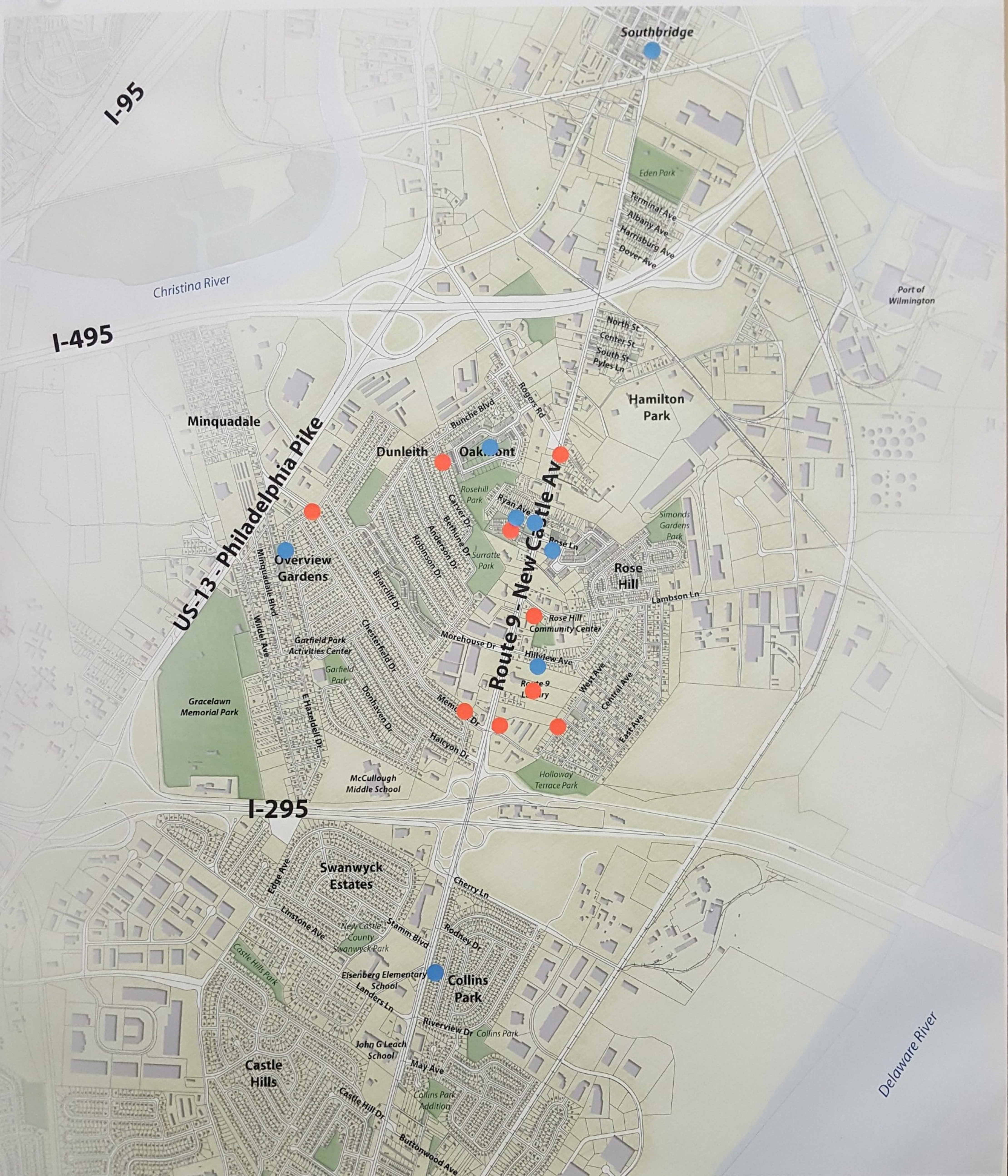


Please, show us where you live, work, and/or play..





# Place a dot next to the top three community needs!

Enhancing existing community amenities

Eliminating chronic crime

Reducing the environmental and health burdens of industry

Maintaining affordable housing

Additional owner-occupied housing development

Adding additional retail development

Supporting education and job access and growth

Better bus, walking, and bicycling transportation

Showcasing the area's rich history

Tying future port expansions to sustainable economic growth

Others (write in) *Protecting historic area throughout Rt 9 Corridor*



The Route 9 Corridor Master Plan will identify the best reinvestment and redevelopment strategies for the Route 9 Corridor between the City of Wilmington and the City of New Castle.

Please share your thoughts or concerns about the vision statement on a sticky note.

Removal of hotels  
Fitness Facilities

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Toll free from Cecil County (888)808-7088

Main concern is eliminating  
noise and lawlessness  
of youth driving 3 wheel  
4 wheel, and other off road  
vehicles down our streets  
and public life.

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Eye Sores  
Hotels  
Liquor Store

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Toll free from Cecil County (888)808-7088

Medical facilities  
+ / or  
urgent centers

www.wilmapco.org  
**WILMAPCO**  
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Toll free from Cecil County (888)808-7088

Traffic light  
@ Bizarre Dr.  
for school + traffic  
safety

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Toll free from Cecil County (888)808-7088

Speeds too high  
on Memorial Drive

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# Development + Zoning

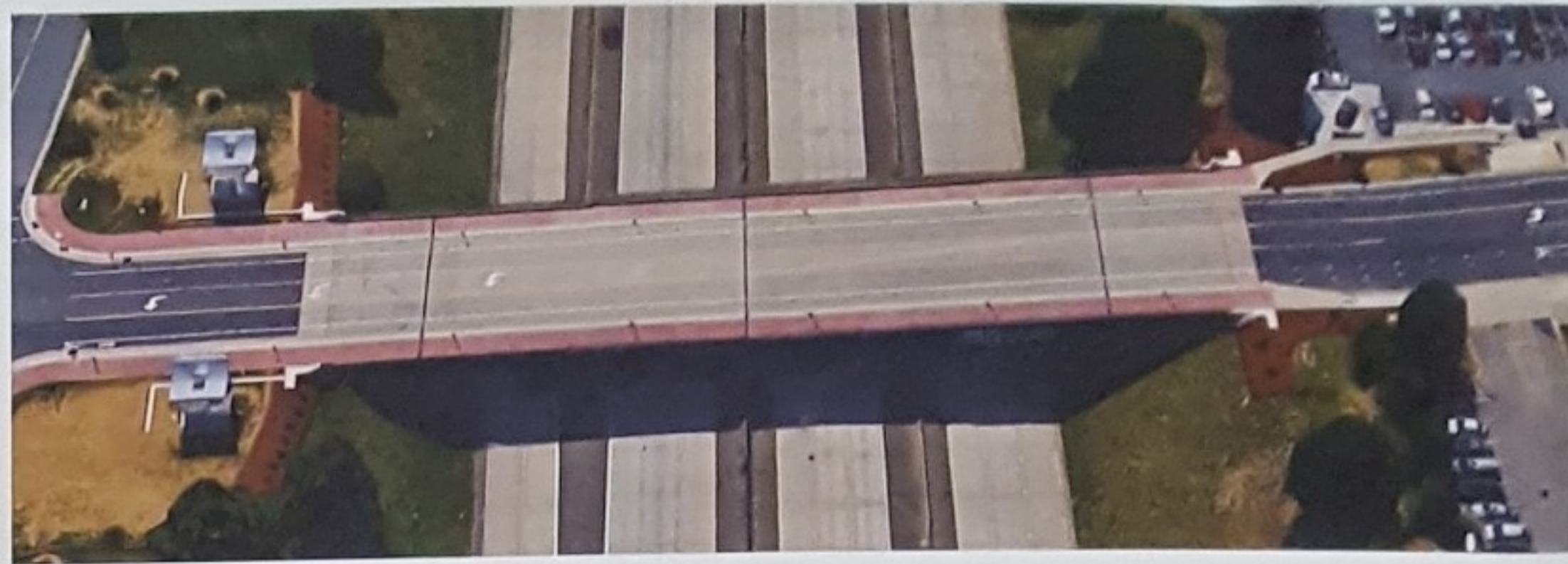
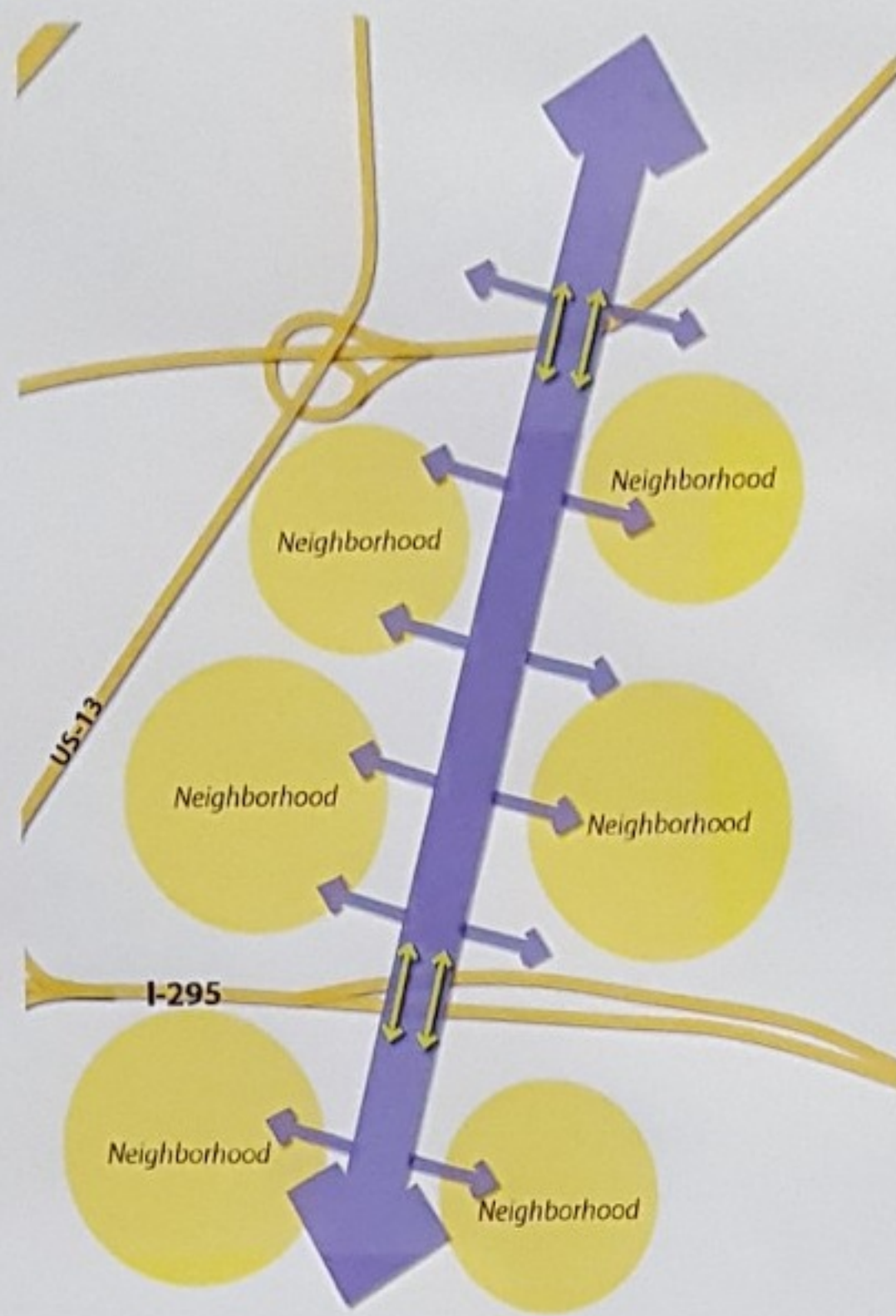
## Bridging Barriers

