



Transportation Project Prioritization Process and Results

Introduction

The Route 9 Corridor Master Plan, endorsed in May 2017, identifies the best 20-year reinvestment and redevelopment strategies for the Route 9 Corridor between the City of Wilmington and the City of New Castle, Delaware. The Master Plan was requested by New Castle County's Department of Land Use, which identified that the area needs revitalization. The plan was developed by the Wilmington Area Planning Council (WILMAPCO) and was guided by a Steering Committee comprised of local civic organizations and agency partners. The plan identifies the existing conditions of the corridor, presents a real estate and market analysis, gives an overview of the community engagement process, and presents a series of land use and transportation recommendations. These recommendations are intended to meet the project goals of improving public health and quality of life, incentivizing economic development, mitigating environmental concerns, addressing safety, promoting and enhancing the use of alternative transportation, and managing truck traffic.

After the Route 9 Corridor Master Plan was endorsed by the WILMAPCO Council in May 2017, a Monitoring Committee was formed to help guide the implementation of the plan. All members of the Steering Committee, which helped guide the development of the plan, were invited to join the Monitoring Committee. Others joined as well, mostly civic leaders and other interested parties. The committee meets nearly monthly and has a mission to support implementing the Plan through a collaborative community dialogue.

The Monitoring Committee determined that one necessary step was to rank and prioritize the transportation recommendations presented in the plan. This would provide DelDOT some guidance as to which of the 20 transportation projects in the plan are most important.

A Transportation Project Prioritization Subcommittee was formed to lead this process. The Subcommittee developed a technical scoring process that was based on a process developed for Wilmington Initiatives, a multi-agency partnership on projects designed to improve circulation in the City of Wilmington. The resulting Route 9 Project Prioritization process became more data driven and quantitative than what is used in Wilmington. It also uses criteria relevant locally, such as crime and health statistics and job growth potential.

Public Process

The Transportation Project Prioritization Subcommittee was comprised of representatives from WILMAPCO, DelDOT, New Castle County, and Nemours Health, along with a few civic leaders from the Monitoring Committee. In addition to email correspondence, the subcommittee held two separate meetings (Monday, April 16 and Monday, May 14, 2018) to develop the technical scoring process. As the technical scoring process was developed, drafts of the process were presented to the Monitoring Committee at each meeting between February and July 2018.

In addition, the process received some public scrutiny. The monitoring committee held a public workshop on Monday, June 25, 2018 at the Rose Hill Community Center. This workshop was intended to present the completed Route 9 Corridor Master Plan to the public, including its scored recommendations and the efforts of the Monitoring Committee, government agencies, and civic organizations to implement aspects of the plan. Multiple stations were arranged to present specific efforts. One station was dedicated to the Transportation Project Prioritization Process. This gave the public an opportunity to ask questions about the process and provide feedback. Those in attendance largely supported the prioritization process and its draft results.

The Route 9 Transportation Project Prioritization Process and its results were unanimously endorsed by the Monitoring Committee at their meeting on July 17, 2018.



The Transportation Project Prioritization Process station at the Route 9 Corridor Master Plan Public Workshop, June 25, 2018.

The Scoring Process

Twelve scoring factors were identified based on the goals of the Route 9 Corridor Master Plan. Each transportation project received scores for each factor on an 11-point scale, ranging from -5 (significant negative impact) to 5 (significant positive impact). Some factors were identified as community priorities, and they were multiplied to give higher weight. For each project, the scores for all factors were summed to produce a total score. The projects were then ranked by their total scores. A higher score indicates a higher priority. The twelve scoring factors are described in detail below.

Scoring Factors in the Prioritization System

- **Vehicle Circulation** - How well does this project maintain/improve traffic flow (i.e. improve Level of Service, LOS)?
 - Quantitative. Based on project description and LOS modeling in 2036 conditions completed in the Master Plan. Scores for intersections are directly taken from the traffic analysis – no build vs. build conditions. Scores for road segments are figured by averaging LOS gains/losses of the segment's two endpoint intersections.
 - Index – LOS improvement \geq two grades = 5; LOS improvement = 2; No LOS change = 0; LOS reduction = -2; LOS reduction \geq two grades = -5.
- **Walking Circulation** - How well does this project improve conditions for people walking, including access for the disabled?
 - Qualitative. Based on project description in the Master Plan.
 - Index --- Off-road connections = 5; pedestrian safe intersection crossing = 4; buffered sidewalks = 3; non-buffered sidewalks = 1.
- **Bicycle Circulation** - How well does this project improve conditions for people bicycling?
 - Qualitative. Based on project description in the Master Plan.
 - Index --- Off-road connections = 5; bike safe intersection crossing = 4; separated bikeways = 3; on street bikeways = 1.
- **Bus Circulation (x2)** - How well does this project improve public bus availability and quality, including access to bus stops?
 - Qualitative. Based on project description in the Master Plan.
 - Index --- on road bus stop connectivity = 5; bus access improvement (i.e. bus pullover lane) = 3; bus ped/bike access improvement = 1.

- **Transportation Safety (x2)** - How well does the project address problems at locations with a high number of total crashes?
 - Quantitative. Based on latest 3-year crash data.
 - Index --- high crash cluster = 5; medium-high crash cluster =4; medium crash cluster = 3; medium-low crash cluster = 2; low crash cluster =1.
- **Pedestrian/Bicycling Safety (x2)** - How well does the project address problems at locations with a high number of pedestrian and bicycle crashes?
 - Quantitative. Based on latest 3-year crash data.
 - Index --- high crash cluster = 5; medium-high crash cluster =4; medium crash cluster = 3; medium-low crash cluster = 2; low crash cluster =1.
- **Crime Prevention (x2)** - How well does the project addresses problems at locations with a high number of crimes, such as lighting improvements and tree plantings?
 - Quantitative. Based on crime data. Only projects with a lighting/greening element are eligible for points.
 - Index -- High crime area = 5 points; moderate crime area = 3 points; low-moderate crime area = 1 point.
- **Truck Management (x2)** - How well does the project help keep big trucks off restricted residential streets?
 - Qualitative. Based on project description in the Master Plan.
 - Index -- the project is expected to have a significant lessening of truck movement on residential streets = 5 points. The project is expected to have a moderate lessening of truck movement on residential streets = 3 points. The project is expected to have a minor lessening of truck movement on residential streets = 1 point.
- **Green Enhancements** - How well does the project improve local environmental conditions, such as mitigating or reducing industrial and vehicle pollution and storm water drainage?
 - Qualitative. Based on project description in the Master Plan.
 - Index – the project boasts significant environmental benefits, such as the reduction of diesel truck emissions/idling = 5 points. The project would introduce greening of an existing industrial area = 3 points. The project would green a stretch of roadway and/or introduce a roundabout at an intersection = 2 points. The project would green a pathway or road intersection = 1 point.
- **Job Growth (x2)** - How well does this project contribute to local job growth?
 - Qualitative. Based on project description in the Master Plan.
 - Index -- Projects of potential economic significance receive 5 points. Projects of little economic significance, but of a large scale may generate short-term construction jobs

receive 2 points, while projects of a moderate to low scale 1 point.

