

# WILMAPCO Council

## Action Item Summary Sheet

Meeting Date: March 11, 2021

**Action Item #10: To Approve the New Castle County Prioritization of Transportation Alternatives Projects (TAP) for FY 2021**

**Description/Summary of Item:**

Transportation Alternatives Program (TAP) is a set-aside of the federal Surface Transportation Block Grant (STBG) Program. TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

FY 2021 TAP applications were accepted by WILMAPCO through January 15, 2021. The six project submissions were evaluated using WILMAPCO's TAP project prioritization process. The Council ranks the proposed projects with input from the NMTWP and TAC, considering their technical score, cost-effectiveness, and other factors.

**Summary of Action Taken by PAC:** The PAC did not take action on this item.

**Summary of Action Taken by TAC:** At the February 18 meeting, the TAC recommended that Council approve the New Castle County Prioritization of Transportation Alternatives Projects for FY 2021.

**Summary of Action Taken by Subcommittee/Task Force (if applicable):**

At the February 2 meeting, the Nonmotorized Working Group concurred with the Technical Scoring with the inclusion of a modified safety score for the Hercules/Millcreek Road Area Pathways: Hercules- Millcreek Section project.

**WILMAPCO Staff Recommendations:** Staff recommends that Council approve the New Castle County Prioritization of Transportation Alternatives Projects for FY 2021.

**WILMAPCO Council:**

**John Sisson, Chair**  
Delaware Transit Corporation  
Chief Executive Officer

**Connie C. Holland**  
Delaware Office of State Planning  
Coordination, Director

**Danielle Hornberger**  
Cecil County Executive

**Nicole Majeski**  
Delaware Dept. of Transportation  
Secretary

**Matthew Meyer**  
New Castle County Executive

**Heather Murphy**  
Maryland Dept. of Transportation  
Director, Office of Planning and  
Capital Programming

**Michael S. Purzycki**  
Mayor of Wilmington

**Michael Spencer**  
Mayor of Newport

**Dave Warnick**  
Rising Sun Commissioner

**WILMAPCO Executive Director**  
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## DRAFT

## RESOLUTION

### BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) APPROVING THE NEW CASTLE COUNTY PRIORITIZATION OF TRANSPORTATION ALTERNATIVES PROJECTS FOR FY 2021

**WHEREAS**, the Wilmington Area Planning Council (WILMAPCO) has been designated the Metropolitan Planning Organization (MPO) for Cecil County, Maryland and New Castle County, Delaware by the Governors of Maryland and Delaware, respectively; and

**WHEREAS**, Fixing America's Surface Transportation (FAST) Act replaced the former Transportation Alternatives Program (TAP) with a set-aside of funds under the Surface Transportation Block Grant Program (STBG), which WILMAPCO refers to as the Transportation Alternatives Program (TAP); and

**WHEREAS**, WILMAPCO and other MPOs are entrusted with project selection; and

**WHEREAS**, TAP funding is limited and many proposed projects exist; and

**WHEREAS**, WILMAPCO has developed a technical and transparent TAP Project Prioritization Process, approved by Council on May 9, 2013 and modified on September 12, 2019 as part of the Transportation Justice Plan; and

**WHEREAS**, the Technical Advisory Committee has reviewed the technical scoring; and

**WHEREAS**, the Delaware Department of Transportation uses this project ranking to assess MPO priorities when selecting projects statewide;

**NOW, THEREFORE, BE IT RESOLVED** that the Wilmington Area Planning Council approves the New Castle County project prioritization for the FY 2021 Transportation Alternatives Program.

