

An aerial photograph of a city, likely St. Louis, Missouri, showing a dense urban grid, a winding river (the Mississippi River), and a large bridge (the Veterans Memorial Bridge). The entire image is overlaid with a semi-transparent purple filter. The text "I-95 FEASIBILITY STUDY" is centered in the upper half, and "Appendix" is centered below it.

# **I-95 FEASIBILITY STUDY**

## *Appendix*



An aerial photograph of a city, likely St. Louis, Missouri, showing a dense urban grid, a winding river (the Mississippi River), and a large bridge (the Gateway Arch area). The entire image is overlaid with a semi-transparent purple filter. The text is centered over the city area.

# **I-95 FEASIBILITY STUDY**

## *Magnitude of Cost*



# Magnitude of Cost

The Wilmington I-95 Cap Feasibility Study is primarily focused on translating community input into a physically plausible concept capable of construction. This study determined the parameters of the project, including the gross area of 15-acres, arrayed across six city blocks.

This feasibility study is the first in a series of increasingly detailed technical studies and design documentation phases to bring greater clarity, features, and implementation into focus. Referencing similar deck parks over federal and state highways points the way toward identifying a likely range for projecting a magnitude of cost. By using these four projects as a basis of comparison, the estimated order of magnitude cost can be calculated on a cost per acre (in 2022 dollars) for the Wilmington concept, set within a range, modified to address the nuances of conditions specific to each phase. The three-part phasing is presented as an option if necessary to adjust to a funding stream likely to involve federal, state, local and other sources.

PROJECT NAME	CITY, STATE	HIGHWAY	ACREAGE	COST (Design and Construction) (2022 Dollars)	COST/ACREAGE	YEAR	NOTES
Klyde Warren Park	Dallas, TX	TX 366	5.2	\$182M	\$35M/ac	2012	One of the best known deck parks, includes an 11,000sf restaurant and upscale bar
Klyde Warren Park Phase 2.0	Dallas, TX	TX 366	1.7	\$57M	\$33M/ac	2024	Second phase includes a 24,000sf reception and event space on two levels, and an additional 37,000sf lawn, all on two adjacent blocks west of the phase 1.
Southern Gateway Park	Dallas, TX	I-35	5	\$172M	\$34M/ac	2024	First phase well under construction; Aimed at community healing of an underserved community
Park at Penn’s Landing	Philadelphia, PA	I-95	12	\$350M	\$29M/ac	2025	A phased project with 5.2-acres over the interstate and the balance over substantial waterfront fill, including a skating rink, cafe, and restaurant
Wilmington, DE I-95 Park Phase 01	Wilmington, DE	I-95	4.6	\$93M-\$105M	+\$21.9 to 24.7M/ac	2027	Phase 01: between W. 6th Street and W. 8th Street
Wilmington, DE I-95 Park Phase 02	Wilmington, DE	I-95	5.7	\$117M-\$132M	+\$20.5 to 23.1M/ac		Phase 02: between W. 8th Street and W. 10th Street
Wilmington, DE I-95 Park Phase 03	Wilmington, DE	I-95	5.2	\$140M-\$158M	+\$26.8 to 30.3M/ac		Phase 03: between W. 10th Street and Delaware Ave



# Implementation

The project phasing responds to community input and Advisory Committee guidance to commence implementation at 6th Street, moving northward to Delaware Avenue, acknowledging that the neighborhoods closest to 6th Street have the most to gain from this new public realm.

The graphic below illustrates a preliminary phasing strategy of constructing the project between 6th and 8th as the first phase, and second phase from 8th to 10th streets. This follows the logic that 6th, 8th and 10th streets remain open throughout the construction effort, with primary activities occurring between them. The final northernmost phase is between 10th and Delaware Avenue, including two existing ramps, and the 11th Street flyover offramp to Downtown.

The two remaining vehicular bridges through the project sites create logical phasing boundaries for cap implementation. The community expressed a strong desire for park amenities at the southern (plan-left) portion of the site, shown in red. The first phase may be the least expensive due to the lower complexity, having no on- or off-ramps. This southernmost cap would provide much-needed green space and park amenities for the surrounding community. Following phase one, the plan proposes moving north, next completing the middle portion of the cap, from W 8th street to W 10th street, followed by the final portion of the cap from W 10th street to Delaware Ave.

The topographic grade change from N. Jackson down to N. Adams is initially steep at the south end, gradually flattening out as it approaches Delaware Avenue, so that each portion of the structural system is uniquely configured to immediate conditions rather than a simple replication of a standard detail. The narrow corridor between Jackson and Adams is a logistical constraint for construction activities, however the recent completion of the I-95 Restore the Corridor effort proves it is feasible to undergo construction with limited impact on the interstate driving experience. The existing geological conditions are also a consideration therefore any cap design would aim to minimize adjustment of the area geology by utilizing abutments adjacent to the rock faces when possible. The structural system includes two primary options: steel versus concrete, and “open” versus “closed” structural system, described in greater detail within this document appendix.

Crucial to long-term success of the park is budgeting for ongoing operations and maintenance. Organizational commitment to operations and maintenance of the park once capital spending is completed ensures the park remains a community amenity for generations to come with the flexibility to adapt to changing programming needs.



Proposed phasing for the project



An aerial photograph of a city, likely St. Louis, Missouri, showing a dense urban area with a river (the Mississippi River) winding through it. A major highway (I-95) is visible, running diagonally across the image. The image is overlaid with a semi-transparent purple filter.

# **I-95 FEASIBILITY STUDY**

## *Appendix A*

### *PEL Questionnaire*





# PEL Questionnaire

## Reconnecting the Community: I-95 Cap Feasibility Study

### 1. Background:

**a. Who is the sponsor of the PEL study? (State DOT, Local Agency, Other)**

The PEL study sponsor is the Wilmington Area Planning Council (WILMAPCO).

**b. What is the name of the PEL study document and other identifying project information (e.g., sub-account or STIP numbers, long-range plan, or transportation improvement program years)?**

The name of the PEL study document is Bridging I-95: Connecting the Community Cap Feasibility Study. The project was identified as the I-95 Cap Feasibility Study and was programmed in the WILMAPCO fiscal year (FY) 2022 Unified Planning Work Program (UPWP).

**c. Who was included on the study team (Name and title of agency representatives, consultants, etc.)?**

The study team consisted of WILMAPCO staff and consultant support from HargreavesJones and Johnson, Mirmiran & Thompson (JMT).

WILMAPCO Staff:

- Tigist Zegeye – Executive Director, WILMAPCO
- Dave Gula – Principal Planner, WILMAPCO
- Jake Thompson – Senior Planner, WILMAPCO
- Randi Novakoff – Outreach Manager, WILMAPCO

HargreavesJones Staff:

- Mary Margaret Jones, RLA, FASLA, FAAR – President & CEO, HargreavesJones
- Kirt Rieder, ASLA, RLA, – Principal, HargreavesJones
- Aubrey Tyler – Senior Designer, HargreavesJones

JMT Staff:

- Dave DuPlessis, PE – Senior Vice President, JMT
- Corey Hull, PE – Vice President, JMT
- Joanne Arellano, PE, PTOE, PTP – Associate Vice President, JMT
- Angie Hernandez, AICP – Senior Associate, JMT
- Cameron Carley – Transportation Planner, JMT





The advisory committee for the project is broader, including neighborhood/civic organizations, community and advocacy groups, churches, local, state and federal agencies; and city, state and US elected officials. The advisory committee consists of the following members:

- Tigist Zegeye – Executive Director, Wilmington Area Planning Council (WILMAPCO)
- Dave Gula – Principal Planner, Wilmington Area Planning Council (WILMAPCO)
- Shante Hastings – Deputy Secretary and Chief Engineer, Delaware Department of Transportation (DelDOT)
- David Edgell – Director, Delaware Office of State Planning Coordination (OSCP)
- John Rago – Deputy Chief of Staff for Policy and Communications, City of Wilmington Mayor's Office
- John Sisson – Chief Executive Officer, Delaware Transit Corporation (DTC)
- Matt Meyer – County Executive, New Castle County
- Aundrea Almond – Chief of Staff, New Castle County
- Bonnie Wu – Regional Director, Office of U.S. Sen. Tom Carper
- Andrew Dinsmore – Projects Manager, Office of U.S. Sen. Chris Coons
- Betsey Coulbourn – State Director, Office of Lisa Blunt Rochester
- Lindsay Donnellon – Planning Specialist, Federal Highway Administration (FHWA)
- Sen. Sarah McBride – Delaware State Senator, 1<sup>st</sup> District
- Sen. Darius Brown – Delaware State Senator, 2<sup>nd</sup> District
- Sen. Elizabeth Lockman – Delaware State Senator, 3<sup>rd</sup> District
- Rep. Charles "Bud" Freeland – Delaware State Representative, 4<sup>th</sup> District
- Rep. Nnamdi Chukwuocha – Delaware State Representative, 1<sup>st</sup> District
- Rep. Sherry Dorsey Walker – Delaware State Representative, 3<sup>rd</sup> District
- Michelle Harlee – Wilmington City Council, 4<sup>th</sup> District
- Bregetta Fields – Wilmington City Council, 5<sup>th</sup> District
- Yolanda McCoy – Wilmington City Council, 6<sup>th</sup> District
- Nathan Field – Wilmington City Council, 8<sup>th</sup> District
- David Ross – 4<sup>th</sup> District Neighborhood Planning Council/Trinity Vicinity Neighborhood Association
- Jerome Brown – 5<sup>th</sup> District Neighborhood Planning Council
- Bishop Doris Redding – 6<sup>th</sup> District Neighborhood Planning Council
- Harold Schneikert – 8<sup>th</sup> District Neighborhood Planning Council
- Martin Hageman, Mike Maggitti – Executive Directors, Downtown Visions
- Caren Turner – United Neighbors/West Center City Neighborhood Association
- Mary Roth, Executive Director, Delaware Greenways
- Sarah Lester – President & Chief Executive Officer, West Side Grows Together
- Laura Adarve – Director of Prevention and Advocacy, Latin American Community Center
- James Wilson – Executive Director, Bike Delaware
- Nathan Durant – Cool Spring/Tilton Neighborhood Association
- Cindy Gibbs – Westside Neighborhood Coalition
- Brandon Furrowh – Deputy Director, Hilltop Lutheran Neighborhood Center
- Rev. Patty Downing – Rector, Trinity Episcopal Church
- Cassandra T. Marshall – Quaker Hill Neighborhood Association
- Natalie Ortega-Moran, Principal, William Lewis Elementary School





- d. Provide a description of the existing transportation facility within the corridor, including project limits, modes, functional classification, number of lanes, shoulder width, access control and type of surrounding environment (urban vs. rural, residential vs. commercial, etc.)**

This study focuses on an area bound by the rights-of-way of N. Jackson Street and N. Adams Street between W. 6<sup>th</sup> Street and Delaware Avenue, including I-95 and all bridges over it. Within this area, I-95 is currently a below-grade, urban Interstate highway with two travel lanes in each direction. N. Jackson and N. Adams streets are one-way, mixed-use urban streets, which function as southbound and northbound service drives, respectively, along the freeway, each including 2 travel lanes and 1 parking lane. Also within this area are several existing bridges carrying 2 one-way travel lanes each, for the following roads: West Seventh Street (eastbound), West Eighth Street (westbound), West Ninth Street (eastbound), West 10th Street (westbound), and the Exit 7A ramp (southbound I-95 to eastbound 11th Street).

Historical Context: This alignment of I-95 through Wilmington was known as the Adams-Jackson Corridor during the planning phase for I-95 during the 1950s.

- e. Provide a brief chronology of the planning activities (PEL study) including the year(s) the studies were completed.**

***Downtown Development District Plan (2016):***

The Downtown Development District Plan established a downtown development district (DDD) for downtown Wilmington. In Delaware, DDDs are areas designated by the state where private construction projects can receive grants up to 20% of their capital construction costs, as well as other local government incentives. This plan delineated the boundaries of the DDD, which abuts the study area of this project on Adams Street, between 4<sup>th</sup> and 9<sup>th</sup> Streets.

***Moving Us Forward: City of Wilmington Bike Plan (2019):***

Moving Us Forward: City of Wilmington Bike Plan was developed concurrently with the Wilmington 2028: A Comprehensive Plan for Our City and Communities document. Moving Us Forward builds upon the 2008 Wilmington Bicycle Plan, with three goals:

- Develop a coordinated and safe citywide bike route network.
- Educate and advocate to provide safer biking conditions for all; and
- Facilitate access to biking.

The plan accomplishes these goals by analyzing existing conditions, proposing different types of bike facilities, visualizing facility concepts, articulating policy recommendations, and proposing implementation progress measures.





Moving Us Forward identifies separated pathways, bike lanes, and protected bike lanes that are currently planned for or proposed within this study's area. Separated pathways are planned for along N. Jackson Street from 10<sup>th</sup> Street to 8<sup>th</sup> Street and N. Adams Street from 6<sup>th</sup> Street to 8<sup>th</sup> Street. Bike lanes are planned for the bridges over I-95 on 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup>, and 10<sup>th</sup> Streets. Protected bike lanes are proposed for the Delaware Avenue bridge over I-95. Although the types of facilities identified for each of these locations are specified, the plan notes that these identified locations should not be construed as "recommending against alternate routes or higher-quality facilities." Additionally, Delaware Avenue (including over I-95) was the third-most mentioned location where survey respondents said that bike infrastructure would be beneficial.

***Wilmington 2028: A Comprehensive Plan for Our City and Communities (2020):***

Wilmington 2028 is the update to the City of Wilmington's former 2009 Citywide Comprehensive Plan. The new plan provides important demographic and socioeconomic data to help inform for whom the I-95 cap project might serve. The plan specifically identifies equity, health, sustainability, resilience, and safety as the guiding principles that animate the plan. Maps created for the plan give extra context to the area surrounding I-95 in Wilmington.

***Bridging I-95: Connecting the Community Cap Feasibility Study (2021 – 2023)***

The Bridging I-95: Connecting the Community Cap Feasibility Study (PEL study) was initiated in 2021 with the draft being completed in 2022 and anticipated to be finalized and adopted in the beginning of 2023. This study resulted in a concept for a cap structure over I-95 and explored potential uses such as new public spaces and transportation facilities. The concept has been vetted with the community and stakeholders through an intensive public outreach process. The final report summarizes all aspects of the study, including the Planning and Environmental Linkages (PEL) checklist and supporting document needed for the project to be eligible for local, state, and federal funding.

**f. Are there recent, current, or near future planning studies or projects in the vicinity? What is the relationship of this project to those studies/projects?**

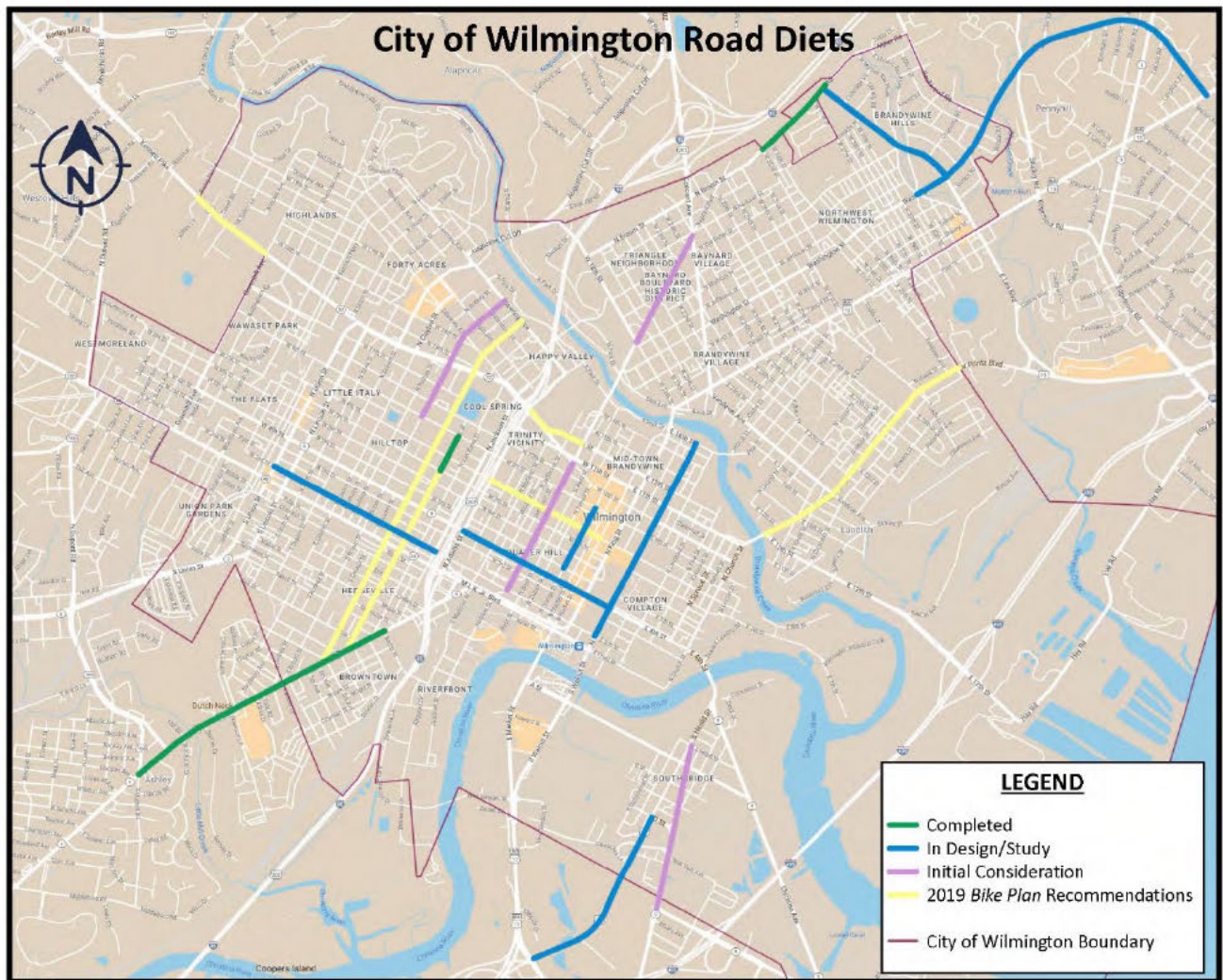
- **I-95 Restore the Corridor Wilmington** - Restore the Corridor Wilmington is a significant DelDOT transportation project along the I-95 corridor in Wilmington that will make the repairs needed to extend the bridges' service life and avoid major and costly rehabilitation work for a minimum of 30 years. Planned construction includes the repair of 19 bridges, I-95 pavement, and ramps within the project limits. Major construction on I-95 began in February 2021. The Restore the Corridor Project includes project improvements to several ramps and bridges within this study area.
- **4th Street, Walnut Street to Adams Street** - The DelDOT led 4th Street project includes improvements to the operation and safety aspects of the corridor to address needed improvements for pedestrians, bicyclists, and transit users. The project is currently in the design phase and is planned to be constructed in 2025. The 4<sup>th</sup>





Street project relates to this project in their connection point at 4<sup>th</sup> Street and Adams. The overall design of that intersection should be considerate of both project objectives with an effort to create a cohesive multimodal transportation network. Although the projects do directly touch, they are associated by Adams Street.

- City of Wilmington Road Diets** – The City of Wilmington provided a map of road diets that were recently complete, in design/study, or in initial consideration. This information was provided in April 2022. The map is shown in the image below. The 4<sup>th</sup> Street project (described in above bullet) is shown on the map as are other streets that are being considered for road diets.







## **2. Methodology used:**

### **a. What was the scope of the PEL study and the reason for completing it?**

The Bridging I-95: Connecting the Community CAP Feasibility Study (PEL study) was conducted by WILMAPCO in partnership with the City of Wilmington, and DelDOT to address this historic inequity created by I-95 in the City of Wilmington, DE. The scope includes a study to determine the feasibility of capping one or more sections of I-95 between the Delaware Avenue bridge to the north and the 6th Street bridge to the south through public space improvements. A key component of completing this PEL study was to provide information that would support the funding for further study, NEPA review, design, and construction.

The scope of this PEL study included:

- Community Visioning - Community workshops, online engagement and surveying, walking tours, listening sessions, and other community meetings. There was also stakeholder outreach through Advisory Committee meetings. The visioning was done to provide opportunity for the communities in the project area to directly engage in the project and incorporate their thoughts, ideas, concerns, and needs into the project.
- Defining Assumptions and Creating Initial Concepts for Analysis – Development of a purpose and need statement, project goals and objectives, and initial concepts for review. This was done to develop concepts for the cap structure uses, explore the character and program of the proposed cap public spaces as well as relationships to adjacent communities, surrounding transportation connectivity, and structural considerations and feasibility review.
- Assessing Feasibility of Concepts – The conceptual alternatives were assessed on how well they meet the project's purpose and need, project goals, and objectives. This task included traffic studies and analysis as well as structural feasibility studies.
- Final Design Concept – The study resulted in identification of a final design concept for the public space on top of the cap structure. It also includes an order of magnitude cost estimate for the project.

### **b. Did you use NEPA-like language? Why or why not?**

This study was primarily focused on the public space on top of the future cap structural and a feasibility analysis to determine feasibility of such a project. While some NEPA-like language was used to streamline the NEPA process for future transportation projects regarding the I-95 cap, there will still be many studies needed to advance this project.





**c. What were the actual terms used and how did you define them? (Provide examples or list)**

**Purpose and Need Statement** – describes the underlying need to be met and the other factors relevant to the assessment of a range of alternatives.

**Alternative** – A reasonable range of solutions to address the identified problems and satisfy the stated project purpose and need.

**d. How do you see these terms being used in NEPA documents?**

These terms will be used in NEPA document in a similar fashion to how they were used in the PEL study.

**e. What were the key steps and coordination points in the PEL decision-making process? Who were the decision-makers and who else participated in those key steps? For example, for the corridor vision, the decision was made by state DOT and the local agency, with buy-in from FHWA, the USACE, and USFWS and other resource/regulatory agencies.**

This planning study has been an open and collaborative process engaging with stakeholder agencies and community members throughout the decision-making process. The project visioning was an interactive process where the community at large and the advisory committee helped develop and formalize the project vision, the purpose and need statement, and the alternatives.

The study team met with the advisory committee regarding the following topics on:

- September 30, 2021
  - Study overview, approach, scope, and schedule
  - Preliminary transportation analysis mapping and current corridor conditions
  - Public visioning strategy and public outreach plans
- March 8, 2022
  - Public visioning results summary
  - Project goals
  - Project purpose and need
  - Preliminary alternatives for consideration
  - Outreach strategy for April 19, 2022 public workshop.
- September 6, 2022
  - Summary of public input following public workshop #2
  - Design considerations and concept alternative updates
- November 15, 2022
  - Overview of public process
  - Updated final design concept alternative for the public space on to of the future cap.





- Design concept typical sections of transportation and streetscape improvements and traffic calming considerations for the streets surrounding the future public space on the cap.
- Traffic analysis findings of potential bridge closures.
- Structural considerations and initial feasibility findings.

There was also direct coordination with partner agencies on key project considerations as follows:

- Potential Bridge Closures and Traffic Analysis
  - The Project Team met with representatives from the City of Wilmington, DelDOT, and the Wilmington Fire Department to discuss the potential to close bridges to vehicles and discuss traffic analysis that should be done to understand feasibility and fatal flaws. Based on the traffic assessment it was determined that the closure of any combination of two bridges would have minimal impacts to the study area.
- Structural Feasibility
  - The Project Team met with representatives from DelDOT to discuss the study team's approach to determining the structural feasibility of a capped structure above I-95 within the project area which is between Delaware Avenue and 6th Street. It was determined that JMT would develop a preliminary beam design and spacing in-order to develop a magnitude of cost for the structure to be included in this study.

**f. How should the PEL information be presented in NEPA?**

The PEL information should be presented in NEPA as preliminary planning efforts focused on determining a community vision for the future public space and an initial feasibility assessment to determine if the project is feasible for implementation. The environmental overview including in this PEL Questionnaire can provide the basis for environmental scoping. The other previously mentioned terms in this PEL study can also be used in NEPA documents in the same way as they were used in the PEL study.





### **3. Agency coordination:**

- a. Provide a synopsis of coordination with Federal, tribal, state and local environmental, regulatory and resource agencies. Describe their level of participation and how you coordinated with them.**

Coordination meetings with the advisory committee and partner agencies, as summarized in Section 2. E of this PEL Questionnaire, were held ensuring coordination with various state and local agencies.

- b. What transportation agencies (e.g. for adjacent jurisdictions) did you coordinate with or were involved during the PEL study?**

There were several agency-specific coordination meetings and regular email communications throughout the study with DelDOT and the City of Wilmington (as addressed in Section 2. E of this PEL Questionnaire) to discuss various items including project goals, development of the purpose and need statement, and alternatives considered.

- c. What steps will need to be taken with each agency during NEPA scoping?**

Future steps will need to focus on final determination of study area and additional transportation and structural analysis, public and agency engagement, environmental concerns, long-term maintenance requirements, ownership, management, and park and open space programming for the new public spaces. During NEPA scoping, the coordination that was started during this PEL study should continue with the advisory committee. Agencies should be invited to contribute to any modifications to the final purpose and need statement. This task includes identifying and describing the needs of the individual agencies now and in future scenarios, and how the project can contribute to meeting those needs. Following that, agencies should be invited to participate in contributing to further developing the recommended alternative identified in the PEL study and participate in validating the data analysis regarding transportation and environmental concerns in the area.

Additional coordination with regulatory agencies as the project progresses during NEPA scoping should also include:

- US Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) Database review to obtain an official species list and evaluate potential impacts on resources managed by USFWS.
- An Environmental Review of the project should be requested from Delaware Department of Natural Resources and Environmental Control (DNREC) Species Conservation and Research Program (SCRCP).
- Delaware State Parks should be engaged in future discussion on long term ownership and management of this new cap space.
- Federal Highways Administration (FHWA) should be engaged in future discussions regarding fire suppression, ventilation, and other safety and operational considerations for the future cap structure.





## **4. Public coordination:**

### **a. Provide a synopsis of your coordination efforts with the public and stakeholders.**

Four public workshops were held for this project, as follows:

- Public Workshop 1 and 1B (Virtual) (November 17, 2021 & January 12, 2022)
  - Study overview, approach, scope, and schedule
  - Preliminary transportation analysis mapping and current corridor conditions understanding
  - Public visioning of initial alternatives
- Public Workshop 2 (April 19, 2022)
  - Public visioning results summary
  - Project goals
  - Project purpose and need
  - Preliminary alternatives for consideration
- Public Workshop 3 (September 6, 2022)
  - Three early concept ideas for public review
  - Community Engagement Updates
  - Traffic analysis outcomes
  - Discussion
- Public Workshop 4 (November 17, 2022)
  - Overview of public process
  - Updated final design concept alternative for the public space on top of the future cap.
  - Design concept typical sections of transportation and streetscape improvements and traffic calming considerations for the streets surrounding the future public space on the cap.
  - Traffic analysis findings of potential bridge closures.
  - Structural considerations and initial feasibility findings.

Postcards and posters were distributed prior to the meetings to residents and business owners in the vicinity. Public engagement advertisements and materials had information in English and Spanish regarding the meeting and the project. The project website (<http://www.wilmapco.org/i95cap/>) was created at the start of the project and updated throughout the project duration with project information as the project progressed. The website included presentation materials and announcements about upcoming engagement events and opportunities, ways to sign up for project information, and contact information for the project team. The webpage also housed online engagement activities that were left live for a minimum of two weeks following the public meetings. The public meetings were recorded and displayed on the project website for public viewing after the live meetings.

WILMAPCO additionally coordinated regarding this study with the public and stakeholders through various other meetings including:



## PEL Questionnaire DRAFT

Reconnecting the Community: I-95 Cap Feasibility Study



- Wilmington Initiatives Partners Meetings – Regular project updates at monthly meetings
- Wilmington Rotary Club, March 3, 2022
- Hedgeville Civic Association, March 14, 2022
- United Neighbors Meetings on October 9, 2021, March 21 and October 8, 2022
- William “Hicks” Anderson Community Center Open House, August 20, 2022
- Future Trails of Northern Delaware work Group (Delaware Greenways), October 18, 2022
- Bridging I-95: Connecting the Community presentation to Westminster Presbyterian Peace & Justice Group: December 9, 2021 and January 5, 2023
- Imagining a Cap Park Over I-95, UD LARC 350 on December 15, 2021 and December 15, 2022
- WILMAPCO Council presentation on January 13, March 10, September 8, 2022, January 17, 2023
- WILMAPCO Technical Advisory Committee presentation on January 20, September 15 and December 15, 2022
- WILMAPCO Non-Motorized Transportation Working Group presentation on February 1 and October 4, 2022
- WILMAPCO Public Advisory Committee presentation on February 7, June 13, October 17 and December 12, 2022

Additional coordination with project stakeholders on the advisory committee was also conducted as described above in Section 2. E.

### 5. Purpose and Need for the PEL study:

#### a. What was the scope of the PEL study and the reason for completing it?

The scope of this PEL study and the reason for completing it is listed in in Section 2. A of this PEL Questionnaire.

#### b. Provide the purpose and need statement, or the corridor vision and transportation goals and objectives to realize that vision.

##### Goals:

- **Reconnect** the neighborhoods divided by the construction of I-95 along the Jackson and Adams Street corridors and between the Delaware Avenue Bridge and the 6th Street Bridge.
- **Enhance** the character and pride of surrounding neighborhoods while providing opportunities to connect and unite neighborhoods.
- **Provide** equitable, safe, and connected access for pedestrians, cyclists and all modes of transportation.
- **Create** inclusive, welcoming and vibrant urban outdoor experiences for adjacent neighborhood residents through the creative use of publicly accessible open spaces such as streets, parks, squares, plazas, as well as landscape amenities.
- **Ensure** that there are no commercial or residential relocations.
- **Ensure** that there is no significant reconfiguration of I-95.
- **Increase** pedestrian safety.

**Purpose:** The purpose of this project is to restore connectivity between the neighborhoods adjacent to I-95 through inclusive, vibrant public realm and landscape amenities that celebrate neighborhood histories and provide equitable and safe access through a comfortable, safe, and connected multimodal network.



## PEL Questionnaire DRAFT

Reconnecting the Community: I-95 Cap Feasibility Study



**Need:** This project is needed to rebuild the social fabric and connectivity of separated communities and repair the physical changes caused by the 1960's construction of I-95 which severely harmed the cohesion among communities and created uncomfortable and unsafe walking, biking and traveling due to inadequate multimodal access among neighborhoods.





## **Community Connectivity Through Inclusive, Welcoming, Vibrant Public Urban Outdoor Experiences**

The construction of I-95 in Wilmington, Delaware, in the late 1950s to early 1960s caused the deconstruction and removal of approximately 12 acres of homes, businesses, places of worship, and neighborhood streets within the project area.

As a result, minimal connectivity remains between West Center City and West Side neighborhoods due to the physical divide created by I-95.

Based on the National Recreation and Park Association (NRPA) 2022 *NRPA Agency Performance Review*, the benchmark average of park land per 1,000 residents for a jurisdiction with a population between 50,000 to 99,999 residents (*Wilmington has a population of approximately 70,898, 2020 Census data*) is between 4.7 acres of park land to 15.9 acres. The lower quartile of the range is 4.6 acres, with 9.2 as the median quartile, and 15.9 as the upper quartile. The communities within this study area are generally at or below the lower quartile, with immediately adjacent neighborhoods having less than five acres of park space per 1,000 residents.

Neighborhoods near the southern end of the project limits have even less access with most residents only having access to one acre or less of parkland per 1,000 residents. Helen Chambers Playground is the closest park to the southeastern side of this study area, with approximately 1.7 acres of parkland. The park features park benches, playground equipment, a half basketball court, a grass field, and a splash pad. Helen Chambers Playground primarily serves residents living within walking distance of the park in the surrounding neighborhood.

Conversely, Cool Spring Park is located towards the northwestern side of this study area and includes approximately 14.5 acres of parkland. The park features park benches, playground equipment, grassy open space, an open pond, and a fountain. While Cool Spring Park is large enough to serve more than the just adjacent neighbors, getting to the park from neighborhoods not directly surrounding the park is a challenge due to the missing sidewalks, existing sidewalk accessibility deficiencies, lack of crosswalks and protected pedestrian crossings, and lack of bicycle facilities. This leaves many people that do not live directly adjacent to Cool Spring Park either not utilizing the park or relying on personal vehicle trips to visit the park even though it is within walking distance of their homes.

While Helen Chambers Playground and Cool Spring Park vary in size and amenities, they also differ demographically in who they serve in the surrounding neighborhoods. The chart below compares the demographic characteristics of the residents that live in the neighborhoods surrounding each park. This data is based on the EPA's EJScreen data.

Demographic Characteristic	Helen Chambers Playground	Cool Spring Park
over 64 years old	12%	53%
under 5 years old	3%	0%
less than a high school education	21%	7%
linguistically isolated	8%	6%
low-income	71%	26%
people of color	95%	18%





### **Equitable, Safe, and Connected Multimodal Access and Connectivity**

What was once a dense urban grid of five blocks of well-connected multimodal streets is now five blocks of airspace above I-95 containing five bridges with narrow sidewalks and no dedicated bicycle facilities to bridge the gap between the West Center City and West Side neighborhoods.

The five bridges in combination with Delaware Avenue and four I-95 exit and entrance ramps funnel vehicles into and exiting the highway, creating high traffic volumes during peak periods and high vehicle speeds on North Adams and North Jackson Streets. This creates friction between local and through traffic which contributes to crashes and challenges multimodal connectivity. This results in perceived uncomfortable, and at times unsafe conditions for people walking, biking, and driving conditions. Street and pedestrian lighting is inadequate throughout the project area which makes traveling the area at night uncomfortable and inconvenient for all modes of travel.

- **Walking** - While there are some sidewalks in the project area, much of the pedestrian infrastructure has accessibility issues that do not comply with the Americans with Disabilities Act (ADA) standards, missing links in the sidewalk network, non-compliant sections of sidewalk, curb ramps, vertical elevation differences, driveways, and curb barriers. There are also missing and faded crosswalks, and unsignalized and perceived uncomfortable pedestrian crossings.