- **Urban Design** - How well does this project improve urban design, such as beautification and/or improvements to placemaking, historic resources, etc.?
 - Qualitative. Based on project description in the Master Plan.
 - Index - Projects that involve three (3) or more modes of transportation with landscaping, lighting, and special hardscaping* receive 5 points; projects that involve two (2) modes of transportation with landscaping, lighting, and special hardscaping* receive 4 points; projects that involve one (1) mode of transportation with landscaping, lighting, and special hardscaping* receive 3 points; projects that involve three (3) or more modes of transportation only receive 2 points; projects that involve two (2) or less modes of transportation only receive 1 point.
 - In any scenario, transportation projects must be contextually appropriate and integrate to the current and future contemplated land use.
 - *Special hardscaping means any hardened surface treatment beyond standard asphalt or plain concrete that facilitates ADA compliance where necessary (e.g. unit pavers). This can also include stamped or textured asphalt or concrete or painted/striped asphalt or concrete beyond the colors white and yellow.

- **Social Determinants of Health (SDOH) (x2)** - Does this project occur in an area of public health concern?
 - Quantitative. Based on demographic and socio-economic data from the American Community Survey and food desert data from the US Dept. of Agriculture.
 - Index – Projects within or bordering census block groups with high poverty rates (relative to the study area); low levels of high school graduation rates (relative to the study area), high levels of ethnic and racial minority concentration (relative to the study area), high levels of unemployment (relative to the study area); low homeownership rates (relative to the study area); more recent housing tenure (median year householder moved in) (relative to the study area); high percentage of single-parent households (relative to the study area); and those within or bordering USDA-defined food deserts are areas of public health concern. High SDOH concern = 5; medium high SDOH = 4; medium SDOH concern = 3; medium low SDOH concern = 2; low SDOH concern = 1; very low SDOH concern = 0.

Results

These priority scores are only intended as one means to assess a project's priority; all projects in the Route 9 Master Plan are important. Easy to implement projects, with low costs, for example, should not be shelved just because they have a low score. Indeed, those factors make them (such as feasibility studies and the interim road diet on Memorial Drive) attractive to pursue quickly. Instead, the priority scores should be viewed as guidance, perhaps showing which segment of road or intersection may be a bit more important to improve faster than another with all things being equal. We separate out projects by type to further aid with more relevant comparisons.

MULTIMODAL ROADWAY PROJECTS

Name	Priority Score
SR 9 Road Diet/Streetcape: Memorial Dr to Lambson Ln	61
Memorial Drive at SR 9 Roundabout	51
SR 9 Road Diet/Streetcape: Lambson Ln to Rogers Rd	47
Rogers Rd at SR 9 Intersection Rebuild	47
Cherry Ln at SR 9 Roundabout	44
Multiuse Center Lane Pathway: I-295 at SR 9	43
Memorial Drive Road Diet: Full Build	41
Terminal Avenue at SR 9 Roundabout	38
SR 9 Road Diet/Streetcape: Buttonwood Ave to Cherry Ln	38
Karyl Drive at Memorial Drive Intersection Rebuild	35
SR 9 Road Diet/Streetcape: Rogers Rd to Terminal Ave	31
Stamm Blvd at SR 9 Intersection Rebuild	27
Memorial Drive Road Diet: Interim Build	18

OFF-ROAD PEDESTRIAN/BIKE

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

FEASIBILITY STUDIES

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

TRUCK MOVEMENT

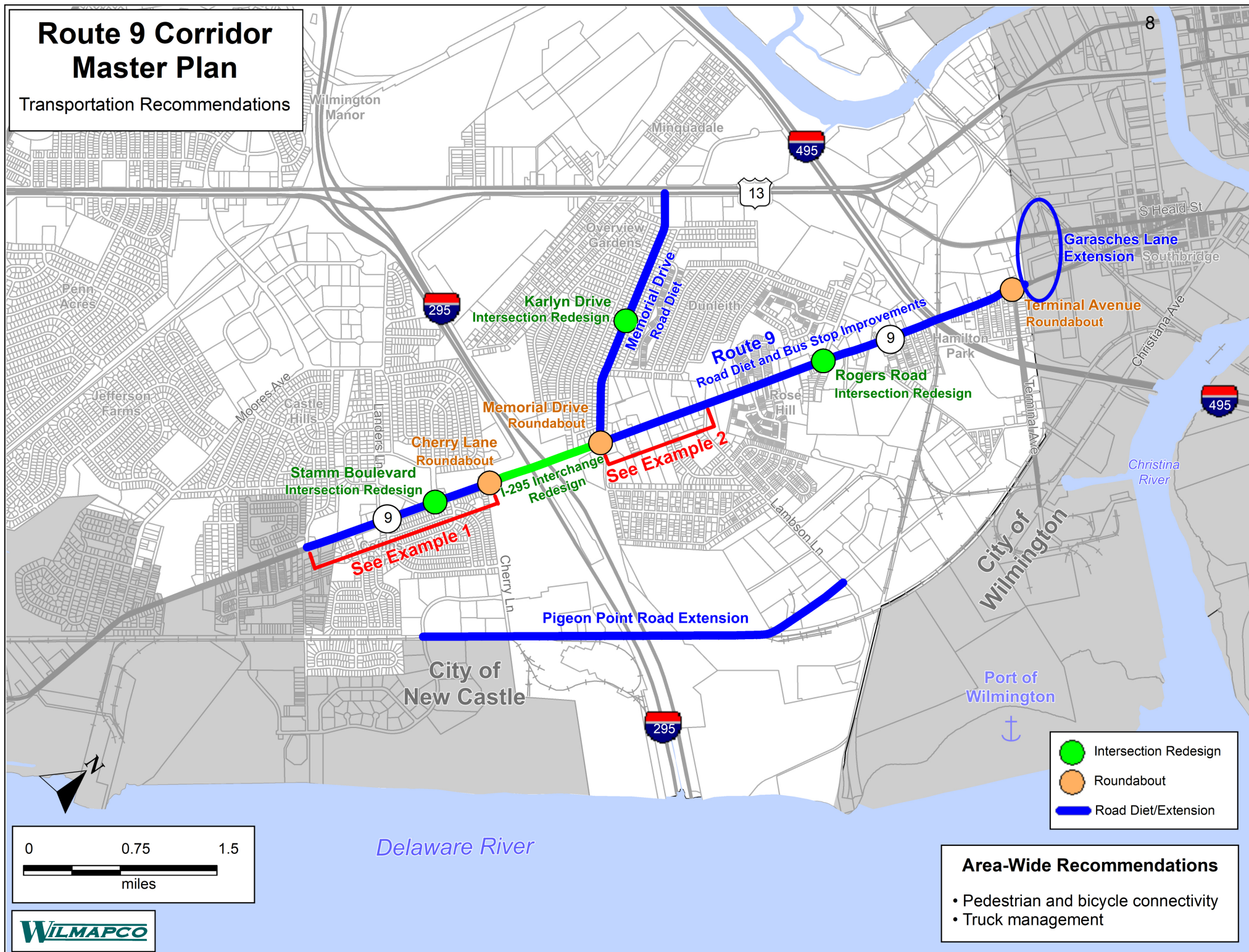
Name	Priority Score
Illegal truck movement outreach and enforcement	21
Overnight electrified parking for port-related trucks	16
Comprehensive truck signage	17
Inventory of diesel activity at Port of Wilmington	11