### Community Needs:

- Better access to and between pedestrian, bicycle, and bus routes

### Solutions:

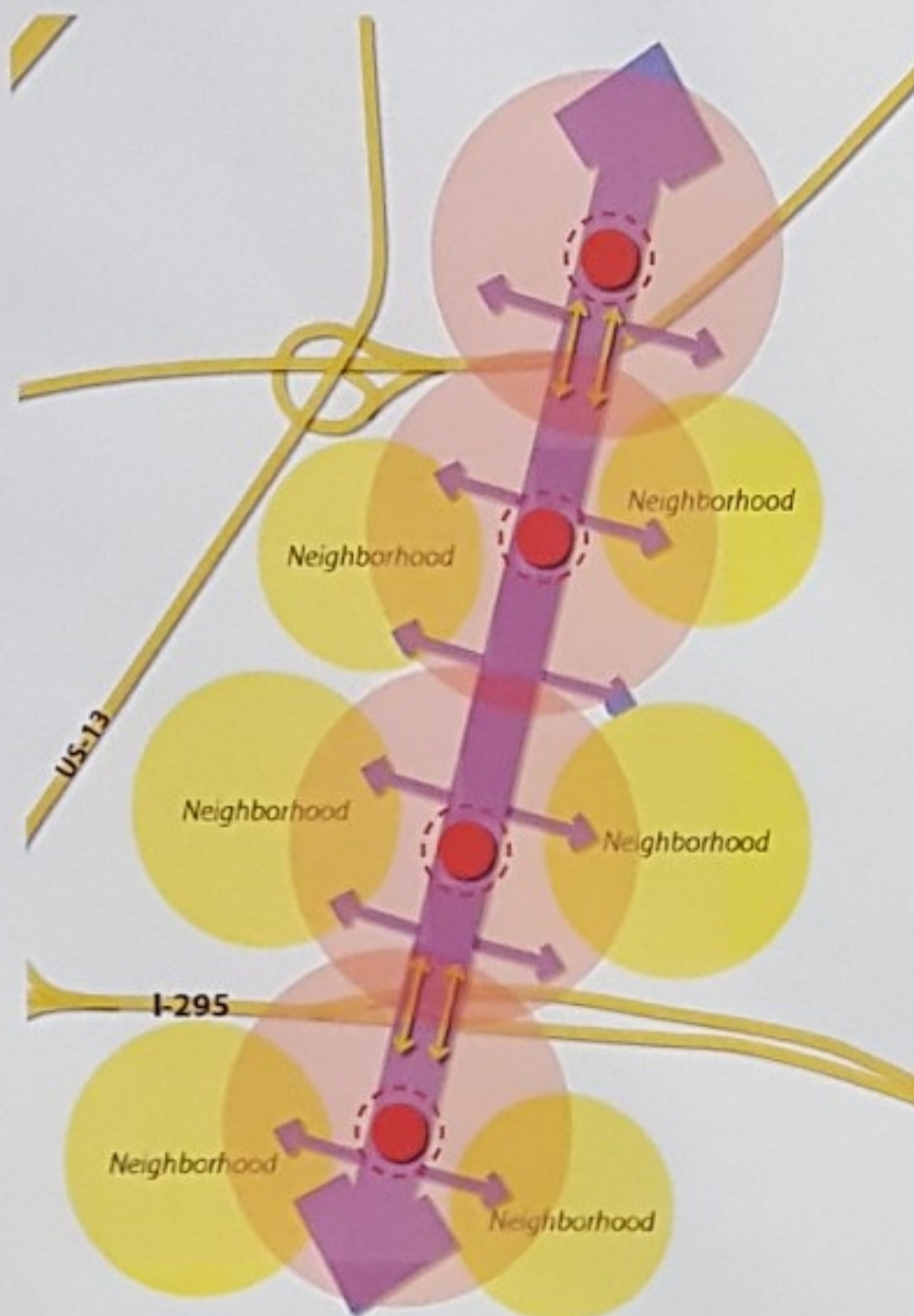
- Create clear and safe pedestrian and bicycle links
- Provide strong connections between neighborhoods and corridor amenities/destinations



Credit: google.com, playscapes.com; twincitiesdailyphoto.com

## Nodes

- Create identifiable centers at strategic locations that are easily accessible
- Cluster development to achieve economic efficiency and spur re-investment
- Make each node compact and walkable:
  - 1/4-mile (5-minute) walking radius
  - 1/2-mile (10-minute) walking radius



## Mix of Uses

- Provide a wide-range of uses including retail, office, and residential to serve the needs of all community residents, visitors, business owners, and employees
- Encourage compact development; Reduce distances between homes, workplaces, businesses, and other services and destinations
- Promote walkability, bicycling, and increased access to transit
- Inspire better healthy living; Provide access to fresh, healthy foods and opportunities for recreation
- Create stronger neighborhood character and sense of place



Credit: ouruptown.com; indyculturaltrail.org; fairhaven.com; thenewnewspaper.com; Craig Shipp



# Development + Zoning

I-95

I-495

Christina River

Minquadale

US-13

Gracelawn Memorial Park

I-295

Swanwyck Estates

Castle Hills

Southbridge

Port of Wilmington

*improve Maine Terminal for cruise ships*

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Toll free from Cecil County (888) 808-7088

Route 9

Oakmont

Hamilton Park

Rose Hill

Collins Park

Delaware River

Existing Conditions showing Proposed Nodes/Centers



# Development + Zoning



YES, PLEASE TAKE  
AWAY HOTEL AND  
ADD AFFORDABLE  
HOUSING FOR THEM  
REF. MERRICIA MEMILLIAN  
**WILMAPCO**  
Phone (302) 737-4205 - Fax (302) 737-9584  
Toll free from Cecil County (800) 908-7008

MEDICAL OFFICE  
FOR SENIORS  
REF. MERRICIA  
MEMILLIAN  
**WILMAPCO**  
Phone (302) 737-4205 - Fax (302) 737-9584  
Toll free from Cecil County (800) 908-7008

YES PLEASE  
ADD  
SENIOR HOUSING  
REF. MERRICIA MEMILLIAN  
**WILMAPCO**  
Phone (302) 737-4205 - Fax (302) 737-9584  
Toll free from Cecil County (800) 908-7008



NODE-1-2  
No Industrial

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MIXED-USE  
-DEVELOPMENT  
IN NODE 1+2 -  
NO MORE INDUSTRIAL!

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Toll free from Cecil County (888)808-7088

Maple Ave  
O Simonds  
Gardens

www.wilmapco.org  
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Toll free from Cecil County (888)808-7088

Popcorn classes in  
Wawa

www.wilmapco.org  
**WILMAPCO**  
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senior housing  
no roundabout  
fewer motels

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more restaurants  
del information center

www.wilmapco.org  
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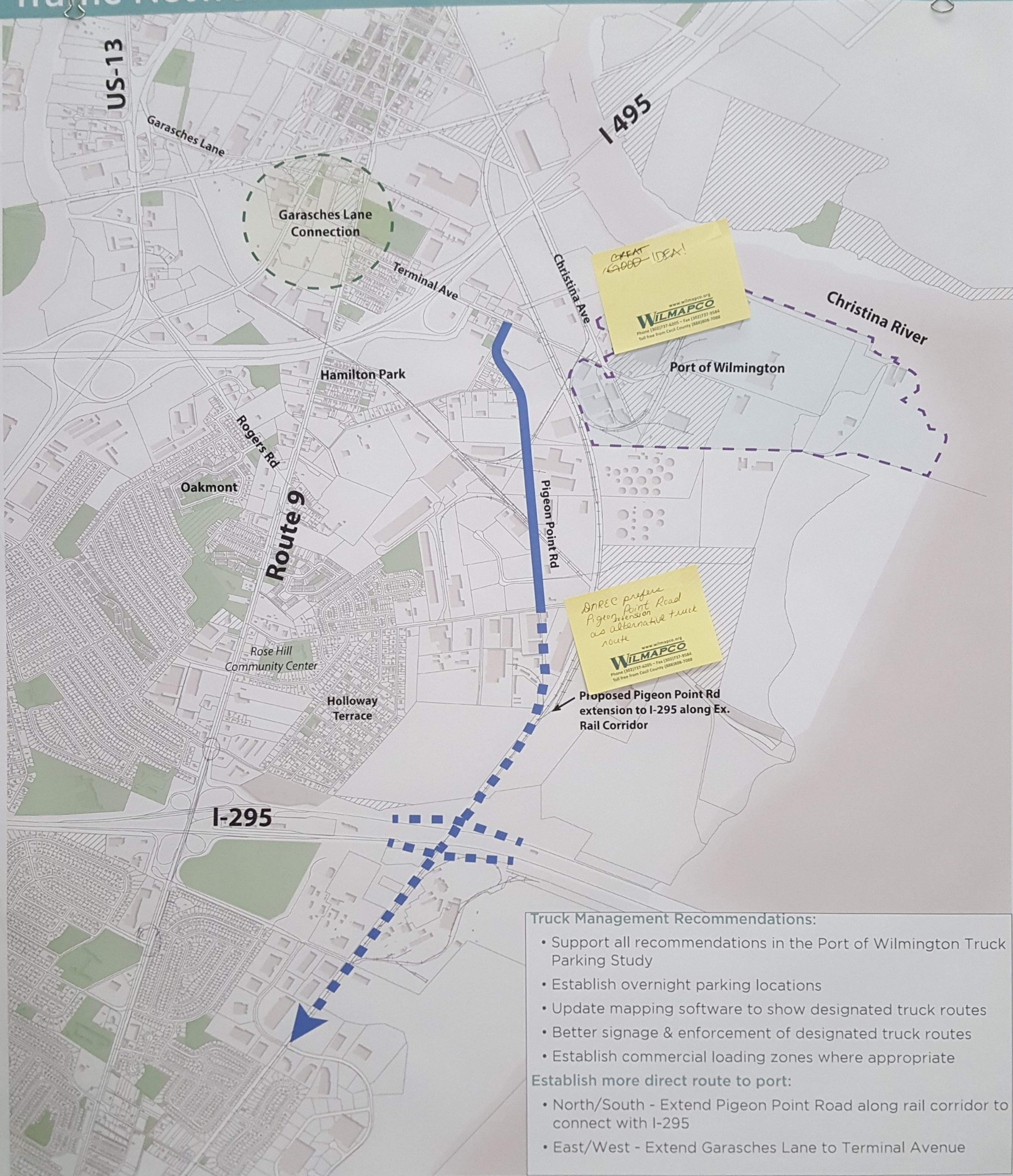
School Lane  
Back of William Farm

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# Traffic Network - Truck Management

42





# Intersection Design: Rogers Road

43

## EXISTING CONDITIONS: ROGERS ROAD



## PROPOSED CONDITIONS: ROGERS ROAD

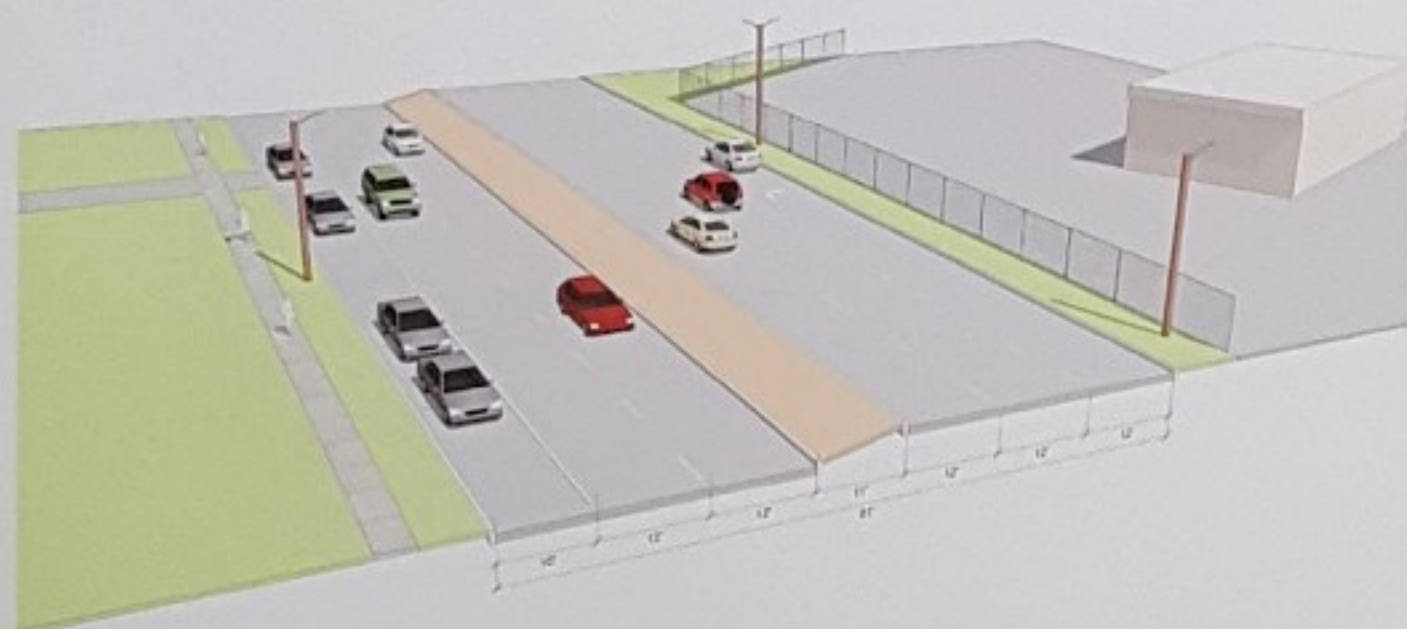


### Traffic Analysis Summary

- Converting this intersection to two staggered T-intersections with a signal at Rogers Road and stop signs on Sutton Lane at Route 9
- Route 9 at Rogers Road needs one through northbound lane and one westbound turn-lane for projected 2036 traffic volumes