According to the recent City of Wilmington Pedestrian Safety Study conducted in January 2021, Jackson Street is the 11<sup>th</sup> worst street for pedestrian crashes in all of Wilmington

There were three recorded pedestrian crashes in the study area according to the most recently available 3-year crash data (2017 – 2019). The crashes occurred in March 2017, November 2017, and December 2018, all of which resulted in personal injury and occurred at intersections. Two occurred at night and the other in the daylight. Two of the crashes were hit-and-runs. Two were caused by drivers failing to yield the right of way and the other by the driver making an improper turn.

- **Biking** – Currently, there is no infrastructure dedicated to bicycles within the project area. Throughout the corridor, those that ride bicycles must share the road with cars, walk their bicycles along sidewalks, and park their bikes against trees and street furniture as there is no safe or secure parking for bicycles, further discouraging many from biking through the area.

According to DelDOT's Level of Traffic Stress Data (LTS) the five of the six bridges within the study area (6<sup>th</sup> Street, 7<sup>th</sup> Street, 8<sup>th</sup> Street, 9<sup>th</sup> Street, and 10<sup>th</sup> Street) have a level 1 LTS, which is considered "safe for children" due to the number of lanes, relatively low vehicle volumes, and posted speed limit. However, there are no dedicated facilities on the bridges leaving most people feeling uncomfortable biking in the lanes. There are also no facilities along Jackson Street, Adams Street, or Delaware Avenue which creates missing links in the biking system. Jackson Street has a level 3 LTS, which is tolerated by "most mainstream adults", while Adams Street and Delaware Avenue have a level 4 LTS, which is only tolerated by "strong and fearless riders". The difference between the LTS on Jackson Street, Adams Street,





and Delaware Avenue is mainly the vehicle volumes (and number of lanes on Delaware Avenue).

While no facilities have yet been constructed within the study area (the area between Adams Street, Delaware Avenue, Jackson Street, and 6<sup>th</sup> Street), the City of Wilmington Bike Plan proposes various locations of future bike facilities and street connections to serve as a guide for future project development. The Bike Plan proposes bike connections to the County on Delaware Avenue and plans for bike lanes across the bridges on 10<sup>th</sup> Street, 9<sup>th</sup> Street, 8<sup>th</sup> Street, 7<sup>th</sup> Street, and 6<sup>th</sup> Street within the project area. It also plans for bike friendly streets on 10<sup>th</sup> Street and 9<sup>th</sup> Street running east to west outside the project area, a bike lane on 8<sup>th</sup> street towards the east with a bike friendly street planned towards the west. It also plans for a separated pathway along Adams Street from 8<sup>th</sup> Street south towards Maryland Avenue and a separated pathway along Jackson Street from 10<sup>th</sup> Street to 8<sup>th</sup> Street.

- **Transit** - The existing transit network consists of a single bus line running along 8th and 9th streets in a loop. Transit stops along this route are marked strictly by blade signs and lack any infrastructure designed to keep passengers comfortable while waiting for the bus.
- **Motor Vehicles** – Adams and Jackson Streets are both classified as minor arterials functioning as one-way pairs along I-95. Adams Street is a one-way northbound street with a speed limit of 25 mph, an annual average daily traffic volume of 3,589 vehicles (2020 ADDT), two-travel lanes, and a parking lane along the eastside of the street. Jackson Street is a one-way southbound street with a speed limit of 30 mph (except in the area between Cool Spring Park and 10<sup>th</sup> Street which functions as a school zone when children are present with a reduced speed of 20 mph), two-travel lanes and a parking lane along the west-side of the street. Walking and biking along Adams Street are perceived as stressful in part due to the excessive vehicle speeds and higher vehicle volumes. Walking and biking along Jackson Street are also stressful due to the lower vehicle volumes that allow for higher vehicle speeds in the absence of traffic congestion.

Five of the six bridges within the study area (6<sup>th</sup> Street, 7<sup>th</sup> Street, 8<sup>th</sup> Street, 9<sup>th</sup> Street, and 10<sup>th</sup> Street) are classified as local roads, with a 25-mph speed limit, and each carrying less than 1,000 vehicle trips per day (2020 AADT). The 10<sup>th</sup> Street bridge also functions as a school zone when children are present with a reduced speed of 20 mph. Each of the bridges has two one-way travel lanes and sidewalks along each side with continuous, solid, high barrier walls along the outer bridge edges. There is no separation or buffer between the sidewalks and the travel lanes creating an uncomfortable and confined walking area. There are no dedicated bicycle facilities across the bridges and no shared lane markings or other signage indicating that vehicles must share travel lanes with people riding bicycles. The northernmost bridge, located at Delaware Avenue, is classified as a principal arterial with a 25-mph speed limit, carrying approximately 16,000 vehicle trips per day (2020 AADT). While most of the bridges have relatively low vehicle volumes, the Delaware Avenue bridge has significant volumes creating an even more uncomfortable environment for people biking and walking in this area.





Public comment has noted the pedestrian environment near Delaware Avenue between Jackson and Adams feels very uncomfortable and unsafe, leading to many people avoiding traveling through this area as a pedestrian or on bicycle whenever possible.

There are also three highway ramps within the study area that connect to I-95. The I-95 northbound off-ramp at 9<sup>th</sup> Street has an AM peak volume of approximately 1,300 vehicles and a PM peak volume of 860 vehicles. The I-95 northbound on-ramp at 10<sup>th</sup> Street has an AM peak volume of 400 vehicles and a PM peak volume of 600 vehicles. The I-95 southbound on-ramp at Jackson Street has an AM peak volume of 850 vehicles and a PM peak volume of 900 vehicles.

There were 246 recorded motor vehicle crashes in the study area according to the most recently available 3-year crash data (2017 – 2019). Of the 246 crashes, 143 (58%) either occurred at an intersection or were intersection related. Sixty-five (26%) of the 246 crashes resulted in personal injury. Various causes were recorded as reasons for the crashes, with the top three causes as disregarding traffic signals, driver inattention, and driving in a careless or reckless manner.

**c. What steps will need to be taken during the NEPA process to make this a project-level purpose and need statement?**

A scoping exercise should be used to determine if this PEL Study purpose and need statement remains valid as a project-level purpose and need statement during any future NEPA phases.

## **6. Range of Alternatives**

**Planning teams need to be cautious during the alternative screen process; alternative screening should focus on purpose and need/corridor vision, fatal flaw analysis, and possibly mode selection. This may help minimize problems during discussions with resource agencies. Alternatives that have fatal flaws or do not meet the purpose and need/corridor vision will not be considered reasonable alternatives, even if they reduce impacts to a particular resource. Detail the range of alternatives considered, screening criteria, and screening process, including:**

**a. What types of alternatives were looked at? (Provide a one or two sentence summary and reference document.)**

The alternatives explored for the cap as well as the transportation concepts for the surrounding streets is located in the feasibility study report, beginning on page 23. Various traffic alternatives were also explored to determine the traffic impacts associated with potential design options for the I-95 Cap. The traffic study is in PEL Questionnaire Appendix A: I-95 Cap Traffic Feasibility Study. Structural alternatives were explored to understand feasible structure types and layout that will meet the safety, required vertical and horizontal roadway clearances, and environmental and load carrying capacity requirements for the project. The structural alternatives are in PEL Questionnaire Appendix B: Structural Alternatives and Order of Magnitude Cost Estimate.





**b. How did you select the screening criteria and screening process?**

Detailed screening criterion was not established as part of the alternatives screening process for the various alternatives described above. Instead, the screening effort focused on feasibility and information/priorities gathered during public and stakeholder engagement and coordination.

**c. For alternative(s) that were screened out, briefly summarize the reasons for eliminating the alternative(s). (During the initial screenings, this generally will focus on fatal flaws.)**

Not applicable.

**d. Which alternatives should be brought forward into NEPA and why?**

The final design concept alternative for the public space on top of the future cap located in the feasibility study report, beginning on page 33, the closure of any combination of two bridges over I-95 within the project area (as described in PEL Questionnaire Appendix A: I-95 Cap Traffic Feasibility Study), and the structural alternatives (as described in PEL Questionnaire Appendix B: Structural Alternatives and Order of Magnitude Cost Estimate) should all be brought forward into future NEPA phases for additional study and consideration.

**e. Did the public, stakeholders, and agencies have an opportunity to comment during this process?**

The public stakeholders, and agencies provided feedback via virtual meetings, one-on-one interactions with the study team, online through the project webpage, comment forms, via email, or over the phone. The following public outreach activities provided the public multiple ways of participating in the study:

- E-Mail, Mailing List, and Contact Database: The study team developed a contact database to include individuals who wanted to stay informed about the study. The database incorporated contact lists collected during the previous studies. The database allowed the study team to communicate directly with the public, including sending notifications of the public open houses.
- Project Web Page: WILMAPCO hosted a dedicated web page on its website to provide updated information about the study, promote engagement, ability to request Spanish interpretation, and to enable ongoing communication. The web page <http://www.wilmapco.org/i95cap/> included study information, presentation materials, meeting summaries, and meeting announcements. The web page enabled the public to sign up for the study's mailing list and to submit comments as the study progressed. The webpage also contained contact information for the public to be able to speak directly with the WILMAPCO Outreach Manager and the study team.
- Public Outreach and Engagement: WILMAPCO distributed public workshops announcements in print and digital formats. Meeting announcements and information about how to give input into the project were distributed throughout the area to businesses and residents via a partnership with members of the advisory committee. This information was distributed in both English and Spanish.





- **Social Media Outreach:** WILMPACO and their planning partners used Facebook and Instagram to communicate announcements about the study and to publicize public meetings and public input opportunities.
- **Points of Contact:** Stakeholders or members of the public were directed to contact Dave Gula, WILMAPCO Project Manager, with comments or questions throughout the duration of the study.

Throughout the study, the stakeholder and public had ongoing, accessible, and distinct opportunities to participate and provide input to inform the study. Over the course of the study, members of the public took part in the surveys or submitted comments that were reviewed and taken into consideration. An overview of the public engagement process can be found on page 19 of the feasibility study; more detailed outcomes can be found in section c of the appendix and includes a summary of the comments submitted by members of the public during this study.

In addition to the ongoing public engagement the advisory committee was asked for feedback as the project progressed and specifically asked to review and comment on the project's purpose and need, and the alternatives explored.

**f. Were there unresolved issues with the public, stakeholders, and/or agencies?** There were several unresolved items that were not able to be included within the scope of this study that should be further explored with the public, stakeholders, and other agency partners. Those items include:

- **Temporary Traffic Calming and Roadway Closures**
  - During this study the idea for temporary traffic calming and/or roadway closures of one or more of the bridges over I-95 was discussed by the public as well as the city and DelDOT. This idea should further be explored to determine what quick turn-around improvements could be made to increase connectivity for the communities through this area. These improvements could include closing one or more of the bridges to motor vehicle traffic but leaving the facility available for pedestrian and bicycle use. They could also include traffic calming improvements such as curb extensions, improved crosswalks, bicycle friendly street designs, or other considerations along streets within the project area to improve access and connectivity.
- **Transportation/Traffic Studies to evaluate**
  - Removing I-95 ramps in the northern piece of the project area to simplify construction and create a more connected cap structure for programming and uses of the facility.
  - Determine if N. Adams Street could operate with a lane reduction when traffic volumes are more typical. This study evaluated existing traffic volumes but the volumes utilized were collected while the I-95 Restore the Corridor Wilmington viaduct project was in progress with detours through the project area. Further study should be completed after the I-95 viaduct project is complete and detours have been removed to obtain traffic volumes along N. Adams Street during typical conditions.





- Traffic signal and turn lane modifications as a result of rerouted traffic due to bridge closures as well as lane reductions along N. Jackson Street and N. Adams Street. The traffic feasibility study evaluated from W. 6th Street to W. 10th Street. In order to determine more specific traffic signal and turn lane modifications, a further evaluation should be performed encompassing a larger study area, such as from M.L.K. Jr. Boulevard to Delaware Avenue.
- Pedestrian facilities at locations where bridges are closed to vehicular traffic. An assessment should be performed determining the required pedestrian facilities/treatments (such as HAWK signals, signalized pedestrian crossings, RRFB, raised crossings, etc.) at the vehicular bridge closure locations at the N. Jackson Street and N. Adams Street intersections.
- Low stress bicycle infrastructure that should be incorporated into the project. Specifically further exploration of protected bicycle lanes, pathways, bike friendly street design elements and traffic calming, and bike parking.
- Transit routes, bus stops, and other transit amenities should also be further explored within the project area.
- **Ventilation and Fire Suppression Requirements**
  - This study did not evaluate ventilation or fire suppression requirements of the cap. Further study is needed to identify these requirements.
- **Structural Studies and Analysis to further evaluate**
  - Structural alternatives specifically design criteria, loading requirements, maintenance and inspection requirements, and to develop a more detailed structural concept.
- **Utilities Studies**
  - There is a variety of utilities infrastructure within the project areas with multiple utility owners. Further studies should be completed to evaluate utility requirements and to better understand utility impacts.
- **Right-of-Way Studies**
  - Right-of-way studies should be completed to evaluate right-of-way impacts, focusing on minimizing impacts to private property.
- **Ownership of the future cap**
  - There are no agreements that identify the long-term ownership of the infrastructure or amenities that could be placed on top of the cap. Agreements should be made to identify ownership of both the structure and the amenities on top of the structure.
- **Maintenance Requirements and Funding**
  - The maintenance requirements are not well defined and there is currently no long-term maintenance funding source identified to maintain any portion of the cap structure. Further study is needed to evaluate and identify potential maintenance requirements and funding sources.
- **Market and Economic Studies to determine**
  - Economic feasibility to advance this project forward should be further explored. The cost to implement a project of this scale should be further analyzed to determine the economic feasibility and the economic impacts that the project





would have on the surrounding communities, the City of Wilmington, the region, and the state of Delaware.

- **Land Use and Zoning**

- The land use and zoning of this area should be further explored to better understand the impacts that the creation of this large new public space would have on this area. Any changes to land use and zoning should be reflected in local planning documents as this project advances.

- **Environmental Analysis**

- A comprehensive environmental analysis should be included as part of future project efforts. This should include but not be limited to:
  - climate resiliency
  - air quality
  - water quality
  - noise
  - soils and geology
  - wildlife/threatened and endangered species

- **Public Involvement**

- Additional public involvement will be required as the project progresses in future phases.

## **7. Planning Assumptions and Analytical Methods:**

### **a. What is the forecast year used in the PEL study?**

This study did not include travel forecasting, this study only included existing traffic volume data.

### **b. What method was used for forecasting traffic volumes?**

As previously stated, this study did not include travel forecasting.

### **c. Are the planning assumptions and the corridor vision/purpose and need statement consistent with each other and with the long-range transportation plan? Are the assumptions still valid?**

The study vision and purpose and need statement are consistent with each other.

However, this project is not currently included in the long-range transportation plans as this was the first study completed for this project purpose.

### **d. What were the future year policy and/or data assumptions used in the transportation planning process related to land use, economic development, transportation costs, and network expansion?**

Future uses, policies, and assumptions related to land use, economic development, transportation costs, and network expansion were not included in this study.





## 8. Environmental Resources (Wetlands, Cultural, Etc.) Reviewed:

For each resource or group of resources reviewed, provide the following:

- a. In the PEL study, at what level of detail was the resource reviewed and what was the method of review?

Each resource, identified in **Table 1: Resources Reviewed in PEL Study** below, was reviewed at a planning-level screening using available online information and GIS mapping. It is important to note that this planning-level screening does not examine the full range of environmental and social issues, which will be addressed during NEPA review. More information regarding the socioeconomic data reviewed as part of this study is in PEL Questionnaire Appendix C: Socioeconomic Data Summary.

Information was compiled and mapped using readily available data from Delaware FirstMap using GIS visualization. The GIS data was reviewed at multiple scales to see where each resource was present either in the study area or adjacent to it. The resources for which there was no publicly available GIS data were reviewed using agency-specific map viewers (such as the EPA's tool for viewing brownfields).

- b. Is this resource present in the area and what is the existing environmental condition for this resource?

**Table 1: Resources Reviewed in PEL Study** summarizes the resources that were reviewed as part of this PEL study. As illustrated in the table the only resource (that was evaluated in this study) that is anticipated to have potential impacts is hazardous materials. More information regarding the hazardous materials reviewed as part of this study is in PEL Questionnaire Appendix D: Hazardous Materials Summary.

Table 1: Resources Reviewed in PEL Study	
Hazardous Materials	<p><b>Affected Environment:</b> According to DNREC NavMap, there are two solid and/or hazardous waste sites located near the intersection of North Jackson Street and Delaware Avenue. There are also three underground storage tanks, one of which is identified as a leaky underground storage tank, on properties adjacent to the study area.</p> <p><b>Next Steps/Mitigation Strategies:</b> Contamination from hazardous materials is most likely to be encountered during ground-disturbing activities in areas near properties with potential or recognized environmental conditions (hazardous materials). During the design process, the information concerning these properties can be used to identify avoidance options, if possible, and to assist with the development of materials management and worker health and safety</p>





	plans. An asbestos-containing materials survey is required for all structures to be demolished as part of this project and must be completed as part of the CDPHE demolition permit. Additionally, a lead-based paint survey and regulated materials clearance survey are recommended for all structures to be demolished as part of this project.
Water Resources	There are no surface water resources within or adjacent to the project area, per Delaware FirstMap data.
Climate Vulnerability	No portion of the project is located in an area inundated by sea level rise from 1 to 7 feet, per Delaware FirstMap data.
Floodplains	Located in an area of minimal flood hazard and not located within 100-year or 500-year floodplain, per FEMA.
Wetlands	According to Delaware FirstMap data, there are no wetlands within or adjacent to the project area.
Forests	According to Delaware FirstMap data, there are three small areas depicted as “unknown”-type forests within the project area, all between Eighth and 10th streets. Three other small areas of “unknown”-type forests are in Cool Spring Park, adjacent to the project area.
Brownfields	According to EPA’s Cleanups In My Community Map, there are no brownfield sites within or adjacent to the project area. However, according to DNREC NavMap, there is a state-funded brownfield site, adjacent to the project area, bounded by Delaware Avenue, North Jackson Street, North Van Buren Street, and Gilpin Avenue (Delaware Avenue and Van Buren Street, site ID: DE-1419) listed as a Site Investigation and Restoration Section (SIRS) project. The project is listed as open.
Historic Resources	<p>According to Delaware FirstMap data, there are two historic districts adjacent to the project area: Cool Spring Park Historic District to the west and Shipley Run Historic District to the east. Additionally, all buildings along Jackson Street from 701 N Jackson St to Delaware Avenue and all buildings along Adams Street from 7 1/2 Street to Delaware Avenue are designated as historic places.</p> <p>According to Delaware’s Cultural and Historical Resources Information System (CHRIS), there are three National Register-listed sites adjacent to the project area: Cool Spring Park Historic District to the west, Shipley Run Historic District to the east, and Trinity Episcopal Church (1108 N Adams St) to the east. Additionally, there are no known archaeological sites.</p>
Properties Acquired for Right-of-Way and Displacements	The project is located within the existing right of way and no displacement will be necessary.





Archeological Sites	According to Delaware's Cultural and Historical Resources Information System (CHRIS), there are no archeological sites within or adjacent to the project area.
Population Demographics	<p>The census blocks surrounding the study area include several Environmental Justice populations: 67.9% of the population are people of color, 29.1% live under the poverty line, 14.8% have not completed high school, and 26.7% do not have access to a personal vehicle. Most residents speak English well (96.2%), but of those who do not, almost all of them speak Spanish as a first language (94.6%).</p> <p><b>General Population, Economics, and Housing Data</b>            These data were pulled from the 2020 census and 2020 American Community Survey (ACS) 5-year estimates for census tracts 11, 15, 16, 21, 22, and 28. The data include values and ranges of values for information such as the median age, median household income, number of persons per household, occupation of housing units, and percentage of population born outside of the United States:</p> <ul style="list-style-type: none"> <li>• The median age ranges from 31.9 years old in Census Tract 22 to 38.1 years old in Census Tract 11 (S0101).</li> <li>• The median household income ranges from \$19,464 in Census Tract 21 to \$53,789 in Census Tract 11 (S1901).</li> <li>• The average household size ranges from 1.34 in Census Tract 11 to 3.78 in Census Tract 22 (S1101).</li> <li>• 86.7% of households are occupied (H1).</li> <li>• 8.6% of the population was born outside of the United States (B05002).</li> </ul> <p><b>Environmental Justice (EJ) Community Status</b>            These data were pulled mainly from the 2020 American Community Survey (ACS) 5-year estimates for census tracts 11, 15, 16, 21, 22, and 28 and include information such as the percentage of the population who are people of color, below poverty level, limited English-speaking, or who have less than a high school education:</p> <ul style="list-style-type: none"> <li>• 67.9% of the population is a person of color (P2).</li> <li>• 29.1% of the population is below poverty level (S1701).</li> <li>• 2.7% of households are limited English-speaking households (S1602).</li> <li>• 14.8% of population 25 years and over with less than a high school education (S1501).</li> </ul> <p><b>Limited English Proficiency (LEP)</b></p>





	<p>These data were pulled from the 2020 American Community Survey (ACS) 5-year estimates, Table S1601, for census tracts 11, 15, 16, 21, 22, and 28. These data indicate that 3.8% of adults have limited English proficiency (LEP), that is, who speak English less than “very well.” Of those adults with LEP, 94.6% speak Spanish and 5.4% speak other languages.</p> <p><b>Personal Vehicle Access</b> These data were pulled from the 2020 American Community Survey (ACS) 5-year estimates, Table S2504, for census tracts 11, 15, 16, 21, 22, and 28. These data indicate that 26.7% of households have no access to a personal vehicle.</p>
Community Centers	<p><b>Schools</b> There is one school adjacent to the project area: William Lewis Elementary School, located at 920 N Van Buren St.</p> <p><b>Places of Worship</b> There is one place of worship adjacent to the project area: Trinity Episcopal Parish, located at 1108 N Adams St.</p>

**c. What are the issues that need to be considered during NEPA, including potential resource impacts and potential mitigation requirements (if known)?**

If changes are made to the project or study areas during future NEPA phases, a reassessment of climate vulnerability should be undertaken. Updated socio-economic data should also be collected and local communities engaged in future NEPA phases. With more detailed planning, potential impacts will be evaluated to identify whether the future project has the potential to cause adverse effects to these populations and households.

Issues related to stormwater management are likely to shape the design of alternatives during future NEPA phases. Depending on the sensitivity of the water resources, minimizing adverse effects could require stormwater treatment measures. Detention and treatment of stormwater runoff will be addressed in more detail during future NEPA phases.

A modification to study area limits in future NEPA phases may require a reassessment of whether chronic environmental deficiencies are present.

**d. How will the planning data provided need to be supplemented during NEPA?**

The resource planning-level screening for this study was conducted by performing a desktop survey (no field confirmation), referencing available agency electronic files, and utilizing existing GIS base mapping data. Therefore, most of the resources will require additional assessment that will require a field verification of the existing conditions within





the corridor as well as further agency coordination. Also, depending on the timeframe of any future NEPA process, some resources could require additional assessment due to new regulations, additional federally listed endangered/threatened species, etc. This information can be used as the starting point to advance this project into future phases.

## **9. Environmental Resources List:**

**Please list the environmental resources you are aware of that were not reviewed in the PEL study and why. Indicate whether or not they will need to be reviewed in NEPA and explain why.**

The following resources were not evaluated as part of this PEL Study as they were not included as part of the consultant scope of work:

- Air quality
- Water quality
- Noise
- Soils and geology
- Wildlife/Threatened and Endangered Species

Additional environmental analysis for these above-mentioned resources should be included as part of future NEPA analysis and documentation.

## **10. Cumulative Impacts**

**Were cumulative impacts considered in the PEL study? If yes, provide the information or reference where the analysis can be found.**

No cumulative impacts were considered in this PEL study.

## **11. Mitigation Strategies**

**Describe any mitigation strategies discussed at the planning level that should be analyzed during NEPA.**

Please refer to **Table 1: Resources Reviewed in PEL Study** above.

## **12. Information for NEPA**

**What needs to be done during NEPA to make information from the PEL study available to the agencies and the public? Are there PEL study products which can be used or provided to agencies or the public during the NEPA scoping process?**

The final study report including this questionnaire and supporting appendices will be available on the WILMAPCO project website for public viewing at the conclusion of this study. The final report will be shared with all the agencies that participated in the project management committee upon conclusion of the study. The final report and supporting study documentation,





which will be included as appendices to the report, can be used during the future studies and NEPA scoping processes.





### **13. Issues for Future**

**Are there any other issues a future project team should be aware of?**

**Examples: Controversy, utility problems, access or ROW issues, encroachments into ROW, problematic land owners and/or groups, contact information for stakeholders, special or unique resources in the area, etc.**

There are no other known issues that the future project team should be aware of that is not already listed in this PEL Questionnaire.





## **PEL Questionnaire Appendix A: I-95 Cap Traffic Feasibility Study**





### Technical Memorandum

TO: Mark Luszcz and Dave Gula  
DATE: December 6, 2022  
FROM: Joanne Arellano  
PROJECT: I-95 Cap  
JMT Job No. 21-02937-205  
SUBJECT: Traffic Feasibility Study  
CC: Peter Haag, Kirt Rieder, Dave DuPlessis, Angie Hernandez, Mir Wahed, Angela Garland

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This memorandum was developed to address a request from DelDOT to determine the traffic impacts associated with potential design options for the I-95 Cap. Specifically, DelDOT requested that JMT identify the traffic impacts associated with:

- Closing two of the bridges that cross over I-95 in the project area and redirecting the traffic to the adjacent system. The bridge closure locations would be closed to vehicular traffic but would provide signalized pedestrian crossings at the N. Jackson Street and N. Adams Street intersections.
- Reducing N. Jackson Street and N. Adams Street from two travel lanes to one travel lane.

Based on the traffic assessment it was determined that the closure of any combination of two bridges would have minimal impacts to the study area. Specifically, with traffic redistributed due to closing two bridges, the intersections within the study area would maintain acceptable levels of service (LOS). There would be impacts to corridor travel times due to longer queue lengths at some intersections which could be managed with signal timing modifications along N. Jackson Street and N. Adams Street. With signal timing adjustments, most queue lengths could clear in one signal cycle. Furthermore, the study intersections maintained acceptable LOS and had minimal impacts to travel times with the reduction of N. Jackson Street, from south of W. 6<sup>th</sup> Street to north of W. 10<sup>th</sup> Street, from two travel lanes to one travel lane.

The volume data provided was gathered in May 2022 during a stage of the I-95 Restore the Corridor Wilmington Project which has the M.L.K Jr. Boulevard ramps closed and detours traffic towards N. Adams Street to access northbound I-95. As such, the traffic volumes utilized for this analysis along N. Adams Street may be higher than typical conditions. It is recommended that new traffic volume data be collected along N. Adams Street upon completion of the I-95 Restore the Corridor Wilmington Project and traffic patterns in the area have returned to more typical, non-construction, conditions.

Based on a review of historical count data and nearby traffic patterns, it was determined that an analysis with N. Adams Street through traffic volumes reduced by 25% would emulate typical traffic volumes. With the 25% volume reduction and only one travel lane along N. Adams Street from south of W. 6<sup>th</sup> Street to W. 8<sup>th</sup> Street, the N. Adams Street corridor would operate at acceptable LOS with minimal changes to travel times. Furthermore, longer queue lengths as a result of the lane reduction could be managed with signal timing modifications along N. Adams Street as most queue lengths could clear in one signal cycle. An additional evaluation, based on the new traffic data, should be conducted to determine if the lane reduction along N. Adams Street could be extended to W. 9<sup>th</sup> Street.

The following paragraphs provide additional details regarding the methodology utilized for this traffic assessment.

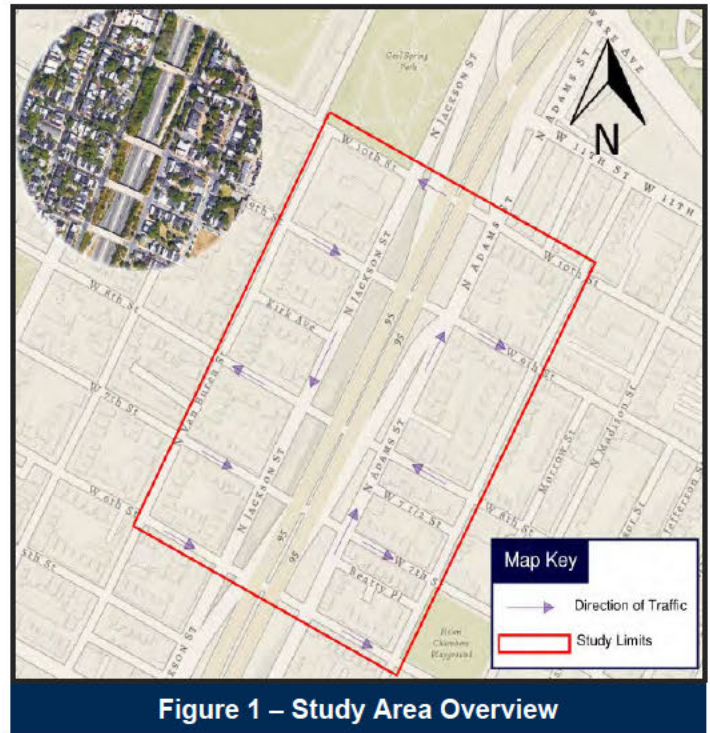


## Background and Volume Development

The I-95 Cap Study is determining the feasibility of capping a portion of I-95 in the area of Delaware Avenue to 6<sup>th</sup> Street, in Wilmington, to mitigate the separation created by the initial highway construction, increase interconnectivity within the city, and create more community space. As a part of this effort, the feasibility of closing two of the bridges that span over I-95 to vehicle traffic, but maintaining pedestrian access, was evaluated. The study area and direction of traffic along the one-way streets can be seen in Figure 1.

In order to perform the analysis, existing weekday traffic volumes were provided by WILMAPCO dated May 2022. The following scenarios were evaluated:

- Scenario 1
  - W. 7<sup>th</sup> Street and W. 8<sup>th</sup> street bridges closed to vehicular traffic but would provide pedestrian access via a signalized pedestrian crossing.
  - W. 7<sup>th</sup> Street traffic redistributed to continue south on N. Jackson Street, east on W. 6<sup>th</sup> street and north on N. Adams Street.
  - W. 8<sup>th</sup> Street traffic redistributed to continue north on N. Adams Street, west on W. 10<sup>th</sup> Street, and south on N. Jackson Street.
- Scenario 2
  - W. 7<sup>th</sup> Street and W. 9<sup>th</sup> Street bridges closed to vehicular traffic but would provide pedestrian access via a signalized pedestrian crossing.
  - W. 7<sup>th</sup> Street and W. 9<sup>th</sup> Street traffic redistributed to continue south on N. Jackson Street, east on W. 6<sup>th</sup> street and north on N. Adams Street.
- An additional evaluation was conducted with the reduction of N. Jackson Street and N. Adams Street from two travel lanes to one travel lane.
  - The lane reduction along N. Jackson Street was considered starting north of W. 10<sup>th</sup> Street and ending south of W. 6<sup>th</sup> Street.
  - The lane reduction along N. Adams Street was considered starting south of W. 6<sup>th</sup> Street and ending at W. 8<sup>th</sup> Street. The lane reduction was assumed to end at W. 8<sup>th</sup> Street due to the locations of the I-95 on/off ramps at the W. 9<sup>th</sup> Street and W. 10<sup>th</sup> Street intersections.
- Appendix A contains volume diagrams for the study area under the evaluated scenarios.



**Figure 1 – Study Area Overview**

It should be noted that the volume data provided was gathered during a stage of the I-95 Restore the Corridor Wilmington Project which has the M.L.K Jr. Boulevard ramps closed and detours traffic towards N. Adams Street. As such, the traffic volumes utilized for this analysis may be higher than typical conditions. Based on a review of historical count data and nearby traffic patterns, it was determined that an additional analysis with N. Adams Street traffic volumes reduced by 25% would emulate typical traffic volumes. As such, an additional scenario was conducted with N. Adams Street traffic through volumes reduced by 25%.



**Capacity Analysis**

Synchro 11/SimTraffic software was utilized to determine the LOS of the study intersections as well as the queue lengths and travel times along N. Adams Street and N. Jackson Street from W. 6th Street to W. 10<sup>th</sup> Street. Appendix B contains the results tables.

The LOS/delay results indicate that the study intersections under the scenarios with two bridge closures and a lane reduction along N. Jackson Street would operate at acceptable LOS C or better. There would be impacts to corridor travel times due to longer queue lengths at some intersections which could be managed with signal timing modifications along N. Jackson Street and N. Adams Street. With signal timing adjustments, most queue lengths could clear in one signal cycle. It should be noted that the bridge closure locations would be closed to vehicular traffic but would provide signalized pedestrian crossings at the N. Jackson Street and N. Adams Street intersections.

There would be LOS/delay deficiencies, extensive queue lengths, and increases to travel time under the scenario with the N. Adams Street lane reduction. However, with a 25% reduction of through traffic along N. Adams Street, the corridor would operate at acceptable LOS D or better, queue lengths could be managed with signal timing adjustments, and travel times increases would be minimal. To validate the impacts along N. Adams Street with a lane reduction, it is recommended that new traffic volume data be collected along N. Adams Street upon completion of the I-95 Restore the Corridor Wilmington Project and traffic patterns in the area have returned to more typical, non-construction conditions. An additional evaluation, based on the new traffic data, should be conducted to determine if the lane reduction along N. Adams Street could be extended to W. 9<sup>th</sup> Street.