Next Steps Towards Implementation

Several projects underway are directly correlated to the scoring and transportation recommendations as indicated in the Master Plan. This includes the Memorial Road Diet: Interim Build under a repaving and pedestrian/bike improvements under New Castle County's awarded Transportation Alternatives Program and a pair of Safe Routes to School (SRTS) projects at McCullough Middle School and Eisenberg Elementary School. While these smaller projects will continue to provide a level of infrastructure investment and improvement to the area, the question is how the greater \$1.2 million of preliminary engineering (FY 23; FY 24) is divided or focused for specific projects? Several greater capital projects can be programmed together as well as further feasibility studies which would reflect Planning measures to ensure future investment decisions. The technical scoring process developed here, along with continuing public outreach, should help focus future investments.

Route 9 Corridor Master Plan

Transportation Recommendations



MULTIMODAL ROADWAY PROJECTS

Row ID	Page #	Name	Final Score	Vehicle Circulation	Walking Circulation	Bicycle Circulation	Green Enhancements	Urban Design	Bus Circulation (x2)	Transportation Safety (x2)	Walking/Biking Safety (x2)	Crime Safety (x2)	Truck Management (x2)	Job Growth Modified (x2)	SDOH (x2)	Final Score
1	78	SR 9 Road Diet/Streetcape: Memorial Dr to Lambson Ln	61	2	3	3	2	5	2	10	10	10	0	4	10	61
2	76	Memorial Drive at SR 9 Roundabout	51	2	4	4	2	5	2	10	0	10	0	4	8	51
3	72	SR 9 Road Diet/Streetscape: Lambson Ln to Rogers Rd	47	0	3	3	3	2	6	10	0	6	0	4	10	47
4	71	Rogers Rd at SR 9 Intersection Rebuild	47	5	4	4	3	5	2	8	0	2	0	4	10	47
5	82	Cherry Ln at SR 9 Roundabout	44	5	4	4	2	5	2	10	0	6	0	4	2	44
6	82	Multiuse Center Lane Pathway: I-295 at SR 9	43	2	4	3	2	4	0	6	0	10	0	4	8	43
7	80	Memorial Drive Road Diet: Full Build	41	0	3	3	2	5	2	4	0	10	0	4	8	41
8	67	Terminal Avenue at SR 9 Roundabout	38	0	4	4	3	5	2	6	0	2	0	4	8	38
9	86	SR 9 Road Diet/Streetcape: Buttonwood Ave to Cherry Ln	38	-2	3	3	2	2	6	8	0	6	0	4	6	38
10	80	Karyln Drive at Memorial Drive Intersection Rebuild	35	2	3	4	1	5	2	2	0	6	0	2	8	35
11	68	SR 9 Road Diet/Streetscape: Rogers Rd to Terminal Ave	31	2	3	1	3	2	2	4	0	2	0	4	8	31
12	84	Stamm Blvd at SR 9 Intersection Rebuild	27	-5	4	4	1	5	2	4	0	6	0	4	2	27
13	80	Memorial Drive Road Diet: Interim Build	18	0	1	1	0	2	2	4	0	0	0	0	8	18

OFF-ROAD PEDESTRIAN/BIKE

Row ID	Page #	Name	Final Score	Vehicle Circulation	Walking Circulation	Bicycle Circulation	Green Enhancements	Urban Design	Bus Circulation (x2)	Transportation Safety (x2)	Walking/Biking Safety (x2)	Crime Safety (x2)	Truck Management (x2)	Job Growth Modified (x2)	SDOH (x2)	Final Score
14	58	Neighborhood connections pathway network (multiple projects)	41	0	5	5	1	4	2	0	0	10	0	4	10	41

FEASIBILITY STUDIES

Row ID	Page #	Name	Final Score	Vehicle Circulation	Walking Circulation	Bicycle Circulation	Green Enhancements	Urban Design	Bus Circulation (x2)	Transportation Safety (x2)	Walking/Biking Safety (x2)	Crime Safety (x2)	Truck Management (x2)	Job Growth Modified (x2)	SDOH (x2)	Final Score
15	62	Pigeon Point Rd Extension w/new I-295 interchange Concept Study	28	0	0	0	0	2	0	0	0	0	10	10	6	28
16	62	Garasches Ln to Terminal Ave Extension Concept Study	16	0	1	1	0	2	0	0	0	2	0	10	0	16