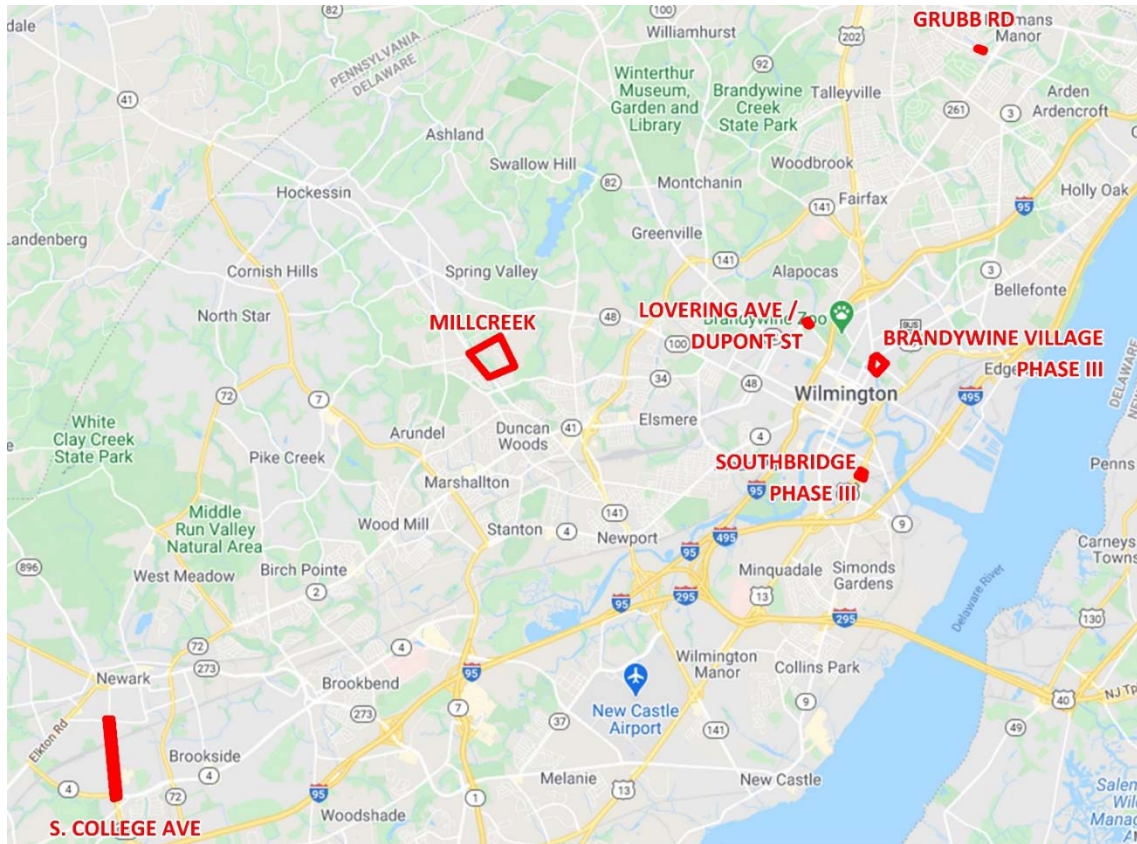
Date: \_\_\_\_\_

\_\_\_\_\_  
John Sisson, Chairperson  
Wilmington Area Planning Council

## DRAFT FY 2021 Transportation Alternatives Program – New Castle County

Applications and supporting documents online at

<https://www.dropbox.com/sh/k6xykqn0myego7x/AAAnkqrwwkPQQeKyVwgBSvCxa?dl=0>



Technical Scoring:	Brandywine Village Phase III	South College Ave	Lovinging Ave/ Dupont St	Southbridge Streetscape Phase III	Millcreek	Grubb Rd
Bus Stop	4	4	3	4	-	1
Community Center	2	-	-	2	-	-
Greenway	2	2	2	-	2	-
Bike route	2	2	2	2	2	-
Library	1	2	-	-	-	-
Municipality	1	1	1	1	-	-
Park	2	-	2	2	2	-
School	2	2	2	1	1	-
EJ Neighborhood	1	-	-	1	-	-
TJ Neighborhood	1	-	-	1	-	-
Black	2	-	-	2	-	-
TAZ density	-	-	1	-	-	-
Abandoned RR corridor	-	-	-	-	-	-
Historic element	1	-	-	-	-	-
Crash	2	3	-	-	5	-
Gap Analysis	-	4	4	-	4	-
<b>TOTAL</b>	<b>23</b>	<b>20</b>	<b>17</b>	<b>16</b>	<b>16</b>	<b>1</b>
<b>DRAFT RANK</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>6</b>