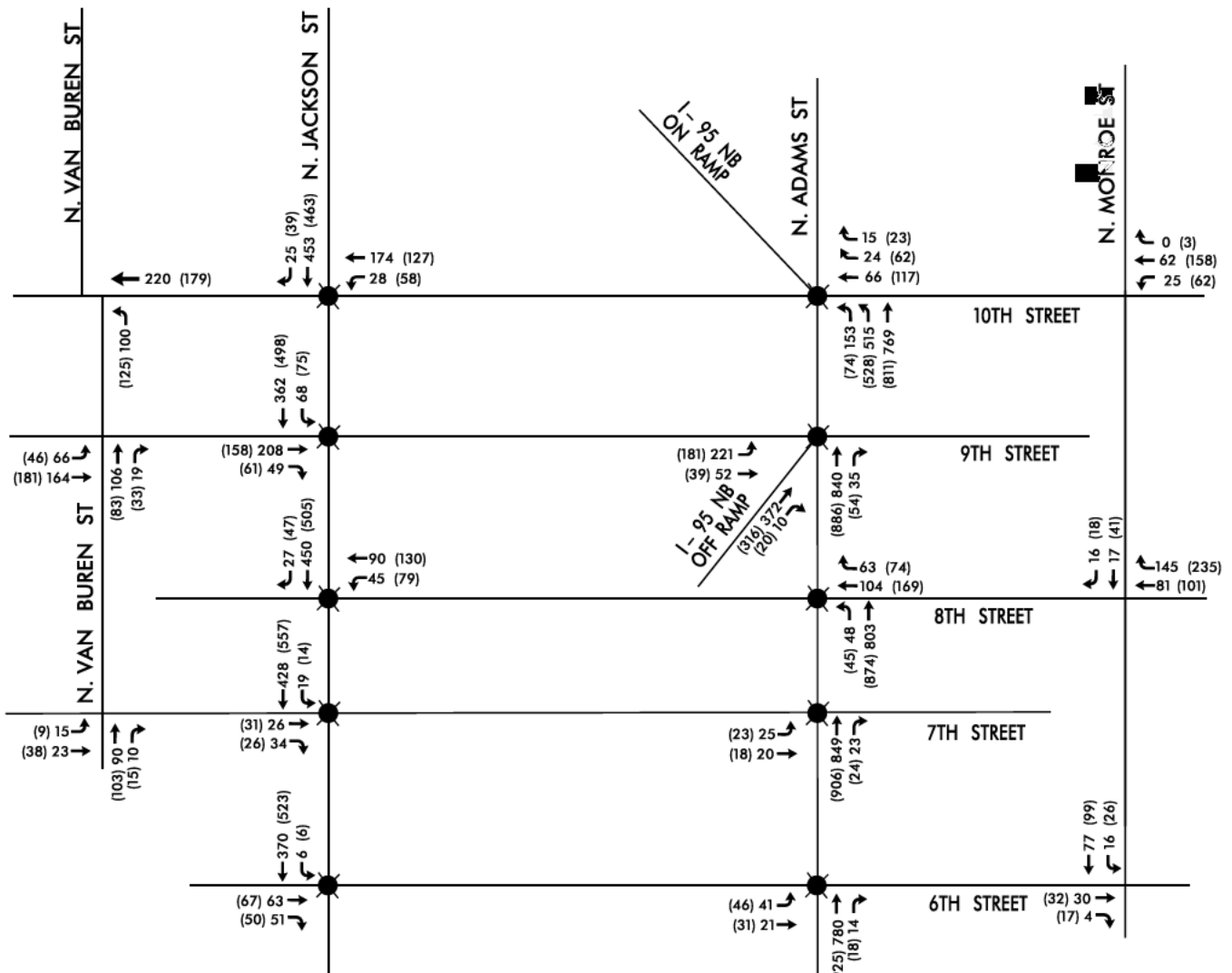


## **APPENDIX A**

### **Volume Diagrams**



# Existing Volumes Without I-95 Cap



## LEGEND

XX (XX) AM (PM) PEAK HOUR TRAFFIC VOLUMES  
 — EXISTING ROADWAY  
 ★ SIGNALIZED INTERSECTION



I-95 CAP TRAFFIC FEASIBILITY STUDY  
 2022 VOLUMES –  
 NO BUILD

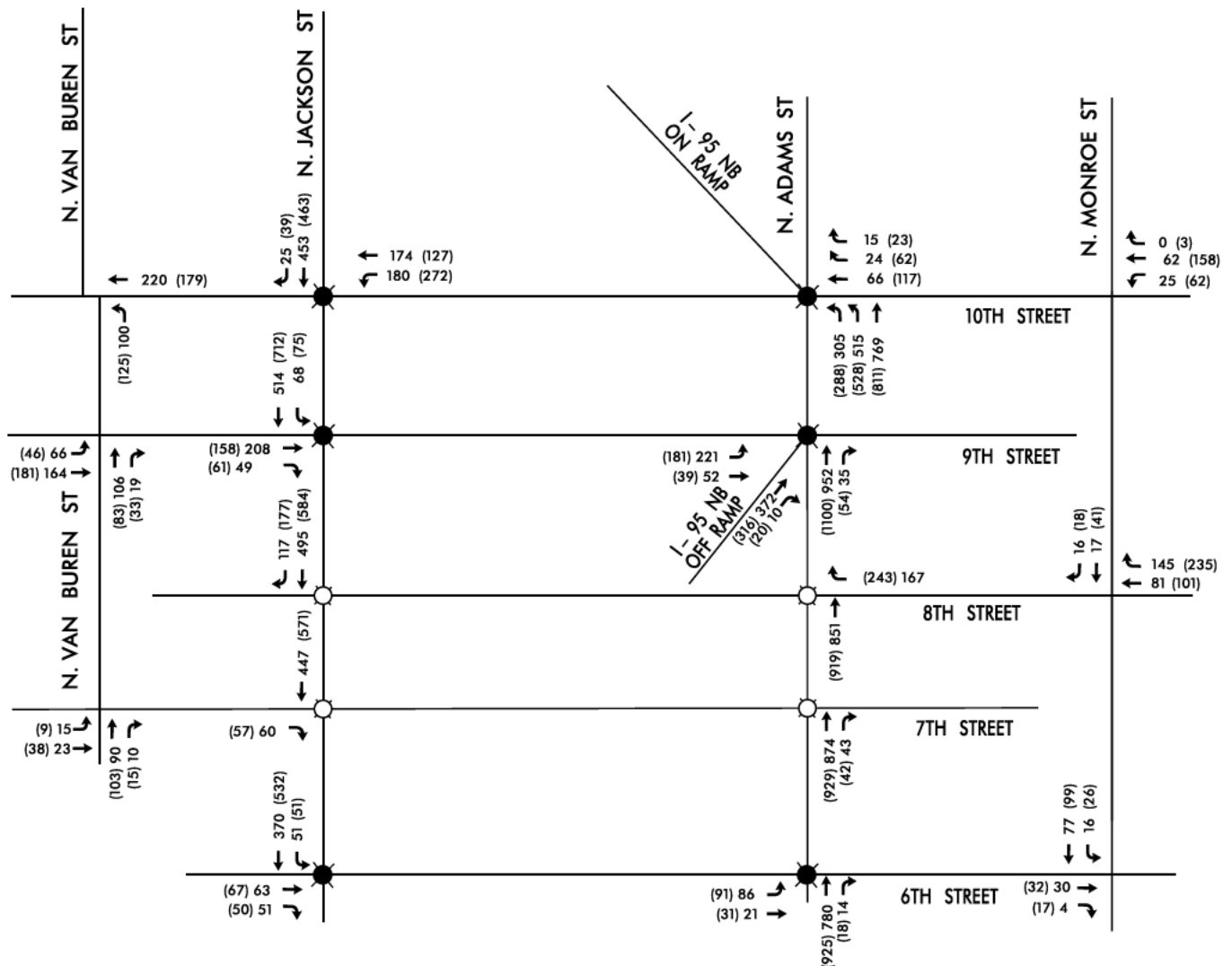
N.T.S

FIGURE 1

DECEMBER 2022



# Existing Volumes With I-95 Cap



NOTE: BUILD SCENARIO ASSUMES W 7TH ST & W 8TH ST BRIDGES CLOSED TO VEHICULAR TRAFFIC

## LEGEND

- XX (XX) AM (PM) PEAK HOUR TRAFFIC VOLUMES
- EXISTING ROADWAY
- SIGNALIZED INTERSECTION
- BRIDGE CLOSED TO VEHICLES



I-95 CAP TRAFFIC FEASIBILITY STUDY  
2022 VOLUMES –  
BUILD

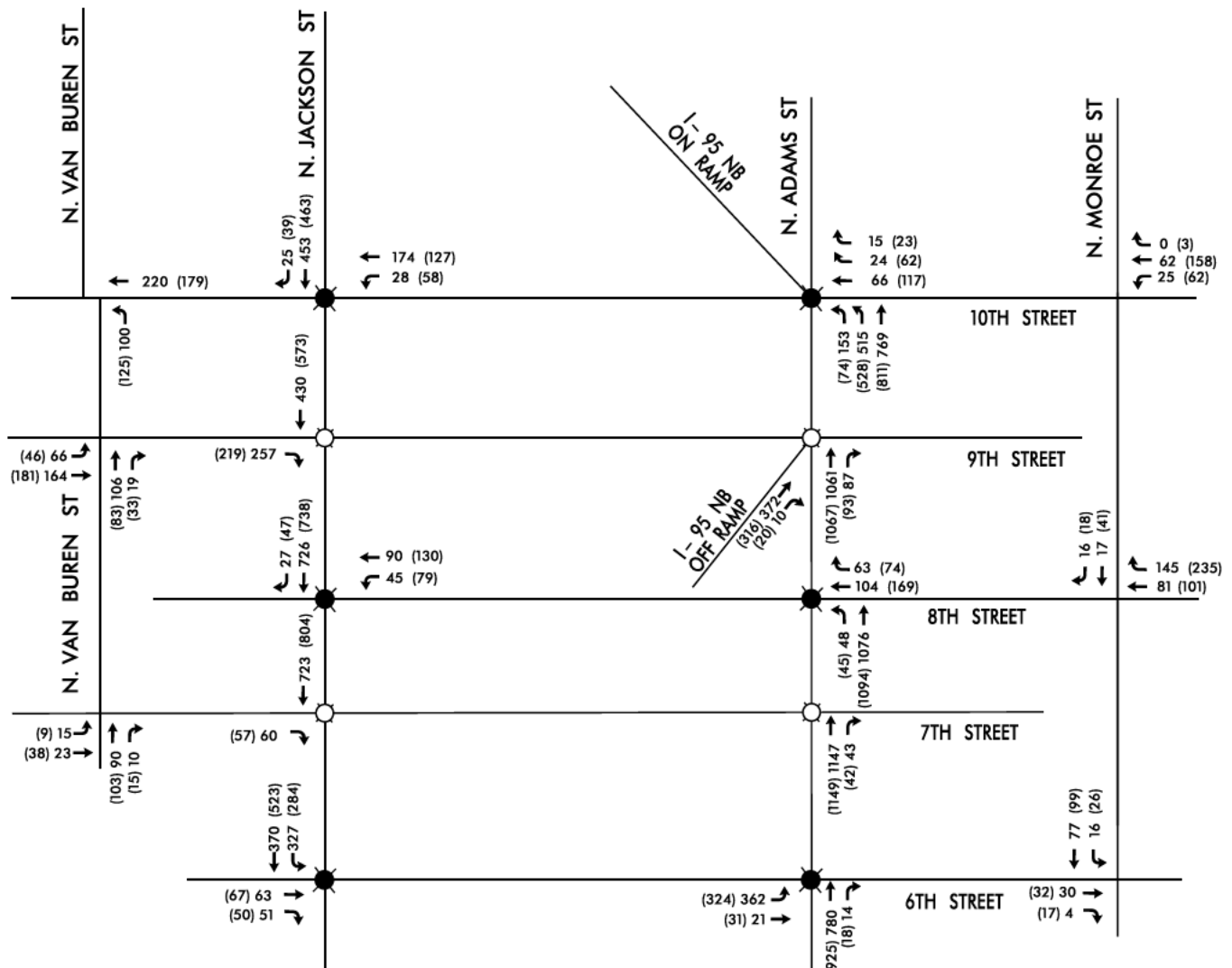
N.T.S

FIGURE 2

DECEMBER 2022



## Existing Volumes With I-95 Cap



NOTE: BUILD SCENARIO ASSUMES W 7TH ST & W 9TH ST BRIDGES CLOSED TO VEHICULAR TRAFFIC

### LEGEND

XX (XX)	AM (PM) PEAK HOUR TRAFFIC VOLUMES
●	EXISTING ROADWAY
●	SIGNALIZED INTERSECTION
○	BRIDGE CLOSED TO VEHICLES



I-95 CAP TRAFFIC FEASIBILITY STUDY  
2022 VOLUMES –  
BUILD

N.T.S

FIGURE 3

DECEMBER 2022





**APPENDIX B**

**Synchro Analysis Results Tables**



Table 1: LOS (Delay) Results - W. 7th Street & W. 8th Street Bridge Closures

Corridor	Intersection	Cycle Length (sec)	AM 2022 No Build		AM 2022 Build		AM 2022 Build - N. Jackson St. One Lane Roadway		AM 2022 Build -N. Jackson St. & N. Adams St. One Lane Roadways		AM 2022 Build -N. Jackson St. & N. Adams St. One Lane Roadways (25% Reduction)	
			LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)
N. Jackson Street	W. 10th Street	90	B	13.7	B	16.3	B	18.7	B	18.3	B	18.3
	W. 9th Street	90	B	19.0	B	15.4	B	18.7	B	19.1	B	18.8
	W. 8th Street	90	A	6.9	A	9.3	A	5.9	A	6	A	6.0
	W. 7th Street	90	A	9.2	A	2.0	A	1.2	A	2.1	A	1.3
	W. 6th Street	90	A	6.8	A	8.2	A	5.8	A	5.9	A	5.8
N. Adams Street	W. 10th Street	90	A	9.3	B	15.2	A	7.6	A	7.7	A	8.8
	W. 9th Street	90	C	33.6	C	34.3	C	28.2	C	29.2	C	26.1
	W. 8th Street	90	A	7.4	B	10.3	A	4.1	A	7.2	A	3.5
	W. 7th Street	90	A	8.8	A	4.8	A	3.1	B	12.7	A	6.2
	W. 6th Street	90	B	12.6	B	13.5	B	13.9	C	29.8	B	18.8

Notes:

- 1. Build scenario assumes a Cap that would close the bridge along W. 7th Street and W. 8th Street between N. Jackson Street and N. Adams Street.
- 2. The build scenario assumes that there are two lanes for through movements along N. Jackson Street and N. Adams Street.
- 3. The build scenario with N. Adams Street as a one lane roadway assumes one lane for through movements south of W. 8th Street.

Table 2: 95th Percentile Critical Queue Results - W. 7th Street & W. 8th Street Bridge Closures

Corridor	Intersection	Lane	AM 2022 No Build	AM 2022 Build	AM 2022 Build - N. Jackson St. One Lane Roadway	AM 2022 Build -N. Jackson St. & N. Adams St. One Lane Roadways	AM 2022 Build -N. Jackson St. & N. Adams St. One Lane Roadways (25% Reduction)
			Queue Length (feet)	Queue Length (feet)	Queue Length (feet)	Queue Length (feet)	Queue Length (feet)
N. Jackson Street	W. 10th Street	WBL	51	170	156	182	161
		WBT	140	157	157	153	175
		SBT	144	138	222	224	211
	W. 9th Street	EBT	201	189	181	197	190
		SBL	160	133	268	267	270
	W. 8th Street	WBL	54	0	0	0	0
		WBT	61	0	0	0	0
		SBT	68	157	119	131	146
	W. 7th Street	EBT	72	53	58	58	59
		SBT	87	36	35	72	28
	W. 6th Street	EBT	106	104	105	102	110
N. Adams Street	W. 10th Street	SBT	58	49	66	74	71
		WBT	118	129	120	116	126
		NBL	327	350	359	363	331
	W. 9th Street	NBT	172	136	176	172	131
		EBL	199	212	228	211	204
		EBT	87	89	66	86	88
		NBT	390	290	384	380	231
	W. 8th Street	NBR	411	286	395	395	232
		WBT	137	104	109	108	93
	W. 7th Street	NBT	169	20	63	153	27
		NBT	157	80	84	191	135
		EBL	74	73	79	79	71
	W. 6th Street	EBT	55	34	33	35	33
		NBT	204	217	220	288	370
I-95 Off Ramp	W. 9th Street	NBL	139	144	138	144	154
		NBT	163	155	152	159	149

Notes:

- 1. 95th Percentile Queue Length Results are from SimTraffic software and based on an average of five simulation runs.

Table 3: Travel Time Results - W. 7th Street & W. 8th Street Bridge Closures

Corridor	Intersection	AM 2022 No Build	AM 2022 Build	AM 2022 Build - N. Jackson St. One Lane Roadway	AM 2022 Build -N. Jackson St. & N. Adams St. One Lane Roadways	AM 2022 Build -N. Jackson St. & N. Adams St. One Lane Roadways (25% Reduction)
		Travel Time (Seconds)	Travel Time (Seconds)	Travel Time (Seconds)	Travel Time (Seconds)	Travel Time (Seconds)
N. Jackson Street	From W. 10th Street to W. 6th Street	81.9	75.2	80.0	80.3	79.3
N. Adams Street	From W. 6th Street to W. 10th Street	118.0	96.8	111.9	132.8	110.3

Notes:

- 1. Travel time results are from SimTraffic software and based on an average of five simulation runs.



Table 4: LOS (Delay) Results - W. 7th Street & W. 8th Street Bridge Closures

Corridor	Intersection	Cycle Length (sec)	PM 2022 No Build		PM 2022 Build		PM 2022 Build - N. Jackson St. One Lane Roadway		PM 2022 Build - N. Jackson St. & N. Adams St. One Lane Roadways		PM 2022 Build - N. Jackson St. & N. Adams St. One Lane Roadways (25% Reduction)	
			LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)
N. Jackson Street	W. 10th Street	90	B	14.8	B	18.4	C	20.4	B	19.7	B	19.6
	W. 9th Street	90	B	14.5	B	13.2	B	19.1	B	18.6	B	19.0
	W. 8th Street	90	A	8.0	C	20.6	A	4.0	A	4.1	A	4.0
	W. 7th Street	90	A	6.9	A	1.1	A	5.0	A	2.6	A	2.2
	W. 6th Street	90	A	8.7	A	9.3	A	6.1	A	6.0	A	6.2
N. Adams Street	W. 10th Street	90	B	12.4	B	12.0	B	10.7	B	10.5	B	12.7
	W. 9th Street	90	C	21.3	C	30.6	C	30.6	C	32.1	C	24.2
	W. 8th Street	90	A	8.7	B	10.3	A	7.1	B	13.7	A	8.0
	W. 7th Street	90	A	8.1	A	2.9	A	2.9	B	11.1	A	5.7
	W. 6th Street	90	B	13.0	B	13.1	B	13.4	C	31.7	B	19.7

- Notes:
1. Build scenario assumes a Cap that would close the bridge along W. 7th Street and W. 8th Street between N. Jackson Street and N. Adams Street
  2. The build scenario assumes that there are two lanes for through movements along N. Jackson Street and N. Adams Street
  3. The build scenario with N. Adams Street as a one lane roadway assumes one lane for through movements south of W. 8th Street

Table 5: 95th Percentile Critical Queue Results - W. 7th Street & W. 8th Street Bridge Closures

Corridor	Intersection	Lane	PM 2022 No Build	PM 2022 Build	PM 2022 Build - N. Jackson St. One Lane Roadway	PM 2022 Build - N. Jackson St. & N. Adams St. One Lane Roadways	PM 2022 Build - N. Jackson St. & N. Adams St. One Lane Roadways (25% Reduction)
			Queue Length (feet)	Queue Length (feet)	Queue Length (feet)	Queue Length (feet)	Queue Length (feet)
N. Jackson Street	W. 10th Street	WBL	85	243	244	261	259
		WBT	139	129	136	114	122
		SBT	146	127	223	206	221
	W. 9th Street	EBT	193	173	175	189	179
		SBL	158	154	324	343	334
	W. 8th Street	WBL	90	0	0	0	0
		WBT	110	0	0	0	0
		SBT	118	277	126	143	129
	W. 7th Street	EBT	79	54	58	59	60
		SBT	116	23	139	62	36
N. Adams Street	W. 10th Street	EBT	98	105	106	103	108
		SBT	81	141	89	70	69
		WBT	205	211	206	183	193
	W. 9th Street	NBL	281	364	358	356	365
		NBT	174	170	164	180	149
		EBL	187	180	198	185	169
		EBT	76	68	70	49	45
	W. 8th Street	NBT	260	460	491	455	239
		NBR	308	475	499	461	229
	W. 7th Street	WBT	185	162	350	187	125
		NBT	156	253	269	280	27
	W. 6th Street	NBT	155	157	84	217	138
		EBL	72	96	76	113	99
		EBT	62	53	41	61	57
		NBT	228	251	237	249	352
I-95 Off Ramp	W. 9th Street	NBL	123	123	148	122	163
		NBT	165	146	162	142	157

- Notes:
1. 95th Percentile Queue Length Results are from SimTraffic software and based on an average of five simulation runs.

Table 6: Travel Time Results - W. 7th Street & W. 8th Street Bridge Closures

Corridor	Intersection	PM 2022 No Build	PM 2022 Build	PM 2022 Build - N. Jackson St. One Lane Roadway	PM 2022 Build - N. Jackson St. & N. Adams St. One Lane Roadways	PM 2022 Build - N. Jackson St. & N. Adams St. One Lane Roadways (25% Reduction)
		Travel Time (Seconds)	Travel Time (Seconds)	Travel Time (Seconds)	Travel Time (Seconds)	Travel Time (Seconds)
N. Jackson Street	From W. 10th Street to W. 6th Street	90.1	100.4	87.1	83.7	82.9
N. Adams Street	From W. 6th Street to W. 10th Street	107.7	165.8	141.3	220.8	109.6

- Notes:
1. Travel time results are from SimTraffic software and based on an average of five simulation runs.

Table 7: LOS (Delay) Results - W. 7th Street & W. 9th Street Bridge Closures

Corridor	Intersection	Cycle Length (sec)	AM 2022 No Build		AM 2022 Build		AM 2022 Build - N. Jackson St. One Lane Roadway		AM 2022 Build -N. Jackson St. & N. Adams St. One Lane Roadways		AM 2022 Build -N. Jackson St. & N. Adams St. One Lane Roadways (25% Reduction)	
			LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)
N. Jackson Street	W. 10th Street	90	B	13.7	B	13.7	B	16.8	B	16.5	B	16.9
	W. 9th Street	90	B	19.0	A	7.9	B	15.6	A	3.8	A	3.8
	W. 8th Street	90	A	6.9	B	10.8	B	17.5	B	15.5	B	15.5
	W. 7th Street	90	A	9.2	A	1.8	A	4.8	A	4.3	A	4.3
	W. 6th Street	90	A	6.8	B	12.4	A	8.4	A	5.9	A	5.9
N. Adams Street	W. 10th Street	90	A	9.3	B	12.3	B	12.2	A	6.3	A	7.1
	W. 9th Street	90	C	33.6	B	19.0	B	19.0	B	13.9	B	13.1
	W. 8th Street	90	A	7.4	A	4.4	A	4.4	D	52.3	B	11.0
	W. 7th Street	90	A	8.8	A	8.4	A	8.9	F	97.1	C	23.1
	W. 6th Street	90	B	12.6	C	25.2	C	25.7	E	64.0	C	28.3

- Notes:
1. Build scenario assumes a Cap that would close the bridge along W. 7th Street and W. 9th Street between N. Jackson Street and N. Adams Street.
  2. The build scenario assumes that there are two lanes for through movements along N. Jackson Street and N. Adams Street.
  3. The build scenario with N. Adams Street as a one lane roadway assumes one lane for through movements south of W. 8th Street.

Table 8: 95th Percentile Critical Queue Results - W. 7th Street & W. 9th Street Bridge Closures

Corridor	Intersection	Lane	AM 2022 No Build	AM 2022 Build	AM 2022 Build - N. Jackson St. One Lane Roadway	AM 2022 Build -N. Jackson St. & N. Adams St. One Lane Roadways	AM 2022 Build -N. Jackson St. & N. Adams St. One Lane Roadways (25% Reduction)
			Queue Length (feet)	Queue Length (feet)	Queue Length (feet)	Queue Length (feet)	Queue Length (feet)
N. Jackson Street	W. 10th Street	WBL	51	54	49	45	56
		WBT	140	142	138	140	140
		SBT	144	156	410	414	215
	W. 9th Street	EBT	201	89	140	162	130
		SBL	160	164	308	312	70
	W. 8th Street	WBL	54	75	83	81	80
		WBT	61	116	119	115	122
		SBT	68	134	342	542	212
	W. 7th Street	EBT	72	58	104	146	72
		SBT	87	70	181	362	104
W. 6th Street	EBT	106	107	160	329	169	
	SBT	58	150	233	344	120	
N. Adams Street	W. 10th Street	WBT	118	117	119	128	120
		NBL	327	324	295	200	226
		NBT	172	143	115	97	85
	W. 9th Street	NBT	390	497	503	284	213
		NBR	411	506	511	333	235
	W. 8th Street	WBT	137	158	153	158	150
		NBT	169	317	333	169	144
	W. 7th Street	NBT	157	218	229	250	279
		W. 6th Street	EBL	74	302	317	328
	EBT		55	301	46	45	50
NBT	204		216	249	271	288	
I-95 Off Ramp	W. 9th Street	NBL	139	113	101	101	106
		NBT	163	137	125	122	118

- Notes:
1. 95th Percentile Queue Length Results are from SimTraffic software and based on an average of five simulation runs.

Table 9: Travel Time Results - W. 7th Street & W. 9th Street Bridge Closures

Corridor	Intersection	AM 2022 No Build	AM 2022 Build	AM 2022 Build - N. Jackson St. One Lane Roadway	AM 2022 Build -N. Jackson St. & N. Adams St. One Lane Roadways	AM 2022 Build -N. Jackson St. & N. Adams St. One Lane Roadways (25% Reduction)
		Travel Time (Seconds)	Travel Time (Seconds)	Travel Time (Seconds)	Travel Time (Seconds)	Travel Time (Seconds)
N. Jackson Street	From W. 10th Street to W. 6th Street	80.9	83.6	150.4	216.4	76.7
N. Adams Street	From W. 6th Street to W. 10th Street	118.1	148.7	146.5	274.7	102.7

- Notes:
1. Travel time results are from SimTraffic software and based on an average of five simulation runs.



Table 10: LOS (Delay) Results - W. 7th Street & W. 9th Street Bridge Closures

Corridor	Intersection	Cycle Length (sec)	PM 2022 No Build		PM 2022 Build		PM 2022 Build - N. Jackson St. One Lane Roadway		PM 2022 Build - N. Jackson St. & N. Adams St. One Lane Roadways		PM 2022 Build - N. Jackson St. & N. Adams St. One Lane Roadways (25% Reduction)	
			LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)
N. Jackson Street	W. 10th Street	90	B	14.8	B	13.6	B	18.1	B	14.8	B	15.1
	W. 9th Street	90	B	14.5	C	22.2	B	10.2	B	10.1	B	10.1
	W. 8th Street	90	A	8.0	C	24.3	B	14.5	B	14.1	B	14.0
	W. 7th Street	90	A	6.9	C	24.6	B	10.4	A	8.7	A	8.7
	W. 6th Street	90	A	8.7	A	8.0	A	7.7	A	8.9	A	8.9
N. Adams Street	W. 10th Street	90	B	12.4	B	12.2	A	7.9	B	11.4	B	12.0
	W. 9th Street	90	C	21.3	C	24.6	C	25.4	C	24.1	C	21.5
	W. 8th Street	90	A	8.7	A	7.6	A	7.0	D	49.5	B	11.8
	W. 7th Street	90	A	8.1	A	6.4	A	7.0	E	69.7	B	19.7
	W. 6th Street	90	B	13.0	C	23.4	C	23.2	D	45.5	D	39.7

- Notes:
1. Build scenario assumes a Cap that would close the bridge along W. 7th Street and W. 9th Street between N. Jackson Street and N. Adams Street.
  2. The build scenario assumes that there are two lanes for through movements along N. Jackson Street and N. Adams Street.
  3. The build scenario with N. Adams Street as a one lane roadway assumes one lane for through movements south of W. 8th Street.

Table 11: 95th Percentile Critical Queue Results - W. 7th Street & W. 9th Street Bridge Closures

Corridor	Intersection	Lane	PM 2022 No Build		PM 2022 Build		PM 2022 Build - N. Jackson St. One Lane Roadway		PM 2022 Build - N. Jackson St. & N. Adams St. One Lane Roadways		PM 2022 Build - N. Jackson St. & N. Adams St. One Lane Roadways (25% Reduction)	
			Queue Length (feet)		Queue Length (feet)		Queue Length (feet)		Queue Length (feet)		Queue Length (feet)	
N. Jackson Street	W. 10th Street	WBL	85		78		163		94		76	
		WBT	139		122		131		125		150	
		SBT	146		177		550		694		226	
	W. 9th Street	EBT	193		110		180		200		125	
		SBL	158		274		345		414		253	
	W. 8th Street	WBL	90		68		122		119		97	
		WBT	110		59		150		144		144	
		SBT	118		370		452		597		228	
	W. 7th Street	EBT	79		140		100		200		73	
		SBT	116		295		281		127		139	
N. Adams Street	W. 10th Street	EBT	98		208		209		352		163	
		SBT	81		237		272		340		158	
	W. 9th Street	WBT	205		190		201		350		207	
		NBL	281		271		258		245		258	
		NBT	174		132		136		153		143	
	W. 8th Street	NBT	260		502		489		349		175	
		NBR	308		490		490		363		214	
	W. 7th Street	WBT	185		263		256		193		174	
		NBT	156		392		402		106		59	
	W. 6th Street	NBT	155		283		302		253		274	
I-95 Off Ramp	W. 9th Street	EBL	72		345		356		327		325	
		EBT	62		55		54		58		53	
		NBT	228		257		271		246		274	
		NBL	123		150		140		140		138	
I-95 Off Ramp	W. 9th Street	NBT	165		175		181		164		158	

- Notes:
1. 95th Percentile Queue Length Results are from SimTraffic software and based on an average of five simulation runs.

Table 12: Travel Time Results - W. 7th Street & W. 9th Street Bridge Closures

Corridor	Intersection	PM 2022 No Build	PM 2022 Build	PM 2022 Build - N. Jackson St. One Lane Roadway	PM 2022 Build - N. Jackson St. & N. Adams St. One Lane Roadways	PM 2022 Build - N. Jackson St. & N. Adams St. One Lane Roadways (25% Reduction)
		Travel Time (Seconds)	Travel Time (Seconds)	Travel Time (Seconds)	Travel Time (Seconds)	Travel Time (Seconds)
N. Jackson Street	From W. 10th Street to W. 6th Street	90.1	181.7	222.0	333.1	88.0
N. Adams Street	From W. 6th Street to W. 10th Street	107.7	184.3	210.2	226.6	105.1

- Notes:
1. Travel time results are from SimTraffic software and based on an average of five simulation runs.



## **PEL Questionnaire Appendix B:** **Structural Alternatives and Order of Magnitude Cost Estimate**



The following feasibility estimates are based solely on the estimated order of magnitude cost estimate of structures associated with the project. These estimates include demolition of existing structures, maintenance of traffic during construction, cost of new substructure and superstructure bridges, and contingency to include the unknown cost of ventilation and/or fire suppression systems. These estimates do not include the cost of any soil on top of structures, landscaping, paving/paver systems, or plant-life. These estimates do not include any modifications/improvements of the intersections of surrounding local routes or the underpass interstate highway. These estimates do not include the cost of signage, lighting, drainage systems, or pavement markings.