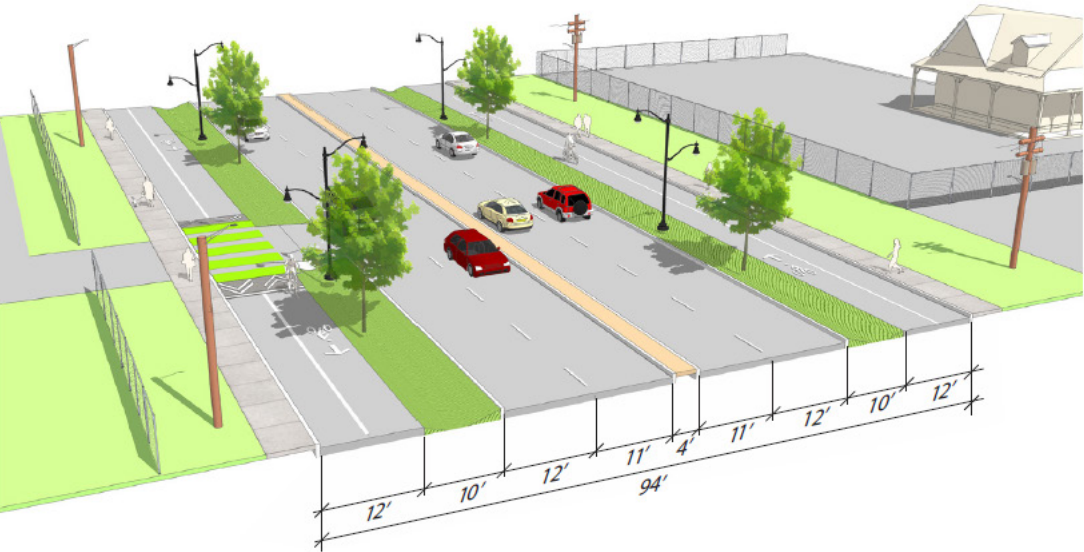
TRUCK MOVEMENT

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Example 2: Transportation Project Prioritization

SR 9 Road Diet/Streetscape: Memorial Dr to Lambson Ln

SCENARIO 2 - South of Memorial Drive Looking North (Preferred)



KEY FEATURES

- Separated bike lanes
- Wider sidewalk at existing obstacles
- Street and pedestrian lighting
- Bioretention opportunities to reduce storm water impacts
- Street tree planting
- 2 northbound and 2 southbound travel lane

*Moderate construction cost

Draft Scoring

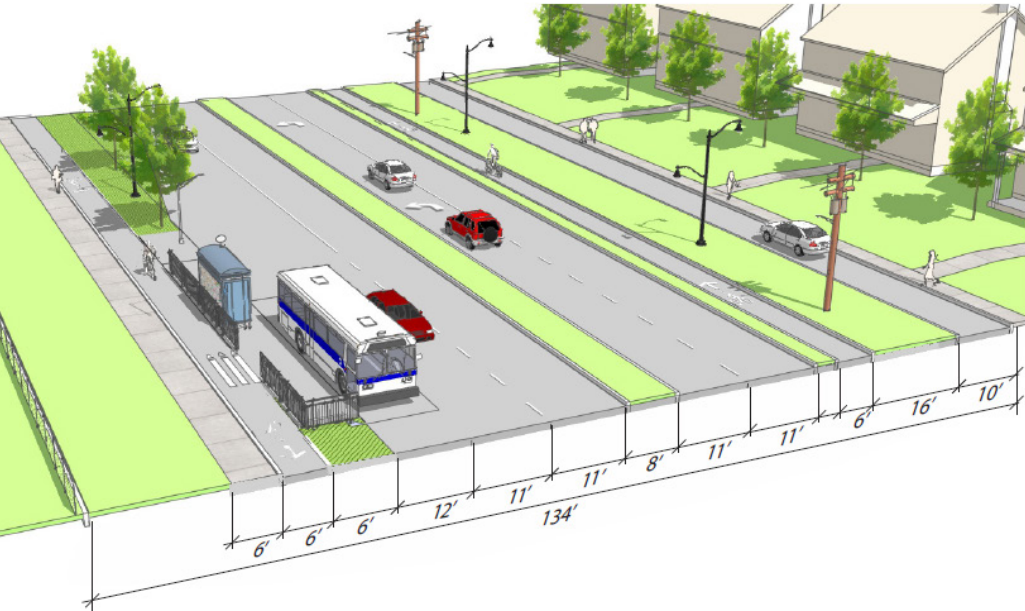
Vehicle circulation	2
Walking circulation	3
Bicycling circulation	3
Bus circulation (x2)	2
Transportation safety (x2)	10
Bike/ped safety (x2)	10
Crime prevention (x2)	10
Truck management	0
Green enhancements	2
Job growth (x2)	4
Urban design	5
Public Health (SDOH) (x2)	10

TOTAL 61

Example 1: Transportation Project Prioritization

SR 9 Road Diet/Streetscape: Buttonwood Ave to Cherry Ln

SCENARIO 3 - South of Stamm Boulevard Looking North (Preferred)



KEY FEATURES

- Separated bike lanes
- Wider sidewalk
- New sidewalk on west side of Route 9
- Street + 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 lane
- Left turn lane, northbound

*High construction cost

Draft Scoring

Vehicle circulation	-2
Walking circulation	3
Bicycling circulation	3
Bus circulation (x2)	6
Transportation safety (x2)	8
Bike/ped safety (x2)	0
Crime prevention (x2)	6
Truck management	0
Green enhancements	2
Job growth (x2)	4
Urban design	2
Public Health (SDOH) (x2)	6

