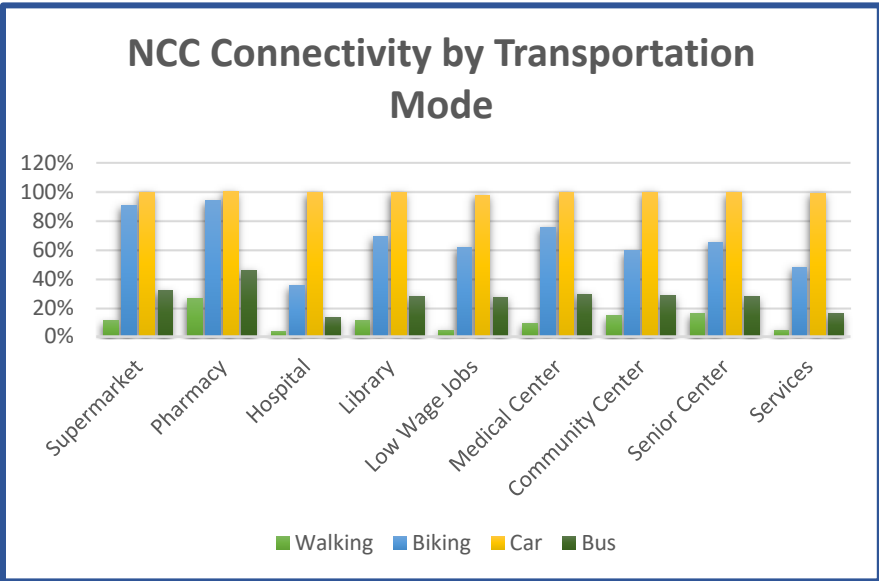


Figure 4-26 - New Castle County Connectivity by Transportation Mode

New Castle County Connectivity by Transportation Mode									
	Supermarket	Pharmacy	Hospital	Library	Low Wage Jobs	Medical Center	Community Center	Senior Center	Services
Walking	11%	27%	3%	11%	4%	9%	14%	16%	5%
Biking	90%	94%	35%	69%	62%	76%	59%	65%	48%
Car	100%	100%	99%	100%	98%	100%	100%	99%	99%
Bus	32%	46%	13%	28%	27%	29%	28%	27%	16%

Table 4-17 - New Castle County Connectivity by Transportation Mode

5. Implementation Progress

a. Status of land use recommendations

Zoning Recommendations:

The first step in getting the recommended zoning changes was to get the plan fully integrated into the New Castle County Comprehensive Plan. This was accomplished with the adoption of the NC2050 Comprehensive Plan. There is still work to be done. The next steps include:

- Revisions to the zoning maps to match Comprehensive Plan Recommendations
 - Include opportunities through zoning and future land use designations to distance Heavy Industry from residential neighborhoods
 - Focus for-sale and rental multifamily housing adjacent to the new library in Center 3 -Hillview Avenue
 - Rezone industrial land at, and south of, Rogers Road to allow for mixed-use development to prevent future industrial expansion or development.
- UDC updates to include:
 - Ordinance to expand moderately priced dwelling units
 - Explore additional land use and zoning implementation mechanisms such as the Community Redevelopment overlay zoning district
 - Explore implementing land use and zoning strategies, including designating industrial uses affecting local air quality as conditional/special uses, including chemical manufacturing facilities and facilities that store, crush, and/or process concrete, and establishing air quality mitigation and air monitoring measures as requirements for conditional/special use approval.

Hamilton and Eden Park relocations

The Rt 9 Corridor Master Plan recommended researching a possible relocation program for residents near industrial areas in Hamilton and Eden Park due to environmental concerns including “fugitive dust”, truck and automobile exhaust fumes, and soil contamination (lead and arsenic being noted concerns). The plan is to separate industrial use areas from residential areas, as the environmental concerns emanate from the industrial use areas. A survey study was done in January 25, 2019 to gauge resident feedback on relocations in Hamilton and Eden Park. The survey showed that most residents would be willing to relocate with financial assistance and/or compensation. Most residents reported being concerned with environmental pollution and strongly agreed that pollution impacts the quality of life for residents. The survey study was performed and documented by Victor W. Perez from the University of Delaware.