<b>COST SUMMARY OF ALTERNATES</b>				
ALTERNATES	SOUTHERN COST	MIDDLE COST	NORTHERN COST	TOTAL COST
STEEL, OPEN BRIDGE	<b>\$76,000,000</b>	<b>\$98,000,000</b>	<b>\$84,000,000</b>	<b>\$258,000,000</b>
STEEL, CLOSED BRIDGE	<b>\$63,000,000</b>	<b>\$80,000,000</b>	<b>\$86,000,000</b>	<b>\$229,000,000</b>
CONCRETE, OPEN BRIDGE	<b>\$55,000,000</b>	<b>\$69,000,000</b>	<b>\$65,000,000</b>	<b>\$189,000,000</b>
CONCRETE, CLOSED BRIDGE	<b>\$54,000,000</b>	<b>\$68,000,000</b>	<b>\$70,000,000</b>	<b>\$192,000,000</b>

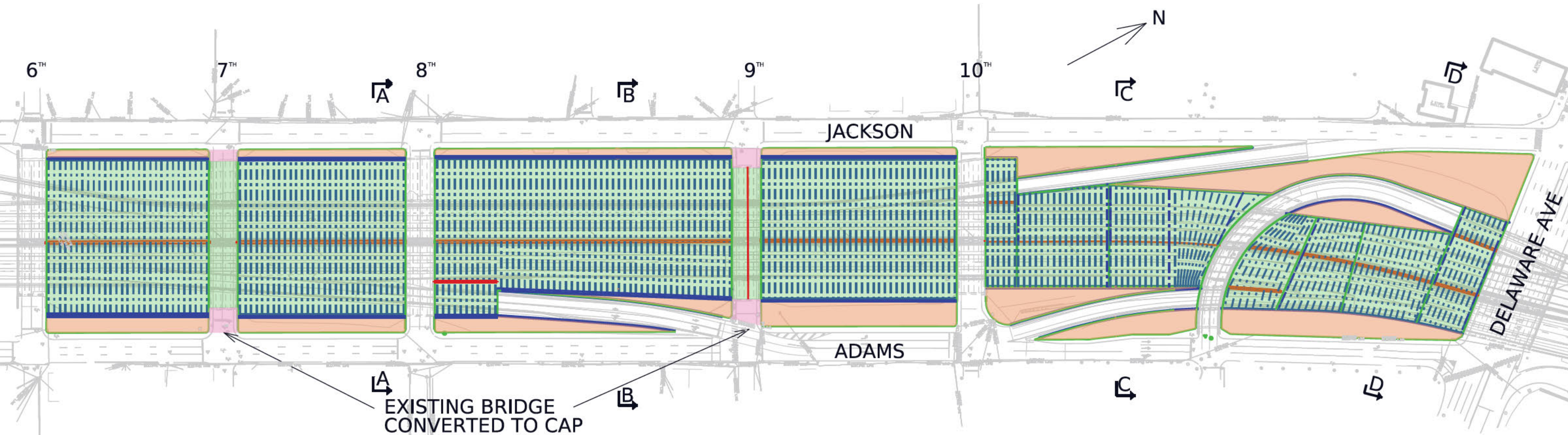
<b>COST SUMMARY (STEEL, OPEN BRIDGE)</b>					
ITEM TITLE	UNIT	UNIT PRICE	SOUTHERN COST	MIDDLE COST	NORTHERN COST
ROCK EXCAVATION FOR STRUCTURES AND TRENCHES	CY	\$200	5,500	10,000	9,400
BACKFILL	CY	\$45	8,700	12,200	36,700
REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	\$1	498,000	524,100	0
SHORING	LS	\$1	920,000	1,340,000	1,460,000
PORTLAND CEMENT CONCRETE MASONRY, ABUTMENT FOOTING, CLASS A	CY	\$800	1,200	1,700	1,900
PORTLAND CEMENT CONCRETE MASONRY, ABUTMENT ABOVE FOOTING, CLASS A	CY	\$1,000	1,300	1,900	4,400
PORTLAND CEMENT CONCRETE MASONRY, PIER ABOVE FOOTING, CLASS A	CY	\$1,200	900	1,200	1,300
PORTLAND CEMENT CONCRETE MASONRY, PARAPET, CLASS A	CY	\$1,200	100	100	200
PORTLAND CEMENT CONCRETE MASONRY, PIER FOOTING, CLASS B	CY	\$800	1,300	1,600	1,700
PORTLAND CEMENT CONCRETE MASONRY, SUPERSTRUCTURE, CLASS D	CY	\$1,200	4,100	5,200	3,600
BAR REINFORCEMENT, EPOXY COATED	LB	\$2	1,548,100	2,012,400	2,014,700
EPOXY CONCRETE SEALER	SF	\$10	11,800	17,100	15,500
SILICONE-BASED ACRYLIC CONCRETE SEALER	SF	\$8	30,000	36,300	58,600
HIGH MOLECULAR WEIGHT METHACRYLATE CONCRETE SEALER	SF	\$5	142,900	179,800	124,200
STEEL STRUCTURES (UNPAINTED) (STRAIGHT)	LB	\$3	10,525,700	13,081,800	-
STEEL STRUCTURES (UNPAINTED) (CURVED)	LB	\$5	-	-	5,649,200
PRESTRESSED CONCRETE BEAM 64" DEEP	LF	\$525	-	-	-
PRESTRESSED CONCRETE BEAM 48" DEEP	LF	\$450	-	-	-
PRESTRESSED CONCRETE BEAM 40" DEEP	LF	\$425	-	-	-
DISC BEARINGS	EA	\$3,000	144	208	186
PREFABRICATED EXPANSION JOINT SYSTEM, 4"	LF	\$500	1,200	1,700	1,600
RETAINING WALL > 15'	LF	\$600	0	250	900
RETAINING WALL < 15'	LF	\$300	0	350	1,000
STRUCTURE SUBTOTAL COST			\$48,720,275	\$62,609,600	\$53,606,025
15% MAINTENANCE OF TRAFFIC			\$7,308,041	\$9,391,440	\$8,040,904
SUBTOTAL COST			\$56,028,316	\$72,001,040	\$61,646,929
35% CONTINGENCY			\$19,609,911	\$25,200,364	\$21,576,425
TOTAL COST			<b>\$76,000,000</b>	<b>\$98,000,000</b>	<b>\$84,000,000</b>
COST/SF			\$532	\$545	\$676

<b>COST SUMMARY (STEEL, CLOSED BRIDGE)</b>					
ITEM TITLE	UNIT	UNIT PRICE	SOUTHERN COST	MIDDLE COST	NORTHERN COST
ROCK EXCAVATION FOR STRUCTURES AND TRENCHES	CY	\$200	20,900	28,600	24,300
BACKFILL	CY	\$45	64,200	75,500	59,500
REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	\$1	498,000	524,100	0
SHORING	LS	\$1	1,840,000	2,830,000	2,540,000
PORTLAND CEMENT CONCRETE MASONRY, ABUTMENT FOOTING, CLASS A	CY	\$800	2,600	3,300	2,600
PORTLAND CEMENT CONCRETE MASONRY, ABUTMENT ABOVE FOOTING, CLASS A	CY	\$1,000	5,800	7,400	5,900
PORTLAND CEMENT CONCRETE MASONRY, PIER ABOVE FOOTING, CLASS A	CY	\$1,200	900	1,300	1,100
PORTLAND CEMENT CONCRETE MASONRY, PARAPET, CLASS A	CY	\$1,200	100	100	200
PORTLAND CEMENT CONCRETE MASONRY, PIER FOOTING, CLASS B	CY	\$800	1,300	1,800	1,500
PORTLAND CEMENT CONCRETE MASONRY, SUPERSTRUCTURE, CLASS D	CY	\$1,200	2,800	3,300	3,000
BAR REINFORCEMENT, EPOXY COATED	LB	\$2	1,976,800	2,466,000	2,119,100
EPOXY CONCRETE SEALER	SF	\$10	11,100	16,600	14,900
SILICONE-BASED ACRYLIC CONCRETE SEALER	SF	\$8	63,000	71,600	62,500
HIGH MOLECULAR WEIGHT METHACRYLATE CONCRETE SEALER	SF	\$5	96,400	115,500	104,900
STEEL STRUCTURES (UNPAINTED) (STRAIGHT)	LB	\$3	3,979,300	4,743,600	-
STEEL STRUCTURES (UNPAINTED) (CURVED)	LB	\$5	-	-	4,661,000
PRESTRESSED CONCRETE BEAM 64" DEEP	LF	\$525	-	-	-
PRESTRESSED CONCRETE BEAM 48" DEEP	LF	\$450	-	-	-
PRESTRESSED CONCRETE BEAM 40" DEEP	LF	\$425	-	-	-
DISC BEARINGS	EA	\$3,000	144	208	186
PREFABRICATED EXPANSION JOINT SYSTEM, 4"	LF	\$500	1,200	1,700	1,600
RETAINING WALL > 15'	LF	\$600	0	250	1,000
RETAINING WALL < 15'	LF	\$300	0	350	1,100
STRUCTURE SUBTOTAL COST			\$40,413,300	\$51,183,200	\$54,892,425
15% MAINTENANCE OF TRAFFIC			\$6,061,995	\$7,677,480	\$8,233,864
SUBTOTAL COST			\$46,475,295	\$58,860,680	\$63,126,289
35% CONTINGENCY			\$16,266,353	\$20,601,238	\$22,094,201
TOTAL COST			<b>\$63,000,000</b>	<b>\$80,000,000</b>	<b>\$86,000,000</b>
COST/SF			\$654	\$693	\$820

COST SUMMARY (CONCRETE, OPEN BRIDGE)					
ITEM TITLE	UNIT	UNIT PRICE	SOUTHERN COST	MIDDLE COST	NORTHERN COST
ROCK EXCAVATION FOR STRUCTURES AND TRENCHES	CY	\$200	11,500	16,100	9,400
BACKFILL	CY	\$45	13,200	16,500	36,800
REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	\$1	498,000	524,100	-
SHORING	LS	\$1	2,760,000	4,000,000	1,540,000
PORTLAND CEMENT CONCRETE MASONRY, ABUTMENT FOOTING, CLASS A	CY	\$800	1,200	1,700	1,900
PORTLAND CEMENT CONCRETE MASONRY, ABUTMENT ABOVE FOOTING, CLASS A	CY	\$1,000	1,400	1,900	4,500
PORTLAND CEMENT CONCRETE MASONRY, PIER ABOVE FOOTING, CLASS A	CY	\$1,200	11,500	3,400	1,300
PORTLAND CEMENT CONCRETE MASONRY, PARAPET, CLASS A	CY	\$1,200	100	100	200
PORTLAND CEMENT CONCRETE MASONRY, PIER FOOTING, CLASS B	CY	\$800	3,600	4,700	1,700
PORTLAND CEMENT CONCRETE MASONRY, SUPERSTRUCTURE, CLASS D	CY	\$1,200	4,100	5,100	3,600
BAR REINFORCEMENT, EPOXY COATED	LB	\$2	1,950,900	2,536,600	2,021,400
EPOXY CONCRETE SEALER	SF	\$10	18,400	24,500	15,200
SILICONE-BASED ACRYLIC CONCRETE SEALER	SF	\$8	11,500	85,900	59,000
HIGH MOLECULAR WEIGHT METHACRYLATE CONCRETE SEALER	SF	\$5	142,900	179,800	124,200
STEEL STRUCTURES (UNPAINTED) (STRAIGHT)	LB	\$3	-	-	-
STEEL STRUCTURES (UNPAINTED) (CURVED)	LB	\$5	-	-	1,766,600
PRESTRESSED CONCRETE BEAM 64" DEEP	LF	\$525	18,160	-	-
PRESTRESSED CONCRETE BEAM 48" DEEP	LF	\$450	-	22,770	-
PRESTRESSED CONCRETE BEAM 40" DEEP	LF	\$425	-	-	16,774
DISC BEARINGS	EA	\$3,000	144	208	228
PREFABRICATED EXPANSION JOINT SYSTEM, 4"	LF	\$500	1,200	1,700	1,600
RETAINING WALL > 15'	LF	\$600	0	250	900
RETAINING WALL < 15'	LF	\$300	0	350	1,000
STRUCTURE SUBTOTAL COST			\$34,843,367	\$44,072,453	\$41,644,557
15% MAINTENANCE OF TRAFFIC			\$5,226,505	\$6,610,868	\$6,246,684
SUBTOTAL COST			\$40,069,872	\$50,683,320	\$47,891,241
35% CONTINGENCY			\$14,024,455	\$17,739,162	\$16,761,934
TOTAL COST			<b>\$55,000,000</b>	<b>\$69,000,000</b>	<b>\$65,000,000</b>
COST/SF			\$385	\$384	\$523

COST SUMMARY (CONCRETE, CLOSED BRIDGE)					
ITEM TITLE	UNIT	UNIT PRICE	SOUTHERN COST	MIDDLE COST	NORTHERN COST
ROCK EXCAVATION FOR STRUCTURES AND TRENCHES	CY	\$200	20,200	28,400	24,500
BACKFILL	CY	\$45	62,100	74,700	59,800
REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	\$1	498,000	524,100	0
SHORING	LS	\$1	1,840,000	2,830,000	2,620,000
PORTLAND CEMENT CONCRETE MASONRY, ABUTMENT FOOTING, CLASS A	CY	\$800	2,500	3,200	2,600
PORTLAND CEMENT CONCRETE MASONRY, ABUTMENT ABOVE FOOTING, CLASS A	CY	\$1,000	5,600	7,300	6,000
PORTLAND CEMENT CONCRETE MASONRY, PIER ABOVE FOOTING, CLASS A	CY	\$1,200	900	1,300	1,200
PORTLAND CEMENT CONCRETE MASONRY, PARAPET, CLASS A	CY	\$1,200	100	100	200
PORTLAND CEMENT CONCRETE MASONRY, PIER FOOTING, CLASS B	CY	\$800	1,200	1,800	1,600
PORTLAND CEMENT CONCRETE MASONRY, SUPERSTRUCTURE, CLASS D	CY	\$1,200	2,800	3,300	3,000
BAR REINFORCEMENT, EPOXY COATED	LB	\$2	1,916,100	2,440,000	2,125,600
EPOXY CONCRETE SEALER	SF	\$10	13,200	17,400	14,900
SILICONE-BASED ACRYLIC CONCRETE SEALER	SF	\$8	59,600	70,700	64,600
HIGH MOLECULAR WEIGHT METHACRYLATE CONCRETE SEALER	SF	\$5	96,400	115,500	104,900
STEEL STRUCTURES (UNPAINTED) (STRAIGHT)	LB	\$3	-	-	-
STEEL STRUCTURES (UNPAINTED) (CURVED)	LB	\$5	-	-	1,500,900
PRESTRESSED CONCRETE BEAM 64" DEEP	LF	\$525	12,321	-	-
PRESTRESSED CONCRETE BEAM 48" DEEP	LF	\$450	-	14,733	-
PRESTRESSED CONCRETE BEAM 40" DEEP	LF	\$425	-	-	12,531
DISC BEARINGS	EA	\$3,000	144	208	228
PREFABRICATED EXPANSION JOINT SYSTEM, 4"	LF	\$500	1,200	1,700	1,600
RETAINING WALL > 15'	LF	\$600	0	250	1,000
RETAINING WALL < 15'	LF	\$300	0	350	1,100
STRUCTURE SUBTOTAL COST			\$34,237,227	\$43,281,482	\$45,005,299
15% MAINTENANCE OF TRAFFIC			\$5,135,584	\$6,492,222	\$6,750,795
SUBTOTAL COST			\$39,372,811	\$49,773,704	\$51,756,094
35% CONTINGENCY			\$13,780,484	\$17,420,796	\$18,114,633
TOTAL COST			<b>\$54,000,000</b>	<b>\$68,000,000</b>	<b>\$70,000,000</b>
COST/SF			\$560	\$589	\$667





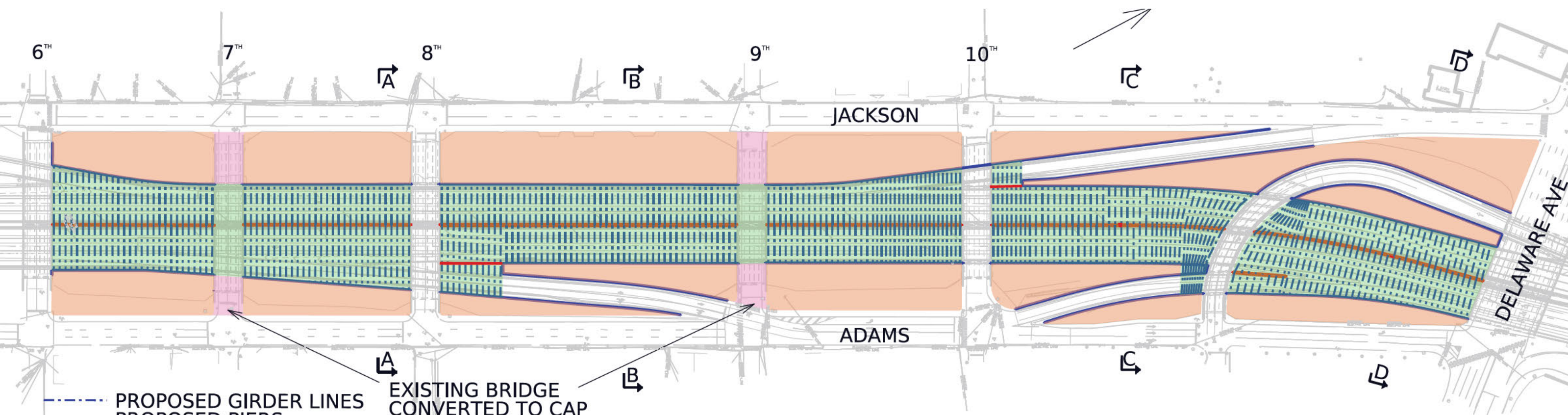
- PROPOSED GIRDER LINES
- PROPOSED PIERS
- PROPOSED RETAINING WALLS
- PROPOSED FILL
- PROPOSED CAP

EXISTING BRIDGE  
CONVERTED TO CAP

# GENERAL PLAN OF OPEN CONCEPT

SCALE 1" = 150'-0"



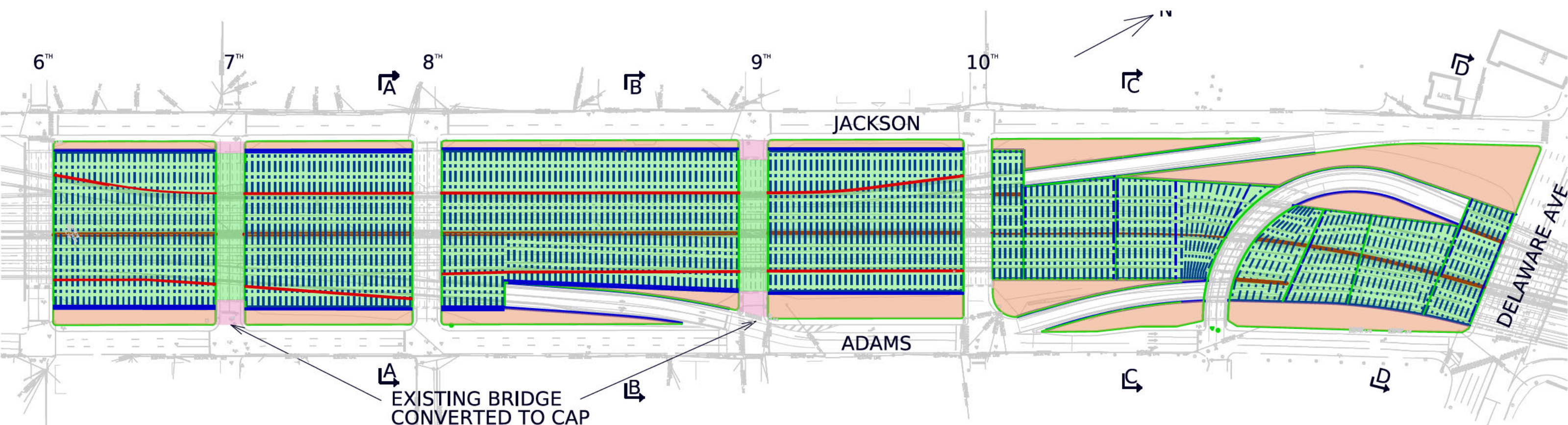


- PROPOSED GIRDER LINES
- PROPOSED PIERS
- PROPOSED RETAINING WALLS
- PROPOSED FILL
- PROPOSED CAP

# GENERAL PLAN OF CLOSED CONCEPT

SCALE 1" = 150'-0"



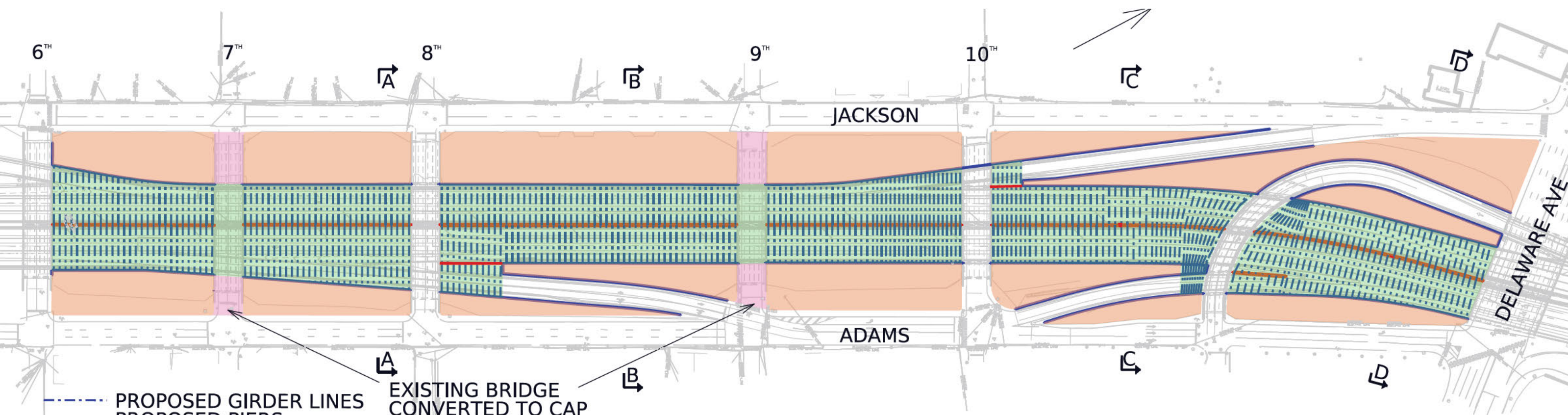


- ..... PROPOSED GIRDER LINES
- PROPOSED PIERS
- PROPOSED RETAINING WALLS
- PROPOSED FILL
- PROPOSED CAP

# GENERAL PLAN OF OPEN CONCEPT

SCALE 1" = 150'-0"





- PROPOSED GIRDER LINES
- PROPOSED PIERS
- PROPOSED RETAINING WALLS
- PROPOSED FILL
- PROPOSED CAP

# GENERAL PLAN OF CLOSED CONCEPT

SCALE 1" = 150'-0"





## **PEL Questionnaire Appendix C: Socioeconomic Data Summary**



## **Socioeconomic Data Summary**

Socioeconomic data for the project area were pulled using census tract-level data. The most recent data were used for each socioeconomic indicator. The project limits touch census tracts 11, 15, 16, 21, 22, and 28 in New Castle County, Delaware (Figure 1).

The project is located in an area bound by North Jackson Street to the west, West Sixth Street to the south, North Adams Street to the east, and Delaware Avenue to the north in Wilmington, Delaware, just west of downtown. The project limits include the rights of way for all streets listed above, excluding Delaware Avenue, and including the I-95 right of way and the Sixth, Seventh, Eighth, Ninth, and 10th Street bridges. The data pulled include general population, demographics, environmental justice, limited English proficiency, and access to personal vehicle data.

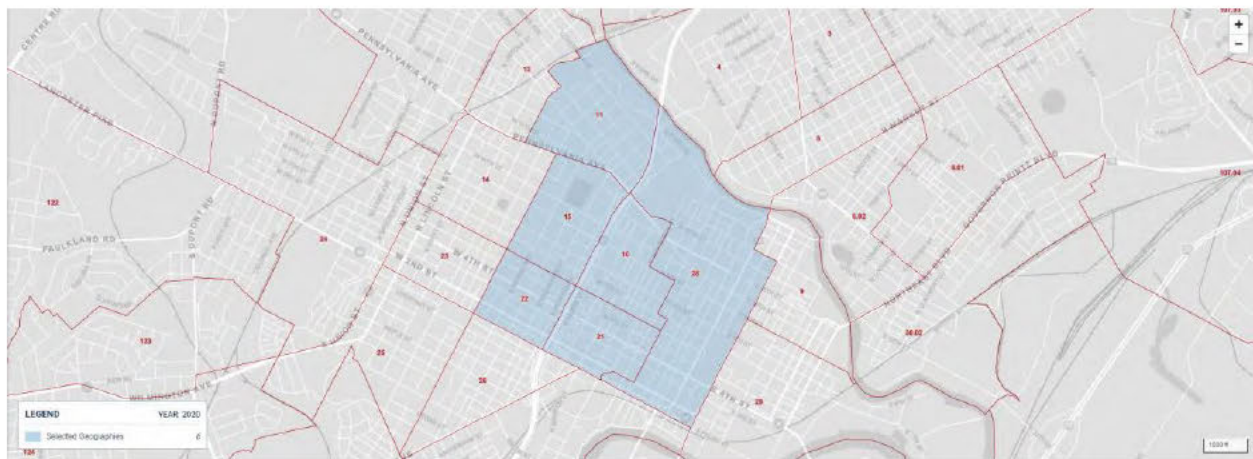


Figure 1: Census Tracts 11, 15, 16, 21, 22, and 28 in New Castle County, Delaware from <https://data.census.gov/cedsci/map?vintage=2020>

## **Overview**

The census blocks surrounding the study area include several Environmental Justice populations: 67.9% of the population are people of color, 29.1% live under the poverty line, 14.8% have not completed high school, and 26.7% do not have access to a personal vehicle. Most residents speak English well (96.2%), but of those who do not, almost all of them speak Spanish as a first language (94.6%).

## **General Population, Economics, and Housing Data**

These data were pulled from the 2020 census and 2020 American Community Survey (ACS) 5-year estimates for census tracts 11, 15, 16, 21, 22, and 28. The data include values and ranges of values for information such as the median age, median household income, number of persons per household, occupation of housing units, and percentage of population born outside of the United States:

- The median age ranges from 31.9 years old in Census Tract 22 to 38.1 years old in Census Tract 11 (S0101).



## PEL Questionnaire Appendix C

### Socioeconomic Data Summary

- The median household income ranges from \$19,464 in Census Tract 21 to \$53,789 in Census Tract 11 (S1901).
- The average household size ranges from 1.34 in Census Tract 11 to 3.78 in Census Tract 22 (S1101).
- 86.7% of households are occupied (H1).
- 8.6% of the population was born outside of the United States (B05002).

### Environmental Justice (EJ) Community Status

These data were pulled mainly from the 2020 American Community Survey (ACS) 5-year estimates for census tracts 11, 15, 16, 21, 22, and 28 and include information such as the percentage of the population who are people of color, below poverty level, limited English-speaking, or who have less than a high school education:

- 67.9% of the population is a person of color (P2).
- 29.1% of the population is below poverty level (S1701).
- 2.7% of households are limited English-speaking households (S1602).
- 14.8% of population 25 years and over with less than a high school education (S1501).

### Limited English Proficiency (LEP)

These data were pulled from the 2020 American Community Survey (ACS) 5-year estimates, Table S1601, for census tracts 11, 15, 16, 21, 22, and 28. These data indicate that 3.8% of adults have limited English proficiency (LEP), that is, who speak English less than “very well.” Of those adults with LEP, 94.6% speak Spanish and 5.4% speak other languages.

### Personal Vehicle Access

These data were pulled from the 2020 American Community Survey (ACS) 5-year estimates, Table S2504, for census tracts 11, 15, 16, 21, 22, and 28. These data indicate that 26.7% of households have no access to a personal vehicle.

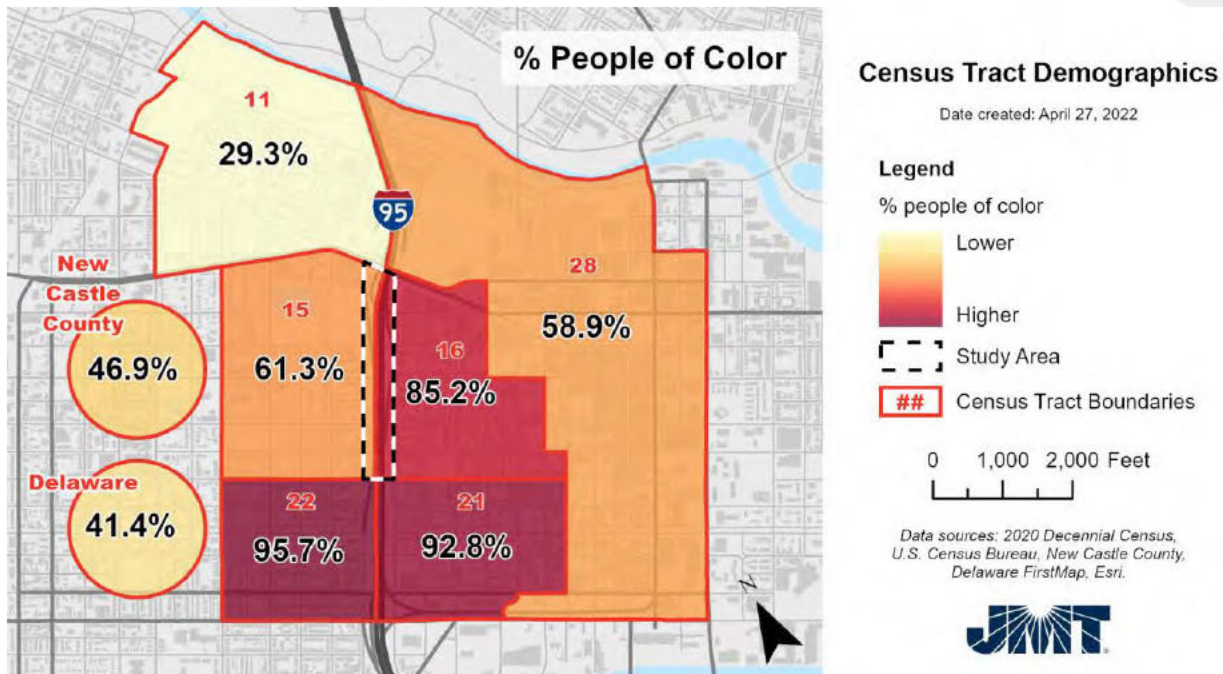
### Schools

There is one school adjacent to the project area: William Lewis Elementary School, located at 920 N Van Buren St.

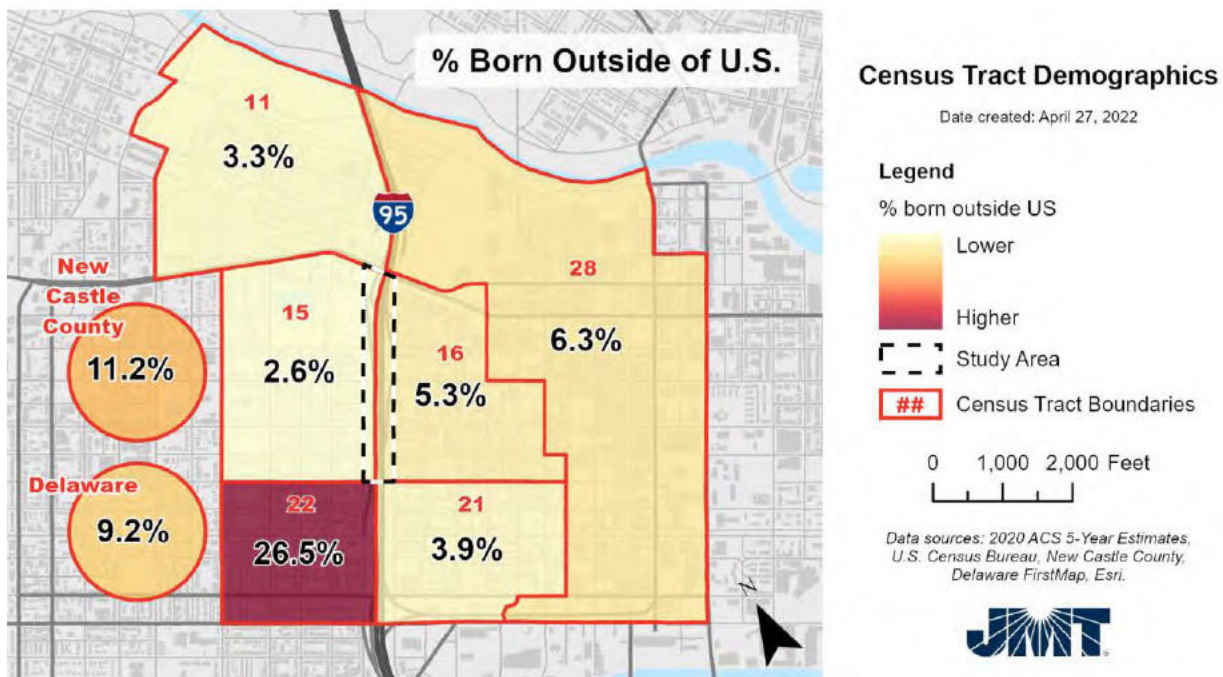
### Places of Worship

There is one place of worship adjacent to the project area: Trinity Episcopal Parish, located at 1108 N Adams St.

## PEL Questionnaire Appendix C Socioeconomic Data Summary



The map above shows the percentage of the total population who do not identify as non-Hispanic white. The data for this map come from the 2020 Decennial Census.

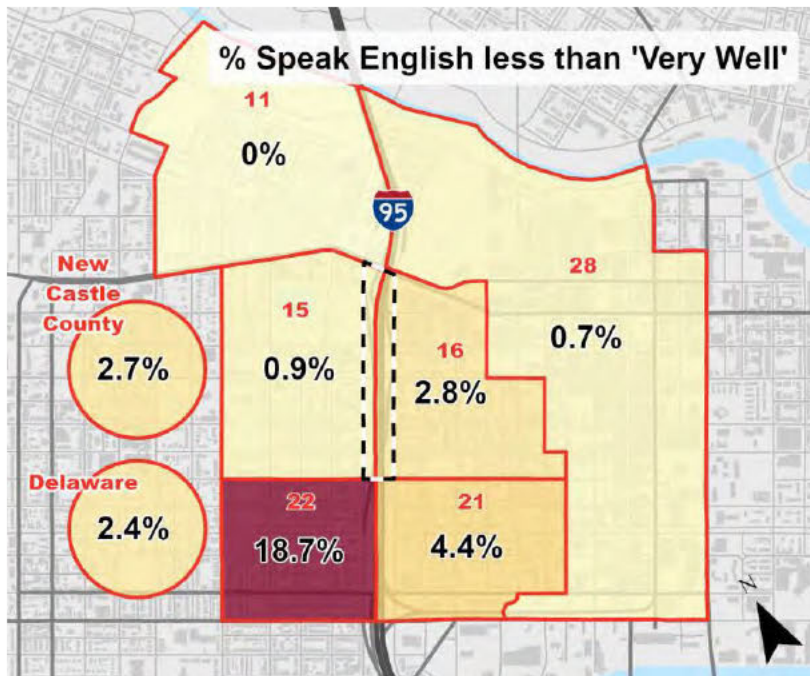


The map above shows the percentage of the total population who were born outside of the United States. The data for this map come from the 2020 ACS 5-Year Estimates, 2016-2020.



## PEL Questionnaire Appendix C

### Socioeconomic Data Summary



#### Census Tract Demographics

Date created: April 27, 2022

##### Legend

% speak English less than 'very well'

Lower  
Higher

Study Area

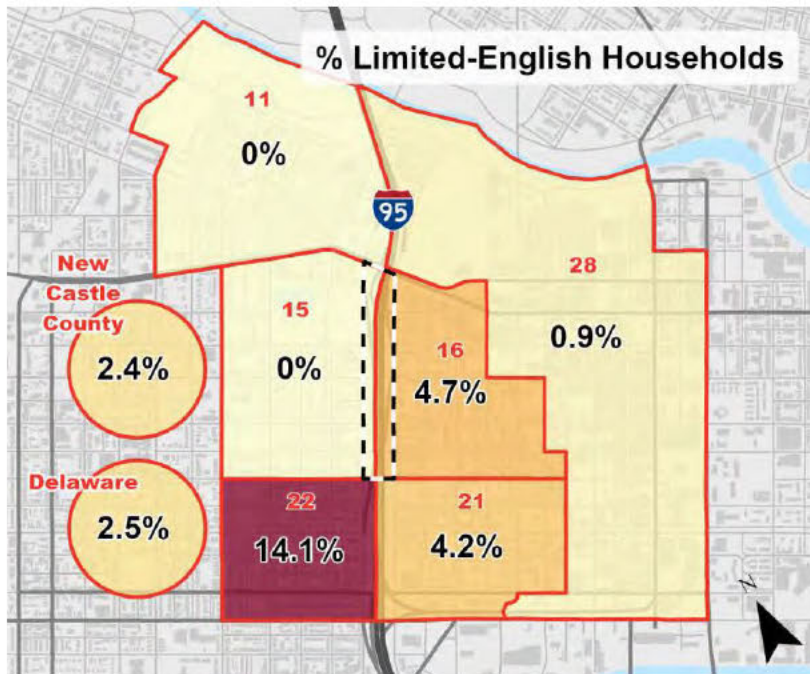
Census Tract Boundaries

0 1,000 2,000 Feet

Data sources: 2020 ACS 5-Year Estimates,  
U.S. Census Bureau, New Castle County,  
Delaware FirstMap, Esri.