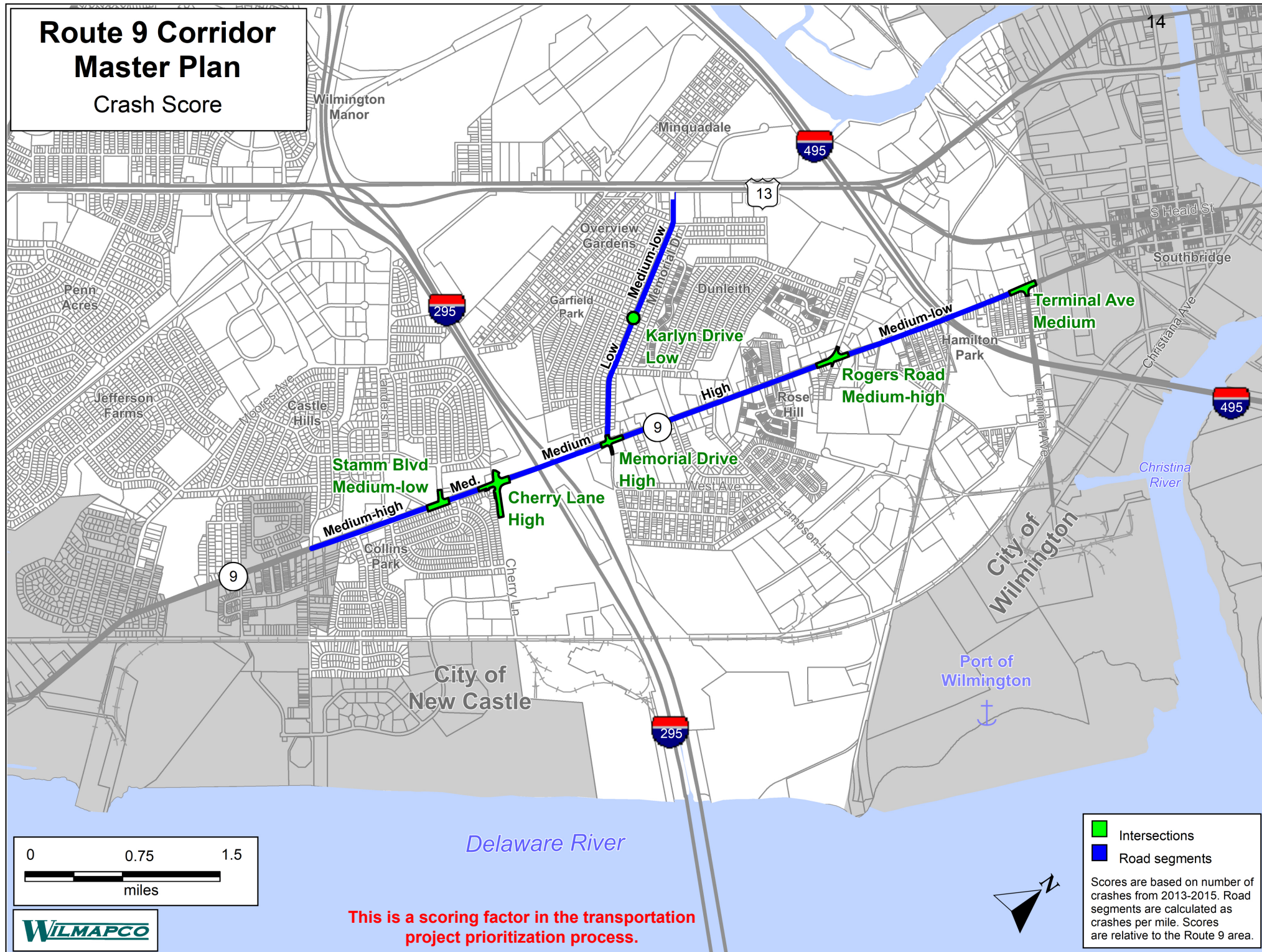
TOTAL 38

Row ID	Page #	Name	Classification	Potential funding pool(s)	Location	Justification
1	58	Neighborhood connections pathway network	Bike/ped	Various: TAP, CTP, County, local	Study area	This project will construct neighborhood pathway networks on both the east and west sides of SR 9. The networks will build on and expand the Tri-Park Paths project by New Castle County. The pathway networks will provide pedestrian and bicycle accessible trails to connect the now largely disconnected suburban communities that comprise the SR 9 corridor. Active SRTS Programs (McCullough and Eisenburg) and an active TAP Project (to be initially situated around the new library) may help construct elements of this network.
2	62	Garasches Ln to Terminal Ave Extension Concept Study	Study	WILMAPCO (UPWP)	NW of Terminal Ave into Wilmington	This project would extend Garasches Ln to SR 9 near Terminal Ave to build a more direct trucking route. It is aimed at supporting light industrial activity along Garasches Ln via an enhanced connection to I-495 and the port.
3	62	Pigeon Point Rd Extension w/new I-295 interchange Concept Study	Study	WILMAPCO (UPWP)	Pigeon Point Rd from Lambson Ln to Lukens Dr	This project would extend Pigeon Point Rd south from Lambson Ln to Lukens Dr in the vicinity of the rail line. A new interchange with I-295 will also be built along this road. The project would improve freight efficiency by creating a backbone route for trucks serving the port and surrounding industry and commerce. It would allow for a more comfortable expansion of the port southwards. With this route in place, trucks should also be less compelled to utilize restricted neighborhood roads.
4	62	Comprehensive truck signage	Trucks	CTP	Study area	This project would comprehensively assess and better sign existing truck restrictions to help keep big trucks off neighborhood streets. It would also ensure that those restrictions are reflected on truck GPS directions.
5	62	Illegal truck movement outreach and enforcement	Trucks	County, local, police	Study area	This project will provide general education, outreach, and enforcement of truck restrictions to truck drivers and the businesses they serve. The effort is aimed at reducing the amount of big trucks that utilize restricted neighborhood streets.
6	62	Inventory of diesel activity at Port of Wilmington	Trucks	COMPLETED BY DNREC/SWPN in 2017	Port of Wilmington	This project will inventory all diesel engines and activity at and around the Port of Wilmington. It will build on an inventory begun by DNREC and the South Wilmington Planning Network. Such an inventory is useful for identifying potential recipients of grants to replace aged diesel equipment, which are responsible for air emissions and health problems.
7	62	Overnight electrified parking for port-related trucks	Trucks	Private, Port of Wilmington, CTP	Terminal Ave near I-495 interchange	This project would construct a new parking facility for trucks serving the Port of Wilmington and surrounding commerce and industry. The site would have electric plug-in capabilities, so trucks could continue to run without idling. The project would support the more efficient movement of freight, provide needed extra truck parking at the port, and reduce diesel emissions. A public or private venture could be pursued. Two potential locations along Terminal Avenue were identified in WILMAPCO's 2013 Port Parking Study.
8	67	Terminal Avenue at SR 9 Roundabout	Multimodal	CTP	SR 9 at Terminal Ave	This project rebuilds Terminal Ave at SR 9 as a single lane roundabout. The feature would act as a gateway to the corridor while helping slow traffic, enhance traffic safety, and support truck movements. The roundabout design can be modified for a connection to Garasches Ln. With the full SR 9 road diet in place, this project will have almost no impact on traffic LOS in modeled 2036 conditions.
9	68	SR 9 Road Diet/Streetscape: Rogers Rd to Terminal Ave	Multimodal	CTP	SR 9 from Rogers Rd to Terminal Ave	This project will provide traffic calming, beautification, green infrastructure, and enhanced pedestrian and bicycle connectivity and safety on SR 9 from Rogers Rd to Terminal Ave. The preferred cross-section would reduce travel lanes to one northbound and one southbound with a center turn lane. Saved ROW will be used for a breakdown/bus pullover/parking shoulder, buffered bike lanes, and wider sidewalks around existing obstacles. Street trees will be added to screen existing industry and capture dust pollution. With the full SR 9 road diet in place, this project will have almost no impact on traffic LOS in modeled 2036 conditions.
10	71	Rogers Rd at SR 9 Intersection Rebuild	Multimodal	CTP	SR 9 at Rogers Rd	This project rebuilds the intersections of Rogers Rd and Sutton Ln with SR 9. The feature removes the existing slip lanes. They are replaced with offset T- intersections - one at Rogers Rd and one at Sutton Rd. Saved ROW on the southwest corner is converted to a small park with a connecting trail. Expanded bus stops are included in the design, along with enhanced pedestrian crossings. The project will enhance traffic safety, beautify the location, add green space, screen industry, enhance pedestrian and bicycle connectivity, all the while maintaining acceptable traffic flow. With the full SR 9 road diet in place, this project will have no impact on traffic LOS in modeled 2036 conditions.
11	72	SR 9 Road Diet/Streetscape: Lambson Ln to Rogers Rd	Multimodal	CTP	SR 9 from Lambson Ln to Rogers Rd	This project provides traffic calming, beautification, green infrastructure, and enhanced pedestrian and bicycle connectivity and safety on SR 9 from Lambson Ln to Rogers Rd. The preferred cross-section reduces travel lanes to one northbound and one southbound. Saved ROW is used for bioretention swaths, dedicated bus pullover lanes, separated bicycle lanes, wider sidewalk at existing obstacles, and new sidewalk on the east side of SR 9. Street trees are added along with pedestrian scaled lighting. The bioretention area (with a mountable curb) doubles as an emergency breakdown lane. With the full SR 9 road diet in place, this project will have almost no impact on traffic LOS in modeled 2036 conditions.