Detailed process at [http://www.wilmapco.org/Priority/TAP\\_Prioritization.pdf](http://www.wilmapco.org/Priority/TAP_Prioritization.pdf)

<b>Title</b>	<b>Brandywine Village Phase III</b>
Score / Rank	23 / 1
Sponsor	City of Wilmington
Location	2100 N. Market Street (and immediate vicinity) City of Wilmington, New Castle County
Description	This project would include streetscaping and traffic elements, street lighting, sidewalks, and potential improvements to, and/or reconfiguration of, the Market Street, Concord Avenue and Vandever Avenue Intersection.
Qualifying Activities	Bicycle / Pedestrian Safe Routes for Non-Drivers Historic Preservation
References	Project links improvements from two previously planned projects in the immediate area, coordinating the overall streetscape and traffic improvements, resulting in cumulative benefits along the corridors. Project fulfills the goals of the Wilmington 2028 Comprehensive Plan.
Requested Phases	Planning Preliminary Engineering Construction
Public information or community meetings	Outreach to the Brandywine Village Community Association resulted in support for this project; we will provide a formal endorsement letter as it become available, also the endorse provided to the Ministry of Caring, which is completing a development project directly abutting this proposal. Public outreach will be conducted through the Wilmington Initiatives process when the project commences for input on developing final design alternatives.
Describe evidence and support	Discussion with Ministry of Caring (Villa Maria)
ROW	Uncertain
Matching Funds	The City of Wilmington has dedicated Capital funding to support the project match. Further, the City is applying for a total of three TAP projects, and is making funding available in the amount of \$600,000 (\$200,000 per project).
Relationship to Transportation	The project abuts N. Market Street. The project will enhance the aesthetics of the area. Elements involving reconfiguration of the Market/Concord/Vandever intersection will serve current transportation purposes. See Attachments.
Benefits	Project will serve as a logical outgrowth of two previous TAP project efforts: Brandywine Village I and Concord Avenue. With the development of the Villa Maria Project (Ministry of Caring), which is immediately adjacent to the project site, it allows for coordination resulting in complimentary private development efforts to the benefit of the neighborhood. The idea would be to create a more complete and coordinated outcome as one continuous streetscape effort (rather than if each project was completed as a stand-alone effort).

<b>Title</b>	<b>Enhancing Bicycle and Pedestrian Safety and Usage on South College Avenue in Newark, Delaware</b>
Score / Rank	20 / 2
Sponsor	City of Newark
CoSponsor	University of Delaware
Location	New Castle County: South College Avenue (Route 896) Between Park Place and Christina Parkway (Route 4) in Newark, DE
Description	<p>The growth in UD STAR Campus occupancy and the operationalization of the Newark Regional Transportation Center (NRTC) have prioritized the urgency of enhancing multi-modal transportation availability and safety within the City of Newark, particularly on South College Avenue which serves as a gateway to the City of Newark and to UD's campus and has been identified as a major transit corridor.</p> <p>The grant applicants wish to accelerate planning, engineering and installation of various new resources that will serve to both enhance safety, as well as incentivize greater multi-modal transportation without creating additional automobile traffic.</p> <p>Applicants are requesting support for:</p> <ol style="list-style-type: none"> <li>1) streetscaping to quiet and slow traffic and to encourage usage of multi-use, bi-directional sidewalks</li> <li>2) pedestrian LED lighting along sidewalks</li> <li>3) four ADA accessible crosswalks with pedestrian refuge areas on medians where possible</li> <li>4) installation of amenities that encourage greater pedestrian traffic and bicycle usage</li> <li>5) enhanced signage and wayfinding</li> </ol>
Qualifying Activities	Bicycle/Pedestrian Safe Routes for Non-Drivers Vegetative Management
References	Newark Transportation Plan Newark Bike Plan City of Newark Comprehensive Plan (2016) UD Master planning documents (various)
Requested Phases	Planning Preliminary Engineering Construction
Public information or community meetings	Public meetings have been held by DeIDOT, the City of Newark and UD in development of the various planning documents. Additional public and community engagement is possible through DeIDOT and UD's Living Lab partnership that socializes and solicits community input on projects and concepts. More information is at <a href="https://living-lab-1-udel.hub.arcgis.com/pages/resources">https://living-lab-1-udel.hub.arcgis.com/pages/resources</a>
Describe evidence and support below and / or attach documentation	Majority of the proposed enhancements are adjacent to UD owned and maintained land. Additional property owners will be engaged as projects are approved and funded.
ROW	University of Delaware is the majority land owner of the referenced South College Avenue land and is committed to enhancing pedestrian and bicycle safety. Faculty and student expertise is available for in kind project support. Preliminary renderings for streetscaping concepts have been developed by UD Landscape Architecture students and faculty and through the UD College of Agriculture and Natural Resources South Campus Master Planning process.
Maintenance	University of Delaware will be responsible for maintenance of plants, signage/wayfinding and amenities located on UD owned land. DeIDOT would be responsible for maintenance of roadways and installations on the premises of the Newark Regional Transportation Center