The study can be found at:

<https://www.newcastlede.gov/DocumentCenter/View/29865/Residential-Survey-Final-Report-January-25-2019>

Additionally, a CDC Feasibility Study was prepared for the Rt 9 Monitoring Committee. This study provides an assessment of the existing operational capacity for redevelopment and revitalization within the Rt 9 Corridor. Seed funding was provided to the New Castle Prevention Coalition (NCPC) to serve as the CDC. The immediate focus of the NCPC has been on home repair/landscaping, however it is anticipated that future work will be related to driving redevelopment on the corridor.

b. Status of Master Plan Transportation Recommendations

Route 9 Master Plan

As a result of the Route 9 Master Plan, \$18 million dollars of funding for transportation projects has been included in the State of Delaware Capital Transportation Plan (CTP) for improvements to Route 9 from Landers Land to A Street. The funding includes \$1.2 million for design starting in FY23, \$1.5 million for ROW acquisition starting in FY24, and \$15 million in construction funding starting in FY25.

The Transportation Project Prioritization Subcommittee was formed to rank the projects from the Master Plan during the Route 9 Transportation Project Prioritization Process. Priority scores were computed for each project with



feedback from 2 public workshops. The revised prioritization list was submitted in 2022 and is shown in Figure 5-1.



2022 Route 9 Transportation Project Prioritization*

MULTIMODAL ROADWAY PROJECTS

Name	2018 Priority Score	2022 Priority Score
SR 9 Road Diet/Streetscape: Memorial Dr to Lambson Ln	61	61
Memorial Drive at SR 9 Roundabout	51	61
SR 9 Road Diet/Streetscape: Lambson Ln to Rogers Rd	47	53
Rogers Rd at SR 9 Intersection Rebuild	47	47
Memorial Drive Road Diet: Full Build	41	47 (up 2 rank)
Multiuse Center Lane Pathway: I-295 at SR 9	43	45
Cherry Ln at SR 9 Roundabout	44	44 (down 2 rank)
SR 9 Road Diet/Streetscape: Buttonwood Ave to Cherry Ln	38	44 (up 1 rank)
Terminal Avenue at SR 9 Roundabout	38	40 (down 1 rank)
Karlyn Drive at Memorial Drive Intersection Rebuild	35	35
SR 9 Road Diet/Streetscape: Rogers Rd to Terminal Ave	31	31
Stamm Blvd at SR 9 Intersection Rebuild	27	27
Memorial Drive Road Diet: Interim Build	18	24

OFF-ROAD PEDESTRIAN/BIKE

Name	2018 Priority Score	2022 Priority Score
Neighborhood connections pathway network (multiple projects)	41	41

FEASIBILITY STUDIES

Name	2018 Priority Score	2022 Priority Score
Pigeon Point Rd Extension w/new I-295 interchange Concept Study	28	28
Garasches Ln to Terminal Ave Extension Concept Study	16	16

TRUCK MOVEMENT

Name	2018 Priority Score	2022 Priority Score
Illegal truck movement outreach and enforcement	21	21
Overnight electrified parking for port-related trucks	16	16
Comprehensive truck signage	17	17
Inventory of diesel activity at Port of Wilmington	11	11

*Crash scores (both overall and walking/biking crashes) were updated based on 2019-2021 crashes (previously 2013-2015).

Figure 5-1 - Prioritization of Projects - Route 9 Corridor Plan



Route 9 Redefined (Raise Grant)

The Route 9 Redefined project plans to develop 12 capital transportation infrastructure projects along the Route 9 Corridor Land Use and Transportation Plan. It is seeking to utilize \$15 million in DelDOT Capital Transportation Program funds available in 2025 for construction of these projects. A Transportation Project Subcommittee was formed in 2018 to prioritize transportation recommendations in the plan. 13 multi-model roadway projects were prioritized and ranked as follows:

Route 9 Redefined Project Plans

Project Number Corresponding to Map Below	Name	Priority Score
1	SR9 Road Diet/Streetscape: Memorial Dr to Lambson Ln	61
2	Memorial Drive at SR 9 Roundabout	51
3	SR 9 Road Diet/Streetscape: Lambson Ln to Rogers Rd	47
4	Rogers Rd at SR9 Intersection Rebuild	47
5	Cherry Ln at SR 9 Roundabout	44
6	Multiuse Center Lane Pathway: I-295 at SR 9	73
7	Memorial Drive Road Diet: Full Build	41
8	Terminal Avenue at SR 9 Roundabout	38
9	SR 9 Road Diet/Streetscape: Buttonwood Ave to Cherry Ln	38
10	Karyl Drive at Memorial Drive Intersection Rebuild	35
11	SR 9 Road Diet/Streetscape: Rogers Rd to Terminal Ave	31
12	Stamm Blvd at SR 9 Intersection Rebuild	27
13*	Memorial Drive Road Diet: Interim Build	18