### Rogers Road Cross Section Alternatives

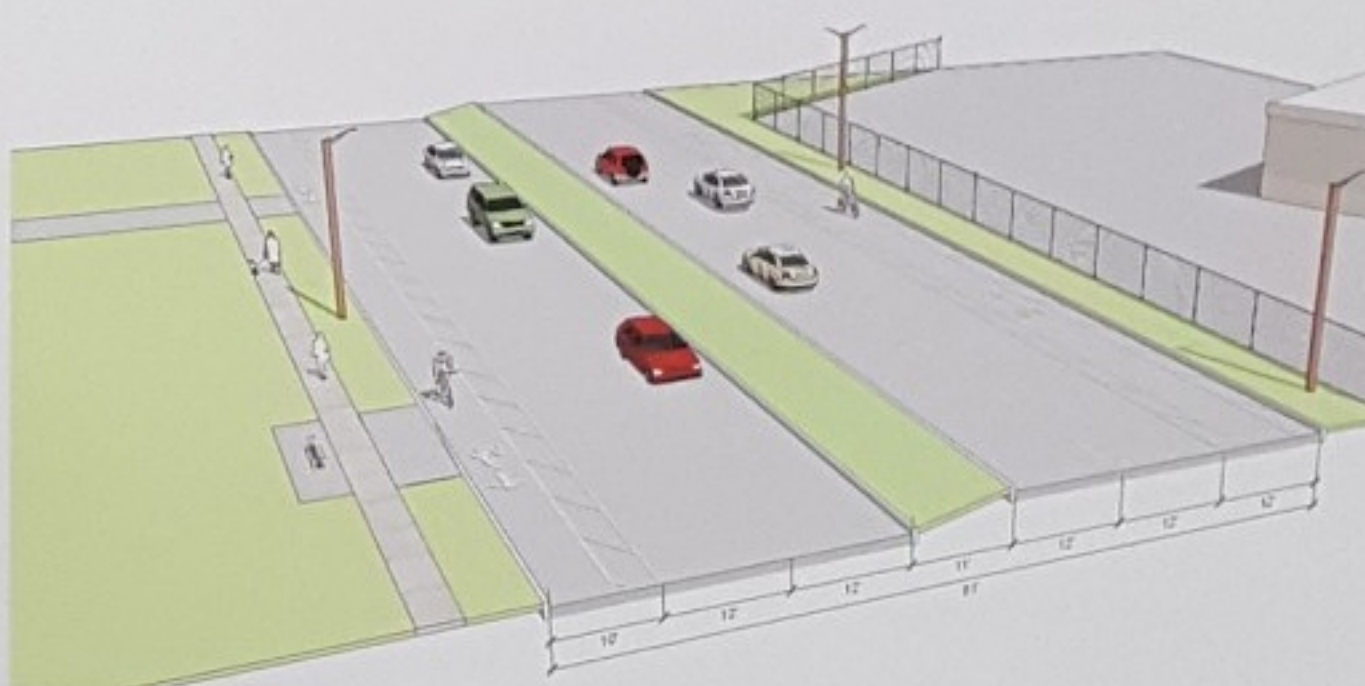
#### EXISTING SITE CONDITIONS



#### SITE FEATURES:

- UNCOMFORTABLE PEDESTRIAN & BICYCLE ENVIRONMENT
- LIMITED LIGHTING & PLANTINGS
- SIDEWALK ON WEST SIDE OF ROUTE 9 ONLY
- OBSTACLES IN SIDEWALK
- 2 NORTHBOUND AND 2 SOUTHBOUND TRAVEL LANES
- TURN LANES
- BREAKDOWN/PARKING SHOULDER

#### SCENARIO 1



#### SITE FEATURES:

- BUFFERED BIKE LANES
- WIDER SIDEWALK AT EXISTING OBSTACLES
- IMPROVED BUS STOP FACILITIES
- 2 NORTHBOUND AND 2 SOUTHBOUND TRAVEL LANE
- RIGHT TURN LANE
- BREAKDOWN/PARKING SHOULDER
- NO IMPACTS TO EXISTING INFRASTRUCTURE & UTILITIES
- LOW CONSTRUCTION COST

#### SCENARIO 2

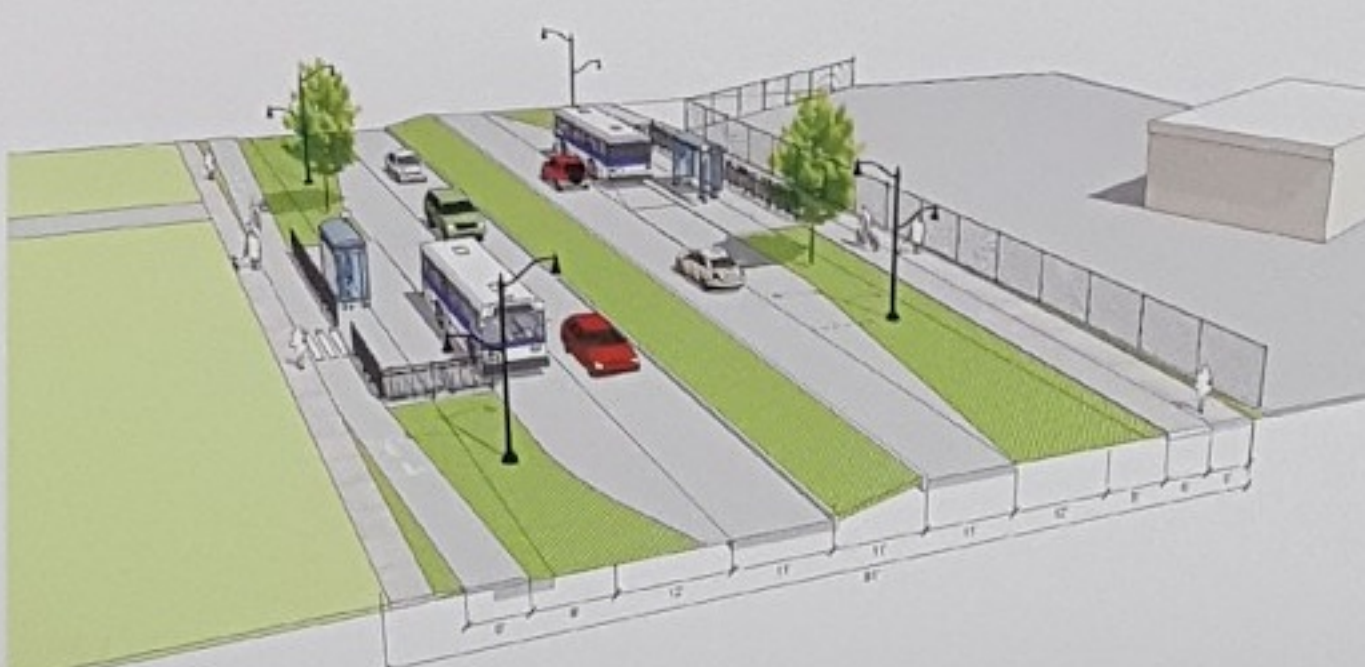


#### SITE FEATURES:

- SEPARATED BIKE LANES
- WIDER SIDEWALK AT EXISTING OBSTACLES
- NEW STREET LEVEL SIDEWALK ON WEST SIDE OF ROUTE 9
- STREET AND PEDESTRIAN LIGHTING
- BIORETENTION OPPORTUNITIES TO REDUCE STORM WATER IMPACTS
- STREET TREE PLANTING
- STREET-SIDE BUS SHELTER WITH LIGHTING
- 1 NORTHBOUND AND 1 SOUTHBOUND TRAVEL LANES
- DESIGNATED BUS PULL-IN

\* MODERATE CONSTRUCTION COST

#### SCENARIO 3

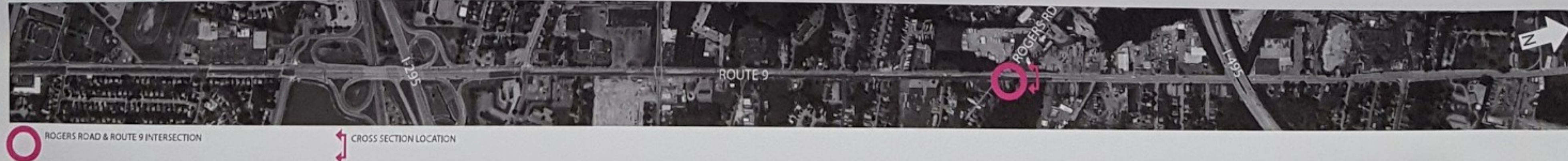


#### SITE FEATURES:

- SEPARATED BIKE LANES
- WIDER SIDEWALK
- NEW SIDEWALK ON WEST SIDE OF ROUTE 9
- STREET AND PEDESTRIAN LIGHTING
- BIORETENTION OPPORTUNITIES TO REDUCE STORM WATER IMPACTS
- STREET TREE PLANTING
- STREET-SIDE BUS SHELTER WITH LIGHTING
- 1 NORTHBOUND AND 1 SOUTHBOUND TRAVEL LANES