	(NRTC). City of Newark will be responsible for maintenance of infrastructure within right of way in accordance with maintenance agreement for South College Avenue.
Matching Funds	The City of Newark and UD can match in kind with permanent and temporary easements, right of ways, maintenance and faculty/staff/student labor for project support.
Relationship to Transportation	<p>South College Avenue has been identified as a major transit corridor. At the present time, there are over 5,000 people who are assigned to work, conduct research, visit and study on UD's South Campus locations in Newark. This does not include commuters using the NRTC.</p> <p>The proposed installations and modifications will enhance the aesthetics, safety and sustainability for travelers and will all sit proximate to surface transportation. Bike traffic increased nearly threefold to 4.7% with pedestrian activity at 17.6% over an 8 year period. Nearly 17.4% of City residents report that they bike or walk to work with the average in New Castle County is 3%. Proposed improvements will benefit the growing diversity and complexity of these important stakeholders and facilitate greater economic development.</p>
Benefits	Benefits to the community include noise reduction, multi-modal transportation safety, sustainability, economic development, tourism, inclusion, heat island reduction, improved tree canopy, aesthetic improvement and community health.

<b>Title</b>	<b>Lovering Avenue/Dupont Street Triangle Reconfiguration</b>
Score / Rank	17 / 3
Sponsor	City of Wilmington
Location	City of Wilmington, New Castle County Intersection of Lovering Avenue and Dupont Street Project Limits: Augustine Cutoff to Park Drive along Lovering Avenue; and Lovering Avenue to Gilpen Avenue along Dupont Street
Description	Reconfiguration of existing triangle intersection, which consists of Dupont Street, which forks at the intersection of Lovering Avenue to provide left and right turning movements onto Lovering Avenue. The resultant triangle is situated adjacent to a railroad overpass and multiple intersecting roadways with multiple turning movements from all directions, creating a safety hazard. Visibility is impaired due to elevated rail and the lack of adequate lighting, and there is a lack of signalization and pedestrian safety features within the project limits. location is within the Brandywine Park. Project would eliminate the triangle through the design of a T intersection to simplify traffic and pedestrian movements, providing channelization and improved control over vehicular, pedestrian and bicycling movements. Sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting, signalization and signage will all be evaluated for the final design, along with the replacement of the guardrail. This intersection provides access to and from city fire station and senior high rise residence and trolley square commercial center to the south from dupont and channels traffic from Augustine cut-off and route 202 from the north.
Qualifying Activities	Bicycle / Pedestrian Safe Routes for Non-Drivers
References	Project is sanctioned by the Wilmington Initiatives; and supports the goals of the Wilmington 2028 Comprehensive Plan.
Requested Phases	Planning Preliminary Engineering Construction
Public information or community meetings	While a community meeting has not yet been held, this project has been discussed with the Wilmington Initiatives, a transportation planning oversight group involving City of Wilmington, DE Dept of Transportation, and WILMAPCO, and will be subject to public outreach.
Support	Brandywine Park is a city owned park managed by the State of Delaware. City-owned roadway is adjacent to the Brandywine Park. Project will improve the existing roadway condition, within the limits of the current roads.
ROW	Uncertain Rights-of-way will continue to be maintained per existing maintenance agreements.
Funding Match	The City of Wilmington has dedicated Capital funding to support the project match. Further, the City is applying for a total of three TAP projects, and is making funding available in the amount of \$600,000 (\$200,000 per project).
Relationships to Transportation	Project will support improved safety and visibility of pedestrians, bicyclists and drivers through improved channelization of movements through the T intersection, eliminating excessive points of potential conflict, improving visibility, and streamlining traffic.  Critical intersection which channels traffic to and from Trolley Square commercial and residential neighborhood and the major east-west corridors of PA and DE avenue, and to and from the north, connecting with Augustine Cutoff, and Route 202.  See attachments.
Benefits	Project will improve the safety for vehicular, bicycle and pedestrian traffic; will be designed to be in keeping with the natural environment of the surrounding Brandywine Park (through guardrail, sidewalk and other elements), and will improve connections to important commercial corridors.