Figure 5-2 - Prioritization of Projects - Raise Grant

Of these 13 projects, one project, the Memorial Drive Road Diet: Interim Build, was completed in 2019 as part of a paving and rehabilitation project. DelDOT estimated the cost of all improvements at approximately \$90 million. Route 9 Redefined project will fully vet each of the 12 remaining project recommendations.

DelDOT received a USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Planning Grant of \$6 million for the 12 projects identified in the 2017 WILMAPCO Route 9 Corridor Land Use and Transportation



Plan. DeIDOT is contributing \$1.2 million in cost share (20%) for a total project cost of \$7.2 million. The 2017 Plan recommends improvements including the reduction of typical roadway section, additional green areas, bike and pedestrian facilities, streetscaping, lighting, and improved transit facilities.

DeIDOT Capital Program Spending on Route 9 Improvements:

SR9, New Castle Ave, Landers Lane to A Street						
		FY23 Spend	FY 24 Spend	FY 25 Spend	FY 26 Spend	
PE Total	\$1,500,000	\$750,000	\$750,000			
ROW Total	\$1,500,000		\$750,000	\$750,000		
C Total	\$15,000,000			\$1,000,000	\$14,000,000	
			\$750,000	\$1,500,000	\$1,750,000	\$14,000,000

Figure 5-3 - Current DeIDOT Capital Funding on Route 9

Replacement of BR 1-684 on N028 South Heald Street

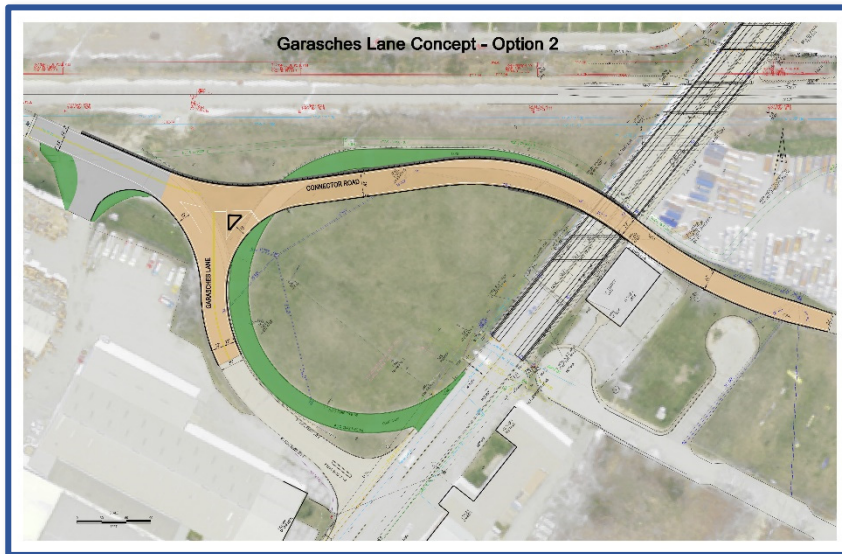


Figure 5-4 - Garasches Lane Concept

The purpose of this project is to correct issues with spalling and delaminating of the underside of the existing concrete deck. The deck joints are leaking which is causing deterioration of the thickened portion of the concrete slab. The sidewalk and bridge rail are substandard and in need of repair and the

concrete columns have numerous delamination and spalls. Replacement of this bridge will help the Department meet its performance measure for percentage of bridges in fair or poor condition. This bridge is ranked 80th on the 2016 DeIDOT Bridge Deficiency List (out of 1625 total bridges).

The project will also Implement a Road Diet to calm traffic and reduce speeding through the corridor, improve drainage, improve traffic movements to Garasches

Lane and the Connector Ramp, and provide improved bicycle and pedestrian access across the bridge. The extent BR 1-684's road diet is along US 13 from D Street to Rodgers Road.

Both Garasches Lane and Pigeon Point Road were studied in more depth in the Wilmington Port Access Study.

http://www.wilmapco.org/port_analysis/

The Garasches Lane Connection, Pigeon Point Extension, and the Port Parking Facility are all on the WILMAPCO Long Range Plan.