The map above shows the percentage of the total population who speak English less than "very well." The data for this map come from the 2020 ACS 5-Year Estimates, 2016-2020.



#### Census Tract Demographics

Date created: April 27, 2022

##### Legend

% limited-English households

Lower  
Higher

Study Area

Census Tract Boundaries

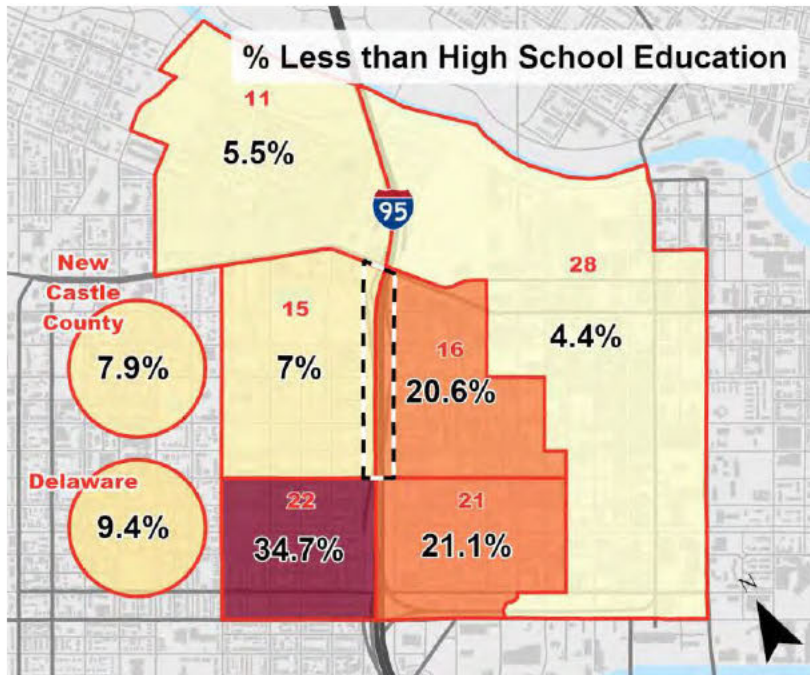
0 1,000 2,000 Feet

Data sources: 2020 ACS 5-Year Estimates,  
U.S. Census Bureau, New Castle County,  
Delaware FirstMap, Esri.



The map above shows the percentage of households where no member 14 years old or older speaks only English or speaks another language and speaks English "very well." "In other words, all members 14 years old or over have at least some difficulty with English," according to the Census Bureau. The data for this map come from the 2020 ACS 5-Year Estimates, 2016-2020.

# PEL Questionnaire Appendix C Socioeconomic Data Summary



## Census Tract Demographics

Date created: April 27, 2022

### Legend

% less than high school education

Lower

Higher

Study Area

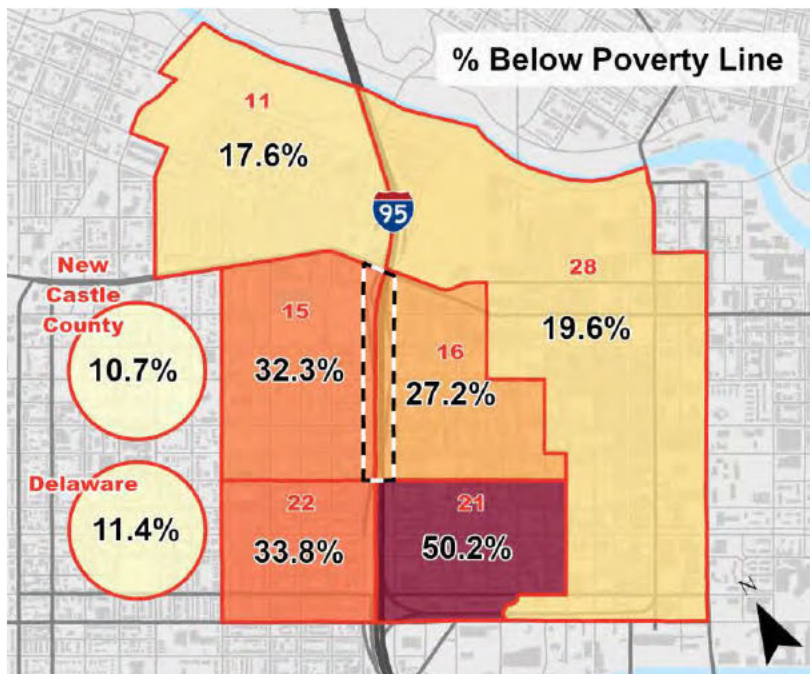
Census Tract Boundaries

0 1,000 2,000 Feet

Data sources: 2020 ACS 5-Year Estimates,  
U.S. Census Bureau, New Castle County,  
Delaware FirstMap, Esri.



The map above shows the percentage of the population aged 25 and older who completed less than a high school education or equivalent. The data for this map come from the 2020 ACS 5-Year Estimates, 2016-2020.



## Census Tract Demographics

Date created: April 27, 2022

### Legend

% below poverty line

Lower

Higher

Study Area

Census Tract Boundaries

0 1,000 2,000 Feet

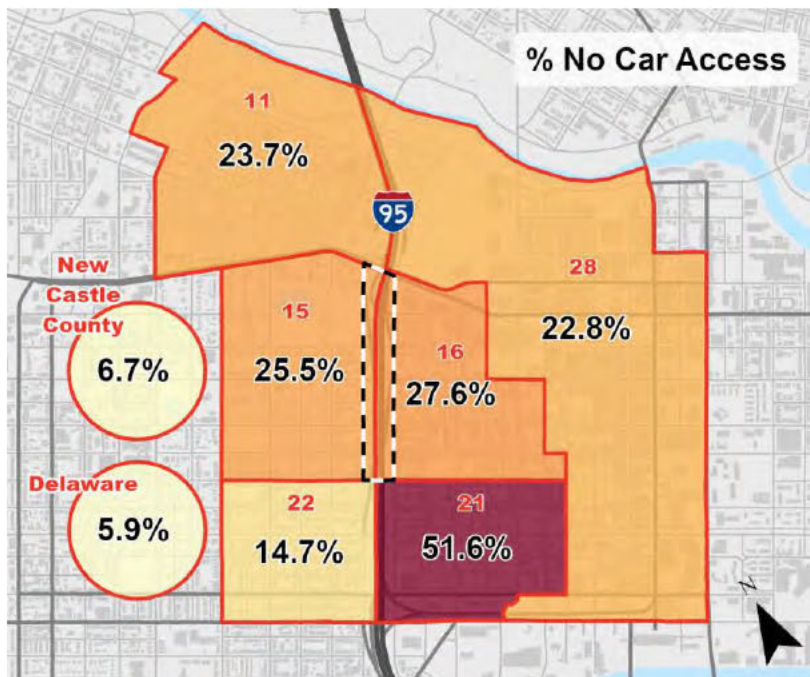
Data sources: 2020 ACS 5-Year Estimates,  
U.S. Census Bureau, New Castle County,  
Delaware FirstMap, Esri.



The map above shows the percentage of the total population whose income falls below the poverty line. The data for this map come from the 2020 ACS 5-Year Estimates, 2016-2020.



# PEL Questionnaire Appendix C Socioeconomic Data Summary



## Census Tract Demographics

Date created: April 27, 2022

### Legend

% no car access

Lower

Higher

Study Area

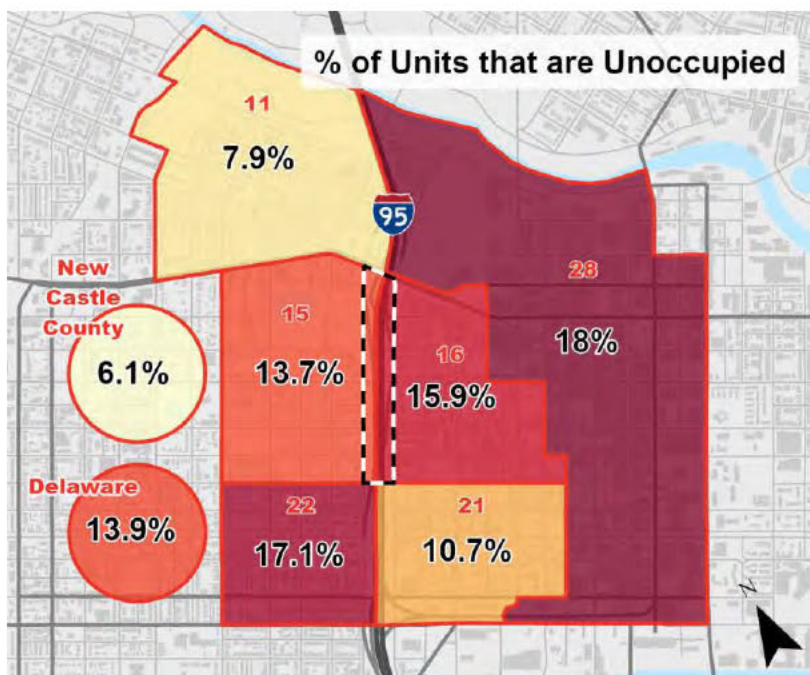
Census Tract Boundaries

0 1,000 2,000 Feet

Data sources: 2020 ACS 5-Year Estimates,  
U.S. Census Bureau, New Castle County,  
Delaware FirstMap, Esri.



The map above shows the percentage of the households with no access to a car. The data for this map come from the 2020 ACS 5-Year Estimates, 2016-2020.



## Census Tract Demographics

Date created: April 27, 2022

### Legend

% of units that are unoccupied

Lower

Higher

Study Area

Census Tract Boundaries

0 1,000 2,000 Feet

Data sources: 2020 Decennial Census,  
U.S. Census Bureau, New Castle County,  
Delaware FirstMap, Esri.



The map above shows the percentage of housing units that are unoccupied. The data for this map come from the 2020 Decennial Census.

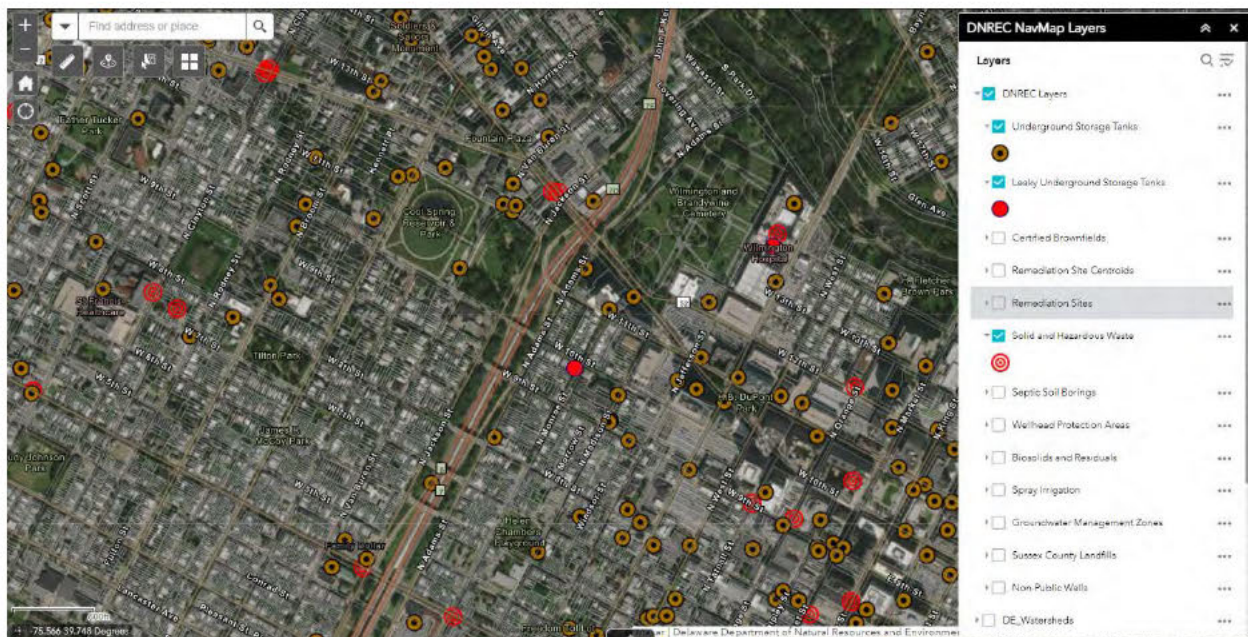


## **PEL Questionnaire Appendix D: Hazardous Materials Summary**



# PEL Questionnaire Appendix D Hazardous Materials Summary

## DNREC Hazardous Materials Map



### Hazardous Material Sites Adjacent to I-95 Project Area

Site Name	Site Type	Program/Site ID	LUST Project Name	LUST Project Number	LUST Project Status	Substance	Program
Trinity Episcopal Church	Underground Storage Tank	3-001363	N/A	N/A	N/A	N/A	N/A
DOT Residential Adam Street	Underground Storage Tank	3-001860	N/A	N/A	N/A	N/A	N/A
Del DOT Right of Way 195 @ North Jackson	Underground Storage Tank	3-003462	N/A	N/A	N/A	N/A	N/A
Del DOT Right of Way 195 @ North Jackson	Leaky Underground Storage Tank	3-003462	I-95 South Bound Ramp	N2012072	Inactive	Unknown	N/A
CVS Pharmacy #0088	Solid and Hazardous Waste	DEN201200013	N/A	N/A	N/A	N/A	Hazardous Waste Generator
Shell Oil Company	Solid and Hazardous Waste	DED984071829	N/A	N/A	N/A	N/A	Hazardous Waste Generator



An aerial photograph of a city, likely St. Louis, Missouri, showing a dense urban grid, a winding river (the Mississippi River), and a major highway (Interstate 95) running through the center. The image is overlaid with a semi-transparent purple filter.

# **I-95 FEASIBILITY STUDY**

## *Appendix B*

### *Community Engagement Summaries*



# I-95 Cap Feasibility Study Community Workshop #1 / #1B Summary

## OVERVIEW

On November 17th and January 12th members of the community were invited to listen to a presentation about the future of a public space over I-95 in Wilmington. Both the in person and virtual workshops began with a presentation on the project context, scope, and relevant precedent projects by Hargreaves Jones. Attendees asked questions, made comments as well as participated in workshop exercises, and voted on a variety of possible programs for the future space.

## KEY THEMES

The following key themes emerged from the first phase of community workshops through discussion and program preferencing exercises. More detailed meeting notes from both workshops can be found in the appendix.

The first community workshop indicated enthusiasm from the public about a potential public space bridging I-95 between Jackson and Adams Streets. The workshops identified and discussed questions and concerns related to the construction, programming, and ongoing maintenance of a new public space.

Workshop participants were supportive of the concept of re-connecting communities separated by the construction of I-95. Community members wanted to better understand the process of getting a project of this scale funded, and whether or not it would ultimately impact local taxes. Other themes that emerged during the question and answer session included the following:

- Long-term care and maintenance of current and future public spaces elsewhere in Wilmington
- Designing with stormwater in mind
- Ensuring that potential displacement of people who are un-housed is considered in the planning process
- The public space should be designed with local users in mind, especially given the study area's proximity to schools and playgrounds

## COMMUNITY WORKSHOP HIGHLIGHTS

Community Workshop #1 was the first opportunity for members of the general public to learn about the project scope and offer guidance about the future of a public space between Jackson and Adams over I-95. In total, 99 community members participated in the two events.

**52** Attendees to the In Person Workshop

**47** Attendees to the Virtual Workshop

**743** Individual Program Preference Responses

**152** Survey responses collected



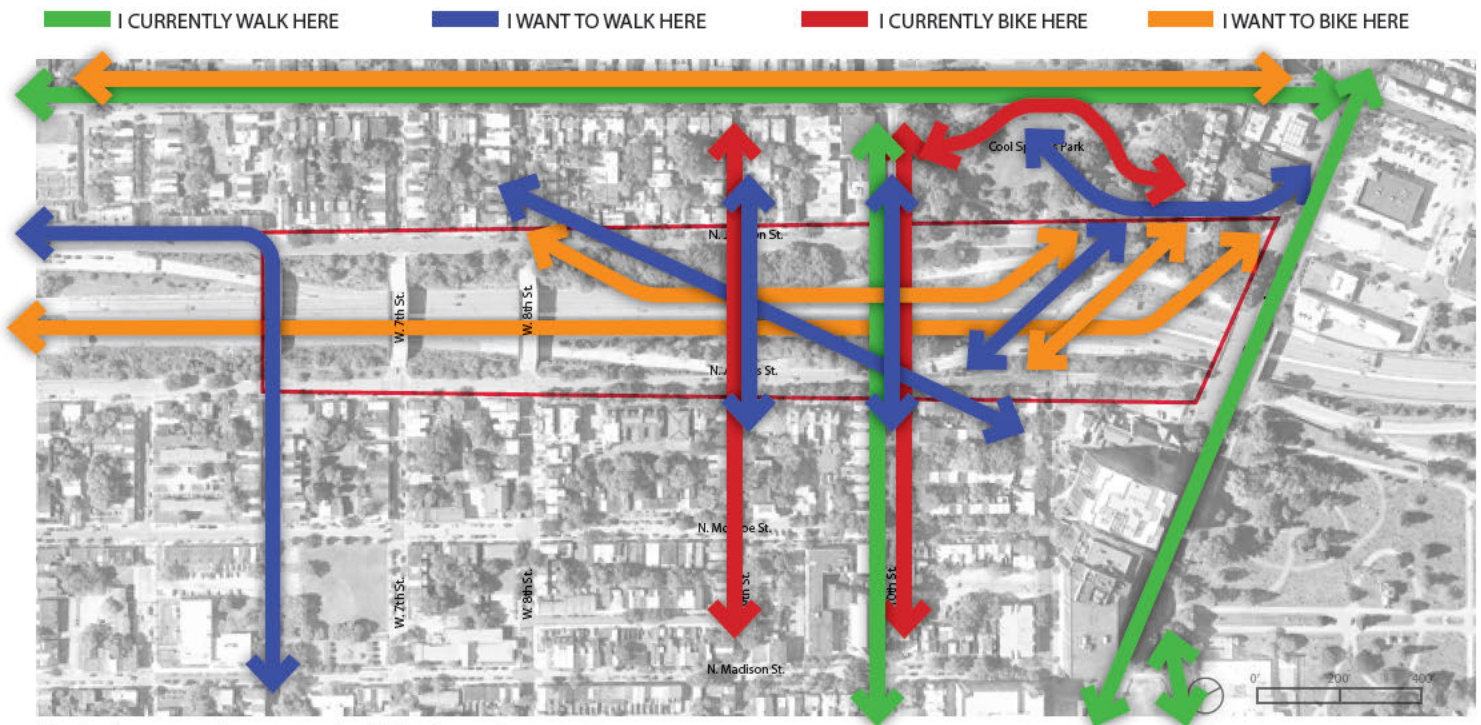
Workshop attendee neighborhood representation

Outcome of the prompt "When I picture the future of this place, I envision..."

*When picturing the future of this place, the community envisions **a place for everyone** that is **safe, walkable, and colorful**. This includes **well-lit, well-maintained programmed areas** that prioritize **sustainability, native plantings**, places for families and community members to **play** and **exercise** comfortably, and that **celebrates the history of the neighborhoods**.*



## Where do you walk or bike? Where would you walk or bike, if you could?



*Desired connections to and within the project study area*

### DESIRED CONNECTIONS

Most workshop attendees who participated in the above mapping exercise are biking along 9th and 10th streets, as well as along Delaware Avenue. Workshop participants desire to bike diagonally across the study area from the intersection of W 8th Street and N. Jackson Street to the intersection of W 10th Street and N. Adams Street.

Other notable desired connections include:

- Across the 10th Street bridge;
- Diagonally between 8th Street and the Brandywine Cemetery
- Along W. 6th Street to Jackson
- From Cool Springs Park to N. Adams parallel to the flyover

Most respondents indicated existing streets and avenues as places they would like to walk or bike in the future, suggesting opportunities for right-of-way and streetscape in the project area and larger neighborhoods.



*Attendees participate in exercises (photo: project team)*



## CURRENT CONDITIONS

Attendees wrote about the study area as it is today. Attendees had the opportunity to write about what is currently working, as well as what could use improvement. Below is a selection of comments and ideas that came from the exercise:

### What IS Working?

- Beautiful local artwork
- Strong diversity
- Local gardens
- Good local businesses
- Involved communities, leaders, and politicians

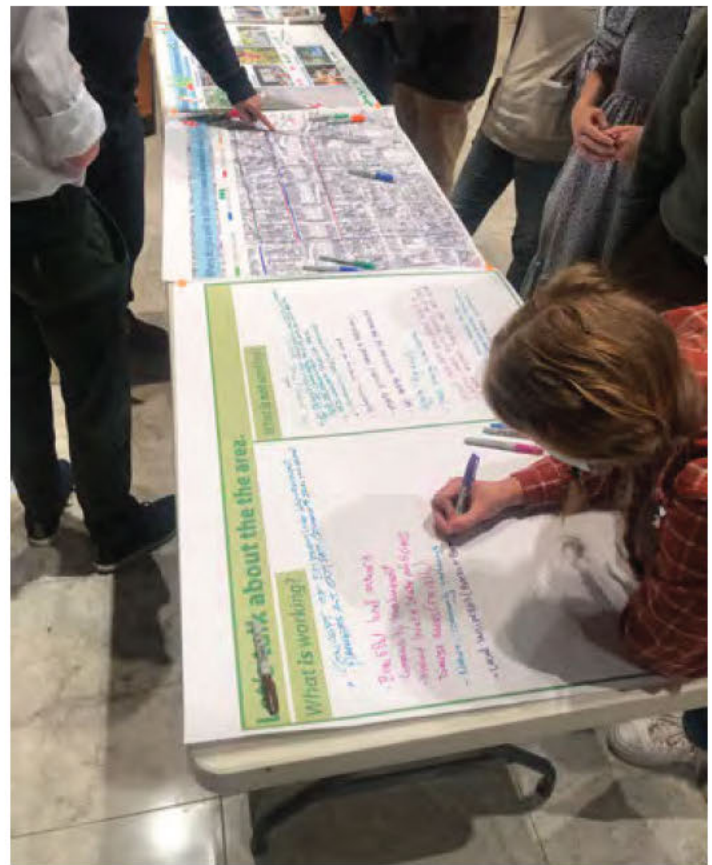
### What is NOT working?

- Not enough public trash cans
- Cars have more access and right of way than pedestrians
- Lack of lighting
- Poorly managed stormwater
- Loitering and crime
- Not enough bike-able and walkable connections
- Cool Springs park is not finished
- Public transit
- Not enough resources for the un-housed

## PROGRAM PREFERENCING

Attendees placed stickers either in-favor or not-in-favor across four categories of program including Nature and Environment, Health and Wellness, Mobility, and Community Program. In-person and virtual workshop participants held similar program preferences.

Generally, there was high interest in more trees, multi-function landscapes, pedestrian only zones, and art and sculpture. Items with nearly equal 'favored' to 'not favored' votes included scooter share, sport courts, and dog play. Participants discouraged more parking, ride-share pickup points, or car sharing was needed in this area. The word cloud to the right illustrates the results. Larger text indicates a higher response rate for that program option. The most favored programs were pedestrian only zones, restrooms, and more trees. The least-favored was parking.



Attendees participate in exercises (photo: project team)



Program preference outcomes from Community Workshop #1

## SURVEY OUTCOMES

Generally, survey outcomes supported those of both the Advisory Committee and the community workshops.

### What are the top three OPPORTUNITIES?

- Green space
- More bike routes
- Creating Unity
- Connecting pedestrian access
- Beautifying the neighborhood

### What are the top three CHALLENGES?

- Funding
- Construction disruption
- Changing traffic patterns
- Maintaining a new space

## PROGRAM PREFERENCING

Respondents had the opportunity to rank program preferences across four categories: Community Program, Health and Wellness, Nature and Environment, and Mobility.

Similar to workshop participants, respondents had a high interest in more trees, multi-function landscapes, pedestrian only zones, and art and sculpture. Survey respondents were additionally interested in contemplative space, running loops, and exercise stations. A cafe and public restrooms continued to be popular across all groups.

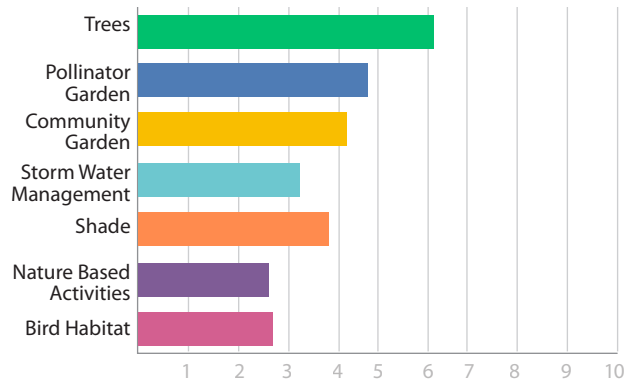
### GENERAL COMMENTS:

"A park with trees and a community garden. It's so visible and so impactful. Create a sense of place, something we can be proud of, and something we can actually use! It should be pedestrian and bike traffic only. No cars, there's enough space for cars already (way too much)!"

"Well-lit area not just with street lights but also with landscaping lights. That would be great to show off the gardens and trees at night."

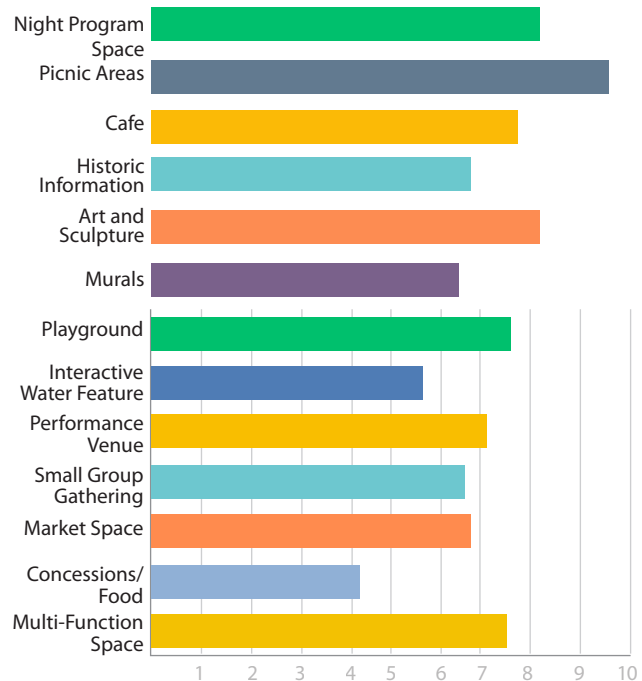
"anything that allows Wilmington to be safe, walkable and livable is a worthwhile investment."

Please rank which of the following nature/ environmental things are most needed in this area.



Survey Program Preference Responses

Please rank which community programs you think are most needed for this area (1 most, 10 least).



Survey Program Preference Responses



# Let's talk about the the area.

## What is working?

- CONCEPT OF EMPLOYING LANDSCAPE PLANNERS AT OUT SET. (STUDENT TIAN MC HARE)
- Beautiful local artwork!
- Community involvement!
- Involved local & state politicians
- Diverse areas (racially)
- Nature, community gatherings
- Local businesses (Books + Bagels) WBE, BOB (Blue road brown)
- SO MANY LOCAL GARDENS IN THE AREA

LIGHT UP ADAMS ST. 900 BLOCK  
LIKE BOATHOUSE ROW

Can we incorporate Delaware Greenways? / East Coast Greenway  
to implement w/ multi-state project

more foot traffic

Not enough lighting  
unsafe sidewalks  
w/ the 900 block of  
W. 1st St. - W. 11th Street

Misc. for future -  
hiring local  
craigslist

## What is not working?

- Lighting (lack of) ✓
- Stormwater runoff (combined sewers)
- Roads ✓
- Not enough trash cans ✓
- No resolution of vehicular access / issues to I-95. Crossover PH 275 South to I-95 NOT RESOLVED
- DESIGNATED PASSIVE PARK
- COMMUNITY (NEW) ACCESSANCES
- pedestrian crossings are unsafe
- easy on/off for drug dealing w/ I-95
- unsafe drivers (hard to see pedestrians)
- Not enough resources for the unhoused ✓
- loitering / drug activity
- Trash, loitering, crime activities ✓
- terrible storm water management leading to flooding, sewage, unsafe conditions for all people
- we need drainage, greenbelts, more water runoff areas ✓
- 900 SPRING PARK NEEDS TO BE / more lighting!
- FINISHED. WORKING FUNCTIONING FOUNTAIN WITH RETURN OF PARKS SCULPTURE. maintenance
- Need more safe/comfortable biking routes (love the river to river suggestion)
- Public transportation
- Not enough local places for low-income make use
- The street direction in the neighborhood need to be every other block
- No parking in the 1000 block of Adams Street - hard to find
- Not enough bikeable / walkable connectivity between neighborhoods Riverfront / downtown / trails etc.

Scan of workshop exercise: Let's talk about the area.

# Let's make a vision for the future of I-95

## When I picture the future of this place, I envision...

Native plantings + whole ecosystems

Aspire that celebrates and memorializes the so diverse and strong community around the park

A PLACE FOR LOCAL RESIDENTS

An Exercise Park included

A space where residents can gather legitimately and safely

A community based w/ a mission of arts, educational accessibility, + food security

Hopes:

- Green areas
- Safety
- Boys playing + walking

- Fears:
- drugs + violence
- traffic
- homelessness / squatting
- displacement of local residents (black + brown people)

A place where people can embrace their passion

A space with native plants that promotes the environment of birds / insects

non anti-houseless architecture

LIGHT UP ADAMS ST.  
LIKE BOATHOUSE ROW

A community center, an area to eat, a safe place, and a place to walk safely with less cars.

A safe, clean and beautifully maintained space for people to enjoy nature.

A sustainable, community-centered urban outdoor space will opportunities for sports, art, local businesses, and relaxation. Physical investment in community

A safe space for all people to recreate & enjoy the benefits of the natural world

A place that connects people and nature

Scan of workshop exercise: Let's Make a Vision for the Future of I-95



## Let's make a vision for the future of I-95

When I picture the future of this place, I envision...

local gathering space for  
café or farmers market or  
other local gathering  
space.

children's  
area/learning,  
educational activities

DE Greenway  
continuation

special events

amenities

Trees, activities,  
programming!

open space!! multi  
purpose/flex/tree  
lined

places to sit and  
play games

living usable green  
space.

link Brandywine River  
to this space/link  
Christina River

low impact rec

reduce CO2 with  
green and trees.

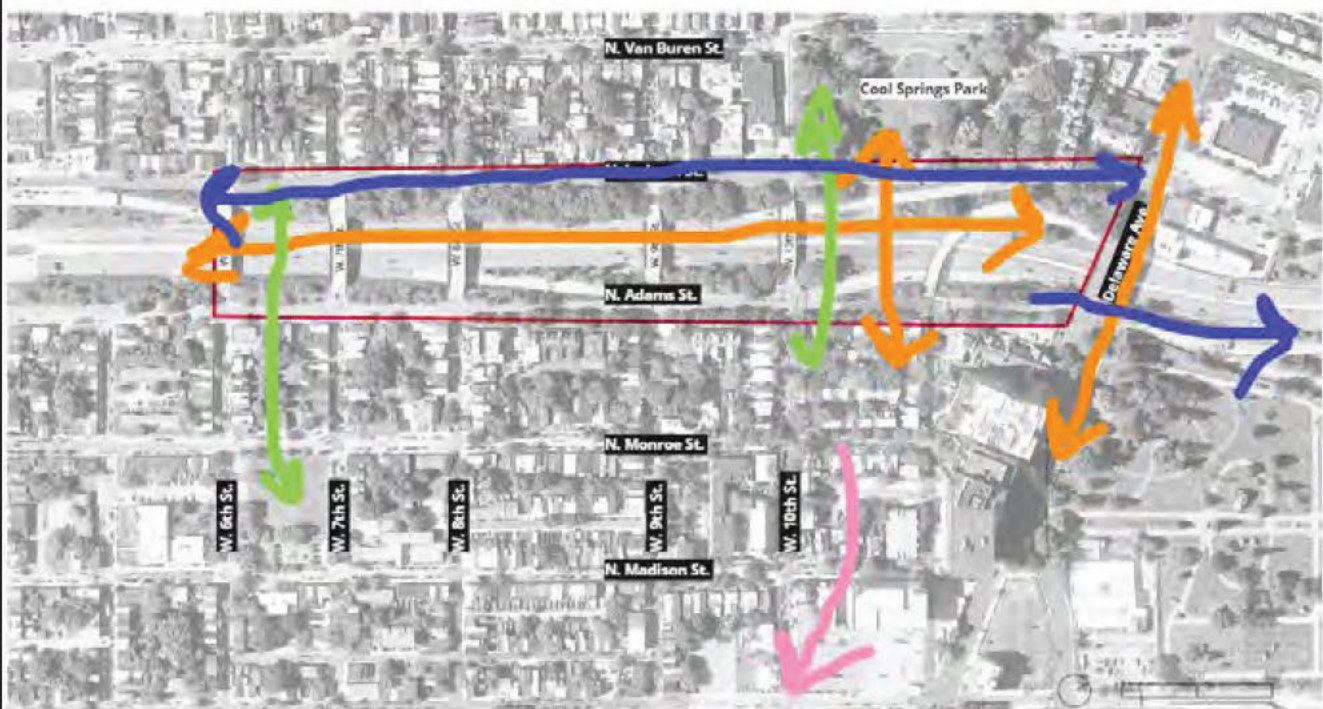
local retail

visitors center

Workshop exercise: Let's Make a Vision for the Future of I95

## Where do you walk or bike? Where would you walk or bike, if you could?

■ I CURRENTLY WALK HERE   
 ■ I WANT TO WALK HERE   
 ■ I CURRENTLY BIKE HERE   
 ■ I WANT TO BIKE HERE



Workshop exercise: Desired Connections



# I-95 Cap Feasibility Study Community Workshop #2 -#4 Summary

## OVERVIEW

On April 19th members of the public gathered to see three draft concept ideas. The three ideas varied significantly in their geometry and connectivity, but were similar in the programs proposed. Members of the public had time to ask questions and make comments on the three ideas. In September 2022, the project team returned to Wilmington to present three draft concepts, developed from the preferences and comments of the public workshop in April 2022. In November the project team presented the draft final concept, which was met with broad support from the community.