Row ID	Page #	Name	Classification	Potential funding pool(s)	Location	Justification
12	76	Memorial Drive at SR 9 Roundabout			SR 9 at Memorial Dr	This project rebuilds Memorial Dr at SR 9 as a hybrid single-double lane roundabout. The feature would act as a gateway to the corridor, while helping slow traffic, enhance traffic safety, support truck movements, and improve traffic flow. The feature enables the construction of the I-295 interchange center lane pathway. With the full SR 9 road diet in place, this project will have a positive impact on traffic LOS in modeled 2036 conditions.
13	78	SR 9 Road Diet/Streetcape: Memorial Dr to Lambson Ln	Multimodal	CTP	SR 9 from Memorial Dr to Lambson Ln	This project provides traffic calming, beautification, green infrastructure, and enhanced pedestrian and bicycle connectivity on SR 9 from Memorial Dr to Lambson Ln. The preferred cross-section maintains two travel lanes in each direction, but eliminates turning lanes and the shoulders. Saved ROW is converted to separated bicycle lanes, wider sidewalk at existing obstacles, and a bioretention area with trees and pedestrian scaled lighting. With the full SR 9 road diet in place, this project will have almost no impact on traffic LOS in modeled 2036 conditions.
14	80	Memorial Drive Road Diet: Interim Build	Multimodal	CTP - repaving project	Memorial Dr from SR 9 to US 13	This project provides traffic calming and enhanced pedestrian and bicycle connectivity and safety along Memorial Drive. This relatively inexpensive interim build project reconfigures Memorial Drive from two lanes in each direction to one lane in each direction. The hardscape center median with street lighting is maintained. The parking shoulder is largely maintained as well, though some parking at key locations may need to be removed. Saved ROW will be used for on street bicycle lanes. Pedestrian safety intersection enhancements at Karlyn Dr and Bizarre Dr, hotspots for student crossings, are also proposed. This interim build slightly worsens traffic conditions in modeled 2036 conditions compared to the no build, but could be an inexpensive first step towards the full build.
15	80	Karlyn Drive at Memorial Drive Intersection Rebuild	Multimodal	CTP	Memorial Dr at Karlyn Dr	This project features pedestrian and bicycle improvements and green space additions to the intersection of Karlyn Dr at Memorial Dr. Working in tandem with the full build of the Memorial Drive road diet, the project will improve safety and connectivity for people walking and bicycling. Bumpouts with green space are added at each corner of the intersection; pedestrian crosswalks are marked and include a center refuge island; a bicycle crosswalk is included along Memorial Drive. An active SRTS Program at McCullough Middle School may help construct elements of this project.
16	80	Memorial Drive Road Diet: Full Build	Multimodal	CTP	Memorial Dr from SR 9 to US 13	This project provides traffic calming, beautification, green infrastructure and enhanced pedestrian and bicycle connectivity and safety along Memorial Drive. This preferred full build project reconfigures Memorial Drive from two lanes in each direction to one lane in each direction. The hardscape center median with street lighting is removed. A center turn lane is placed here instead. Street lighting is relocated to the sides of the roadway. The parking shoulder is reconfigured as bicycle lanes buffered by a mix of parking spots and street trees. Pedestrian safety intersection enhancements at Karlyn Dr and Bizarre Dr, hotspots for student crossings, are also proposed. The full build maintains better traffic flow in modeled 2036 conditions than the interim build, and even improves upon no build conditions through that year.
17	82	Multiuse Center Lane Pathway: I-295 at SR 9	Bike/ped	CTP : dependent on Cherry Land and Memorial Drive roundabouts	SR 9 from Cherry Ln to Memorial Dr	This project provides traffic calming, beautification, green infrastructure and enhanced pedestrian and bicycle connectivity and safety along SR 9 at the I-295 interchange. ROW along SR 9 as it passes over I-295 is reorganized. Motorized travel lands are shifted towards the curb to provide room for a center lane multiuse pathway, to be buffered by green space and pedestrian lighting. Access points to the pathway are roundabouts at Memorial Dr and Cherry Ln. Street trees are added in green spaces near existing ramps. With the full SR 9 road diet in place, this project will correspond with a positive impact on traffic LOS in modeled 2036 conditions.
18	82	Cherry Ln at SR 9 Roundabout	Multimodal	CTP	SR 9 at Cherry Ln	This project rebuilds Cherry Ln at SR 9 as a hybrid single-double lane roundabout. The feature would act as a gateway to the corridor, while helping slow traffic, enhance traffic safety, support truck movements, and improve traffic flow. The feature enables the construction of the I-295 interchange center lane pathway. With the full SR 9 road diet in place, this project will have a positive impact on traffic LOS in modeled 2036 conditions.
19	84	Stamm Blvd at SR 9 Intersection Rebuild	Study/Multimodal	WILMAPCO (UPWP): CTP for implementation	SR 9 at Stamm Blvd	This project rebuilds the intersection of Stamm Blvd at SR 9. Unnecessary, extra pavement is reorganized. Enhancements include improved walking connections from the eastside frontage road. Green space is added to provide a buffer for people walking and biking. This project will improve traffic safety, enhance pedestrian and bicycle connectivity and safety, add green space and beautify the corridor. With the full SR 9 road diet in place, this project will have a slightly negatively impact on traffic LOS in modeled 2036 conditions though they remain entirely acceptable for an urbanized area. Further traffic analysis is needed to model the impacts of proposed lane reductions and reorganizations in this stretch of the corridor.
20	86	SR 9 Road Diet/Streetcape: Stamm Blvd to Landers Ln	Study/Multimodal	WILMAPCO (UPWP): CTP for implementation	SR 9 from Stamm Blvd to Landers Ln	This project provides traffic calming, beautification, green infrastructure, and enhanced pedestrian and bicycle connectivity on SR 9 from Stamm Blvd to Landers Ln. The project will remove one travel lane in each direction, remove on street parking, and reduce Kiloran Dr from two to one lanes. Saved ROW is converted to separated bicycle lanes, wider sidewalks, a new sidewalk on the west side of SR 9, dedicated bus pullover space, a bioretention swale with street trees, and pedestrian scaled lighting. Further traffic analysis is needed to model the impacts of proposed lane reductions and reorganizations here.