\* HIGH CONSTRUCTION COST

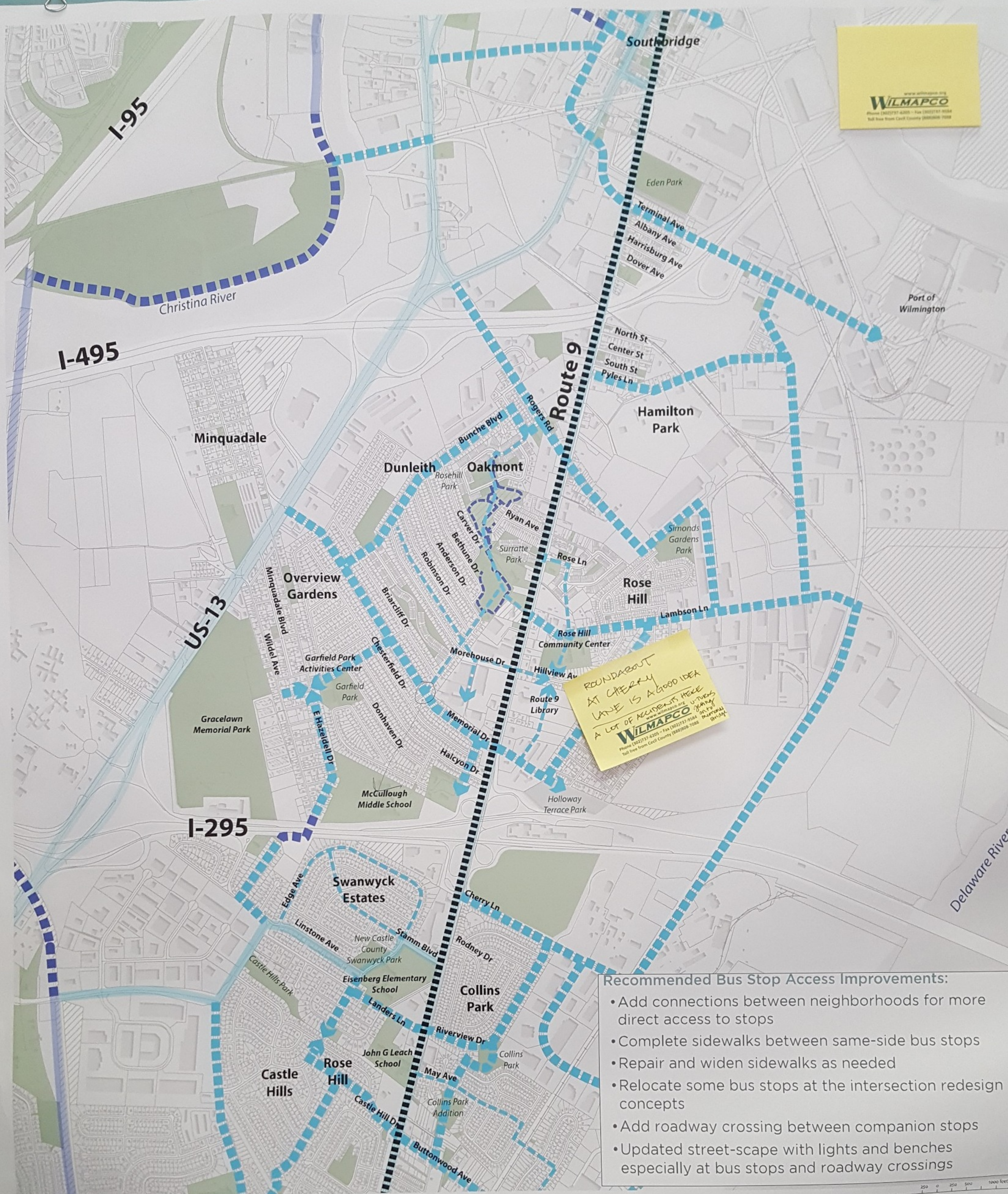
### Location Map





# Route 9 : Pedestrian + Bicycle Facilities

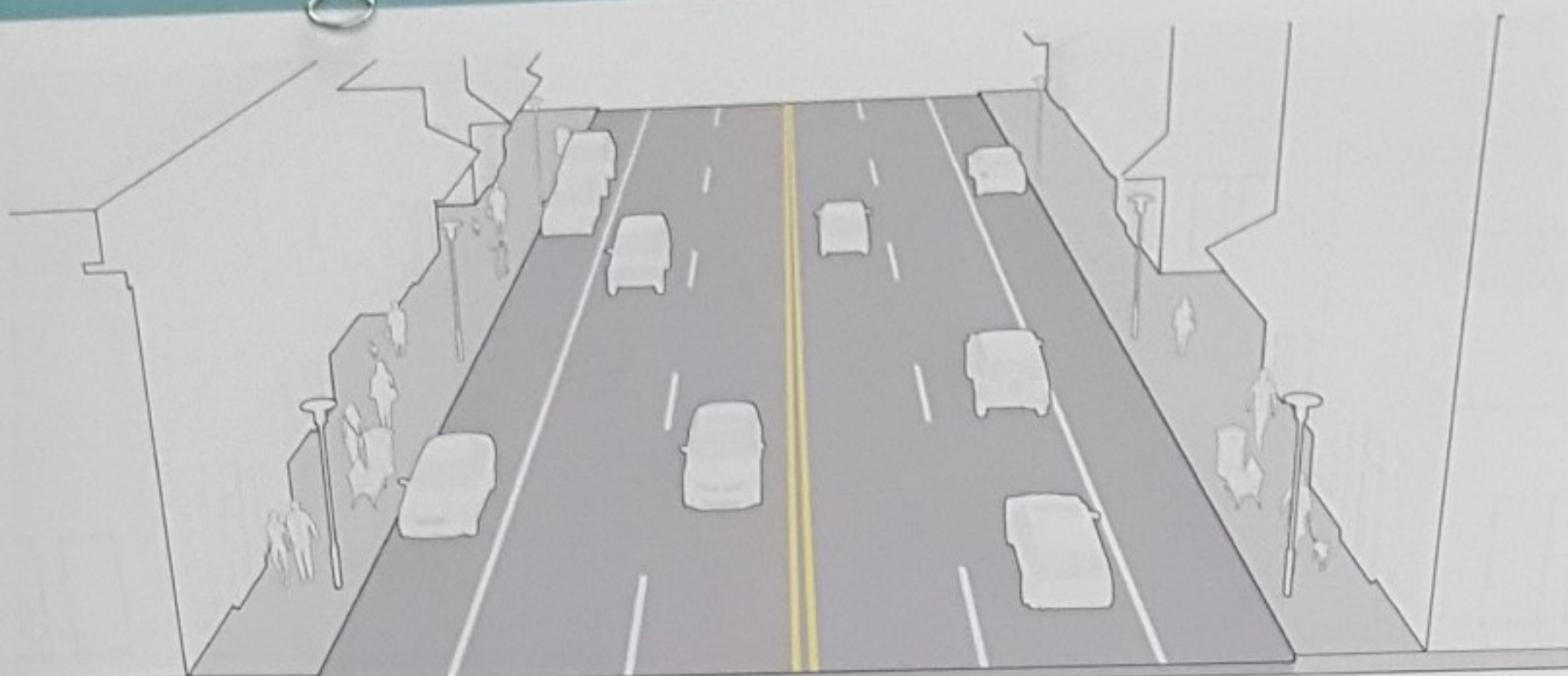
43



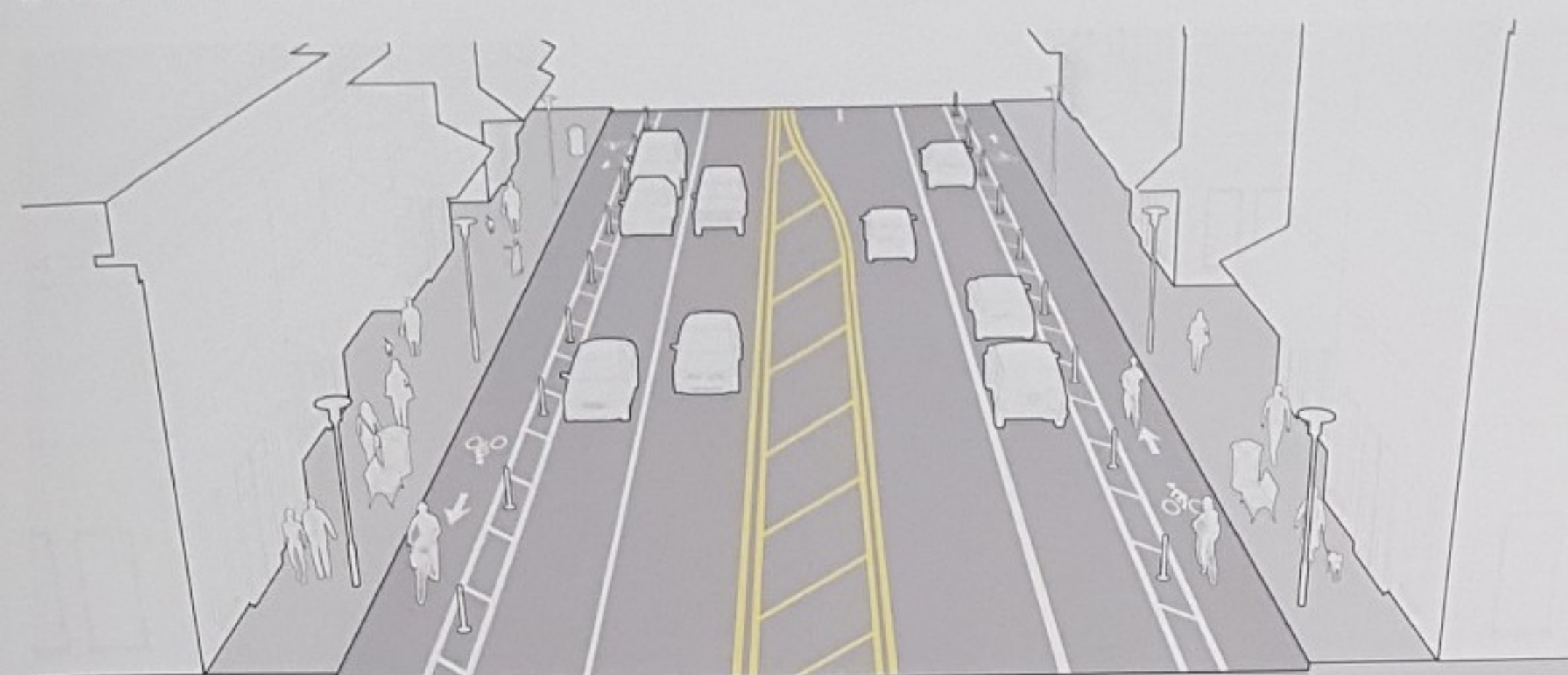
- Recommended Bus Stop Access Improvements:**
- Add connections between neighborhoods for more direct access to stops
  - Complete sidewalks between same-side bus stops
  - Repair and widen sidewalks as needed
  - Relocate some bus stops at the intersection redesign concepts
  - Add roadway crossing between companion stops
  - Updated street-scape with lights and benches especially at bus stops and roadway crossings



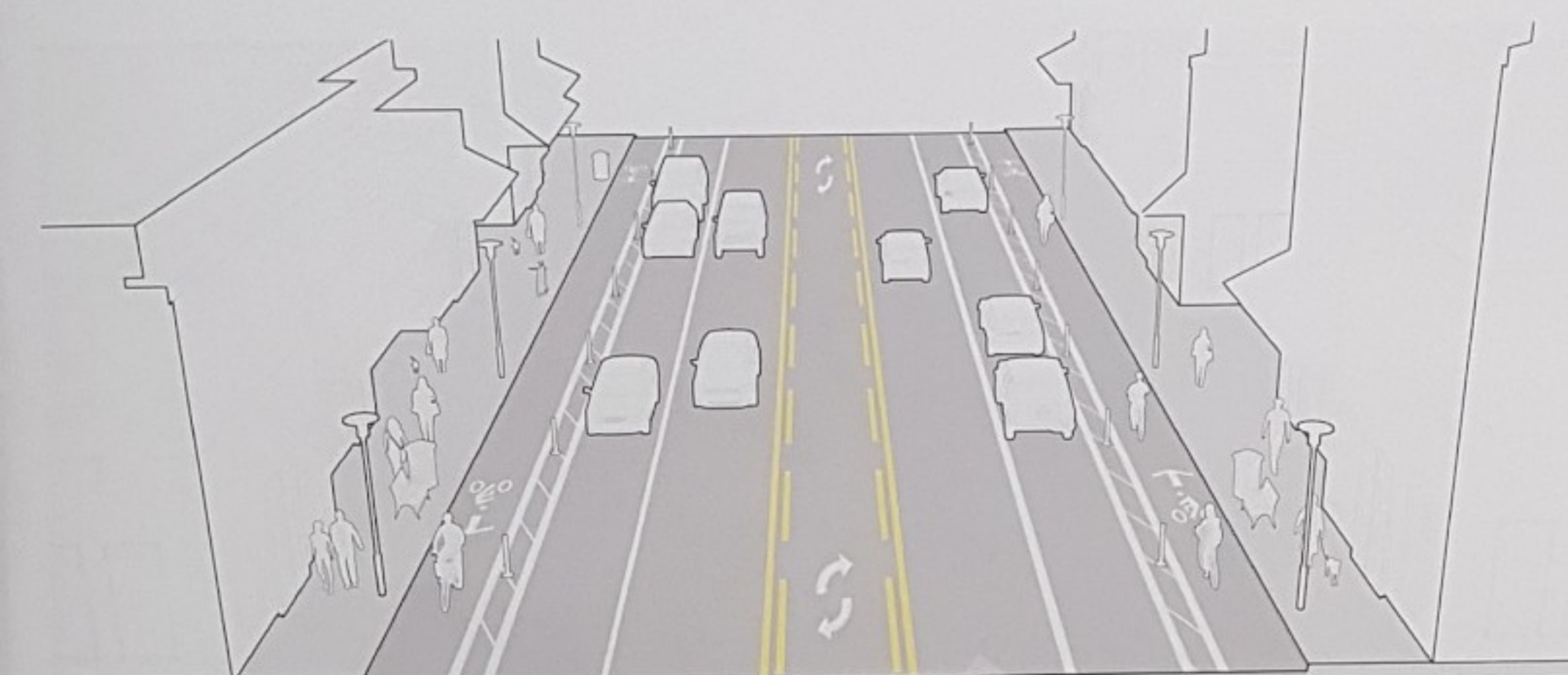
# Road Diets Overview



Before Road Diet



After Road Diet



After Road Diet- Center Turn Lane

Center turn lane  
very dangerous; pot  
like; not safe at all

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## What is a Road Diet

- Road Diets re-configure the roadway (i.e., rebalance the street) to calm traffic, reduce crashes, provide space for bicycle lanes, streetscapes, wider sidewalks, and other purposes.
- Four- to three-lane conversions are the most common Road Diet (see graphics on the right), but there are numerous types (e.g., three to two lanes, or five to three lanes).

## Road Diet Myths

- They cannot handle as much traffic as before
- Journey times increase
- Motorists use neighborhood street to avoid them

Based on experience, we have learned that road dieted streets generally...

- Accommodate as many or more vehicle because all motorists are traveling at or about the same speed
- Have about the same travel times because they tend to 'design out' natural slow-downs such as left-turning vehicles
- Result in few times when motorists use a neighborhood street instead

## Road Diets help reduce these types of crashes

- Rear-end and sideswipe crashes caused by motorists traveling at different speeds
- Sideswipe crashes caused by motorists making frequent and sudden lane changes between two through lanes
- Rear-end crashes caused by vehicles stopped to make a left turn
- Left-turn crashes caused by motorists feeling pressure to make their left-turn when there is not enough time to do so
- Angle crashes caused by motorists traveling across the main road or making a left turn onto the main road from side street
- Bicycle crashes due to a lack of available space for bicyclists to ride comfortably
- Pedestrian crashes due to the high number of lanes for pedestrians to cross with no refuge

## Road Diets Can Help Bus Riders

- Bus stops may be moved, consolidated, or upgraded to help buses be on time, or better align where riders cross the streets. Where street parking is present, bulbouts can be used for bus stops.



Before Road Diet



After Road Diet

Road Diet  
N 130th Street, Seattle, Washington  
Courtesy of National Complete Streets Coalition



# Intersection Design: Terminal Avenue

## EXISTING CONDITIONS: TERMINAL AVENUE



## PROPOSED DESIGN: TERMINAL AVENUE



all new to me?  
uncertain because  
I can't visualize

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SAFER w/  
ROUNDBOUT!

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WILMAPCO WOULD NEED TO BE A MAINTENANCE  
AGREEMENT WITH A NON-DELDOT ENTITY.