## KEY THEMES

The following key themes emerged from the second and third community workshops. More detailed meeting notes from both workshops can be found in the appendix.

The second community workshop established a clear community preference for capping all of the available space over I95. There were preferences for the concept that showed the potential closure of bridges across I95 to facilitate better pedestrian connection and more expansive green spaces for Wilmington.

Traffic analysis showed that any two bridges across I95 could be closed within the study area without impacting the level of service (or, manageable with signal timing changes). After careful exploration of options, the project team returned to the public with three iterations of the community-preferred plan from the second workshop (Greenway). Each concept supported the program the community requested at previous workshops.

Workshop participants were supportive of the three draft concepts and requested that additional programs be considered including:

- Concerns with development
- Locate convenient restrooms
- Pedestrian and bike connections

## COMMUNITY WORKSHOP HIGHLIGHTS

Community Workshops 2 and 3 were opportunities for community members to continue to comment on and shape the design for the proposed cap over I95. Together, the two workshops hosted over 80 members of the public and collected detailed comments on the proposed plans.

- Propose pedestrian-friendly street connections
- Investigate traffic calming on n. Jackson and n. Adams streets
- Dog park desired
- Community amphitheater good, concern with major performance venue



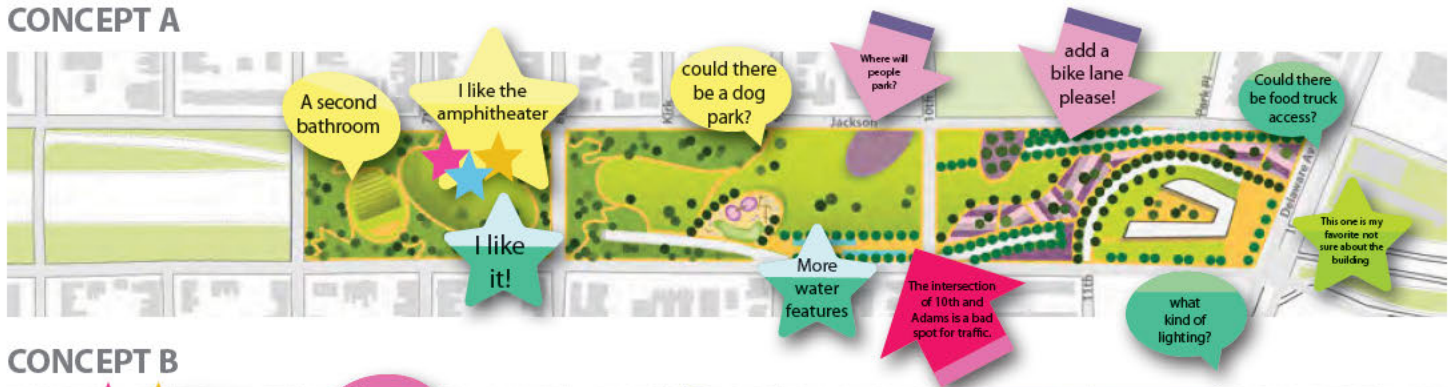
Workshop participants comment on one of the three early ideas: "Outdoor Rooms" April 2022



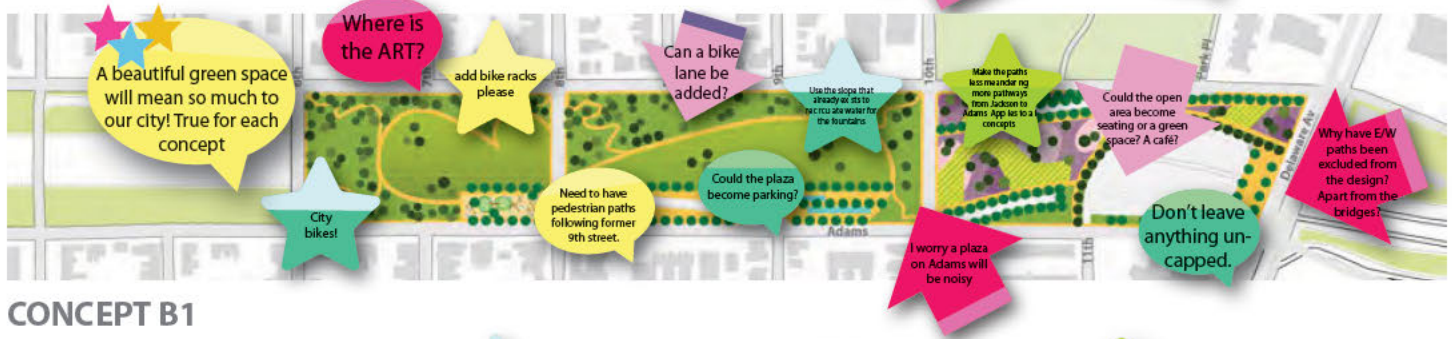




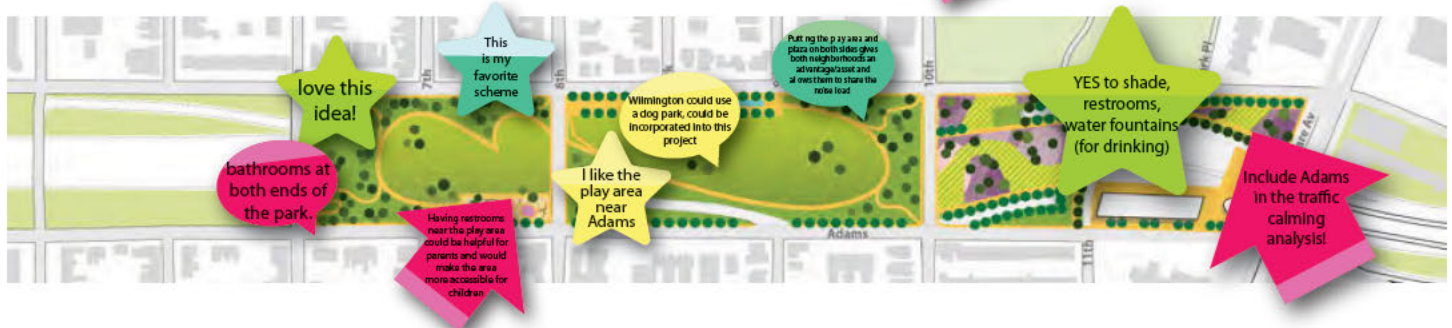
## CONCEPT A



## CONCEPT B



## CONCEPT B1



Community comments on the three draft concepts, September 2022







Rendering from Workshop #4 November 2022



Rendering from Workshop #4 November 2022

## FINAL COMMUNITY EVENT

In November 2022, the project team presented work to date to the public including design considerations, the public engagement process, and the final draft concept. The public asked questions and commented on the final design presentations. Attendees were supportive of the final draft concept design. Questions about the draft final report included topics such as parking, stormwater management, phasing, planting, unions and possible partnerships with local and state organizations as the project moves into future phases of study.





An aerial photograph of a city, likely San Francisco, showing a dense urban grid, a winding river (the San Francisco River), and a major highway (I-95) running through the center. The image is overlaid with a dark purple semi-transparent filter.

# **I-95 FEASIBILITY STUDY**

## *Appendix C*

### *Community Workshop & Advisory Committee Meeting Notes*

## Notes

Event Date: 17 November 2021	Event: Community Workshop #1	Event Time: 6-8pm	Event Location: Trinity Episcopal Parish
Project: I-95 Cap Feasibility Study	Project Number: WIL 2101	Prepared By: Aubrey Tyler	

### MEETING OVERVIEW

Members of the community were invited to listen to a presentation by the project team as well as participate in a discussion and workshop exercises about the future of a public space between Jackson and Adams streets over Interstate 95. The workshop began with a presentation on the project context, scope, and relevant precedent projects by Hargreaves Jones. Members of the community had time to ask questions or make comments as well as vote on possible programs for the future space.

#### Attendance:

52 community members from around Wilmington attended this in-person workshop

### ACTION ITEMS

- Project team will create a diagram that zooms out to Christiana River and possibly the Delaware River, to illustrate how a pedestrian/cycle connection could be established between the Brandywine & Christiana along I-95, to MLK Blvd over to the Jack A Markell Trail & Christiana River Trail.

#### Project Team:

Tigist Zegeye, WILMAPCO  
Dave Gula, WILMAPCO  
Randi Novakoff, WILMAPCO  
Jake Thompson, WILMAPCO  
Toyin Ogunfolaju, Jacobs  
Mary Margaret Jones, HJ  
Kirt Rieder, HJ  
Aubrey Tyler, HJ

### PROJECT KEY POINTS

- No residents will be displaced, moved, or otherwise impacted by the I-95 Cap Feasibility Study, nor will there be recommendations in the final study or design that would suggest this. The project boundary is between Jackson and Adams Street and the 6<sup>th</sup> Street bridge to Delaware Avenue. There may be ROW improvements to travel lanes, pedestrian pavements, and intersections recommended as a part of the study.
- I-95 will not be re-routed, permanently closed, or significantly reconfigured to accommodate the Cap proposal. Any lane disruption during future construction will be addressed through standard construction phasing documentation as determined by final design to keep I-95 functional.
- The study area totals 12 acres gross between 6<sup>th</sup> Street and Delaware Ave and between Jackson and Adams Streets that may be considered for modification. The final project area may be a smaller area than the overall 12 acres.

#### Distribution:

WILMAPCO  
HJ  
JMT

### DISCUSSION TOPICS

The following topics were discussed during the Question and Answer portion of the workshop.

#### Design Considerations

- How can the slope be used as an advantage in the design process?
- This place should be designed using native plants to support pollinators

#### Budget



- 
- Who is going to pay to maintain this open space?
  - Will the tax paying public see taxes raised to pay for this?
  - Which agency is responsible for the construction and operation budgets?

#### Un-housed/Homeless

- Will it impact the un-housed and those that live under the current bridges?
- Will there be a pre-construction effort to relocate this population of un-housed?

#### Lighting

- The architecture of the flanking houses is so rich, there should be a plan to illuminate these houses, like Boathouse Row in Philly.
- Did project budget for fixing up adjacent facades on private property?
- Can grants be used, outside of DelDOT funding to fix up homes along the corridor?

#### Tree Warden

- Concerns about trees impacting the quality of sidewalks in Wilmington should involve Herb White ([Hwwhite@wilmingtonde.gov](mailto:Hwwhite@wilmingtonde.gov))

#### Air Quality

- With vehicles moving from internal combustion engines (ICE) to electric motors, it is plausible that the air contamination with pollutants will be greatly reduced in future years. However, rubber particulates would continue to be airborne

#### Attract the Locals & Children

- Not only is there a school across the street, but there is also a pre-school a few blocks to the west
- Make sure that this project attracts the locals, not just regional tourism.
- This public space should be one infused with local character.
- Will local businesses be impacted by this park?

#### Connections

- This park can create opportunities to connect East and West.
- This place can connect the two historic rivers (Christiana River and Brandywine Creek)

#### Maintenance + Upkeep

- Who will maintain this place for years to come?
- Wilmington already has a problem with trash

#### Stormwater

- During rain events, local residences flood

---

Listed below are the outcomes of the workshop activities, including desired connections, visions, and top programs community members favored, as well as those that were not as favored.

Desired connections included:

1. Across each existing bridge over I-95 within the project site (6<sup>th</sup> to 10<sup>th</sup>);
2. Diagonally between 8<sup>th</sup> street and the Brandywine Cemetery
3. From Cool Springs Park to N. Adams Street

Currently, most are biking along 9<sup>th</sup> and 10<sup>th</sup> streets, as well as along Delaware Avenue. Workshop participants desired to bike diagonally across the study area from the intersection of W 8<sup>th</sup> Street and N. Jackson Street to the intersection of W 10<sup>th</sup> Street and N. Adams Street.

What IS Working?

1. Beautiful local artwork
2. Strong diversity
3. Local gardens
4. Good local businesses (Example: Books and Bagels)
5. Involved communities, leaders, and politicians

What is NOT working?

1. Not enough public trash cans
2. Cars have more access and right of way than pedestrians
3. Lack of lighting
4. Poorly managed stormwater
5. Loitering and crime
6. Not enough bikeable and walkable connections
7. Cool springs park is not finished
8. Public transit
9. Not enough resources for the un-housed

When picturing the future of this place, the community envisions a place for everyone that is safe, walkable, and colorful. This includes well-lit, programmed areas that prioritize sustainability and native plantings, places for families to play and exercise, and that celebrates the history of the neighborhoods.

Key takeaways of the exercise include:

1. High interest in more trees, multi-function landscapes, pedestrian only zones, and art and sculpture.
2. Items with nearly equal favored and not favored votes included scooter share, sport courts, and dog play.
3. Community members did not feel more parking, ride-share pickup points, or car sharing was needed in this community.

### **Nature + Environment**

*Favored:*

*Trees*

*Pollinator Gardens*

*Shade*

*Not favored:*

*City Watching*

### **Health + Wellness**

*Favored:*

*Fitness Class Space*

*Running Loops*

*Contemplative Space*

*Not favored:*

*Sport Courts*

*Places to Sunbathe*

### **Community Program:**



---

*Favored:*  
*Restrooms*  
*Multi-function Landscape*  
*Public Restroom*  
*Art and Sculpture*

*Not favored:*  
*Retail*  
*Concessions*

**Mobility + Transit**

*Favored:*  
*Pedestrian Only Zone*  
*Traffic Calming*  
*Protected Bike Lane*

*Not favored:*  
*Car Share*  
*On-Street Parking*  
*Ride-share pickup point*

---

## Notes

Event Date: 12 January 2022	Event: Community Workshop #1B (Virtual)	Event Time: 5:30-7pm	Event Location: Zoom
Project: I-95 Cap Feasibility Study	Project Number: WIL 2101	Prepared By: Aubrey Tyler	

### MEETING OVERVIEW

Members of the community were invited to a virtual presentation by the project team as well as participate in a discussion and workshop breakout rooms about the future of a public space over Interstate 95. The workshop began with a presentation on the project context, scope, and relevant precedent projects by Hargreaves Jones. Members of the community had time to ask questions or make comments.

#### Attendance:

47 community members from around Wilmington attended this virtual workshop

### ACTION ITEMS

- Project team will create a diagram that zooms out to Christiana River and possibly the Delaware River, to illustrate how a pedestrian/cycle connection could be established between the Brandywine & Christiana along I-95, to MLK Blvd over to the Jack A Markell Trail & Christiana River Trail.

#### Project Team:

Tigist Zegeye, WILMAPCO  
Dave Gula, WILMAPCO  
Randi Novakoff, WILMAPCO  
Jake Thompson, WILMAPCO  
Toyin Ogunfolaju, Jacobs  
Mary Margaret Jones, HJ  
Kirt Rieder, HJ  
Aubrey Tyler, HJ

### PROJECT KEY POINTS

- No residents will be displaced, moved, or otherwise impacted by the I-95 Cap Feasibility Study, nor will there be recommendations in the final study or design that would suggest this. The project boundary is between Jackson and Adams Street and the 6<sup>th</sup> Street bridge to Delaware Avenue. There may be ROW improvements to travel lanes, pedestrian pavements, and intersections recommended as a part of the study.
- I-95 will not be re-routed, permanently closed, or significantly reconfigured to accommodate the Cap proposal. Any lane disruption during future construction will be addressed through standard construction phasing documentation as determined by final design to keep I-95 functional.
- The study area totals 12 acres gross between 6<sup>th</sup> Street and Delaware Ave and between Jackson and Adams Streets that may be considered for modification. The final project area may be a smaller area than the overall 12 acres.

#### Distribution:

WILMAPCO  
HJ  
JMT

### DISCUSSION TOPICS

The following topics were discussed during the Question and Answer portion of the workshop.

#### Comments by Members of the Community:

##### Design

- Could I95 into Downtown Wilmington become "I95 Business" to limit the through-traffic continuing on past the city?
- Lack of existing cross walks to get to the project study area makes it difficult to access



- 
- There is an opportunity to fold ADA requirements into the design as signature elements to make the future public space universally accessible.
  - This is an opportunity to connect neighborhoods to Downtown for pedestrians.
  - This is an opportunity to bring back what was lost when the highway was built such as shops and cafes.

#### Budget

- This project will be expensive. What are realistic outcomes of this study?

#### Maintenance + Upkeep

- Who will maintain this place for years to come?
- Wilmington already has a problem with trash

Listed below are the outcomes of the workshop activities, including desired connections, visions, and top programs community members favored, as well as those that were not as favored.

Desired connections included:

1. Laterally from South to North through the whole study site
2. From Cool Springs Park to N. Adams Street
3. Across W. 7<sup>th</sup> street from N. Adams Street to N. Jackson St.
4. Both ways across N8th Street adjacent to Cool Springs Park
5. Along N. Van Buren St.

What IS Working?

1. This is a wonderfully diverse community!
2. Great neighborhoods with people out and about
3. Local gardens
4. Trees
5. Westside Community Organization

What is NOT working?

1. Not enough public trash cans
2. Existing cross walks are not clear; not safe for pedestrians
3. Not enough lighting
4. The neighborhoods are not accessible
5. Lack of bicycle access
6. Aesthetics
7. Noise pollution
8. Bus Shelters

When picturing the future of this place, the community envisions a place with lots of trees, that is programmed for everyone (children, those experiencing homelessness), and provides places to rest and play games. The community envisions a place that sequesters carbon, provides market space, and that provides a range of attractions to visitors and locals.

Key takeaways of the exercise include:

1. High interest in more trees, multi-function landscapes, art and sculpture, interpretation and history, increased wayfinding, café/moveable seating, and lighting.
2. Items with nearly equal favored and not favored votes included scooter share, sport courts, and dog play.

- 
3. Community members did not feel more parking, ride-share pickup points, or car sharing was needed in this community.
-



## Notes

Event Date: 19 April 2022	Event: Community Workshop #2	Event Time: 4pm	Event Location: Lewis Elementary School
Project: I-95 Cap Feasibility Study	Project Number: WIL 2101	Prepared By: Aubrey Tyler	

### MEETING OVERVIEW

Dave Gula welcomed community members to the second public meeting of Bridging the Community: I95 CAP Feasibility study. Mary Margaret Jones, Kirt Rieder, and Aubrey Tyler (Hargreaves Jones) presented project work to date including design considerations, community engagement outcomes, and early approaches. Angie Hernandez (JMT) presented the draft Purpose and Need of the project. After the presentation and discussion, members of the community made comments on the draft early approaches (3).

#### Participants:

Members of the community listened to a presentation by the project team and participated in feedback activities.

#### Project Team:

Tigist Zegeye, WILMAPCO  
Dave Gula, WILMAPCO  
Jake Thompson, WILMAPCO  
Randi Novakoff, WILMAPCO  
John Sisson, DelDOT/DTC  
Angie Hernandez, JMT  
Dave Duplessis, JMT  
Toyin Ogunfolaju, Jacobs  
Mary Margaret Jones, HJ  
Kirt Rieder, HJ  
Aubrey Tyler, HJ

### DISCUSSION TOPICS

#### Possible Street Closures:

- Does closing 8<sup>th</sup> street impact public transit?
- There were questions about how much road traffic is neighborhood traffic vs. a route people use to get out of town.
- "8<sup>th</sup> and 9<sup>th</sup> are main connections, no closing streets"
- Recommend closing 7th street for quicker turnarounds/access back to 95

#### Car Access:

- Could roundabouts be used for traffic?
- Consider making I-95 congruent with I-495 from the PA state line to Newport, DE and rebadge the existing roadway of I-95 local traffic. Painting the interstate shields in the right lanes of the roadways as they have done on PA I-95 N to I-476 N (blue route) will help traffic flow smoothly and safer.

#### Distribution:

WILMAPCO  
HJ  
JMT

#### Other:

- Maintaining the exposed rock
- Contracting opportunities for small diverse businesses. Will there be preference given to BIPOC companies when contracts are awarded?
- Free space would create more isolation due to a new lack of transportation access

### EARLY APPROACH COMMENTS:

#### Outdoor Rooms:

- Waterpark and sand?
- Like the idea of a tree house
- The west side feels empty with only hills
- Outdoor classrooms?
- Between 9<sup>th</sup> and 10<sup>th</sup> feels a bit empty
- Outdoor fountains
- If you close a street, close 7<sup>th</sup>!
- Would like food options and a farmers market
- Visitor center
- No for-profit businesses in this space
- Keep the ramps open

- 
- Can more of the ramps be covered?
  - Like the idea of multi-use green space.
  - Upgrade pedestrian experience on Delaware Ave

Greenway:

- Traffic speeds are a challenge on Delaware Ave.
- Will the park be open 24/7?
- What kind of lighting will be used?
- Closing 8<sup>th</sup> might close a transit route
- How much road traffic is neighborhood vs. people leaving the city?
- No closing streets-this is a main connection to east and west (8<sup>th</sup> and 9<sup>th</sup>)
- Would like to see the park extended to 6<sup>th</sup> street.

The Commons:

- Is there an opportunity to connect to Rockford park?
  - Like the paths connecting through each span
  - Trees block views at 6<sup>th</sup> street
  - There are speed issues on Adams St.
  - It is hard to cross both Adams and Jackson
  - Solar panels for energy
  - Make space for public fitness in the commons
  - Connect to Cool Spring Park
  - Move the flyover ramp
-



## Notes

Event Date: 06 September 2022	Event: Community Workshop #3	Event Time: 6:30pm	Event Location: William Lewis Elementary School
Project: I-95 Cap Feasibility Study	Project Number: WIL 2101	Prepared By: Aubrey Tyler	

### MEETING OVERVIEW

Dave Gula welcomed community members to the third public meeting of Bridging the Community: I95 CAP Feasibility study. Mary Margaret Jones (Hargreaves Jones) presented project work to date including design considerations, community engagement updates, and three updated concepts. Joanne Arellano (JMT) presented the outcomes of the traffic analysis study. After the presentation, members of the community asked questions and made comments on the three updated concepts.

#### Participants:

40 members of the community listened to a presentation by the project team and participated in feedback activities.

#### Project Team:

Tigist Zegeye, WILMAPCO  
Dave Gula, WILMAPCO  
Jake Thompson, WILMAPCO  
Randi Novakoff, WILMAPCO  
John Sisson, DeIDOT/DTC  
Angie Hernandez, JMT  
Dave Duplessis, JMT  
Toyin Ogunfolaju, Jacobs  
Mary Margaret Jones, HJ  
Kirt Rieder, HJ  
Aubrey Tyler, HJ

### CONCEPT COMMENTS SUMMARY:

**All Concepts:** A handful of themes emerged across all concepts:

- The idea of a large open park was supported,
- Restrooms at both ends of the park, and if just one, at the south end,
- The addition of E/W walking paths over the cap,
- Common features across any concept included positive reception to water features, gardens, and nature play,
- More specificity on bike infrastructure,
- Answers to questions about where visitors would park their cars.

#### Distribution:

WILMAPCO  
HJ  
JMT

**Concept A:** Community input supported the idea of amenities in the form of restrooms, a café, and pop-up market space (produce, food trucks, etc). The amphitheater is a popular program proposal, and there are suggestions from the community for potential programming partnerships. Nature play is also a supported idea, and there is interest in adding a dog park to the concept. Community members asked for more water features and liked The Oval public green. There is concern about where visitors would potentially park, and the need for East/West pedestrian paths across the cap.

**Concept B:** Like Concept A, the community wanted to see more pedestrian paths E/W crossing the cap. Gardens (especially interest in native planting) was supported, as were water features. Community members asked for bike racks, city bikes, and public art. Some community members were concerned about the potential noise of a plaza programming. The community unanimously agreed that there should not be any portion of I-95 left uncapped.

**Concept B1:** Similar to Concepts A and B, participants wanted to see more direct walking routes to and from downtown across the cap. There is support for urban gardens and nature play, and a suggestion to partner with local outdoor educators to facilitate the creation of nature play. Restrooms are desired near play, and there is interest in shade structures. Community members liked that having play on Adams and a plaza on Jackson gave both neighborhoods an amenity.

---

## INDIVIDUAL CONCEPT COMMENTS:

### Concept A:

- Where will people park?
- Add a bike lane, please!
- Could there be a dog park?
- Love the idea of a play garden
- The intersection of 10<sup>th</sup> and Adams is a bad spot for traffic.
- Closing streets will cut the neighborhood off more. Defeats the purpose.
- A second bathroom at the south end?
- Liaison with local music organizations to program the amphitheater.
- I like the amphitheater.\*\*
- Must have streets going into Downton [other than 6<sup>th</sup>] for the commute.
- This one is my favorite, not sure about the building.
- Trinity church impact? It would be nice to have a place to use as a church plaza.
- Café, restroom, produce sales. Off street parking?
- Can children's theater get involved with the amphitheater?
- Could there be food truck access?
- The bathrooms are not accessible [meaning, less convenient]
- More water features
- Any picnic tables?
- I like it! \* ['the Oval' public green]
- Love the interactive water feature, could it be connected to Cool Springs?

### Concept B:

- A beautiful green space will mean so much to our city! True for each concept \*\*
- Where is the ART?
- Water features
- City bikes!
- Need to have pedestrian paths following former 9<sup>th</sup> street.
- Will planting be native? Who will confirm this? Delaware Nature Society? \*\*
- Why have E/W paths been excluded from the design? Apart from the bridges?
- This concept is my least favorite, I like the other two [A and B1] equally.
- Can a bike lane be added?
- Could the plaza become parking?
- Use the slope that already exists to recirculate water for the fountains
- Could the open area become seating or a green space? A café?
- Don't leave anything uncapped.
- I worry a plaza on Adams will be noisy
- I like the water feature/spray park
- Add bike racks please



- 
- Make the paths less meandering, more pathways from Jackson to Adams. Applies to all concepts.

Concept B1:

- Love the idea!
- This is my favorite scheme.
- Bathrooms at both ends of the park.
- Distance of path from Adams to Jackson does not feel pleasant for pedestrians [particularly desire lines, cross cap]
- Need a pedestrian analysis
- Prefer the plaza on the Jackson side
- Make a cap entertainment area with contained sound, year-round, and temperature controlled.
- All concepts: more shade structures, could be closed in when the trees are bigger
- Fill in all of the cap with green
- Wilmington could use a dog park, could be incorporated into this project \*
- I like the play area near Adams
- Putting the play area and plaza on both sides gives both neighborhoods an advantage/asset and allows them to share the noise load.
- The play area being on Adams is isolated from other park activity.
- What does nature play mean?
- Will you team with local outdoor educators? Delaware association for environmental educators?
- YES to shade, restrooms, water fountains (for drinking)
- Having restrooms near the play area could be helpful for parents and would make the area more accessible for children
- Is this space a destination or passthrough or a gateway? These appear to make it a destination. I see it as a beautiful useful pass through, or a gateway to Wilmington and our neighborhoods.

\* an asterisks represents a star sticker from another community member on a given comment, meaning they agreed with what was written.

---

*These notes are submitted by Hargreaves Jones. Please contact Hargreaves Jones with any corrections or additions. If no corrections or additions are received within (7) working days of distribution, the content will be assumed to be agreed upon by all parties.*

**END OF NOTES**

## Notes

Event Date: 17 November 2022	Event: Community Workshop #4	Event Time: 6-7:30pm	Event Location: Ursuline Academy
Project: I-95 Cap Feasibility Study	Project Number: WIL 2101	Prepared By: Aubrey Tyler	

### MEETING OVERVIEW

Dave Gula welcomed community members to the fourth and final public meeting of Bridging the Community: I95 CAP Feasibility study. Mary Margaret Jones (Hargreaves Jones) presented project work to date including design considerations, the public engagement process, and the final draft concept. Joanne Arellano (JMT) presented the outcomes of the traffic analysis study and Corey Hull (JMT) presented an overview of the structural analysis considerations. After the presentation, members of the community asked questions and made comments on the final draft concept.

Participants:

Members of the community listened to a presentation by the project team and participated in feedback activities.

Project Team:

Tigist Zegeye, WILMAPCO  
Dave Gula, WILMAPCO  
Jake Thompson, WILMAPCO  
Randi Novakoff, WILMAPCO  
John Sisson, DelDOT/DTC  
Angie Hernandez, JMT  
Dave Duplessis, JMT  
Toyin Ogunfolaju, Jacobs  
Mary Margaret Jones, HJ  
Kirt Rieder, HJ  
Aubrey Tyler, HJ

Distribution:

WILMAPCO  
HJ  
JMT

### CONCEPT COMMENTS SUMMARY:

**Draft Final Concept:** A handful of themes emerged across all concepts:

- Broad support for the draft final concept
- Could there be a partnership with outdoor education agencies in Delaware for the development of nature play? Yes, future iterations and in-depth designs for the cap would look to partner with local organizations on relevant topics.
- Final planting recommendations would prioritize ecologically appropriate species in an effort to support habitat and reduce maintenance costs.

#### Parking and Transit:

- Will there be enough parking? Yes, the plan shows it is feasible to have over 100+ additional parking spaces along the cap, with more available if Jackson and Adams are reduced to one travel lane and one parking lane. Event parking management would be a recommended future study in more detail as the plan progresses.
- The plan will ensure that all access and egress to and from I95 remain safe and practical for cars as well as improve safety for pedestrians and bicyclists around the site.

#### Phasing and implementation:

- Would it be possible for the final footprint to be smaller if the total project cost became unfeasible? Yes, phasing will be a part of any future recommendations.

#### Stormwater management and water:

- The final design would include consideration of stormwater management and remediation that is not shown here at the concept feasibility stage. There are bioswales and water courses in the landscape. It is not possible to have a pond on top of the freeway.
- Action item: the project team will add labels showing stormwater management areas



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*These notes are submitted by Hargreaves Jones. Please contact Hargreaves Jones with any corrections or additions. If no corrections or additions are received within (7) working days of distribution, the content will be assumed to be agreed upon by all parties.*

**END OF NOTES**

## Notes

Event Date: 02 November 2021	Event: Advisory Committee Meeting #1 B	Event Time: 4pm-6pm	Event Location: Zoom
Project: I-95 Cap Feasibility Study	Project Number: WIL 2101	Prepared By: Aubrey Tyler	

### MEETING OVERVIEW

Dave Gula welcomed Advisory Committee members to the virtual version of the October Advisory Committee meeting. Mary Margaret Jones and Aubrey Tyler introduced the project team before presenting the scope, context, history, and preliminary analysis done by the project team for the study. The presentation also included precedents of cap projects in other cities. After the presentation and discussion, the Advisory Committee participated in a series of program preferencing activities and a guided discussion.

### ACTION ITEMS

- HJ will add community centers to the landmarks diagram
- Project team will add that there will be translation available for the public meeting on the flyer
- Project team will share flyer with AC

### PROJECT KEY POINTS

- No residents will be displaced, moved, or otherwise impacted by the I-95 Cap Feasibility Study, nor will there be recommendations in the final study or design that would suggest this. The project boundary is between Jackson and Adams Street and the 6<sup>th</sup> Street bridge to Delaware Avenue. There may be ROW improvements to travel lanes, pedestrian pavements, and intersections recommended as a part of the study.
- I-95 will not be re-routed, permanently closed, or significantly reconfigured to accommodate the Cap proposal. Any lane disruption during future construction will be addressed through standard construction phasing documentation as determined by final design to keep I-95 functional.
- The study area totals 12 acres gross between 6<sup>th</sup> Street and Delaware Ave and between Jackson and Adams Streets that may be considered for modification.

### OPPORTUNITIES AND CHALLENGES:

The following items are areas of both opportunity and challenge defined by the advisory committee members present. The committee discussed the possibility of items identified as challenges being opportunities, too.

#### Challenges:

- Funding
- Upkeep and maintenance
- Grade change (also an opportunity)
- Accessibility

#### Opportunities:

### Participants:

#### Advisory Committee:

Lindsey Donnellon, Federal Highway Administration  
Secretary Majeski, DelDOT  
Shante Hastings, DelDOT  
Andrew Dinsmore (Senator Chris Coons)  
Daykia McKnight-Hunter (State Senator Lockman)  
David Edgell, DE Office of State Planning  
John Sisson, Delaware Transit Corporation (DTC)  
Aundrea Almond, New Castle County  
John Rago, Mayor's Office  
Wilmington, DE  
Cassandra Marshall, Quaker Hill Neighborhood Association  
James Wilson, Bike Delaware  
Hal Schneikert, 8th District NPC  
Sarah Lester, WSGT  
Laura Adarve, LACC  
David Ross, 4<sup>th</sup> District NPC/Trinity Vicinity Neighborhood Association  
Ms. Caren Turner, United Neighbors/West Center City Neighborhood Assoc.

#### Project Team:

Dave Gula, WILMAPCO  
Randi Novakoff, WILMAPCO  
Angie Hernandez, JMT  
Toyin Ogunfolaju, Jacobs  
Mary Margaret Jones, HJ  
Aubrey Tyler, HJ

#### Distribution:

WILMAPCO  
HJ  
JMT



- 
- Public Restrooms
  - Grade change (vantage points, views)
  - Accessibility could be a feature
  - Designing for seniors/all ages
  - Stitching in cool springs park

## **DISCUSSION THEMES**

### Programming and Users

- Significant programming is key to the success of this park; could connect to this future space such as the fireworks displays that happen in Wilmington. This future space could host concerts, for example.
- Treating people (and designing with) empathy; no design features that prevent people from sleeping.
- Who is this for? Is it a destination or a local amenity?
- Art is a huge opportunity to engage the community, add color and identity to this area.
- Designing structured activities for youth; create a place where kids can come and learn. Universal access for kids including activities and play. Interactive and educational features (for example: giant keyboard). Rodney Square water feature has been popular.
- People should be able to be tranquil and admire where they are. This place should bring joy.
- "As much green space as possible to help our neighbors come together again"
- Provide a clear view of the sky where visitors can see sunrise and sunset.
- This could be a great "welcome to Wilmington" opportunity. Currently there is nothing 'cool' to draw you in.
- Rocks that reference the blasting that occurred to create the highway could be a distinct feature and offer sense of place.
- Lighting, something distinct could offer neighborhood character
- Lots of discussion on the importance of a public lawn or open space for flexible programming (perhaps this could take advantage of the slope).
- Interest in structures on the site including food and public restrooms. Ultimately people need to use the space. "Everyday people doing everyday things"
- Space for teens to come, perhaps a small stage, somewhere with a cool background.
- Constructive outlet for graffiti?