<b>Title</b>	<b>Southbridge Streetscape Project - Phase III</b>
Score / Rank	16 / 4
Sponsor	City of Wilmington
Location	Southbridge Neighborhood City of Wilmington, New Castle County
Description	Continuation of streetscape work that includes traffic calming and pedestrian/bike improvements recommended in the 2008 Southbridge Circulation Study, to include sidewalk replacement, curb bump-outs, decorative pedestrian-scale lighting, and signage along New Castle Avenue and Heald Street, beginning at the limits of Phase II south to C and D Streets. Also included are planned bicycle and pedestrian projects (including bicycle marking and sidewalk reconstruction) around Hicks Park and the Neighborhood House which were developed under the Safe Routes to School Program but abandoned when the Elbert Palmer Elementary School was closed.
Qualifying Activities	Bicycle / Pedestrian Safe Routes for Non-Drivers
References	2006 South Wilmington Neighborhood Plan; 2008 Southbridge Circulation Study. Project fulfills the goals of the Wilmington 2028 Comprehensive Plan.
Requested Phases	Planning Preliminary Engineering Construction
Work Underway	This long term planning effort is a part of the South Wilmington Planning Network, which is a collaborative partnership of Southbridge residents and government, nonprofit and private agencies. Phase I of this project was completed a decade ago This project will be the third of a three phase streetscape project. Phase I was completed a decade ago, involving New Castle Avenue and Heald Street intersections with A and Lobdell Streets. Replaced sidewalk, added bump-outs and included decorative pedestrian scale lighting. The second phase has been planned and awaits construction. It will extend sidewalk improvements along A Street to Townsend Street, add welcome signage on D Street and Heald Street, and extend the decorative lighting on New Castle Avenue towards B Street and on A Street towards Townsend Street, among other things. The third phase will extend these traffic calming and streetscape enhancements along New Castle Avenue and Heald Street south to C and D Streets, as recommended in the Southbridge Circulation Study, which was prepared with the help of the community and Wilmapco through the S Wilmington Transportation Network. Bicycle and pedestrian improvements around Hicks Park and the neighborhood house which were developed under the safe routes to school program and since abandoned when the elementary school closed would be included. Public outreach was completed as a part of that effort.
Community Meetings / Information / Support	Public outreach was a continuing part of the development of the Neighborhood Plan and Southbridge Circulation Study, and the resultant projects developed for implementation. Projects are scheduled for the public right of way, and have been vetted with the community through the planning process.
ROW	Uncertain
Maintenance	Rights-of-way will continue to be maintained per existing maintenance agreements.
Funding Match	The City of Wilmington has dedicated Capital funding to support the project match. Further, the City is applying for a total of three TAP projects, and is making funding available in the amount of \$600,000 (\$200,000 per project).
Relationship to Transportation	Improvements are slated for sidewalks, curb extensions, along transportation corridors in South Wilmington, and makes much needed improvements for pedestrian and bicycle travel. With the development of the South Wilmington Wetlands Park and the adjacent Christina River Bridge, safe and viable pedestrian and bike connections are essential throughout the neighborhood.