### Traffic Analysis Summary

- A roundabout can be used as a gateway treatment to the corridor and slow overall traffic speeds
- One lane roundabout can handle projected 2036 traffic volumes

### Terminal Avenue Cross Section Alternatives

#### EXISTING SITE CONDITIONS



- SITE FEATURES:**
- UNCOMFORTABLE PEDESTRIAN & BICYCLE ENVIRONMENT
  - LIMITED LIGHTING & PLANTINGS
  - SIDEWALK ON WEST SIDE OF ROUTE 9
  - OBSTACLES IN SIDEWALK
  - 2 NORTHBOUND AND 2 SOUTHBOUND TRAVEL LANES
  - LEFT TURN LANES
  - BREAKDOWN/PARKING SHOULDER

#### SCENARIO 1



- SITE FEATURES:**
- BUFFERED BIKE LANES
  - WIDER SIDEWALK AT EXISTING OBSTACLES
  - BUS SHELTER WITH LIGHTING
  - PLANTING ISLANDS WITH STREET TREES
  - 1 NORTHBOUND AND 1 SOUTHBOUND TRAVEL LANE
  - LEFT TURN LANES
  - BREAKDOWN/PARKING SHOULDER
  - NO IMPACTS TO EXISTING INFRASTRUCTURE & UTILITIES
- \* LOW CONSTRUCTION COST

#### SCENARIO 2



- SITE FEATURES:**
- SEPARATED BIKE LANES
  - WIDER SIDEWALK AT EXISTING OBSTACLES
  - NEW STREET LEVEL SIDEWALK ON EAST SIDE OF ROUTE 9
  - STREET AND PEDESTRIAN LIGHTING
  - BIORETENTION OPPORTUNITIES TO REDUCE STORM WATER IMPACTS
  - STREET TREE PLANTING
  - STREET-SIDE BUS SHELTER WITH LIGHTING
  - 1 NORTHBOUND AND 1 SOUTHBOUND TRAVEL LANES
  - LEFT TURN LANES
  - DESIGNATED BUS PULL-IN
- \* MODERATE CONSTRUCTION COST

#### SCENARIO 3



- SITE FEATURES:**
- SEPARATED BIKE LANES
  - WIDER SIDEWALK
  - NEW SIDEWALK ON EAST SIDE OF ROUTE 9
  - STREET AND PEDESTRIAN LIGHTING
  - BIORETENTION OPPORTUNITIES TO REDUCE STORM WATER IMPACTS
  - STREET TREE PLANTING & SCREENING
  - STREET-SIDE BUS SHELTER WITH LIGHTING
  - 1 NORTHBOUND AND 1 SOUTHBOUND TRAVEL LANES
  - CENTER TURN LANE PROVIDES SPACE TO NEGOTIATE A BROKEN DOWN VEHICLE
  - DESIGNATED BUS PULL-IN
- \* HIGH CONSTRUCTION COST

### Location Map

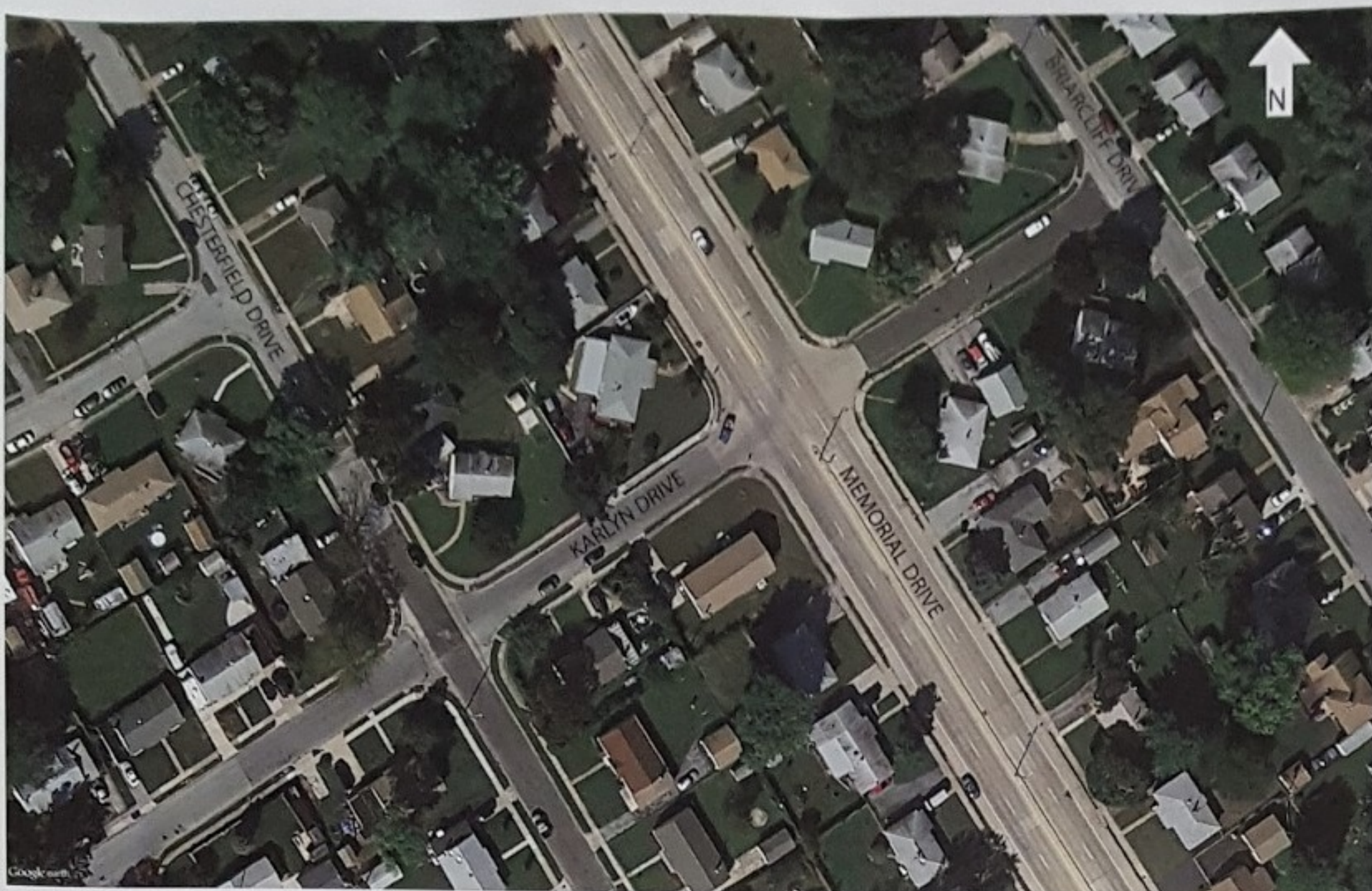




# Road Diet: Memorial Drive

46

## EXISTING CONDITIONS: MEMORIAL DRIVE



## PROPOSED CONDITIONS: MEMORIAL DRIVE



NOTE: DELDOT'S ROADWAY MAINTENANCE PROGRAM DOES NOT INCLUDE STREET TREES, SO THERE WOULD NEED TO BE A MAINTENANCE AGREEMENT WITH A NON-DELDOT ENTITY.

Students really to the (the) crossing Memorial Drive @ Bizzar

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traffic calming

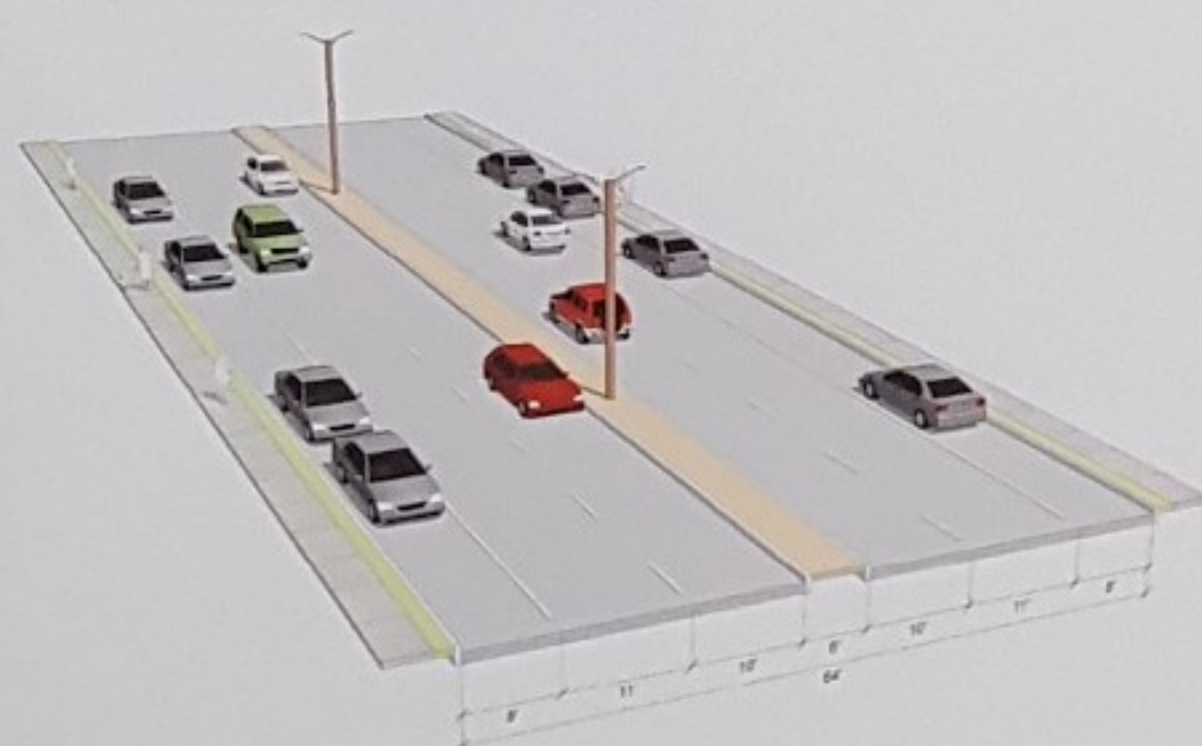


### Traffic Analysis Summary

- Reduce to one through-lane in each direction.
- May still need a left turn lane on some approaches, e.g., for those traveling south on Karlyn Drive north (left) onto Memorial Drive.

### Memorial Drive Road Diet Cross Section Alternatives

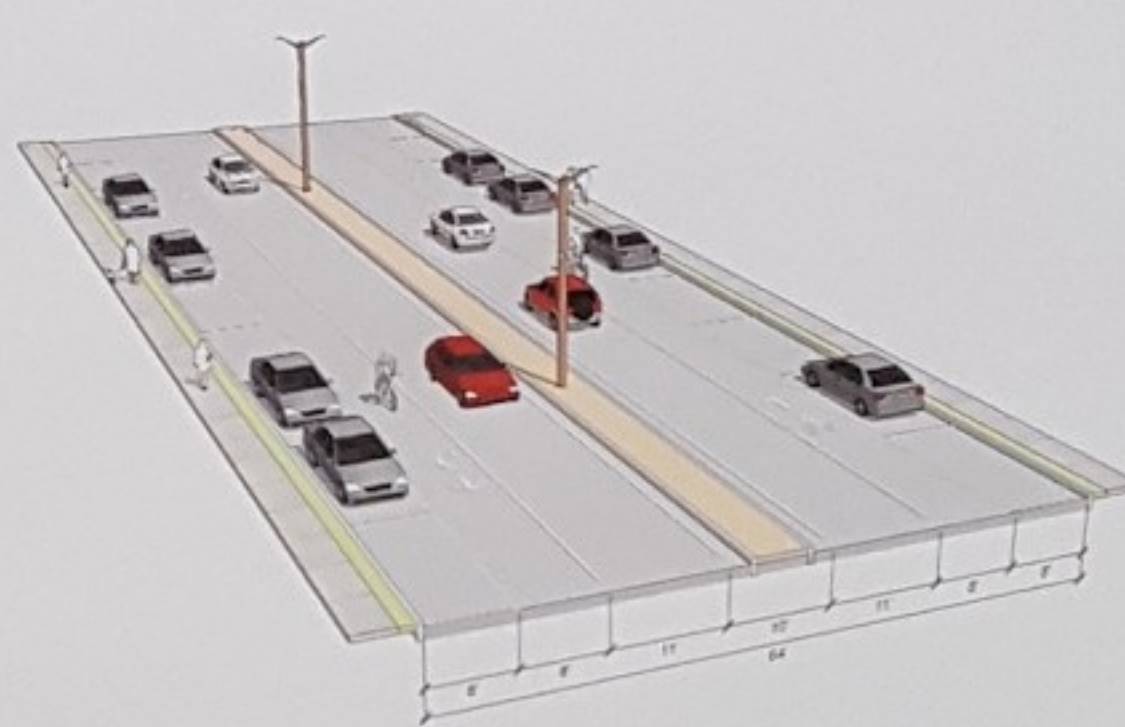
#### EXISTING SITE CONDITIONS



##### SITE FEATURES:

- UNCOMFORTABLE PEDESTRIAN & BICYCLE ENVIRONMENT
- LIMITED LIGHTING & PLANTING
- 2 NORTHBOUND AND 2 SOUTHBOUND TRAVEL LANES
- BREAKDOWN/PARKING SHOULDER