### Areas of Interest

- Interest in addressing the southern end (6<sup>th</sup> street) of the study area
- Could this place help create a link to the riverfront parks by serving as a component to connect the Brandywine River and its parks to the Christina Riverfront area
- 2<sup>nd</sup> and 4<sup>th</sup> street need some love.
- 6<sup>th</sup> street to MLK was mentioned as a possible future study.

- 
- Future study opportunity: extending green areas along Adams and Jackson Streets from DE Ave to 6<sup>th</sup>, potentially all the way down to 4<sup>th</sup>

#### Parking

- Without engineering around cars, still need to consider that some people will drive here
- There are garages in proximity to the study area
- "Design for the traffic patterns you want"

Key desired connections called out by the Advisory Committee include connections from or along:

- Across every existing bridge within the project site and Delaware Ave
- Along Delaware Ave
- From trinity episcopal to the cemetery to Brandywine.

Listed below are the top programs Advisory Committee members agreed were necessary, and those voted as not needed. Key takeaways of the exercise include:

- High interest from Advisory Committee members in multi-function landscapes, lighting, flexible lawns as well as age-specific programming.
  - Advisory Committee members also showed interest in space for dogs and areas that can be converted to markets on weekends
  - Advisory Committee members did not feel that retail was appropriate for this site given the proximity to other shopping in the area.
-



## Notes

Event Date: 08 March 2022	Event: Advisory Committee Meeting #2	Event Time: 4pm	Event Location: Zoom
Project: I-95 Cap Feasibility Study	Project Number: WIL 2101	Prepared By: Aubrey Tyler	

### MEETING OVERVIEW

Dave Gula welcomed Advisory Committee members to the second meeting of Bridging the Community: I95 CAP Feasibility study. Mary Margaret Jones, Kirt Rieder, and Aubrey Tyler (Hargreaves Jones) Project work to date including design considerations, community engagement outcomes, and early approaches. Angie Hernandez (JMT) presented the draft Purpose and Need of the project.

#### Participants:

Mike Maggitti  
Wanda Elder  
Mary Roth  
Harold Schneikert  
Lindsay Donnellon  
Andrew Dinsmore  
Cianna Green  
David Edgell  
Cassandra Marshall  
Wanda Elder  
Sarah Lester  
Thomas Natoli  
Laura Adarve  
Ms. Caren Turner  
Shante Hastings  
Rep. Sherry Dorsey Walker

### ACTION ITEMS

- Project team will provide a link to the presentation to Advisory Committee members.
- Project team to collect precedents of traffic calming methods
- Advisory Committee to brainstorm best methods for targeted community engagement.

### DISCUSSION TOPICS

#### Possible Street Closures:

- 8<sup>th</sup> street goes to the hospital – is this a primary emergency access route?
- 6<sup>th</sup> and 7<sup>th</sup> are in the same direction across I95.

#### Car Access:

- Would closing 8<sup>th</sup> street block off car access to downtown?
- Concern about a potential park making movement for drivers less convenient.
- What would potential parallel look like along Jackson and/or Adams on the I95 side of the street?

#### Early Approaches

- How will traffic calming be addressed in each approach?
- Mid-block crossings are a concern and to be avoided in the approaches.
- Open lawn space is popular in Approach 02: Greenway.
- Why is the 6<sup>th</sup>-7<sup>th</sup> street span not developed in the Greenway approach?
- Like the mission of uniting the city. Could focus on lower streets be more considered? Focus could be lower near 6<sup>th</sup> and 7<sup>th</sup>.
- Each Early Approach would significantly increase the amount of local park space.
- What would phasing look like for these approaches?
- Is it possible to get a sense of soft costs for the concepts?
- How can streets be designed flexibly?

#### Project Team:

Tigist Zegeye, WILMAPCO  
Dave Gula, WILMAPCO  
Jake Thompson, WILMAPCO  
Randi Novakoff, WILMAPCO  
John Sisson, DeIDOT/DTC  
Angie Hernandez, JMT  
Dave Duplessis, JMT  
Toyin Ogunfolaju, Jacobs  
Mary Margaret Jones, HJ  
Kirt Rieder, HJ  
Aubrey Tyler, HJ

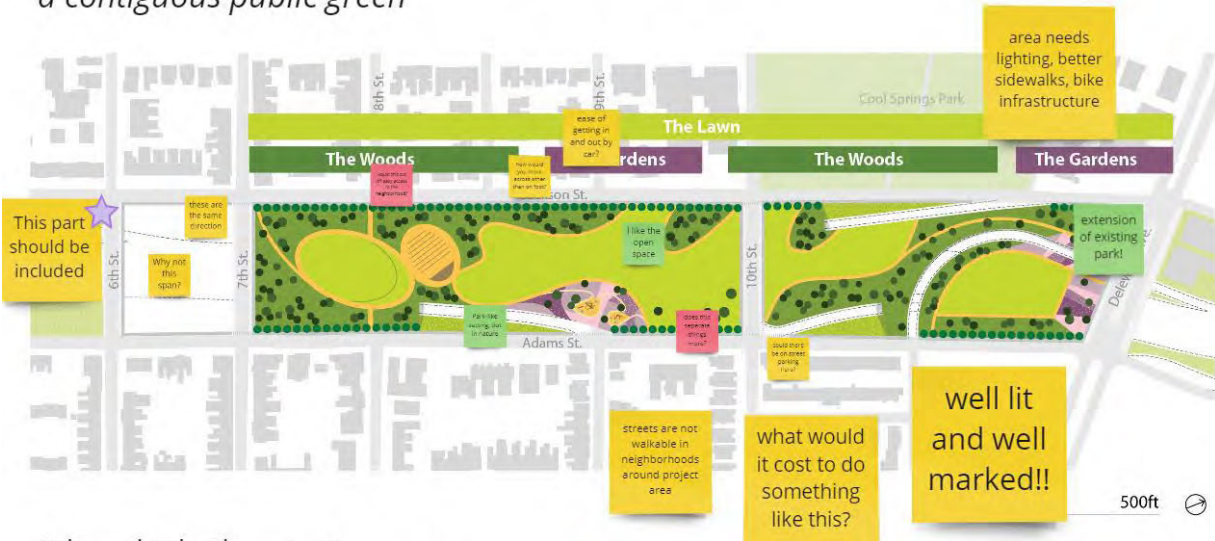
#### Distribution:

WILMAPCO  
HJ  
JMT

# **Early Approach 01: Outdoor Rooms** *a series of distinct places*



# **Early Approach 02: Greenway** *a contiguous public green*



# **Early Approach 03: The Commons** *a cohesive civic space*





## Notes

Event Date: 06 September 2022	Event: Advisory Committee Meeting #3	Event Time: 4:30pm	Event Location: William Lewis Elementary
Project: I-95 Cap Feasibility Study	Project Number: WIL 2101	Prepared By: Aubrey Tyler	

### MEETING OVERVIEW

Wilmapco welcomed Advisory Committee members to the third meeting of Bridging the Community: I95 CAP Feasibility study. Hargreaves Jones presented project work to date including design considerations, community engagement updates, and three concept updates since the last meeting. JMT presented the outcomes of the traffic analysis study.

### ACTION ITEMS

- Include another run of the traffic analysis model that considers N. Adams Street

### DISCUSSION TOPICS

Possible Street Closures:

- Closing 10<sup>th</sup> street is less advantageous, because of daily William Lewis Elementary dropoff & collection of children
- Emergency vehicle response time would not be impacted by any bridge closures in the project site, per Fire Marshal
- How would closing 7<sup>th</sup> and 9<sup>th</sup> streets impact the volume of vehicles on 6<sup>th</sup> street?
- Bridges that would be closed for the future cap should be temporarily closed with cones in the short term, to test the impact and begin the process of modifying how the community navigates.

Jackson Lane Reduction and Traffic Calming:

- Adams should be given the same consideration as Jackson. It is inequitable that only one would be considered for traffic calming measures.
- The more easily achievable aspects of the design proposals (traffic calming measures on Jackson and Adams) should be implemented in the short term before cap planning is completed.
- Designated bike lanes are needed. Bike infrastructure outside the project area is not in the scope of this feasibility study, but recommendations will be made for the cap, Jackson, and Adams that will set a precedent for the surrounding area.

Development:

- "Development" is not the right word for what is being proposed: "community amenities" such as café, community center, restrooms and park support is more accurate. Any building would serve to stitch the cap into the community, keep eyes on the area, and help support the cap operations.
- Parking comes with development if there's a travel destination
- Could this become with a regional destination, with small park support development? It would help serve the larger vision

Participants:

Andrew Dinsmore, U.S.  
Senator Christopher Coons  
Matt Meyer/Aundrea  
Almond, New Castle County  
Nicole Majeski, DelDOT  
John Sisson, Delaware  
Transit Corporation (DTC)  
Gregory Patterson, Delaware  
Office of the Governor  
David Edgell, DE Office of  
State Planning  
Sarah Lester, Westside Grows  
Together  
Cassandra T. Marshall,  
Quaker Hill Neighborhood  
Association  
Adam Crosby, Delaware  
Greenways  
Wanda Elder

Project Team:

Tigist Zegeye, WILMAPCO  
Dave Gula, WILMAPCO  
Randi Novakoff, WILMAPCO  
Jake Thompson, WILMAPCO  
John Sisson, DelDOT/DTC  
Joanne Allellano, JMT  
Dave Duplessis, JMT  
Toyin Ogunfolaju, Jacobs  
Mary Margaret Jones, HJ  
Kirt Rieder, HJ  
Aubrey Tyler, HJ  
Distribution:  
WILMAPCO  
HJ  
JMT

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outside the scope of this project to connect to Brandywine & riverfront.

- A structure could be as simple a shade structure. Restrooms need to be tied into other park programs to keep them operational and safe feeling. It is easiest to have well serviced facilities if there is a vendor there to support the facility.

Design Concepts:

- Noise should be a consideration with a proposed performance venue. The amphitheater shown in concept A is proposed to be more of a community-scale gathering place, rather than a fully equipped, market focused concert venue.
- In concepts B and B1, portions of the highway are left uncovered near Delaware Ave, primarily to test a less expensive design, as the portion of cap between 10<sup>th</sup> and Delaware would be the most difficult and expensive to cap due to the flyover. Feedback to not leave portions uncapped.
- The preferred concept, in the next round of iteration, should show possible phasing.
- Put more emphasis on how safety would be improved with each design concept.
- No midblock crossings will be in the final proposal.
- Sports courts were not a preferred program, from the initial community meetings onward: at the first workshop sports courts were actively voted 'against' as a potential program in the future public realm.
  - There are already courts down on Adams Street near the project site.
- No portion of the park cap shall be used for parking.
- Maintenance is a consideration for any new park. Who will manage and maintain it? The project team will make recommendations about potential operation systems for a future cap and will look to the advisory committee to recommendations.

---

*These notes are submitted by Hargreaves Jones. Please contact Hargreaves Jones with any corrections or additions. If no corrections or additions are received within (7) working days of distribution, the content will be assumed to be agreed upon by all parties.*

**END OF NOTES**



## Notes

Event Date: 17 November 2022	Event: Advisory Committee Meeting #4	Event Time: 4:00pm	Event Location: Zoom
Project: I-95 Cap Feasibility Study	Project Number: WIL 2101	Prepared By: Aubrey Tyler	

### MEETING OVERVIEW

Dave Gula welcomed Advisory Committee members to the fourth and final meeting of Bridging the Community: I95 CAP Feasibility study. Mary Margaret Jones (HJ) presented project work to date, an overview of the public engagement process, and the final draft concept of the proposed public space over I95. Joanne Arellano (JMT) presented the outcomes of the traffic analysis study and Corey Hull presented an overview of the structural analysis to date.

#### Participants:

John Sisson, Delaware Transit Corporation (DTC)  
David Edgell, DE Office of State Planning  
Sarah Lester, Westside Grows Together  
Cassandra T. Marshall, Quaker Hill Neighborhood Association  
Mary Roth  
Rep. Sherry Dorsey Walker  
Ryan O'Donoghue  
Shante Hastings, DeIDOT  
Daykia Hunter- McKnight  
John Rago  
Harold Schneikert  
Patty Downing  
Wanda Elder

### ACTION ITEMS

- HJ to add public art to the proposed programs on the enlargement plans
- HJ to add a slide orienting community members to the renderings
- HJ to add parking labels on the enlargement plans
- HJ will work with the AC to draft a letter of support for the final report

### DISCUSSION TOPICS

#### Overall Concept

- Advisory committee members expressed broad support for the concept presented.
- This is an opportunity for public art as well- could there be a partnership with the Delaware Art Museum.
- This is an opportunity for both sides of the neighborhood. It is exciting to see the idea move forward.
- The structure on Adams across from the parish will have concessions, park support offices, and restrooms. There will be adequate waste receptacles and furniture to support the park and its programs in this area.
- The Knoll will be a great place for folks to gather and take in views and play
- Could the fountain in cool spring be addressed? It is currently not operational because of necessary maintenance.
- This plan has been shared with emergency services to ensure the concept would not interfere with response times or key routes.
- Long term program and maintenance fees, what it looks like, and who is implementing it is a next step for additional studies.

#### Project Team:

Tigist Zegeye, WILMAPCO  
Dave Gula, WILMAPCO  
Randi Novakoff, WILMAPCO  
John Sisson, DeIDOT/DTC  
Joanne Allellano, JMT  
Dave Duplessis, JMT  
Toyin Ogunfolaju, Jacobs  
Mary Margaret Jones, HJ  
Kirt Rieder, HJ  
Aubrey Tyler, HJ

#### Distribution:

WILMAPCO  
HJ  
JMT

#### Jackson Lane Reduction and Traffic Calming:

- Interest in continuing momentum and testing some pilot/pop-up traffic calming measures
- Traffic calming and road diets could go in ahead of the cap. It would be a benefit to implement those measures sooner. Could start with tactical urbanism and transition to permeant infrastructure.
- Pedestrian experience on the cross bridges that stay open have been considered. They would get bike lane treatments and possibly a transition to on-street parking as well.

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**END OF NOTES**





# **I-95 FEASIBILITY STUDY**

## *Appendix D*

### *Public Comments*



## Bridging I-95 Cap Feasibility Study: Public Comments

**From:** Dupont Phillips, Kate

**Sent:** Wednesday, January 11, 2023 4:08 PM

**To:** Randi Novakoff <[rnovakoff@wilmapco.org](mailto:rnovakoff@wilmapco.org)>

**Subject:** Public Comment - I95 Cap

Good afternoon, Randi,

Please accept the following comment on behalf of Healthy Communities Delaware (HCD) regarding the final draft of the feasibility study for the proposed I-95 cap in Wilmington. This feasibility study relates to the area spanning Delaware Avenue to the East, 6<sup>th</sup> Street to the West, N. Jackson Street to the North and N. Adams Street to the South.

Healthy Communities Delaware is a network of investor and community-based partners working to create healthy, safe and vibrant communities where all people are thriving, without exception. We work to achieve this by making long-term investments in community-based initiatives that impact the vital conditions that every person, everywhere, needs to reach their full potential. These conditions include access to humane housing, meaningful work and wealth-building activities, lifelong learning, a thriving natural environment and more.

This proposal is a welcome and timely development as Wilmington joins many cities across the country that are re-imagining the highways that divided and devastated their once thriving neighborhoods. This plan presents an incredible opportunity to reunite West Center City and Trinity to the Hilltop, Cool Spring and Happy Valley neighborhoods. Yet, it also influences a key vital condition, a thriving natural environment, which every person in each of these neighborhoods deserves. For, even as it bridges a known spatial gap, it also offers opportunities for outdoor recreation and entertainment, a natural habitat for native species, stormwater management benefits and a safer environment for motorists, pedestrians and cyclists alike. It is truly an exciting endeavor that Healthy Communities Delaware would be proud to support.

Additionally, we must be mindful of the negative unintended impacts that may emerge as the cap is approved, phased-in and/or once it is complete. The introduction of this multi-functional space is likely to make the park and its adjacent neighborhoods a destination for Wilmington residents and visitors. That popularity will spur needed investment in those neighborhoods. However, it is also likely to bring with it "green gentrification" - the real estate speculation, increased housing costs and displacement that local residents experience as people and businesses seek to gain access to and profit from their proximity to new green infrastructure. Yet, there is hope. If the planning and execution of green infrastructure is paired with equity-focused affordable housing policies, zoning provisions and incentives, we may limit displacement.

We urge that there be a concerted effort to identify partners and specific policy interventions that can support execution of the cap while mitigating, or eliminating, the threat of displacement. Our hope is that this ambitious project would be an amenity that reunites neighborhoods and offers the benefits of a thriving natural world to this part of the city. Yet, we also hope that it does so without the consequence of displacement.

Thank you for the opportunity to comment on this proposal.

Warm regards, Kate

**Kate Dupont Phillips, MPH, CHES, PAPHS** (she/her)

*Executive Director, Healthy Communities Delaware*

A collaboration among the UD Partnership for Healthy Communities, the Delaware Division of Public Health, and the Delaware Community Foundation

University of Delaware, The Tower at STAR, 100 Discovery Blvd., Newark, DE 19713

[www.HealthyCommunitiesDE.org](http://www.HealthyCommunitiesDE.org)

**From:** Mikey Reppy

**Sent:** Tuesday, January 10, 2023 9:33 PM

**To:** Randi Novakoff <[rnovakoff@wilmapco.org](mailto:rnovakoff@wilmapco.org)>

**Subject:** Comments on I-95 Cap Feasibility Study

Hi Randi-

Below are our comments for the record. Thanks for coordinating this.

We are long time (20+ year) residents of the Cool Springs neighborhood, about 3 blocks from I-95. We've reviewed the draft I-95 cap proposal as well as some of the community meeting recordings and do have a few comments.



Overall we would in general be very supportive of the capping proposal as a most excellent improvement to the quality of life in the immediate neighborhoods and a start to addressing the social injustices created when I-95 was built.

Our comments are largely around the traffic plans.

Based on our own observations of traffic patterns in the neighborhood as well as the data from the study, 9th St is the busiest crossing over I-95. So closing it and diverting all that traffic to 6th St would lead to quite a large increase in the Jackson St and Adams St traffic as people loop around the new park to get to where they need to be. Additionally reducing Jackson and Adams to one lane each would not provide the road volume needed for cars exiting and entering I-95, coming down from the west side of the highway, and going back up. It seems to be a recipe for gridlock around the park, increasing noise and pollution for the adjacent houses and the park itself.

9th St is already challenged by the 3 way intersection at 9th and Adams. At peak morning and evening commute times, the volume of traffic can easily overwhelm the block between 9th and 10th on Adams filling up when the light at 10th and Adams is red, preventing any cars from 9th St being able to turn left onto Adams (and the I-95 entrance) during the green cycle for 9th St. Adams St only having one lane to hold traffic between light cycles will make this much worse. If all the traffic for Center City, Delaware Ave and the I-95 onramp still has to funnel up Adams past 9th and 10th streets, it's hard to see how light cycle timing changes alone can prevent gridlock.

We do recognize the traffic estimates were made during the I-95 reconstruction project and are preliminary; we trust that everyone realizes that the effects of the Covid pandemic overlapping the I-95 work disrupted the "normal" traffic patterns of the area that are now resuming. Any actual construction plans will need to be based on new studies better reflecting "normal" conditions carried out before approval.

And as we said above, the park would be an amazing asset for Wilmington, and we support it fully. We hope it can get funded and become a reality.

Mary and Mikey Reppy

From: Courtney Howland McKinley  
Sent: Sunday, January 08, 2023 12:06 PM  
To: Randi Novakoff <[rnovakoff@wilmapco.org](mailto:rnovakoff@wilmapco.org)>  
Subject: Feedback

Hi there,

I just wanted to share my feedback in support of the highway cap. I-95 has fractured our city and created boundaries around our black and brown communities. In addition to the green space provided and the benefits to the environment and urban wildlife, this feels like a move in the right direction for equity in our city. It also puts nature (and the health and mental health benefits of nature) back into the communities that have lost it. I really hope the city moves forward with this project and I would be willing to pay more taxes to see it happen.

Thank you,  
Courtney McKinley

From: Jordan Howell  
To: Dave Gula  
Subject: Public Comment to I-95 Cap Feasibility Study

Capping I-95 in Wilmington will be one of the most consequential infrastructure projects since the highway was carved through the city over a half century ago. Nearly all aspects of the plan drafted by WILMAPCO will benefit adjacent communities that have been negatively impacted by the highway. However, one aspect of the plan is poorly conceived and highly dangerous. The bike lanes included in the [Final Draft Report](#) — which are located along the cap on both Adams and Jackson Streets — will encounter heavy traffic and should be moved to the residential side of the street.

As currently envisioned, bike lanes along the cap will cross the I-95 on-ramps and off-ramps, which are among the busiest intersections in the project area. Under the current plan, as vehicles are either speeding up to merge onto I-95 or slowing down as they exit will cross the “protected” bike lanes, thereby exposing people using those lanes to dangerous driving conditions. Moreover, if these bike lanes are extended beyond the project area south to MLK Boulevard and Maryland Avenue, which is only logical given that bike lanes are supposed to get people places, then the danger increases even more as the bike lanes will have to cross multiple extremely busy left turn lanes that feed traffic onto another I-95 on-ramp. In these poorly designed lanes, simply riding from MLK to Pennsylvania Avenue would expose a person to at least three dangerous situations where merging lanes cross bike lanes.

Rather than design bike lanes that hug the interstate and cross busy merge lanes, and thereby expose people to a higher risk of collision with an automobile, the bike lanes in the project area should be relocated to the opposite side of the street. It's a remarkably simple, easy, and cost-efficient solution.

By relocating bike lanes along the residential side of the street, bikes will not be exposed to vehicles merging on or off the interstate and will be protected by parallel parking. Moreover, those pathways will be able to continue without obstruction (or unusual intersections) until Maryland Avenue, thereby connecting to communities in south Wilmington and even potentially the Riverfront.

Unfortunately, it appears as though bike lanes were one aspect of the plan that needed more planning and consideration. According to the [Final Draft Report](#), initial plans for the I-95 cap did not include any infrastructure to accommodate bikes, scooters, and other light weight vehicles that could conceivably utilize a bike lane. People noticed in public meetings that the plan did not make reference to the current Wilmington city bike plans that call for bike lanes on Adams and Jackson connecting to bike lanes on Maryland Avenue. Community members even asked for more specificity when it comes to bike lanes.

As it stands, bike lanes that hug I-95 — and therefore the turn and merge lanes leading to and from the highway — present a danger to cyclists and anyone else using those lanes. Safe bike lanes cannot exist on the same side of the road as where vehicles are merging on and off a highway. The bike lanes should be relocated to the residential side of the street.

***The following comments were received before the Public Comment Period Opened and the Final Draft Report was available on the webpage on December 13, 2022***

**From:** gtpsr

**Sent:** Friday, December 09, 2022 10:48 AM

**To:** Randi Novakoff <[rnovakoff@wilmapco.org](mailto:rnovakoff@wilmapco.org)>

**Subject:** Cover for I 95 in Wilm. Seems very expensive and extravagant for such a poor city. I think too much credit has been given the theory that the I95 project destroyed the whole fabric of the city. Wilmington was well on the way too deterioration long befo... ***(Unfortunately, this comment was cut off by email and not resubmitted)***

**From:** Pete Hyde

**Date:** Tue, Dec 6, 2022, 18:00

**Subject:** Follow up from 11 17 22 meeting on possible "cap" I 95

**To:** <[rnovakoff@wilmapco.org](mailto:rnovakoff@wilmapco.org)>

**Cc:** <[mhharlee@wilmingtonde.gov](mailto:mhharlee@wilmingtonde.gov)>, David ROSS TRINITY VICINITY

Thank you for your excellent presentation that you brought to several community groups meeting at Ursuline Academy, on November 17th 2022, about the idea of putting a cap over portions of I-95, where 7th to 10th streets cross over it now. If it is adopted and financed, it would bring in a huge space for communities to come together and enjoy Recreation, musical presentations time and activities for pets to have fun, and things like that. You did an amazing job and I want to compliment you for all the hard work.

If I could add a few thoughts, in regards to the closure of some of those bridges across 95, [7th street Bridge and 9th street bridge] you mentioned, it would be the following two thoughts

1st thought: When you did your vehicle measurements , per day or per hour , of those streets / bridges you believe are not needed, did you presume that every vehicle = every other vehicle, in terms of criticality?



For instance , what if some of those vehicles were emergency vehicles going to save human lives, with those two roads being closed they would have to find another way to cross over I- 95, when they only have seconds to spare.

2nd thought : Even if you do go ahead with the closure of some of those bridges, is there a possibility that the first 10' or 20' of the existing concrete surface structures could be allowed to remain as they are now, since the taxpayers spent millions of dollars to put the steel beams under there and have the asphalt /concrete overlaid on it, specifically designed for motor vehicles, it would be great to have some use of a little bit of that pavement space just for parking vehicles, which is a major challenge in the neighborhood now.

You would still have about 90% of the surface area those bridges for the many other excellent purposes you recommended such as walking paths, dog parks, musical presentation spaces, Etc.

thanks for considering those ideas...

look forward to our next meeting

**From:** Pat Maley

**Sent:** Monday, December 5, 2022 9:15 AM

**To:** Bill Swiatek <[bswiatek@wilmapco.org](mailto:bswiatek@wilmapco.org)>

**Subject:** Thought on the I-95 cover plan - only one lane to a hospital? Hmmh...

Hi Bill –

Read the article that the News Journal published a few weeks back on the project of covering I-95. Issue that comes to my mind is not the proposed cover per se, but the width of the cover, specifically causing the reduction down to one traffic lane on Jackson and Adams, but more specifically on Adams St.

Adams St northbound is the way that ambulances arrive from northbound I-95 as they traverse to both Wilmington Hospital and St. Francis Hospitals. IF an ambulance hits the northbound exit at either Maryland Avenue or more likely at 9<sup>th</sup> Street and finds that the new one lane north travel way is blocked, you could have some people dying in transit for the want to freely flowing traffic to the two major hospitals we have.

Just a thought. I don't know if conversations with ambulance drivers and dispatchers has been part of your planning group input to weigh in on this possible issue, so I thought I would chime in.

Cheers, Pat Maley, AICP

On Thu, Sep 29, 2022, 10:30 PM Alan Paine wrote:

Do you know that when live musical entertainment concert performers are playing in the Philadelphia or New Jersey area and they have an open date before or after that concert it offers the opportunity to perform here in Wilmington with no additional or very minimal travel expenses?

**From:** Alan Paine

**Sent:** Thursday, September 29, 2022 10:56 PM

**To:** Dave Gula <[dgula@wilmapco.org](mailto:dgula@wilmapco.org)>

**Subject:** Re: I-95 Cap Arts & Entertainment

Do you know that New Castle County can have concert musicians who perform in their libraries or other public spaces have an opportunity to perform in a larger beautiful new venue?

How do you feel about the ability for some of the musical performers in the New Castle County Libraries programs and their audiences being able to appreciate seeing and hearing them perform in the new Arts & Entertainment Center?

Alan Paine, 9/29/2022

Do you know that rather than a private commercial venue let's feel that this can be an additional extension opportunity for the already existing Delaware State Parks or Friends of Wilmington Parks or other noncommercial entity to have a beautiful year-round entertainment experience venue?

**From:** Alan Paine

**Sent:** Friday, September 23, 2022 12:41 AM

**To:** Dave Gula <[dgula@wilmapco.org](mailto:dgula@wilmapco.org)>

**Subject:** Re: One last hurrah for the Kahunaville faithful this weekend

How about support from National Endowment for the Arts and National Endowment for the Humanities?

On Wed, Sep 14, 2022, 3:38 PM Alan Paine wrote:

Gable Music Ventures LLC provides the live music entertainment performances for the Delaware State Parks and Wilmington Parks and the Ladybug Music Festivals so will you please see how they might collaborate with you to provide music entertainment performances for the I-95 Cap Project?

Charlie Weymouth 2/21/2022

A few days ago, I submitted for this competition, editorializing, per request, not included. Yet, a few observations should be shared:

- Mentioned earlier, the bridge with critical intersections at both ends warrants, for safety measures, immediate attention. Realignment of access is outlined in that separate colored rendered aerial----also expansion for a possible "cap" plaza and, separately, the 9th street over pass.
- Required focus on the Delaware Avenue passageway proper for safe passage, any adornment on the bridge bulwark/walls must NOT distract the focused attention on the pathway. Therefore, if murals are to be employed, it is strongly suggested such be of a neutral/calming/soothing/rhythmic nature. Please note the side walls along I-95--grey simulated face stone or granulated brown cover---the latter warns you that you are getting too close!

It's great to get our community involved. Best Charlie Weymouth, AIA  
Have Fun ! And good luck, Eliza. CMW

From: O'Byrne Sally

Sent: Thursday, September 15, 2022 6:01 PM

To: Dave Gula <[dgula@wilmapco.org](mailto:dgula@wilmapco.org)>

Subject: comment on transportation analysis of proposed I-95 capping

Dave,

I attended the meeting at Lewis Elementary, but neglected to write down the proper email for further questions or comments. Would you please forward this to the appropriate person?

The transportation analysis presented said there would be no significant impact from closing the bridges between 10th and 6th street. After getting home, I had a couple of questions about this;

1) if the analysis was done since the last meeting in the spring, it would have been during the current construction. Part of this time, the 10th and Adam street ramp was closed, as the one is now at 11th and Jackson. Are you sure you were getting a true picture of the traffic patterns that will be occurring when the current construction is finished??

2) Did the analysis look at the cars going onto the 10th and Adam street ramp on I-95 during morning rush hour? There are many cars that come down Jackson, go left on 9th, and left to the ramp. Closing the 9th street bridge would divert a huge number of cars onto the Lovering Ave ramp which goes through a residential neighborhood or else divert the cars many blocks South to then come N. to get on the ramp. I suspect that will NOT be popular.

3) As I wrote in the comments at the meeting, you didn't appear to do a pedestrian analysis; and I believe many people walk in and out of town going East/West. Most of your paths on the plans go North/South.

4) Did you consider, rather than capping the entire span, simply widening the bridges and allowing green space/bike paths, and nice walking as well as cars on the actual bridges. Wildlife corridors on bridges have been done in Canada and Sweden (and surely elsewhere). In Vancouver, we walked through the city, crossing several bridges that we didn't realize were over roads at all. We thought we were walking on wooded park paths. This would be more do-able and less expensive. It might more easily have maintenance done via the Wilmington Public Works or DelDot. I have a really hard time imagining how maintenance and safety, as well as vagrant and homeless control, will be done in the current design.

5) It appeared your plans were attempting to create a destination, when perhaps what we need are calm and pleasant 'pass-throughs'.

Your planning is so far along that it didn't appear that you were wanting concepts but rather comments on your actual designs. I don't think we are there yet.

Thanks for your work,

Sally O'Byrne



**From:** Sacharok, George D

**To:** Randi Novakoff

**Subject:** Bridging I-95

**Date:** Friday, September 09, 2022 6:57:43 AM

I think this project is a huge waste of money that could be better spent elsewhere.

Michael Cannatelli 9/8/2022

Hi Mr. Gula,

You were copied in the reply from Ms. Novakoff to me. So, you should have my original email to her. If you don't let me know and I'll send it to you. Her reply came across to me as saying that those decisions, I mentioned, haven't yet been made but will be. Implying somebody will decide and the rest of us will be stuck paying. Seems to me that the whole public, especially those outside of the city should get some voice in this as we'll be paying a major part of this.

As this will be a very expensive project no matter which option is chosen, it seems wrong to just have meetings, only in the city, and then some arbitrary folks say yea or nay and the rest of us get the bill. This project is NOT necessary. It's one thing for Wilmapaco to improve transportation in the city and county, including mass transit with tax dollars getting used for those purposes, but to spend so much on a park to correct a perceived wrong that was done back in the 1960's and then asking suburban taxpayers who will NOT get any benefit from it to pay is wrong in my view.

I'd much rather see that money spent to improve DART even more. Something to get more folks using mass transit and not their cars. One such route DART should do is a Rt. 141 route. It would run from Old New Castle up Rt 141 with stops along where 141 intersects with other DART routes. The route would end at Foulk Road. That would be a great cross county bus where folks would not have to go to downtown to get to some of those other buses. That would make the trips via the bus take less time. Not everyone using the DART bus is going downtown, so this might get more suburban folks, and shoppers to use DART rather than their car. That's just one idea, but you get the point.

The city / county typically builds their own parks and surely there's a far less expensive place near that area where a new park could go. Granted it would not be as large, but a decent park doesn't have to be that large. This is a boondoggle and should not be done, in my view.

Thank you for reading this.

Mike Cannatelli

**From:** MICHAEL CANNATELLI

**Sent:** Thursday, September 08, 2022 10:48 AM

**To:** Randi Novakoff <[rnovakoff@wilmapco.org](mailto:rnovakoff@wilmapco.org)>

**Subject:** Cap over I-95

Ms. Novakoff,

I don't live in the city now but am a native Wilmingtonian and have lived here in the area my entire life, other than the four years I served in the Air Force during Viet Nam.

I remember when they were deciding where to run I-95, through the city or around the city where today's I-495 is. The city WANTED I-95 to run through it not around it as the city was afraid that it would die without it as white flight was a serious issue back then for Wilmington. Downtown was dying as suburbanites who used to shop downtown no longer did, because they no longer felt safe doing so.

Those businesses were hurting and hoped that I-95 would revive Downtown, sadly it didn't, because an interstate couldn't address the reason those female suburban shoppers wouldn't shop downtown.

Also, the business interests on US 202 [Concord Pike] wanted I-95 to run through the city so it could easily be connected to Concord Pike to help their business needs. Sadly, the city fathers chose to go along, as usual, with business needs and wants rather than what might have been better for the folks who lived in that neighborhood. That neighborhood that you folks keep saying was destroyed by I-95 no longer live there, so those living there now, never knew an undivided neighborhood, so please quit carping about that, because that is not a real issue today as it was back decades ago.

The idea of more green spaces in the city isn't a bad idea, but some questions and ideas need to be answered or addressed:

1. Where is the money coming from to pay for this expensive cap over I-95? The city of Wilmington surely isn't going to be putting up the money.