Benefits	Improves safety for pedestrians and bicyclists. Provides improvements to EJ neighborhoods. Completes the work initiated by two prior phases.
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<b>Project Title</b>	<b>Hercules/Millcreek Road Area Pathways: Hercules- Millcreek Section</b>
Score / Rank	16/4
Sponsor	New Castle County
CoSponsor	Millcreek Neighbors for Safer Pathways
Location	New Castle County
Description	<p>MNSP is a community-based effort to create a network of pathways and trails throughout a six-square mile area centered on the SR 41/Newport-Gap Pike corridor that safely connects residential neighborhoods with surrounding public parks, schools, places of worship, employment centers, and the greater northern Delaware pathway system. (Exhibit 7 -Key Destination Photos, Exhibit 8 -Plan in 10 Sections w/Photos)</p> <p>Conceptual in nature, the attached County Vision map (Exhibit 1) outlines existing multimodal facilities in the area and suggests additional alignments. We aspire to connect residents in Millcreek Hundred with safe bicycle and pedestrian options to nearby cultural amenities of interest like Greenbank Mill and the Wilmington and Western Railroad. Additionally, this conceptual pathway would connect to well known, and heavily visited, County park facilities- Delcastle Recreation Area, Brandywine Springs Park and the Millcreek Greenway.</p> <p>To capitalize on the upcoming improvements to the Millcreek Road/SR 41 intersection where DELDOT will install a 4 direction crosswalk (Exhibit 2), this application seeks to help bridge the gaps for a off-road, multi-modal path that would safely connect the east and west sides of SR41. The path would extend eastward, ultimately joining the Hercules Research Center at Norman Drive. It would extend even farther east to Lancaster Pike (SR48) via future developer funded pathways through the approved Delaware National Subdivision (Exhibit 3). The western portion of the pathway would extend from the Millcreek/141 intersection on county portions of the former Emily P Bissell property adjacent to Millcreek Road and connect through Cross Gates Park to an existing sidewalk system. The western portion of the pathway that traverses New Castle County lands would be constructed through a New Castle County capital improvement project. For purposes of the grant we are focused on the area immediately to the east of the Millcreek Road/SR 41 intersection.</p>
Qualifying Activities	Bicycle / Pedestrian Safe Routes for Non-Drivers
References	This plan is part of the New Castle County Bike Plan and the Future Trails of Northern Delaware Coalition Map.
Requested Phases	Planning Preliminary Engineering
Work Underway	<p>This route was initially identified in 2014 as one of the conceptual alignments for a Newark to Wilmington Pathway- <a href="https://deldot.gov/information/projects/trails/Newark_to_Wilm_Pathway/index.shtml">https://deldot.gov/information/projects/trails/Newark_to_Wilm_Pathway/index.shtml</a></p> <p>The MNSP group has embraced the conceptual alignment and conducted significant outreach to gain input and support. To date, the following items have been secured:</p> <p>CTF funds have been appropriated in the amount of \$15K by Rep. Kim Williams, Sen. Spiros Mantzavinos, and Rep. Gerald Brady to assist with a feasibility study for the proposed pathway alignment. (Exhibit 10, page 12)</p> <p>After presentations to WILMAPCO and Delaware Greenways, the conceptual pathway has been included into the New Castle County Bike Plan and the Future Trails of Northern Delaware. <a href="https://www.delawaregreenways.org/trails-pathways/futuretrails/">https://www.delawaregreenways.org/trails-pathways/futuretrails/</a></p> <p>MNSP met with County elected officials, DELCOT and representatives from Pettinaro to ensure that the multi-modal pathways developed within the future Delaware National</p>