#### SCENARIO 1

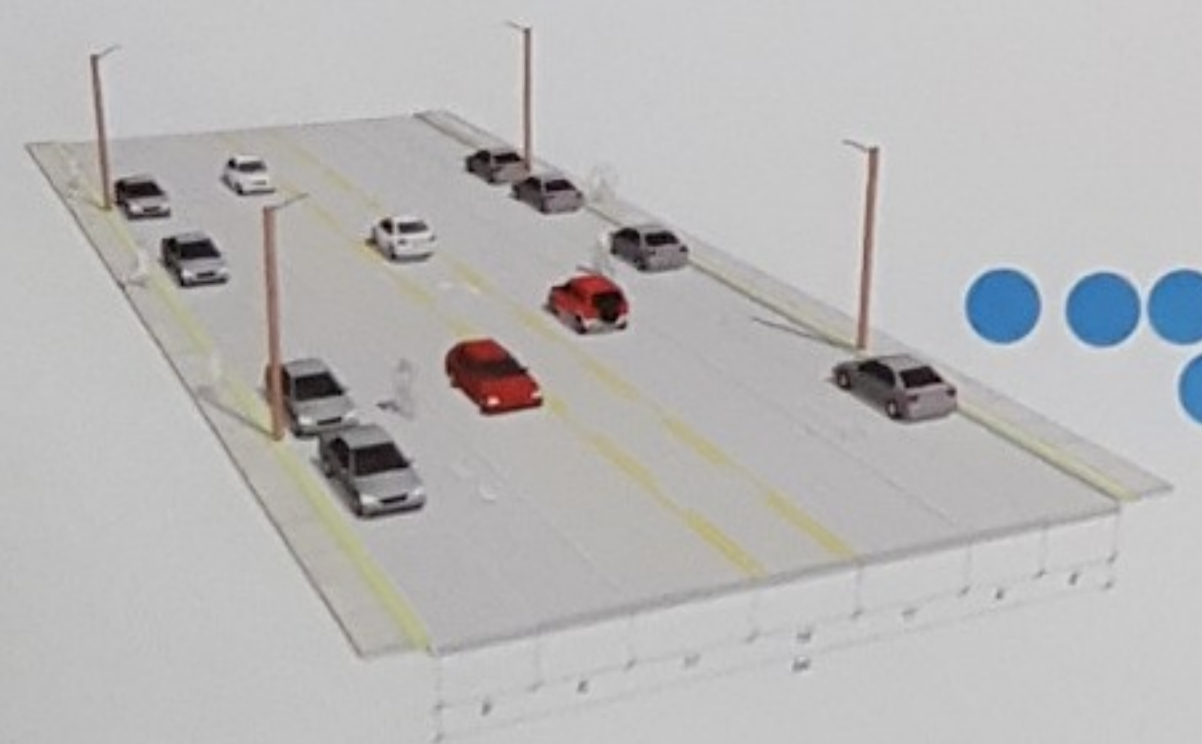


##### SITE FEATURES:

- BICYCLE LANES WITH PARKING BUFFER
- WIDER SIDEWALK AT EXISTING OBSTACLES
- CROSSWALKS WITH PEDESTRIAN REFUGE ISLANDS AT KEY INTERSECTIONS
- STREET TREE PLANTING
- 1 NORTHBOUND AND 1 SOUTHBOUND TRAVEL LANE
- BREAKDOWN/PARKING SHOULDER
- NO IMPACTS TO EXISTING INFRASTRUCTURE & UTILITIES

\* LOW CONSTRUCTION COST

#### SCENARIO 2



##### SITE FEATURES:

- BICYCLE LANES WITH PARKING BUFFER
- WIDER SIDEWALK AT EXISTING OBSTACLES
- CROSSWALKS WITH PEDESTRIAN REFUGE ISLANDS AT KEY INTERSECTIONS
- STREET TREE PLANTING
- 1 NORTHBOUND AND 1 SOUTHBOUND TRAVEL LANE
- CENTER TURN LANE
- BREAKDOWN/PARKING SHOULDER

\* MODERATE CONSTRUCTION COST

#### SCENARIO 3

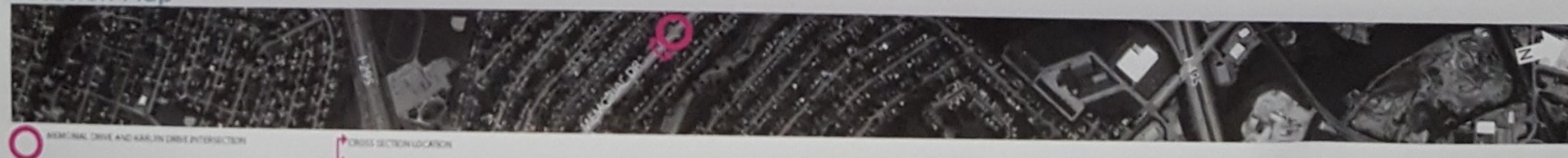


##### SITE FEATURES:

- BICYCLE LANES WITH PARKING BUFFER
- WIDER SIDEWALK AT EXISTING OBSTACLES
- CROSSWALKS WITH PEDESTRIAN REFUGE ISLANDS AT KEY INTERSECTIONS
- GREATER BIORETENTION OPPORTUNITIES TO REDUCE STORM WATER IMPACTS
- STREET TREE PLANTING
- 1 NORTHBOUND AND 1 SOUTHBOUND TRAVEL LANE
- CENTER TURN LANE
- BREAKDOWN/PARKING SHOULDER

\* HIGH CONSTRUCTION COST

### Location Map





# Intersection Design: Memorial Drive

## EXISTING CONDITIONS: MEMORIAL DRIVE

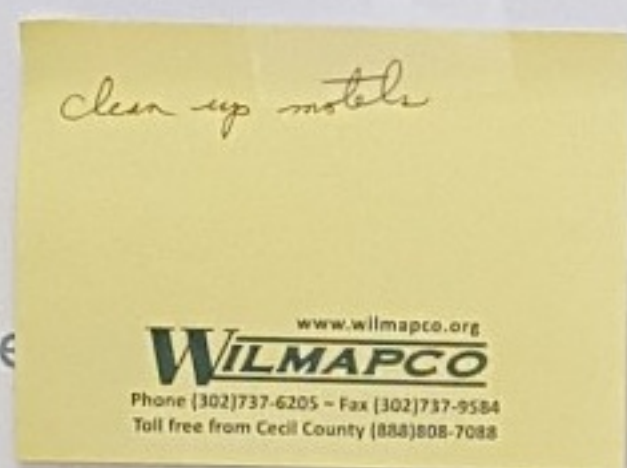
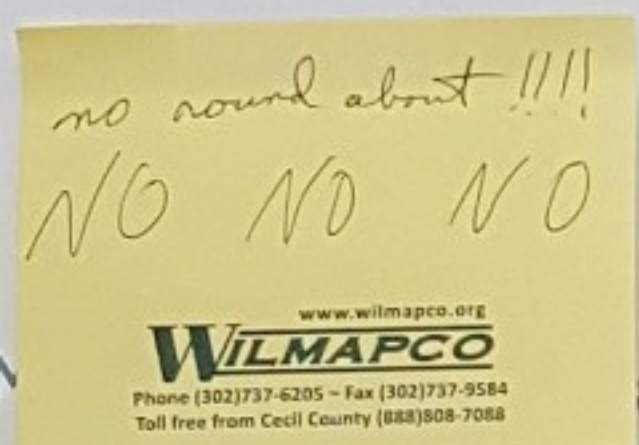


## PROPOSED CONDITIONS: MEMORIAL DRIVE

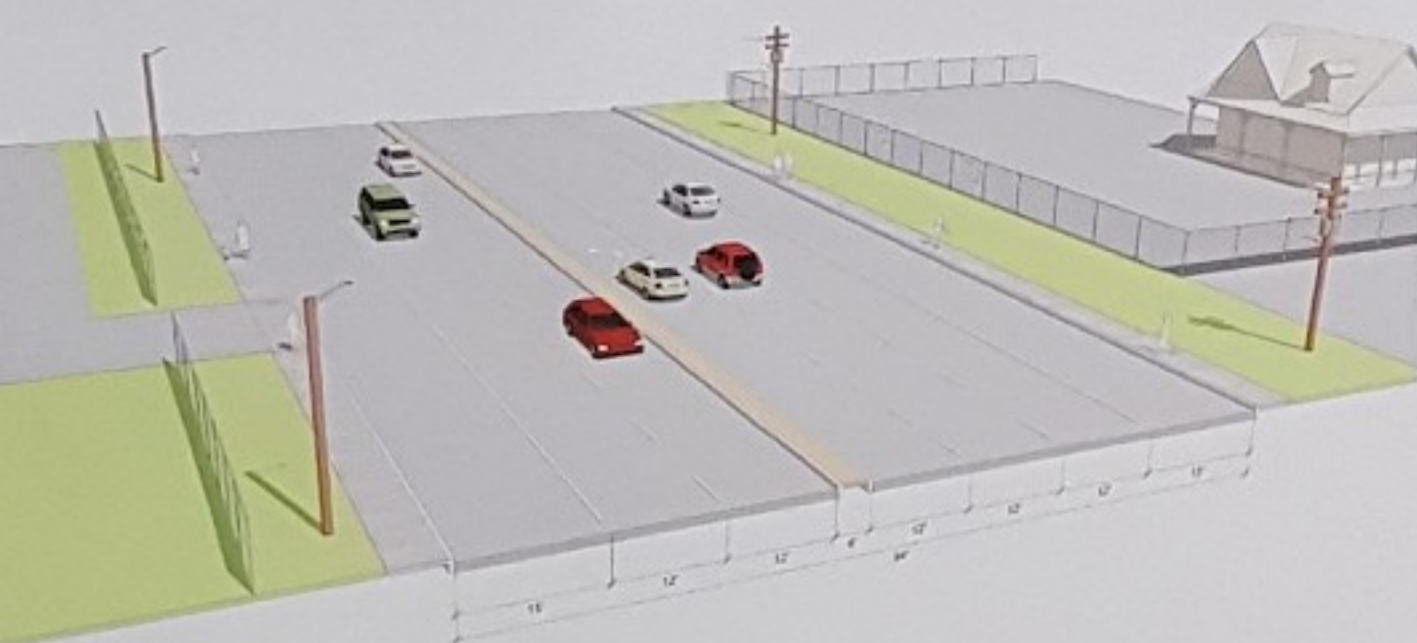


## Traffic Analysis Summary

- A Roundabout can be used as a gateway treatment to the corridor and slow overall traffic speeds
- Two circulating lanes are needed to handle projected 2036 traffic