The project is currently in design and is expected to begin construction in 2024.

Pedestrian and Bicycle Recommendations

There has been some progress on the implementation of pedestrian and bicycle improvements. There are several projects that will be going to construction in 2023 that will provide better access to surrounding schools, fill in sidewalk gaps and retrofit existing curb ramps for ADA compliance.

The Rt 9 Paths Plan was developed to lay out a clearer and more comprehensive blueprint for better nonmotorized connections. These recommendations will work in conjunction with the various TAP and SRTS projects (described below) in and around the Rt 9 Corridor.

Traffic and Truck Recommendations

There has been some progress on the recommendation concerning traffic and trucks. The major accomplishment was the road diet implementation on Memorial Drive. A detailed study on access to the Port was initiated by WILMAPCO and was completed in the spring of 2022. The report provides the information needed to move the alternatives to the next phase of design. WILMAPCO also initiated a *Statewide Truck Parking Study* to gain insight into the parking needs throughout the state. AS part of the study opportunities were identified within the industrial area near Terminal Ave and Pigeon Point Road to provide additional truck parking. Efforts have been made to enhance signing and enforcement on roads with truck restrictions. The Garasches Lane connector that was identified in the *Port Access Study* has been incorporated into the *Replacement of BR 1-684 on N028 South Heald Street* project

Safe Routes to School

The Safe Routes to School (SRTS) program makes it safe, convenient and fun for children to walk or bicycle to school. Elementary and middle schools can receive funding through the Delaware Safe Routes to School Program.



DelDOT has recently bid two SRTS projects within the study area. Eisenburg Elementary School and McCullough Elementary School both received funding to help improve pedestrian and bicycle routes to and from the school.

The Eisenburg Elementary School project will fill in sidewalk gaps along Glen Ave and Landers Lane. In addition, all the curb ramps along the route will be upgraded to meet current ADA standards. Construction is anticipated in the Spring/Summer of 2023

The McCullough Elementary School project will fill in sidewalk gaps along Halcyon Drive and Chase Ave. In addition, all the curb ramps along the route will be upgraded to meet current ADA standards. Construction is anticipated in the Spring/Summer of 2023

Transportation Alternatives Program

The Transportation Alternatives Program (TAP) is a community-driven program that facilitates the development of non-traditional transportation projects with the goal of providing choices for non-motorized users that are safe, reliable, and convenient. The Delaware Department of Transportation (DelDOT) offers this program to provide communities throughout the state opportunities to enhance and bolster themselves by implementing their long-term visions and plans for safer, more accessible and equitable pedestrian and bicycle traffic through the creation of visual cues, bike lanes, wider walkways, cross walks, ADA accessibility, and more.

Projects in the Route 9 Corridor seeking TAP funding include:

Morehouse Drive, Bizarre Drive, and Hillview Ave Pedestrian Access Improvements

As part of the Transportation Alternatives Program (TAP), the Delaware Department of Transportation (DelDOT) is looking to enhance pedestrian and bicycle accessibility and safety along the Route 9 Corridor in accordance with the Route 9 Land Use and Transportation Master Plan. This project in particular aims to provide pedestrian safety and livability improvements for all users along Hillview Avenue (west of the Route 9 Library to the Community Center Access Driveway), Morehouse Drive (west of Route 9/New Castle Avenue to Bizarre/Anderson Drive), and Bizarre Drive (south of Morehouse Drive to Memorial Drive) in New Castle, DE.

Improvements on Morehouse Drive include streetscaping, bulbouts and new pedestrian crossings. Improvements on Lambson Lane include new sidewalk from New Castle Ave to Hillview Ave. Improvements to Hillview Ave include filling in small gaps of sidewalk between the library and the Rose Hill Community Center.



This project is in the concept phase and will be transitioning to design in 2023.

Southbridge Streetscape Improvements Phase II

This project includes pedestrian upgrades extending south of A Street along Heald Street and New Castle Avenue and along the eastern side of New Castle Avenue, between A Street and B Street. Design for this project is complete and DelDOT is coordinating with the City of Wilmington regarding the schedule of this work and City sewer work. Traffic signal upgrades are currently in construction.

Southbridge TAP Improvements Phase III

This project provides pedestrian level lighting upgrades throughout the core of Southbridge and also includes traffic calming and streetscape enhancements such as decorative lighting, curb bumpouts, and replacement of sidewalk along several streets including A Street, New Castle Avenue, and Heald Street.