	<p>subdivision will be installed during development and dedicated for public use ultimately connecting the east side of SR41 to SR48 (Exhibits 3 and 3A).</p> <p>New Castle County Public works has agreed to design and construct the western portion of the pathway through Crossgates Park and the former Emily Bissell property (Exhibit 6 Crossgate Park Photo).</p> <p>A chronology of meeting initiated by MSNP is also attached (Exhibit 9 MNSP Meeting Chronology Summary).</p>
<p>Public Information / Meetings / Support</p>	<p>Millcreek Neighbors for Safer Pathways has reached out via Survey (attached) to 179 (more than 10% of the 1500+) household in the area. (Exhibit 4)</p> <p>MNSP has been endorsed by the Board of Westminster Pool, Hyde Park , Breckenridge and Westminster neighborhoods as well Bike Delaware, Delaware Greenways, and the New Castle County Civic League. MNSP has engaged with Tall Trees and Greenville Overlook Homeowners Associations, who endorse safer connectivity but would like to review and approve a final route that could impact their residents directly. Forty-seven residents and organizations have written letters. (Exhibit 5)</p> <p>MNSP also has shared information at Red Clay Creek Presbyterian Church and the inactive HOA president for Crossgates neighborhood.</p> <p>Property owners surround our focal intersection of SR41 and Millcreek/Hercules Roads in four quadrants:</p> <p>To the Southwest:  On behalf of the adjacent Bissell property owned by the state of Delaware, officials have supported our efforts to create a path on county property that borders Millcreek Road by directing us through the proper channels. (Exhibit 11 - Meeting minutes) Ultimately, when the former Bissell site is redeveloped, pathways will be required by local development codes. New Castle County officials have visited the site and indicated they are amenable to building a path that connects to the existing CrossGates Park path. In a presentation to the civic association for Hyde Park, MNSP received positive feedback for trails along the existing Bissell property that would increase community connectivity. Crossgates neighborhood has an inactive civic association, but MNSP has received letters of support and positive responses on surveys from Crossgates residents who support safer connections to Westminster Pool.</p> <p>To the Northwest:  Residents of Breckenridge expressed strong support via letters and survey responses for a safe pedestrian path connecting them to Westminster Pool and Delcastle Recreation Area. (Exhibit 5 Letters)</p> <p>To the Northeast:  The Board of Westminster Pool voted to endorse the mission of MNSP and wants improved safety and pathways for members and visitors to the pool, many of whom walk and bike there from surrounding neighborhoods. The presidents of both Westminster and Winterbury civic associations also want to see safe paths to the pool and Delcastle. We are still trying to make contact with HOAs that may represent Westmont and Cheshire.</p> <p>To the Southeast, the State of Delaware  DHSS officials advised us that while the plot across SR 41 is for sale it is best maintained as greenspace. (See meeting minutes). We are still trying to make contact with an HOA that may represent Fairway Estates. Tall Trees has invited us to their annual meeting in February 2021.</p>