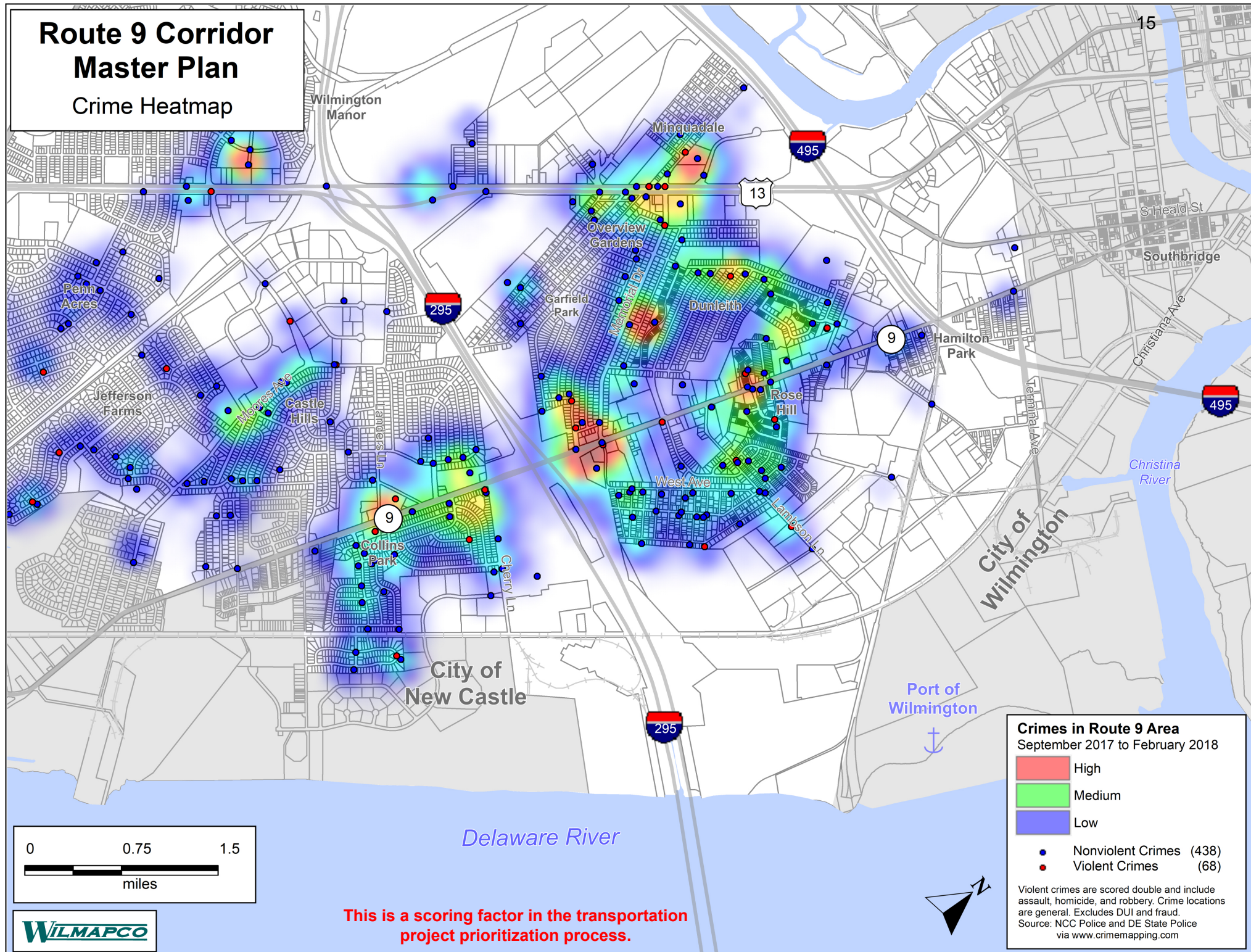
Route 9 Corridor Master Plan

Crash Score



Route 9 Corridor Master Plan

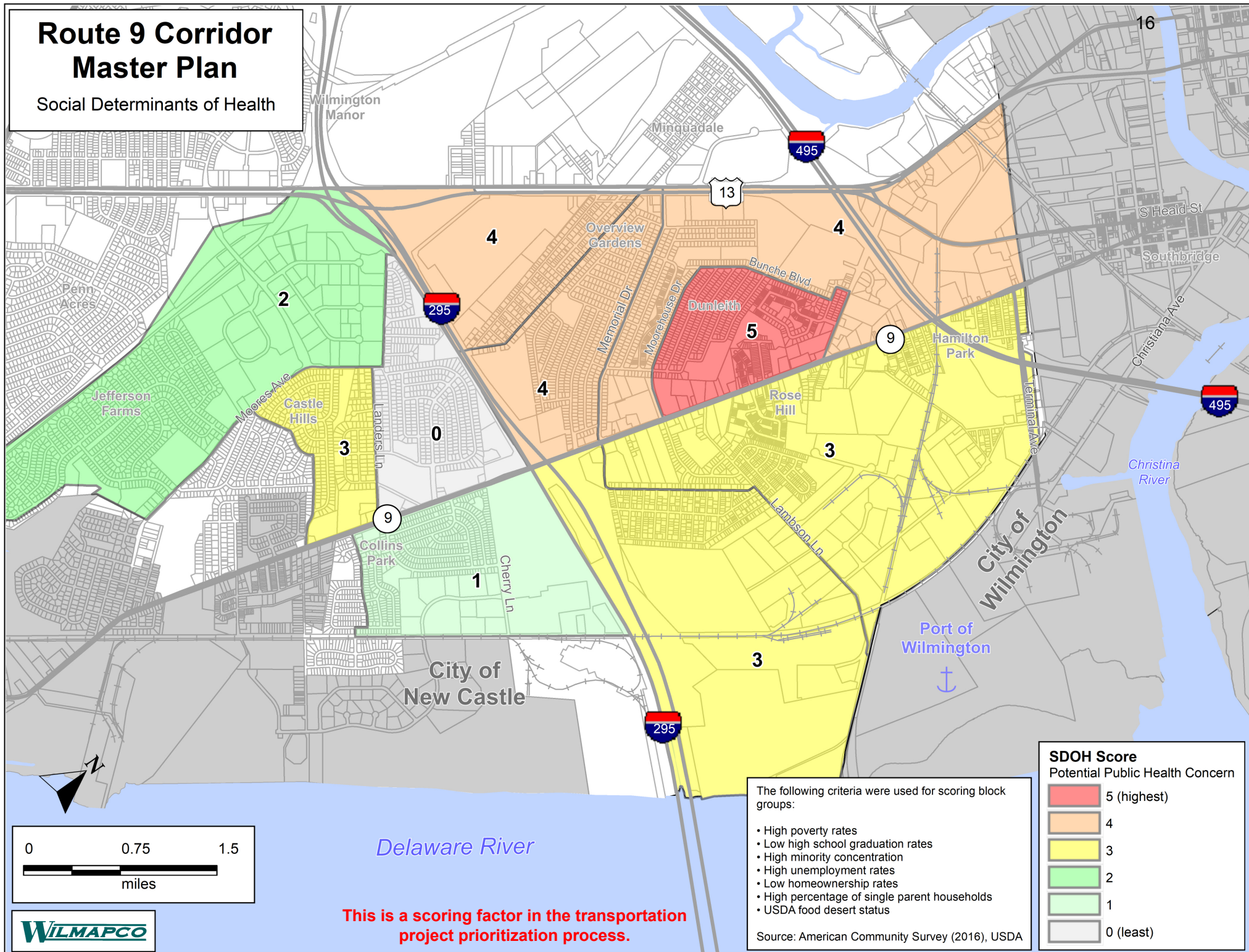
Crime Heatmap



This is a scoring factor in the transportation project prioritization process.

Route 9 Corridor Master Plan

Social Determinants of Health



Social Determinants of Health (SDOH) Scoring Process

Block Group	Neighborhood(s)	Census Data							Social Determinants of Health (SDOH) Score									
		%HHs < Poverty	% HS Grad	% Minority	Employment	Home-ownership	Median Year Moved In	% Single Parent	Income	HighSchool	FoodDesert	Minority	Employment	Home-ownership	Median Year Moved In	% Single Parent	Total	SDOH Score
100030154001	Oakmont, Hazeldell	16.1%	91.1%	98.4%	94.9%	51.6%	2003	36.6%	0	0	2	2	0	2	1	2	9	4
100030154002	Dunleith, Oakmont	31.8%	75.3%	97.2%	89.4%	48.2%	2005	23.6%	2	1	2	2	1	2	2	1	13	5
100030155021	Rose Hill, Simonds Gardens, Hamilton Park, Eden Park	15.6%	79.1%	85.9%	90.3%	61.5%	2002	19.3%	0	1	2	2	0	1	0	0	6	3
100030155022	Mayview Manor, Holloway Terrace	29.8%	73.7%	51.8%	89.3%	81.7%	2003	21.8%	1	2	2	0	1	0	1	0	7	3