Tri-Parks - Pedestrian Improvements

Three New Castle County parks (Surratte, Rose Hill and Oakmont, collectively called the "Tri-Parks") located on the west side of SR 9 generally between Anderson Drive and Oakmont Drive. This TAP application primarily involves the upgrade and expansion of the sidewalk and pathway network throughout the Tri-Parks area --this includes adding new neighborhood connections and, where needed, ADA-accessible curb ramps and safer street crossings. These improvements would help support previous planning efforts developed under the both the Route 9 Corridor Master Plan and the Route 9 Pathways Plan, as well as the adjacent Route 9.

Additionally, in accordance with an August 2021 request by the Route 9 Corridor Master Plan - Health Subcommittee, pedestrian-scale lighting throughout the Tri-Parks is also included. Pedestrian-scale lighting would then be sought to create a safer night-time experience via a main central corridor through the Tri-Parks, as well as at key nodes and interconnections as needed and deemed feasible.

Southbridge Transportation Action Plan

This project is aimed at extending the planning and implementation into Southbridge. The purpose of this study is to update the 2008 Southbridge Circulation Study to address traffic and circulation in Southbridge for the purpose of reducing, slowing, and restricting traffic, as well as, diverting truck traffic out of the residential core of Southbridge.

Pedestrian Access Routes Program (PAR)



The PAR program works with all DelDOT programs and projects to ensure that existing DelDOT pedestrian facilities are evaluated and or upgraded to acceptable standards or planned DelDOT pedestrian facilities meet acceptable standards.

There is currently one PAR project within the study limits. The signal at Lambson Lane and New Castle Ave is being upgraded to include new mast arms and pedestrian signals. In addition, the bus stop just to the north of Lambson Lane will be relocated to accommodate multiple buses being at this location at the same time. The project is scheduled to go to construction in the spring of 2023.

Pavement Rehabilitation Program (PR)

Currently there are no PR projects within the study area.

Highway Safety Improvement Program (HSIP)

DelDOT has identified Route 9 @ Terminal Ave as a 2021 Hazard Elimination Program site.

Community Transportation Funds (CTF)

CTF funding provides a fixed amount of funds annually to each State Senator and House Representative to be used as they and their constituents believe is best for transportation improvements within their district. Legislators may also fund their own project ideas and they have the option of banking a portion of their yearly CTF budget for up to three years in order to fund a larger transportation improvement. Funding expires after three years if it is not allocated to projects or estimates that are actively moving forward.

There are several subdivision streets that are getting paved under this program within the study area. The figure below illustrates the paving activity through the CTF program.





Figure 5-5 - 2022 CTF Paving Locations

Paths Plan

The Route 9 Paths Plan is to expand on and refine the bicycle and pedestrian recommendations proposed in the Master Plan. Development of the Route 9 Paths Plan began in September 2019 with analysis of existing conditions. The Route 9 Paths Plan was finalized and endorsed by the WILMAPCO Council in September

2021. There are elements of the plan that will be implemented by the various DelDOT programs. The Tri Parks Improvement Project will provide neighborhood road connections with mixed use paths.

c. Summary of local hire efforts

The Rt 9 Monitoring Committee supports the use of a local workforce for study area improvements whenever possible. The Committee is working with local civic leaders and DelDOT to learn more about the opportunity for local hiring practices. DelDOT's Civil Rights Department held a DBE Certification Training Workshop in June 2022 to increase awareness and knowledge of gaining DBE certification in underserved communities, promoting small business growth, and workforce development. To that end, DelDOT is reviewing the potential implementation of Section 25019 of the Bipartisan Infrastructure law which authorizes local hiring preferences on transportation construction. The Committee will continue coordination with DelDOT and local civic leaders to assist DelDOT's Civil Rights Department in promoting the use of a local workforce.