	<p>We have been in dialogue with members of the Greenville Overlook HOA and hope to present an update to their board as well. We have left messages for Blindsight Delaware, but have not heard back.</p> <p>(See Exhibits 7 and 8 for photos of these areas.)</p>
ROW	<p>Uncertain The portion to the west of the Millcreek Road/SR 41 intersection are or will be owned by New Castle County. The County are willing partners in the pathway initiative. A final alignment to the east of the intersection have not been finalized. Portions of the eastern segment cross through public state owned property and private open space. (See Exhibit 10 Business Case Maps - Slide 13 and Exhibits 12-15 are subdivision plans for CrossGates, Tall Trees, Fairway Estates and Greenville Overlook.). Without final alignment we are uncertain if the private property owners (HOAs) are willing to approve easements.</p>
Maintenance	<p>New Castle County would maintain the land that they own (west of the Milltown Road/SR 41 intersection) as they do now. As part of their community open space, the HOA of the future Delaware National subdivision will have responsibility over the public pathways on their lands. Maintenance of additional portions have not yet been identified.</p>
Matching Funds	<p>Uncertain. A contribution of \$15,000 in Community Transportation Funds has been secured to assist with a feasibility study for the proposed pathway.</p>
Relationship to Transportation	<ol style="list-style-type: none"> <li>1. This pathway would connect to and cross Rt. 41 - Newport Gap Pike, a major trucking route that currently does not have sidewalks or any pedestrian crossings between Greenbank Road and Lancaster Pike. (See Exhibit 7 MNSP Key Destinations with Safety Data, slides 18-41.)</li> <li>2. The study area will be a key piece in the larger Newark to Wilmington pathway, connecting two of New Castle County's dense population centers.</li> <li>3. The pathway as proposed would connect two of New Castle County's intensively used park facilities- Delcastle Recreation Area and Brandywine Springs Park. The pathway will enable the County to highlight the important historical and cultural resources in the area- Wilmington Western Railroad and Greenbank Mills. (See Exhibit 1 County Vision Map.)</li> <li>3. This project will provide safer multi-modal pathways and support green transportation alternatives to commuters- ultimately supporting green transportation initiatives outlined in the upcoming New Castle County Comprehensive Plan 2050.</li> </ol>
Benefits	<p>There is currently no pedestrian crossing signal along the SR 41 corridor from Kirkwood Highway to Lancaster Pike. Yet, it is common that residents are using the SR41 corridor as a non motorized transportation route. It is common to see bicyclists, walkers and joggers, parents will strollers and school age kids heading to school bus stops using the roadway without safe and proper facilities. With DELDOT installing much needed pedestrian crossing signals at the intersection of Millcreek Road and SR 41 in March 2021, there is no better time to look at expanding safe multi-modal pathways in this area. In the summer of 2019, Allie Zambito lost her life crossing SR 41 at Faulkland Road.</p> <p>The new Amazon warehouse is nearly complete and SR 41 has been designated as one of their truck routes to and from Pennsylvania. Additional development in the area continues and will not only increase traffic, but new homes will also add demand for safe multi-modal facilities. These bicycle and pedestrian facilities will not only benefit the existing and new homeowners in the area, but will also serve employees that work along SR41 (Ashland Corp) and other community establishments (churches, pools, recreational destinations). (Exhibit 10, page 90)</p> <p>During the COVID19 pandemic, users flocked to nearby parks, trails and recreation centers. In some areas, New Castle County saw a 90% increase in park use. Delcastle Recreation Area is one of New Castle County's largest regional parks and serves residents from all over the</p>

	<p>county. The pathway initiative that has been proposed will help build non motorized connections to the park for multiple neighborhoods in the area. This would encourage active lifestyles and increase the quality of life for everyone that it connects.</p>
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<b>Project Title</b>	<b>Grubb Rd pedestrian access</b>
Score / Rank	1 / 6
Sponsor	Rep. Sean Matthews
CoSponsor	
Location	Grubb Rd, New Castle County
Description	Sidewalk on Grubb Rd. between Majestic Dr. and Fairblue Ln. I
Qualifying Activities	Bicycle / Pedestrian
References	
Requested Phases	Construction
Work Underway	CTF estimate
Public Information / Meetings / Support	No, this project was proposed by parents of walkers who want a safer way to cross from Brandywood across Grubb into Chalfonte. There is a swim club and school that many people walk to. This project is in the State ROW and would allow walkers to leave Brandywood (Majestic) and walk the sidewalk up Grubb and cross over near Fair Blue lane (which connects up to Fairwoods/Chalfonte)
ROW	N/A
Maintenance	DeIDOT, in state ROW
Matching Funds	CTF
Relationship to Transportation	This is to help kids get to Hanby Elementary and the swim club safer across Grubb Rd.
Benefits	This is to help kids get to Hanby Elementary and the swim club safer across Grubb Rd.