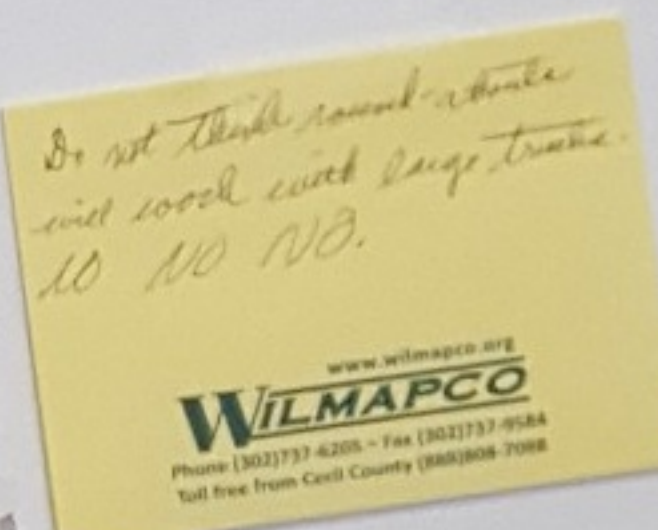
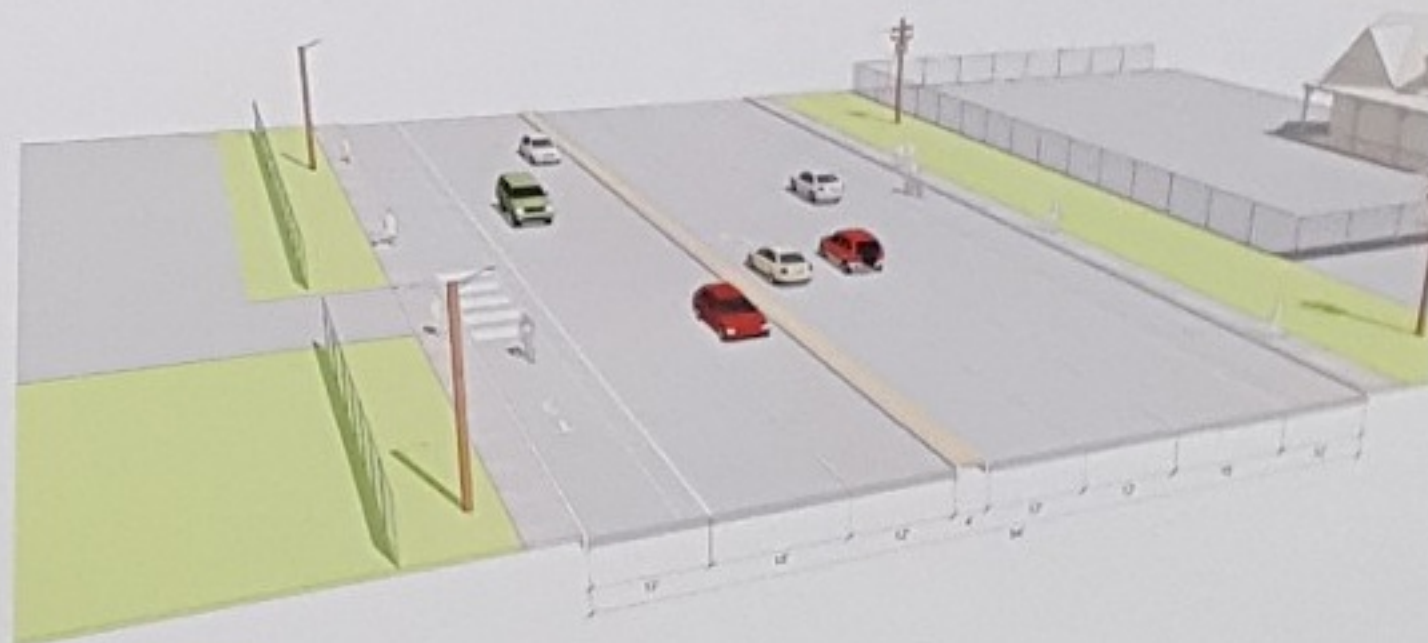
## EXISTING SITE CONDITIONS



### SITE FEATURES:

- UNCOMFORTABLE PEDESTRIAN & BICYCLE ENVIRONMENT
- LIMITED LIGHTING & PLANTINGS
- 2 NORTHBOUND AND 2 SOUTHBOUND TRAVEL LANES
- LEFT TURN LANES
- BREAKDOWN/PARKING SHOULDER

## SCENARIO 1



- OFFERED BICYCLE LANES
- WIDER SIDEWALK AT EXISTING OBSTACLES
- BUS SHELTER WITH LIGHTING
- 2 NORTHBOUND AND 2 SOUTHBOUND TRAVEL LANE
- LEFT TURN LANE
- NO IMPACTS TO EXISTING INFRASTRUCTURE & UTILITIES
- LOW CONSTRUCTION COST

## SCENARIO 2



### SITE FEATURES:

- SEPARATED BICYCLE LANES
- WIDER SIDEWALK AT EXISTING OBSTACLES
- STREET AND PEDESTRIAN LIGHTING
- BIORETENTION OPPORTUNITIES TO REDUCE STORM WATER IMPACTS
- STREET TREE PLANTING
- 1 NORTHBOUND AND 1 SOUTHBOUND TRAVEL LANES

• MODERATE CONSTRUCTION COST

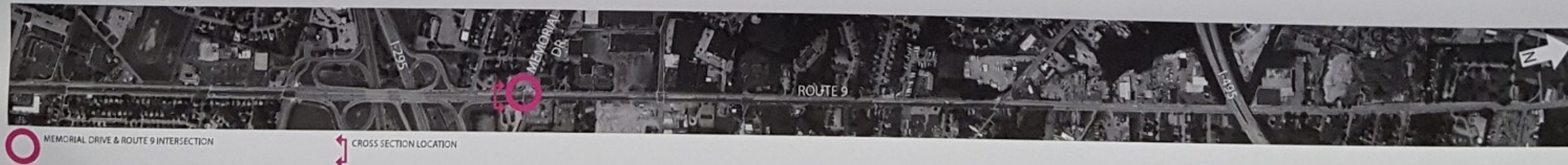
## SCENARIO 3



### SITE FEATURES:

- CENTER MULTI-USE TRAIL
- STREET AND PEDESTRIAN LIGHTING
- BIORETENTION OPPORTUNITIES TO REDUCE STORM WATER IMPACTS
- STREET TREE PLANTING
- 2 NORTHBOUND AND 2 SOUTHBOUND TRAVEL LANES
- HIGH CONSTRUCTION COST

## Location Map





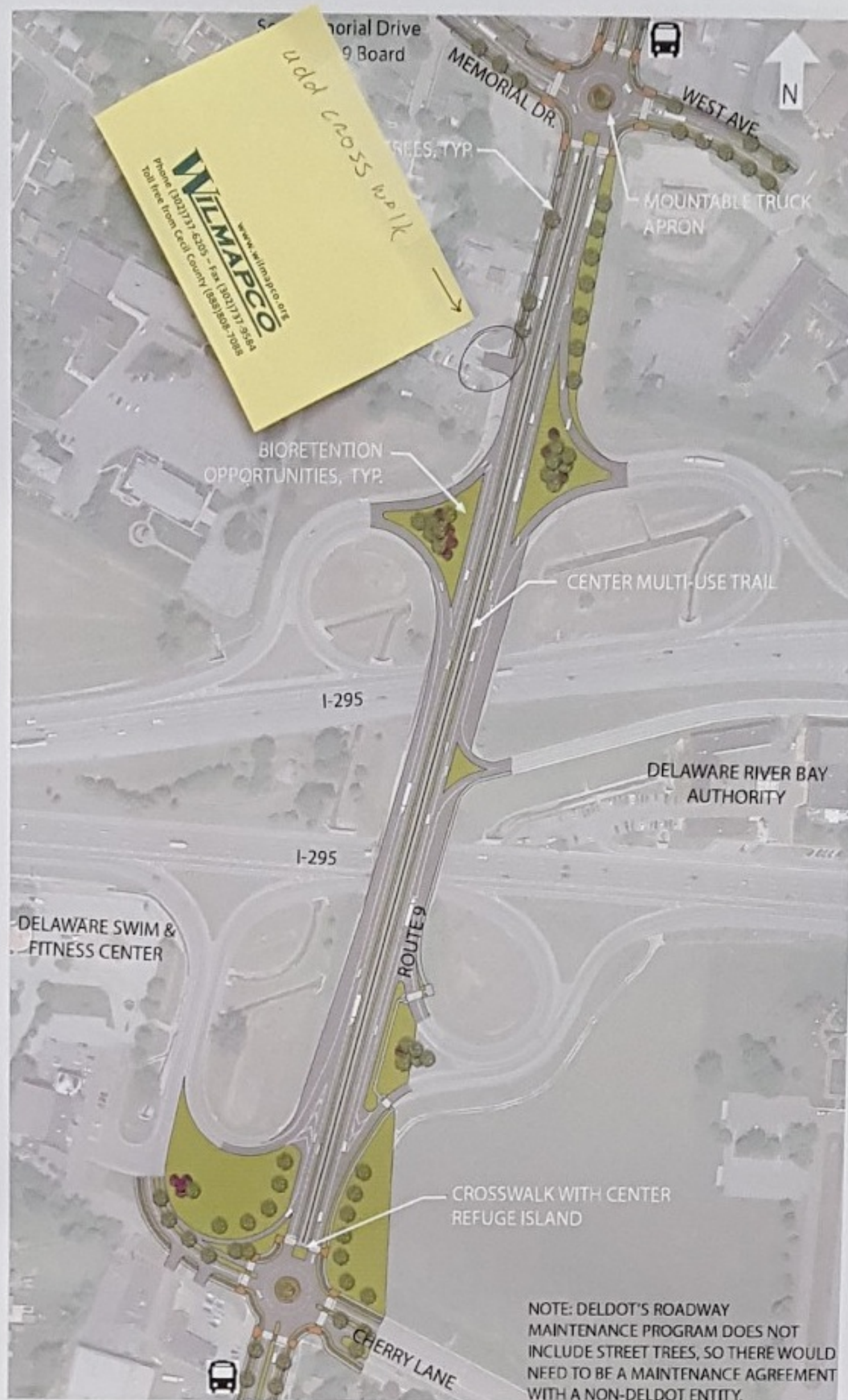
# Intersection Design: I-295 Interchange

4.10

## EXISTING CONDITIONS: I-295 INTERCHANGE



## PROPOSED CONDITIONS: I-295 INTERCHANGE & MULTI-USE TRAIL



Center Multi-Use Trail, L.A., CA

### Traffic Analysis Summary

- A Roundabout can be used as a gateway treatment to the corridor and slow overall traffic speeds
- Two circulating lanes are needed to handle projected 2036 traffic

### I-295 Interchange Cross Section Alternatives

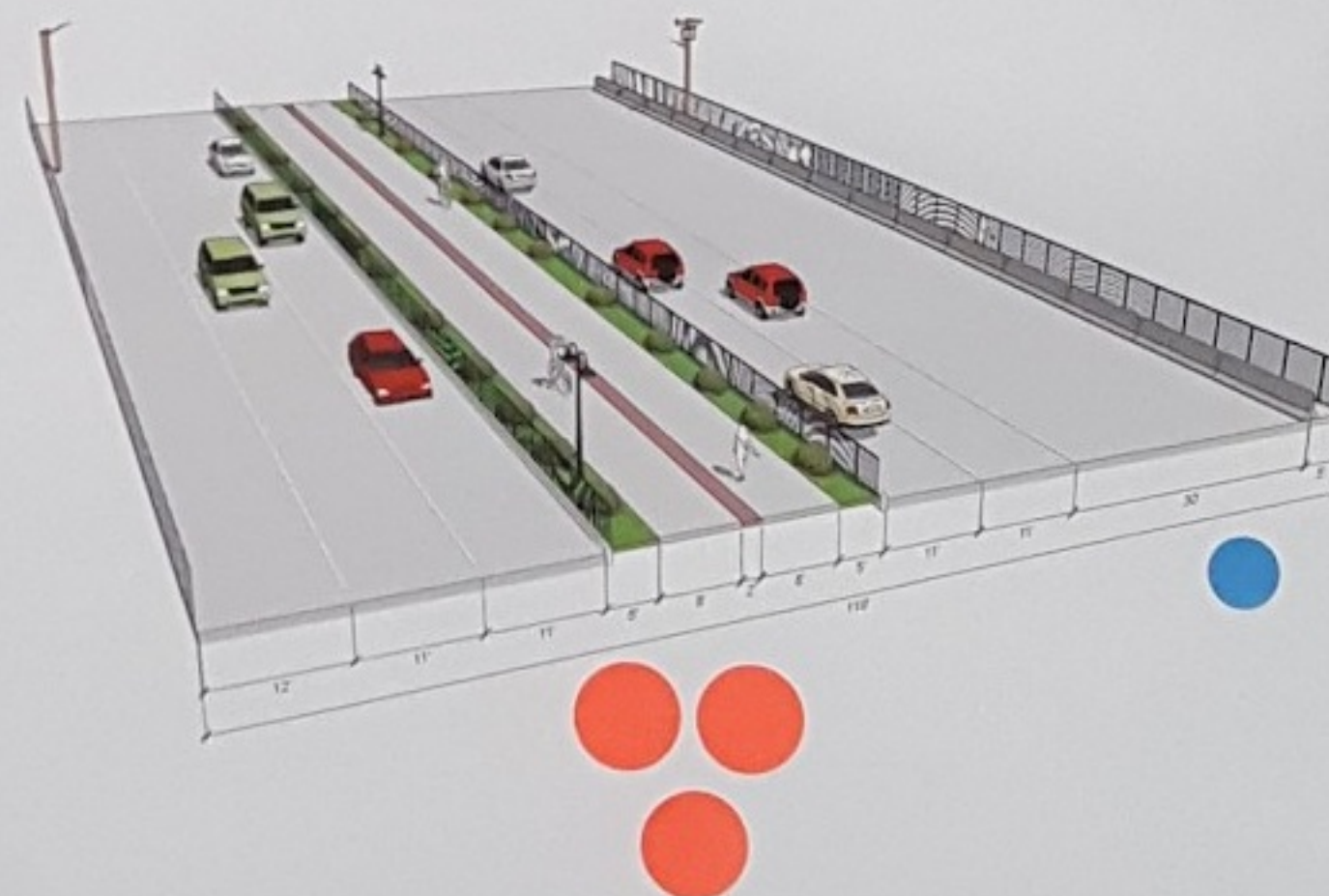
#### EXISTING SITE CONDITIONS



#### SITE FEATURES:

- UNCOMFORTABLE PEDESTRIAN & BICYCLE ENVIRONMENT
- LIMITED LIGHTING & PLANTINGS
- 3 NORTHBOUND AND 2 SOUTHBOUND TRAVEL LANES WITH I-295 SLIP LANES
- BREAKDOWN/PARKING SHOULDER