6. Discussion & follow-up tasks

Master Plan Transportation Recommendations	Complete?	Details
<5 Years		
Pursue and refocus TAP funding to implement some bicycling/ walking recommendations in Centers	Yes	Funding for Transportation Alternatives Program Project - Morehouse Dr @ Bizarre Dr. in Dunleith (\$1 million - DelDOT); Tri-Parks Lighting and Connectivity Improvements (NCC providing matching funds for both projects)
Pursue SRTS funding to implement some bicycling/walking recommendations around schools; provide bicycle safety training for kids	Yes	Funding for SRTS at Eisenberg and McCullough (\$436k - DelDOT, Elected Officials, Nemours)
Consider designation of a Complete Community Enterprise District and/or Transportation Improvement District	Yes	Adopted March 7, 2019
Consider special lighting and landscaping district	Partially	Health Subcommittee and (lighting) and NCPC (landscaping)
Install missing sidewalk and add bike markings with road repaving projects	No	Scheduled for February 21 2025
Consider interim road diet on Memorial Drive	Yes	
Begin neighborhood pathway network w/ wayfinding	Partially	Rt 9 Pathway Network is in the new WILMAPCO Long Range Plan as a fiscally constrained project. It needs to get into DelDOT's CTP
Legal review of failed illegal truck movement cases	No	
Install comprehensive truck signage	No	
Study further proposed freight network extensions	Yes	Evaluated as part of Wilmington Port Access Study
<10 Years		
Begin road diet on Route 9 with feasibility studies, intersection rebuilds, then lane reductions	Yes	
Establish streetscape maintenance program	No	
Complete full road diet on Memorial Drive	No	
Complete old diesel engine replacements around port	No	
Construct port truck parking facility to reduce idling	Partially	
<20 Years		
Complete Route 9 road diet	No	
Complete neighborhood pathway network	No	
Complete freight transportation network extensions	No	



Master Plan Zoning Recommendations	Completed?
< 5 Years	
Community buyout desirability study	Yes
Mechanisms for fair community relocation study	No
Rezone away from industrial at and south of Rogers Road	No
Allow for mixed use at and south of Rogers Road	No
Allow for mixed use at and south of Rogers Road	No
Encourage development into Center 3	Yes
Center 3: Pursue Downtown Development District	No
Center 3: Attract retail catalyst	No
Center 3: New housing/office and retail	No
Revise Unified Development Code to support Plan	No
< 10 Years	No
Complete community relocations (if desired)	No
Rezone Hamilton Park to commercial, institutional, or open space	No
Rezone Eden Park to industrial or open space	Yes
Pursue Economic Empowerment District overlay for now separated industrial	No
< 20 years	
Complete freight transportation network extensions	No
Pigeon Point Road Extended	No
Garasches Road Extended	Yes





Cooperative Extension

COLLEGE OF AGRICULTURE &
NATURAL RESOURCES



Route 9 Health Action Plan Progress and Updates April 2023

Prepared by:
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Community Health Specialist
University of Delaware Cooperative Extension

First draft for review submitted January 2023

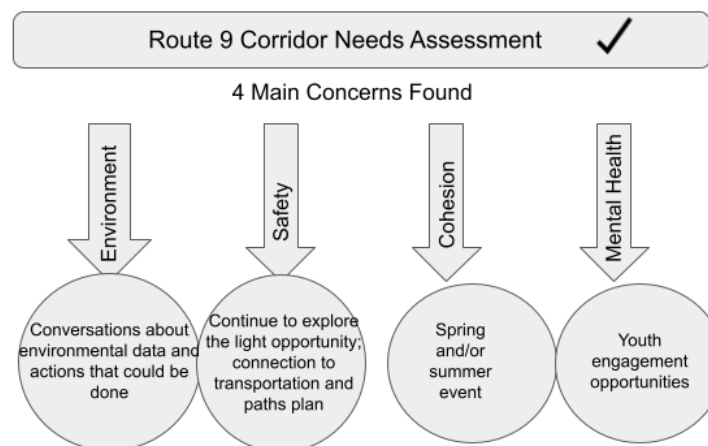
Background

In Spring 2021, a community health needs assessment was administered to try to gather information on perceived needs impacting the health and wellness of residents along the Route 9 Corridor. This survey had 104 respondents representing the various neighborhoods. The responses were analyzed, themed, and presented to the Route 9 Health Subcommittee to use in the development of an action plan to address the needs. The four areas identified for intervention included: safety, environmental concerns, mental health and neighborhood cohesion. Considerations that were acknowledged by survey respondents included: racism still prevalent in the neighborhoods, some more than others; wanting to better understand health in the community, but needing to have “lay language”; and utilization of faith-based organizations as a trusted resource along the corridor. While it was not one of the three areas identified as opportunities to influence, respondents also noted the COVID-19 pandemic to consider when planning and implementing interventions aimed to increase health and well-being and overall quality of life.