100030156001	Minquadale	16.5%	76.7%	50.8%	84.3%	80.2%	2006	28.5%	0	1	2	0	2	0	2	2	9	4
100030156002	Overview Gardens, Garfield Park	14.0%	74.4%	90.1%	92.0%	71.5%	1999	24.1%	0	2	2	2	0	1	0	1	8	4
100030158022	Collins Park	9.8%	85.6%	60.5%	90.6%	83.1%	2003	9.6%	0	0	0	1	0	0	1	0	2	1
100030159001	Swanwyck Estates	1.9%	92.2%	28.8%	91.1%	81.3%	2004	10.5%	0	0	0	0	0	0	1	0	1	0
100030159002	Castle Hills	36.2%	81.2%	47.3%	80.6%	80.6%	1996	26.6%	2	0	0	0	2	0	0	1	5	2
100030160001	Jefferson Farms, Swanwyck Gardens, Landers Park	17.8%	87.0%	58.7%	93.5%	80.7%	2002	18.5%	1	0	2	0	0	0	0	0	3	2

The Social Determinants of Health (SDOH) Score was determined for each block group (a geographic unit that may cover one or more neighborhoods). Eight factors were combined to determine a total score. For each factor, the Census data was ranked, and block groups were given a higher score for each factor that has a greater impact on public health. Block groups located in a food desert were given 2 points. The total score was then converted into a 5-point scale for use as a Transportation Project Prioritization factor. Projects were given an SDOH score based on which block group(s) they are located in.