#### PROPOSED CONDITIONS



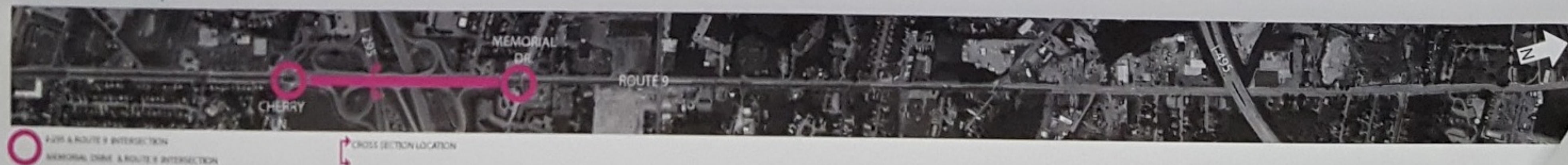
#### SITE FEATURES:

- CENTER MULTI-USE TRAIL
- PEDESTRIAN LIGHTING
- IMPROVED CROSSING CONDITIONS
- 2 NORTHBOUND AND 2 SOUTHBOUND TRAVEL LANES
- IMPROVED LANDSCAPING
- BREAKDOWN & BRIDGE MAINTENANCE SHOULDER

add crosswalk @ intersection  
Haley Dr & Rte 9

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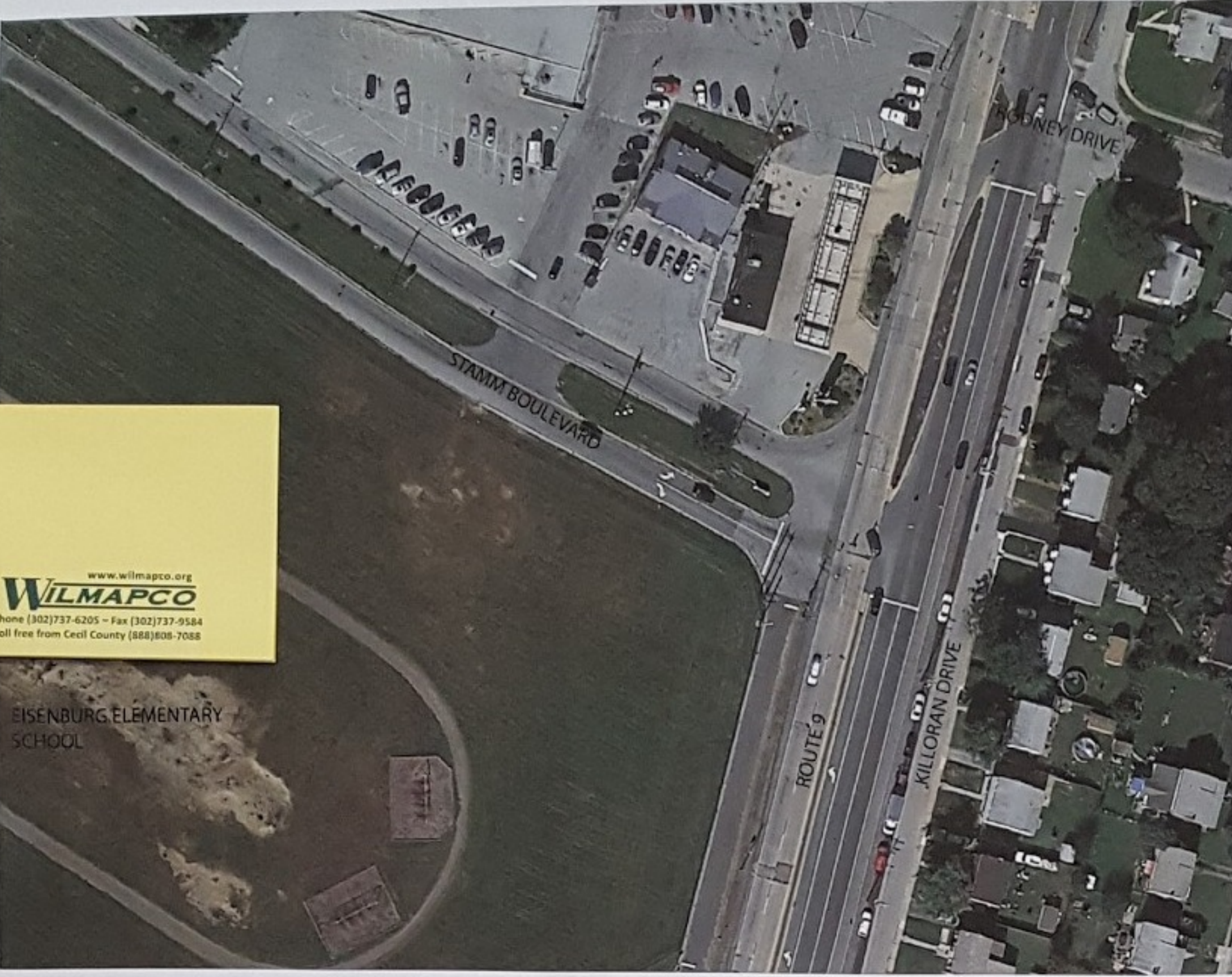
### Location Map





# Intersection Design: Stamm Boulevard

## EXISTING CONDITIONS: STAMM BOULEVARD



## PROPOSED CONDITIONS: STAMM BOULEVARD



NOTE: DELDOT'S ROADWAY MAINTENANCE PROGRAM DOES NOT INCLUDE STREET TREES, SO THERE WOULD NEED TO BE A MAINTENANCE AGREEMENT WITH A NON-DELDOT ENTITY.

## Traffic Analysis Summary

- Projected 2036 traffic will best be handled with a signal at this intersection
- One through lane and turn lane to Stamm Boulevard in each direction is needed

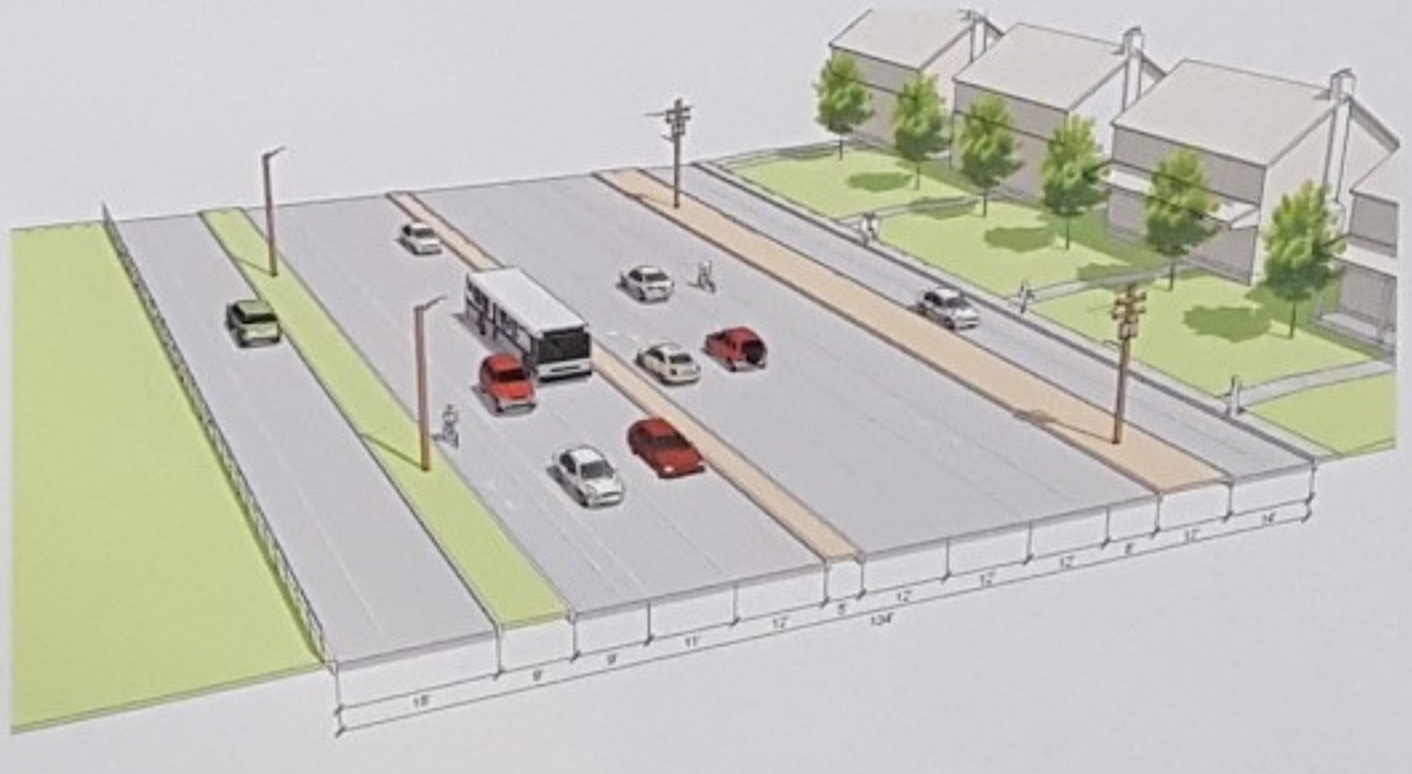
## Stamm Boulevard Cross Section Alternatives

### EXISTING SITE CONDITIONS



- SITE FEATURES:**
- UNCOMFORTABLE PEDESTRIAN & BICYCLE ENVIRONMENT
  - LIMITED LIGHTING & PLANTINGS
  - SIDEWALK ON EAST SIDE OF ROUTE 9
  - OBSTACLES IN SIDEWALK
  - 2 NORTHBOUND AND 2 SOUTHBOUND TRAVEL LANES
  - TURN LANES
  - BREAKDOWN/PARKING SHOULDER
  - SERVICE ROAD

### SCENARIO 1



- SITE FEATURES:**
- BUFFERED BIKE LANES
  - 1 NORTHBOUND AND 2 SOUTHBOUND TRAVEL LANE
  - CENTER TURN LANE
  - BREAKDOWN/PARKING SHOULDER
  - NO IMPACTS TO EXISTING INFRASTRUCTURE & UTILITIES
- \* LOW CONSTRUCTION COST

### SCENARIO 2



- SITE FEATURES:**
- SEPARATED BIKE LANES
  - BIORETENTION OPPORTUNITIES TO REDUCE STORM WATER IMPACTS
  - STREET TREE PLANTING
  - 1 NORTHBOUND AND 2 SOUTHBOUND TRAVEL LANES
  - CENTER TURN LANE
- \* MODERATE CONSTRUCTION COST

### SCENARIO 3



- SITE FEATURES:**
- SEPARATED BIKE LANES
  - WIDER SIDEWALK
  - NEW SIDEWALK ON WEST SIDE OF ROUTE 9
  - STREET AND PEDESTRIAN LIGHTING
  - BIORETENTION OPPORTUNITIES TO REDUCE STORM WATER IMPACTS
  - STREET TREE PLANTING & SCREENING
  - STREET-SIDE BUS SHELTER WITH LIGHTING
  - DESIGNATED BUS PULL-IN
  - 1 NORTHBOUND AND 1 SOUTHBOUND TRAVEL LANES
  - TURN LANE ONTO STAMM BOULEVARD
- \* HIGH CONSTRUCTION COST

Where is parking loss?

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## Location Map





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Need to include  
someone from  
the put in the  
planning

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When is the next  
mtg?  
What happens when the  
report is done?

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Place a dot next to the top three community needs!

Enhancing existing community amenities



Eliminating chronic crime



Reducing the environmental and health burdens of industry

Maintaining affordable housing



Additional owner-occupied housing development

Adding additional retail development



Supporting education and job access and growth



Better bus, walking, and bicycling transportation



Showcasing the area's rich history

Tying future port expansions to sustainable economic growth

Others (write in)



The Route 9 Corridor Master Plan will identify the best reinvestment and redevelopment strategies for the Route 9 Corridor between the City of Wilmington and the City of New Castle.

Please share your thoughts on the vision statement by

Family

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Together

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Safety

Safe

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Better Sidewalks

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Store

Nail Salons

Add a Dollar Tree.

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Nature

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Places to go near by

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Lots of people

Bigger houses

Bigger houses  
Bigger backyard

Alfa Park  
Good People

Better Security

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Basketball gym

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Different types of houses.

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Bathrooms @ the park

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Plants

Trees

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BANK

Shower Villa

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more stuff to do in the neighborhood

Basket Ball Courts

dirt bike trails

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Better Police

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Better Scenery

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big houses/ yards

big

Big Parks

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Clean

clean.

Clean

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Fun

Football

more Fun Building  
Example: water Park

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