Action Plan

At the start of 2022, the group discussed how they might work to address the three areas of most concern in the community.

ROUTE 9 CORRIDOR ACTION PLAN GRAPHIC



Throughout the 2022 year, the subcommittee worked to implement strategies that addressed the needs.

- Neighborhood Cohesion
 - Neighborhood Programs:
 - The NCC Prevention Coalition led many events in the Tri-Park area and

beyond throughout the year that included community resources, food, games for kids and adults, movies, and community gathering.

- Environment
 - Air Quality - Many conversations about air quality occurred throughout 2022. DNREC attended multiple meetings to provide an overview of the data that is available at the community level and how that aligns with regulatory requirements. DNREC also applied for a grant to increase the opportunity for monitoring that was unfortunately not funded; however, they noted a commitment to continuing the conversation with this group and looking for additional funding/resources to support a better understanding of the issue. In addition to DNREC, CRODA and Fuji Film attend committee meetings to listen to community concerns and provide progress reports about engagement activities between the sites and the community.
 - Lead - Toward the end of 2022, DOE attended a meeting to discuss a new initiative that is looking at lead in school buildings, including those that are serving children from the Rt. 9 Corridor
- Safety Interventions
 - Lighting - Wrote a letter to the county and while there wasn't an initial reaction from them, there has been some movement made with DeIDOT in Q3 - there could be a potential resolution if the county can change the hours of the park to not read dawn to dusk

The progress made in 2022 has really been a testament to the number of community members, local, and state organizations that continue to have conversations on a monthly basis about the key issues and where there are areas of opportunity to have a positive influence on long-term health of the community and its residents.

Looking ahead

The progress made in 2022 sets the group up for continued work in 2023 in the areas of cohesion, environment and safety, as well as looking to tie in some of the other key priorities such as mental health, specifically related to the youth in the area.

At the last meeting of 2022, the group decided to continue to focus on the environment as a key issue. The conversations that have started, specifically with DeIDot and the industry partners are just the starting point for finding solutions that can have long-term impacts on air quality.

The group identified youth engagement as something that deserved more attention this year, and discussed that there may be an opportunity to engage youth in conversations about environmental justice and well-being, and that this could also tie in safety and some work that is being done under the paths plan. Other potential solutions for youth engagement included more youth programming to the area that is of interest to youth and also accessible.

Environment: Identify the cumulative impact on the Rt 9 corridor.

Safety: Increase lighting on the corridor where appropriate.

Neighborhood Cohesion: Increase programming for youth and teens

Plan

Area of Opportunity (Goal)	Q1 Activities	Q2 Activities	Q3 Activities	Q4 Activities
Environment (Increase air monitors on the Route 9 corridor) https://dnrec.alpha.delaware.gov/env-justice/	DNREC continues to attend meetings and have conversations about concerns	Group taking a look at how to interpret data that we have and how to use it effectively Air monitors - Russ has monitors to still distribute if community is interested Planning for environmental justice and youth project begins- Make connections with Wilmington group may have opportunity in the Rt. 9 area (DNS Trail Ambassadors) for the youth group idea - training and empowerment (Bill) DNREC continues to attend meetings and have conversations about	"Host" environmental justice and youth event DNREC continues to attend meetings and have conversations about concerns	DNREC continues to attend meetings and have conversations about concerns Potential exercise: Review data from air monitors

		concerns		
Safety	Review paths plan to identify any solutions that may overlap - Completed	Potential to do a walking audit at night to observe and report problems - question is whether or not nighttime safety is taken into consideration during current audit process (for peds and bikes) - (Gina, Cooper, Carlos, Bill)		Input for TAP project related to connectivity
Neighborhood cohesion		Identify potential programs for expansion (Gina) Walk + Roll club potential in the Surratte Park area - June/July (Gina will share registration information)	Implement new youth programming (if applicable)	Interview youth to determine success and challenges of new or updated programming

Ongoing Activities:

Monitor progress of lighting (no update as of 2.9.2023; waiting on letters; should have an update by next subcommittee meeting)

For additional lighting needs - request can be made through report an incident that can trigger a need at a specific location to do a light study and potentially add (Collins Park area specifically - Cherry Ln going south; Family Dollar is adding lights)

DeIDOT report an issue: <https://deldot.gov/Traffic/ReportRoadCondition/index.shtml>