2. Who will pay to maintain it as the years progress as such a unique park over an interstate will obviously have major maintenance issues a normal park wouldn't have since beneath it is empty space / highway and not solid earth. Again, the city won't be providing that money either. So, folks who won't get the benefit of it will be the one's paying and yet all of your meetings have been IN the city focusing only on what city folks want. This has been my first opportunity to express my views on this as a suburbanite and I thank you for that opportunity.

3. As Wilmington is an ideal location for drug distribution along the major Eastcoast cities with Wilmington's easy on/off access to I-95 and being centrally located between Wash DC and NYC, that park could easily become the new location for that sort of crime and gun violence as so much of the gun violence in the city is reported to be related to illegal drugs. So, who's going to pay for the cops to patrol that park area to insure that doesn't happen? Probably not the city. Will that neighborhood even be willing to have extra cops in their neighborhood patrolling, given the negative views so many in the city have about police? If the neighborhood would agree and support more policing in their neighborhood including the new park, then the city should fund and provide the cops needed.

4. Another alternative would be to simply move I-95 to where I-495 is and remove the highway and make that valley that is there a park. That depth would provide some pretty cool skateboarding in the summer and sledding when we have snow in the winter only along those parts that are steep. The rest could be used as parkland with trees walking paths, ponds, etc. The park would be on solid ground eliminating a lot of future maintenance, beyond normal park maintenance as a cap over the interstate would require. As I said earlier, more green space in the city is not a bad idea. I realize the businesses on Concord Pike and folks who work downtown won't like this idea. A connector from old I-495 / new I-95 could be built to connect downtown and Concord Pike. No doubt this idea would be more expensive now to implement, but probably would be less expensive in years to come for maintaining a park build on a cap over I-95.

5. The other option is to do nothing and leave I-95 as it is without a cap and park.

I believe these questions and ideas need to be asked, answered, or addressed BEFORE agreeing to do any cap over I-95.

Thank you for reading this.

Mike Cannatelli

**From:** mike pankowski

**To:** Randi Novakoff

**Subject:** Bridging I-95

**Date:** Wednesday, September 07, 2022 12:32:23 PM

I am a Wilmington native and this project is a colossal waste of time and money. I disagree vehemently with any plan to cap I-95 and want this farce to end immediately.

**From:** Clara Zahradnik

**Sent:** Thursday, August 25, 2022 2:53 PM

**To:** Dave Gula <[dgula@wilmapco.org](mailto:dgula@wilmapco.org)>

**Cc:** Tizzy Lockman [REDACTED]; Bergetta Fields (); Nathan Field [REDACTED]; James Spadola

**Subject:** RE: Comments on Bridging I-95

Dave,

I understand high-profile projects. I was President of the Cool Spring/Tilton Neighborhood Association and involved in the conversion of the Cool Spring Reservoir into the Cool Spring Reservoir Plaza. It was a 4 million dollar project that was done with federal and state funds. It's not as big a project, but it had a lot of attention because the impetus was EPA-driven to avoid generating tri-halomethanes (carcinogen) when additional chlorine was added to the stored reservoir water as it flowed out of the reservoir into the distribution system. The reservoir was part of the water system operated by Public Works, so that is the department who was in charge of coordinating the design and construction of the project. Public Works maintains the Reservoir Plaza through Davey Tree. They do a very good job. I live across the street from the Reservoir Plaza, so we keep an eye on things.



That brings me to another point about the Bridging I-95 project. This is a lot of open green space without any people living on its borders. The Reservoir Plaza, Cool Spring Park, and Tilton Park have houses along the border. Tilton Park is the best with houses completely surrounding the park. When we were planning Cool Spring Reservoir Plaza, we recognized that we had only a few houses on Franklin St. with good sight lines. The view of the houses on 10<sup>th</sup> St is obstructed by the mound for the underground tanks. The community, in discussions with the City, was concerned about safety of such an open space without houses around. That led us to install a nice iron fence around the Reservoir Plaza. Public Works opens the gates at sunrise and closes them at sundown. It's extra work for the City and I'm sure it's an inconvenience for Public Works, but we don't have people loitering or sleeping overnight at the Reservoir Plaza. Makes me feel safe living across the street. We have had problems at Cool Spring Park with loitering and people sleeping overnight. The City also put in a 360 degree camera at the eastern side of the Plaza. I don't know whether the camera works or whether it is monitored. Does no good if a camera just records and no one observes and responds in real time. Safety needs to be at the top of the list along with ongoing maintenance for the Bridging I95 project.

Regards,  
Clara Zahradnik, Ph.D.

**From:** Clara Zahradnik

**Sent:** Wednesday, August 24, 2022 5:03 PM

**To:** Dave Gula <[dgula@wilmapco.org](mailto:dgula@wilmapco.org)>

**Subject:** Comments on Bridging I-95

Dave,

Creating more green space is great. The project design so far would create a lot of green spaces with minimal construction of buildings. Who will be in charge of maintenance of this very big green space? This will be a constructed green space as opposed to a naturally occurring green space like Brandywine Creek. The City has a hard time maintaining the parks that it now has. I don't think the City has the capability or the financial assets to properly maintain the proposed green space. Would the State of Delaware, i.e., DelDot, be able to take care of that space? Currently, DelDot is in charge of mowing along the access to I-95 along Jackson and Adams Sts. They do a miserable job, so I'm not pleased to end up with green space that is overgrown with weeds. Bottom line is that the proposal is a nice idea, but long-term maintenance (and investment) need to be worked out.

Clara Zahradnik, Ph.D.

**From:** Charlie Weymouth

**To:** [Randi Novakoff](mailto:Randi.Novakoff@delawareonline.com); [letters@delawareonline.com](mailto:letters@delawareonline.com)

**Subject:** Re: Opportunity to review design ideas for a Highway Cap over the I-95 in the City of Wilmington

**Date:** Tuesday, August 23, 2022 11:16:06 AM

Ms. Novakoff, Dave Gula, Anybody ! Is this but deja vu ? How many publichearings have we had on this matter ? Oft repeating a wrong, such does NOT make it a right. WILMAPCO and Del Dot must, AGAIN, re prioritize for their transportation systems.

Accepting the AMTRAK Wilmington Station the major stop (and, thus, not to the North-Claymont, etc.) and the Christina Riverfront to succeed, a foremost priority must become that of a I-95 South lanes cross- over to tie into the Martin Luther King, Jr. Blvd.. Borrow from our initiating concept of a one block limited plaza- "cap" adjacent to Delaware Ave./Pennsylvania Ave; a passive park with widened/pedestrian-bike overpasses at 9t. and 10th Streets----such will meet the intended goal of interconnecting Trinity Vicinity-Adams Street to the Cool Springs Parks neighborhood -----only somewhat apparent, there will be a welcoming Cool Springs neighborhood. Failure to address eased access both off and on I-95 at Pennsylvania/Delaware Ave., ignored in the earlier multiple presentations IS INEXCUSABLE.

Any "cap" design must, and one of, hopefully, a passive park must provide adequate ventilation for the below I-95,-- --the "cap" to allow bike racks/pedestrian accommodation, even mini-carts parking -----that auto mode of the future for Urbanites . Lest we forget, costs must be projected and with the circumspect that Boston's endeavor, though their easing access to the Stadium, MIT, and out to Logan, was the largest United States, multi-billion dollar " trip" in Public Works for that period in history. And it did not make more jobs.

Thank You Charlie Weymouth, AIA

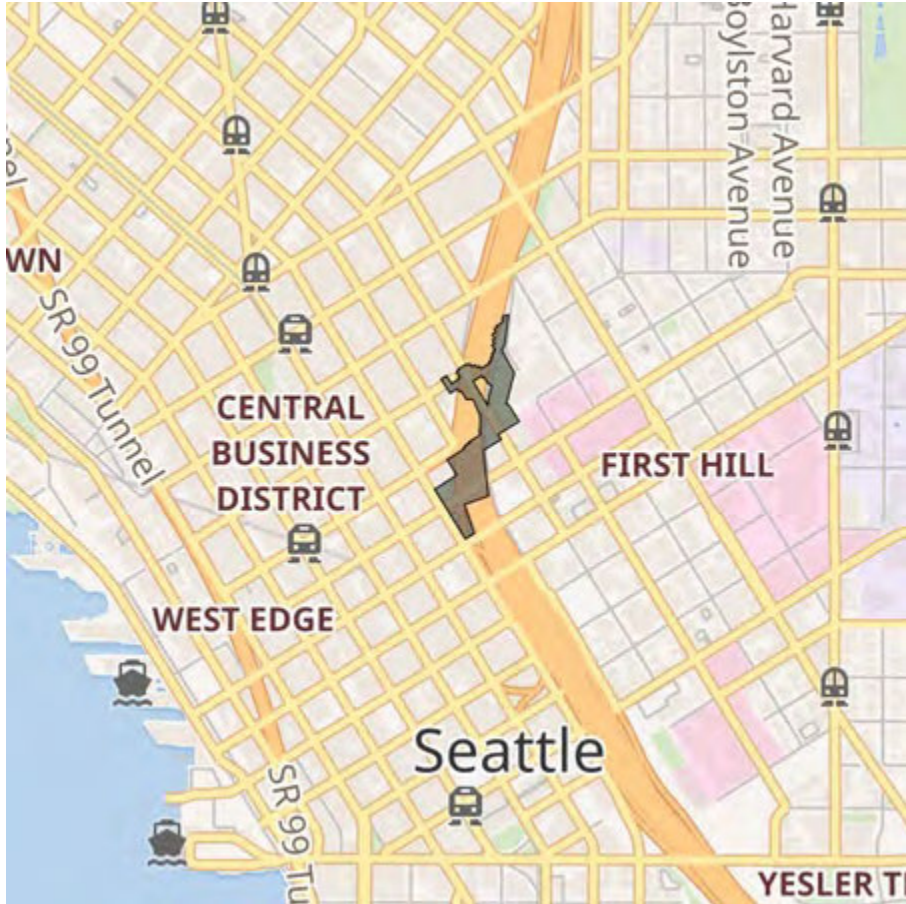
**From:** Peter Rees

**Sent:** Friday, April 29, 2022 3:24 PM

**To:** Randi Novakoff <[rnovakoff@wilmapco.org](mailto:rnovakoff@wilmapco.org)>

**Subject:** I-95 Cap

You probably know of Freeway Park, Seattle, built in 1976. It is a fine example of what could be attractively accomplished over I-95.



Peter Rees

--

Peter W. Rees, PhD

Professor Emeritus

Department of Geography & Spatial Sciences

University of Delaware

Newark, DE 19716. USA

**From:** Jack Schreppler

**Sent:** Friday, April 22, 2022 3:13 PM

**To:** Randi Novakoff <[rnovakoff@wilmapco.org](mailto:rnovakoff@wilmapco.org)>

**Subject:** I-95 Cap

I think you should leave it the way it is. Do you want to replicate the Market St Mall mess? But if you must mess with the status quo, please do not close the 10th St ramp to 95 north. That is just plain dumb



Mac Gardner, 4/21/22

Hi Dave,

I'm sure you are very busy but I want to take a quick minute to say my family and I think the I-95 Cap through Wilmington is a great idea that we should pursue.

All the best,

Mac Gardner

Kevin Turner, 4/20/22

Good morning Mr Gula,

I would like to recommend that representatives from both the Wilmington Police and Fire Departments as well as the Delaware State Police be apart of the group for input on issues of Public Safety concerning this project. Far too many times, issues concerning public safety aren't addressed until projects like this are started or even completed. Issues such as, park access during emergencies, safety and security of park users, access to the park and newly created tunnel for emergency responders, fire suppression and ventilation in the newly created interstate tunnel, evacuation of the tunnel in the event of an emergency, etc.

I hope these and other issues will be taken into consideration during the initial planning of the project, saving time and money and potentially lives in the event of an emergency.

Thank you for your time.

Sincerely,

Kevin O Turner - Captain (ret.)

Wilmington Fire Department

Rick Rothrock, 4/19/22

Doug,

The I-95 cap feasibility study is of great interest. This project presents opportunities for creative and artistic solutions that can connect people and spaces for the benefit of us all. Unfortunately I cannot attend tonight's meeting. I have created many public interactive sites and parks in Delaware and elsewhere. Is there a formal process to incorporate ideas from professional artists? My initial observation is the idea of a cap may misdirect your feedback to visualizations of a solid continuous covering. Is this the anticipated outcome? Could daylight or prismatic reflections be projected into the tunnel? Could part of the "cap" be rays of light for the vehicles? Could these features provide interest for pedestrians above the traffic? I'm thinking of the work of Lawrence Halprin in Seattle, where the park is under the streetscape and the spaces interact with each other. I understand the feedback / design process for a project of this scope is gigantic and takes patience and time. It would be wonderful to see a work of world class creative significance emerge from your efforts. I support your efforts with enthusiastic anticipation.

Best regards,

Rick Rothrock

**From:** [Audrey Pittman](#)

**To:** [Dave Gula](#)

**Cc:** [Randi Novakoff](#)

**Subject:** Re: I-95 virtual meeting fail

**Date:** Sunday, January 16, 2022 12:47:15 AM

Hi Randi and Dave,

Thanks for getting back to me. I suspect my signal was not robust enough, I was on my laptop at the other end of the house from the router.

In any case, this is all very exciting, as I will be parkside! I envision a gracious, grassy, treed promenade, with gardens and art and space for all kinds of activities. Parking is important, both for residents and visitors to the park. A decent little coffee place would be nice too. Maybe a fair. And bring back the delightful farmers' market with music they had in Cool Spring Park.

I have been a homeowner here on Adams Street for 40 years, gardening the whole time, and I rent out two apartments upstairs. Seen some longer cycles of the economy and quality of life here in the city. My block, 900 to 910 Adams, built in the 1890s, was designed by a good Philadelphia architect, and would look stunning along the edge of the park if it were lit up like Boat House Row on the Schuylkill. Another dream is to somehow reconnect the river. Shipley Run was diverted underground to build my block, and runs under my house. Then the culvert was sliced when the Interstate was put through. Reconnecting the river is also important when we are talking about reconnecting the neighborhood. Somehow this could be worked into a water feature, to even symbolically or decoratively reconnect Shipley Run. Thanks for putting your minds to this project, I appreciate your effort. See you next time,  
Audrey Pittman

From: Audrey Pittman  
Sent: Thursday, January 13, 2022 2:18 PM  
To: Randi Novakoff <[rnovakoff@wilmapco.org](mailto:rnovakoff@wilmapco.org)>  
Subject: Re: I-95 virtual meeting fail

Please Forward to the group -  
Thanks, I was able to get into the meeting.  
Although I was cut off when we went to break-out groups.  
Not surprising, as I expressed an unpopular suggestion, that we have resident parking available on the lid.  
The man said, "Well this is what people have said... we don't want cars..."

Well I'm "people" and I have been here on Adams Street for forty years, as a beautifier, and I have seen what we need. Parking is ridiculously overcrowded. Yes, it sounds all idealistic to say "no cars".

We did that forty years ago on Market Street Mall. No cars, woo hoo! until we realized that people still have cars, and need them to support business, and the Mall was an underused pain in the neck. Shuttered stores interspersed with day-glo wig shops for many years. An economic drain. Finally they opened it back up to auto traffic.

We want a future where we don't need cars. We're not there yet. Do we cut out cars, before building up public transport to take their place? Putting the cart before the horse?

Do we build for the future we want, or the present we live in today? there is a balance.

Wish lists for the lid park were for home-grown vending, handcrafts, that sort of thing. Which sounds nice, on paper. In the grown-up world, "junk shops". Nothing I need, nor anybody I know. No economic stability. No realistic potential to succeed.

I have been here long enough to realize it won't be "free" we will probably have to accept real estate as part of the deal? If we have to, I suggest something solid that benefits the community, not DIY junk shops.

And I want to light up my block like Boat House Row, the architecture supports it, an elegant addition to the park.

Hope I will be included in future communications. Thanks and have a great day,

Audrey Pittman

From: Jim Eversman  
Sent: Thursday, January 13, 2022 7:15 PM  
To: Randi Novakoff <[rnovakoff@wilmapco.org](mailto:rnovakoff@wilmapco.org)>  
Subject: Re: Thank you

Dave:

It was not until the end of the meeting that this question came up which I think is a very important one. Assuming that the project is a great success, it will draw people into town to see and enjoy it. So where are they going to park? In the neighborhoods?

The presentation was well done as was the follow up.

Best wishes, Jim



**From:** Charlie Weymouth

**To:** Randi Novakoff

**Subject:** Sent to Civic League several days ago

**Date:** Wednesday, January 12, 2022 10:37:21 AM

With regard to the expanded Pennsylvania Avenue,

Wilmington Plaza cross over of I-95: First conceived and presented in 1996, by this Architect to highlight the existent N. Western approach, main "Gateway" into Center City Wilmington, displayed was an open space, pedestrian enhanced, vista of the Trinity Episcopal Church (numerous passive alternate uses included a golf putting green), The one full block wide, I-95 cross over intended a passive park, yet retained, though their widening. 9th and 8th Streets, neighborhood pedestrian/bikeway accesses to the existent Cool Springs Park. The overall Master Plan of West Center City by Weymouth integrated the Pedestrian and bikeway network internally within the then limitedly defined "West Center City" and accessed the Christina Riverfront and with greatly needed recreational space afforded at the Cool Springs Park and surround. Such enhancements intended maximum retention of existent structures/ protected enclaves,-----that short walk to offices. Such applauded the bold, earlier successes of the in place Trinity Vicinity. Years have now gone by. In combined effort, DelDot and WILMAPCO have made in recent years, and within the past months, a much grander/very bold concept of I-95 cross over extending from Pennsylvania Ave. at least thru 6th Street---a "reseaming" of the split of earlier established residential/homogeneous neighborhoods. Noting the gained near full underpass vehicular access to Logan International and pedestrian ease to Fenway Park, one is hesitant mentioning such "Big Digs" highest of contemporary Federal public expenditures for a City public works in this Country. Despite heroic ongoing effort to the contrary, our City struggles to survive. Our County boasts having the lowest of taxes/lowest cost of living, thus drawing offices and residents to their hinterland----such has been occurring since the early 1970's. Retailing has gone from the preponderant downtown (including the King St. blocks long farmers' outdoor market) to the Big Box, and now shopping on-line. People are just not in the Streets. Hope arises when witnessing young marrieds/independents and with children moving in to still affordable close in housing. They bring Hope and joy to the scene and should demand maximizing uses of our prime attributes of water, our land preserves---our ease of vehicular access to allquadrants.

**Back to the proposed I-95 cross over .**

This Civic League Member's primary criticism and with regard to the cross over, certainly to leave aside the exceptionally well done presentation by the outside professionals, is the inherent, at least presented, disjunction of required coordination of our Transportation system with Land Use----particularly, in envisioning any enjoined future. The County proposed 2050 Comprehensive Plan has no structure---no required road/transportation systems, priorities/staging---anticipated costs, etc. Only that which what do the Land Owners, individually, currently want in individual application. **For the cross over, immediately to its South**, clearly a higher priority must be placed on implementing/completing adequate access to our re borne waterfront. The fully expansive cross over must wait. League Member Charlie Weymouth, AIA

Roger Reinicker, 12/10/21

Dave:

Thank you for your presentation last night to Westminster - well done - and I am glad to know more of what is happening.

one comment:

You mentioned that the project might be able to connect thru Wilmington Brandywine Cemetery to Brandywine Park. The southern end of the "Park" at 4th Street would then only be a few blocks from the Frawley stadium and that connects to the Christina Riverwalk and the Markell trail to New Castle.

The possibility of a Greenway connector going all the way through is intriguing.

I hope **Delaware Greenways** gets a chance to comment on the plans.

Best regards, Roger ReinickerHockessin

**From:** Charlie Weymouth

**Sent:** Thursday, December 09, 2021 6:10 AM

**To:** Randi Novakoff <[rnovakoff@wilmapco.org](mailto:rnovakoff@wilmapco.org)>; [governor.carney@delaware.gov](mailto:governor.carney@delaware.gov)

**Subject:** Bridge over I-95

Randi ! Good to meet you in person. And, and the upcoming meeting NOT to be redundant, must include comments from the public, also my presentation AND WILMAPCO's subsequent further analysis and feed back.

An issue not discussed but of subject regard is that of recognizing 10th, 9th, 8th streets being evident to become cut-off, for generations have been the relief access and egress to Center City. Admittedly, such cut offs do provide needed privacy to those West Center City residents.

A priority of adequate access by vehicles Southbound I-95 to the rail station and the Christina Riverfront must be emphasized. The Governor and DELDOT must set priorities, particularly, with the passage of the infrastructure legislation---rail and our Port Development access must come to be.

Best Charlie Weymouth, AIA

Dave ! My board will be there for those to see that earliest concept (1996) and my perspective on the history with brief comment, this latter during the Q and A. period. Please treat this as the 1st q and a. Be reminded that some 2+ years ago DelDot made an extensive presentation on the then proposed improvements through that I-95 alignment, including an inquiry regarding a South bound exit to get over to the Joe Biden rail station and the waterfront. Briefly received were public comment and DelDot's response why no cross over to the M.L.K. Blvd.----  
- Classically, "no funds available ". I won't dwell into this latter subject but would hope to see emanating, resolve to issues which I could not earlier address:

- Residents West of I-95 (Cool Spring) resistance to our proposed/expanded/pedestrian over I-95 to existent bridging at 8th and 10th Streets.
- Gradual mergers of traffic off I-95 into Pennsylvania Ave East bound.
- Highlighting the prime "gateway " entrance into the City via pronounced back drop of Trinity Episcopal Church with frontage vistas across a major, and landscaped, pedestrian plaza. The estimated cost (1996) caused gasps.

See ya in several hours----- Charlie

**From:** Charlie Weymouth

**Sent:** Tuesday, November 16, 2021 2:32 PM

**To:** Dave Gula <[dgula@wilmapco.org](mailto:dgula@wilmapco.org)>

**Subject:** Re: Bridging I-95: Reconnecting the Community

Sarah Lester

Dave Gula

Randi Novikoff

Having presented renderings of the 1st proposed plaza over I-95 intended at your subject locations and an expanded auto/pedestrian/bike over same (10th St.--w/ help of Andy Durham, ASLA ), all part of a West Center City Planning Council Master Plan in 1996, I would like a few minutes of tomorrow's early evening presentation to show those boards with brief comments on the visions' purposes, goals and interceding challenges. Randi Novikoff has encouraged such mounting as long as it is "contributive". Such it shall be. Best Charlie Weymouth, AIA, AIA Emeritus

Paul Gilligan, 11/14/21

Dear Mr. Gula,

I am writing to express concerns about highway safety for the proposal to "cap" I-95. This is a very narrow stretch of highway, bounded by steep slopes on either side with limited access via on and off ramps.

If there is a serious multi-vehicle accident with life-threatening injuries, first responders would be hard-pressed to rescue victims on the current roadway. Capping would create a tunnel with even more limited access in case of emergency..

Safety should be more important than the abstract arguments about public space.

Paul Gilligan



**From:** Charlie Weymouth

**To:** Randi Novakoff

**Subject:** Re: I-95 Cap Feasibility Study Public Visioning Workshop is next week

**Date:** Wednesday, November 10, 2021 10:45:02 AM

Our firm first conceived and initiated the cap concept in 1996 as a Plaza expanding Delaware Avenue as landscaped open terrace to the South over I-95 with approach vistas looking Eastward to the Trinity Episcopal Church. No building structures were to be superimposed over this expanded bridging. Within the Plaza were numerous, low key, secured, aerating pools --[one is reminded of building travesties at the East End of the Washington Bridge, NYC]. (The City in their subsequent presentation inserted a mid rise building structure !!!!!!! ). During that early work, our firm also expanded the 8th Street-I-95 bridge as a pedestrian/bike way to one block beyond the Western approach to 8th Street, enabling an easy access to the Cool Springs Park-----and thus interchange of the demographics. Are we now to reinvent the wheel ?

SEEMINGLY FORGOTTEN IN ALL THE CURRENT RENOVATIONS IS AN EASED ACCESS COMING SOUTH ON I-95 OVER TO THE MARTIN LUTHER KING, JR. BLVD. AND THUS ADEQUATE ACCESS FROM THE NORTH TO THE JOSEPH R. BIDEN, JR. RAIL STATION. Del Dot's plea in response at the Trinity Vicinity meeting several years back----" Just not the funding "----Hmmm?

Randi ! Wish me to bring a copy of that original Plaza rendering to your sponsored meeting?

Your response is requested. Best Charlie Weymouth, AIA

**From:** Anne Koiv

**To:** Randi Novakoff

**Subject:** Re: Transportation News and Events from WILMAPCO

**Date:** Friday, April 29, 2022 11:32:22 AM

Hello, Ms. Novakoff,

Just a comment regarding the push for zero emission vehicles to help our Delaware residents regarding cleaner air and reducing lung diseases....

Even if everyone in Delaware could afford and would purchase an EV, if Delaware keeps approving and building more and more warehouses in our tiny state thus promoting the influx of the 18-wheelers that those warehouses bring with them, those tractors will NOT be EV's anytime in the near future. Delaware needs to STOP approving additional warehouses, regardless of the number of jobs those warehouses promise to bring. Those warehouse jobs don't pay enough for those employees to afford EV's so the goal of going to zero emissions will never be met while the diesel-guzzling 18-wheelers continue to pollute plus destroy our infrastructure and cause accidents (which are becoming more and more frequent even now).

I still believe that capping areas over I-95 is a waste of money because I really don't believe it will be used for recreational purposes once completed (at least not for very long) and that money would be better spent on steps to quell the shootings and robberies in our downtown areas and maybe to help fixing up some of the blighted areas.

But what do I know....I also felt that building the 301 bypass was a waste of money since I felt that it wouldn't get enough use to pay for itself but I really don't know whether those numbers are supporting it or not (I still doubt it though). Delaware used to be a great place to retire and I never wanted to leave but lately that opinion is changing and eventually all that will be left in Delaware will be warehouses and 18-wheelers.

If you feel this worthwhile to pass along, I didn't know who else to send it to.

For what it's worth....

Respectfully submitted, Anne Koiv





# **I-95 FEASIBILITY STUDY**

## *Appendix E*

### *Survey Responses*



# I-95 Cap Feasibility Study

The challenges & opportunities of the I-95 corridor preliminarily are:

- *Defining Character & Lost Fabric*
- *Programming & Uses*
- *Vehicular Traffic & Circulation*
- *Pedestrian & Bike Circulation*
- *Social & Environmental Quality*

Now it is your turn! Please tell us what you think are the top opportunities and challenges within the project site:

Top three **OPPORTUNITIES**?

- Bike/ped facilities / less car-centric
- Connecting West Center City to Cool Spring/Hill Top
- Improving health outcomes for residents

Top three **CHALLENGES**?

- Gentrification / housing displacement
- Make sure there is meaningful community input
- Traffic congestion

What makes this portion of the I-95 corridor **special**?

Diverse neighborhoods w/ rich history; opportunity to create tons of green space

What is your favorite place in Wilmington, or elsewhere, that would be a good example of what this area could become?

Not the Riverfront. Great place to go, but I don't know if that style of development would serve the community

We want to hear from you! Please let us know what additional comments you have:

Can we interview w/ m cyclists and use in community mtg?

Join our Project email list to keep up-to-date:

Name: Laura Wilburn

Email: [REDACTED]

# I-95 Cap Feasibility Study

The challenges & opportunities of the I-95 corridor preliminarily are:

- Defining Character & Lost Fabric
- Programming & Uses
- Vehicular Traffic & Circulation
- Pedestrian & Bike Circulation
- Social & Environmental Quality

Now it is your turn! Please tell us what you think are the top opportunities and challenges within the project site:

Top three **OPPORTUNITIES**?

- Pedestrian + Bike Circulation
- Social + Environmental Quality
- Defining Character + Lost Fabric

Top three **CHALLENGES**?

- Cars! Vehicular Traffic is main issue
- Pedestrian + Bike Circulation + Safety

What makes this portion of the I-95 corridor **special**?

*It really is ideally situated for facilitating access to downtown + riverfront businesses + attractions*

What is your favorite place in Wilmington, or elsewhere, that would be a good example of what this area could become?

*I think there are converted train viaducts in NYC and Philly that have been converted to green spaces (parks above the cities!). They are still used as thoroughways for cyclists, skaters, runners + walkers. This concept of a park within the city, I think could work for the 95 overpasses currently in use.*

We want to hear from you! Please let us know what additional comments you have:

*Love to see this is even being considered! As a pedestrian, I want to put in a special plug for lighting improvements no matter what the fate of our overpasses. It would be great for the W. Center City kids to have safe green spaces closeby to play.*

Join our Project email list to keep up-to-date:

Name: Monica Jones

Email: [REDACTED]



# I-95 Cap Feasibility Study

The challenges & opportunities of the I-95 corridor preliminarily are:

- *Defining Character & Lost Fabric*
- *Programming & Uses*
- *Vehicular Traffic & Circulation*
- *Pedestrian & Bike Circulation*
- *Social & Environmental Quality*

Now it is your turn! Please tell us what you think are the top opportunities and challenges within the project site:

Top three **OPPORTUNITIES?**

- more bike lanes and share roads
- more crosswalks
- rebuild sidewalks

Top three **CHALLENGES?**

- 
- 
- 

What makes this portion of the I-95 corridor **special**?

What is your favorite place in Wilmington, or elsewhere, that would be a good example of what this area could become?

We want to hear from you! Please let us know what additional comments you have:

Safety for bikes and crosswalk

Join our Project email list to keep up-to-date:

Name: Geraldo The King of Transit Gonzalez

Email: [REDACTED]

# I-95 Cap Feasibility Study

The challenges & opportunities of the I-95 corridor preliminarily are:

- *Defining Character & Lost Fabric*
- *Programming & Uses*
- *Vehicular Traffic & Circulation*
- *Pedestrian & Bike Circulation*
- *Social & Environmental Quality*

Now it is your turn! Please tell us what you think are the top opportunities and challenges within the project site:

Top three **OPPORTUNITIES**?

- mural project under 95
- Skate park
- Park? on bridge

Top three **CHALLENGES**?

- increase of traffic in communities, (defining navigation around new road)
- 
- 

What makes this portion of the I-95 corridor **special**?

Community members remember that ~~the~~ homes used to be where 95 is ~~is~~ currently. Find way to bridge the community through art.

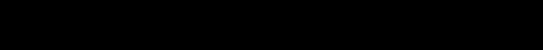
What is your favorite place in Wilmington, or elsewhere, that would be a good example of what this area could become?

Elsewhere,  
other neighborhoods have verified how to implement ~~permanent~~ permanent beautification projects, + long lasting quality of life tactics.

We want to hear from you! Please let us know what additional comments you have:

Join our Project email list to keep up-to-date:

Name: Vanity C

Email: 



# I-95 Cap Feasibility Study

The challenges & opportunities of the I-95 corridor preliminarily are:

- *Defining Character & Lost Fabric*
- *Programming & Uses*
- *Vehicular Traffic & Circulation*
- *Pedestrian & Bike Circulation*
- *Social & Environmental Quality*

Now it is your turn! Please tell us what you think are the top opportunities and challenges within the project site:

Top three **OPPORTUNITIES**?

- *all of the above*
- 
- 

Top three **CHALLENGES**?

- *all of the above*
- 
- 

What makes this portion of the I-95 corridor **special**?

*the vehicular traffic is setup for safety and easy access in and out of the city*

What is your favorite place in Wilmington, or elsewhere, that would be a good example of what this area could become?

*Trolley Square*

We want to hear from you! Please let us know what additional comments you have:

Join our Project email list to keep up to date:

Name: *Ma L. Miller*

Email: \_\_\_\_\_

# I-95 Cap Feasibility Study

The challenges & opportunities of the I-95 corridor preliminarily are:

- *Defining Character & Lost Fabric*
- *Programming & Uses*
- *Vehicular Traffic & Circulation*
- *Pedestrian & Bike Circulation*
- *Social & Environmental Quality*

Now it is your turn! Please tell us what you think are the top opportunities and challenges within the project site:

Top three **OPPORTUNITIES**?

- Vehicular Traffic
- Pedestrian
- Defining Character

Top three **CHALLENGES**?

- All agreeing on what is needed
- 
- 

What makes this portion of the I-95 corridor **special**?

This is what was put in place to separate the communities.

What is your favorite place in Wilmington, or elsewhere, that would be a good example of what this area could become?

Philadelphia

We want to hear from you! Please let us know what additional comments you have:

Join our Project email list to keep up-to-date:

Name: Vash Turner

Email: [REDACTED]



# I-95 Cap Feasibility Study

The challenges & opportunities of the I-95 corridor preliminarily are:

- *Defining Character & Lost Fabric*
- *Programming & Uses*
- *Vehicular Traffic & Circulation*
- *Pedestrian & Bike Circulation*
- *Social & Environmental Quality*

Now it is your turn! Please tell us what you think are the top opportunities and challenges within the project site:

Top three **OPPORTUNITIES?**

- Vehicular Traffic Circulation
- Programming & Uses
- Social & Environmental Quality

Top three **CHALLENGES?**

- All of the above
- 
- 

What makes this portion of the I-95 corridor **special**?

Vehicles

What is your favorite place in Wilmington, or elsewhere, that would be a good example of what this area could become?

Shallcross Ave Area

We want to hear from you! Please let us know what additional comments you have:

Join our Project email list to keep up-to-date:

Name: Valerie Tillman

Email: 

# I-95 Cap Feasibility Study

The challenges & opportunities of the I-95 corridor preliminarily are:

- *Defining Character & Lost Fabric*
- *Programming & Uses*
- *Vehicular Traffic & Circulation*
- *Pedestrian & Bike Circulation*
- *Social & Environmental Quality*

Now it is your turn! Please tell us what you think are the top opportunities and challenges within the project site:

Top three **OPPORTUNITIES?**

- PATH that connects west side to the Mackell path ON THE RIVERFRONT, SAFELY
- WATER PAD PARK FOR KIDS IN THE SUMMER ON WEST SIDE
- SAND PARK i.e. "CAN DO" PARK IN N. WILM SIMILAR & ON WEST SIDE

Top three **CHALLENGES?**

- WALKING/BIKING THRU THE SIDES OF WILM i.e. HEADING ACROSS UNION ST MAYBE A SKY PATH THAT MAKES IT SAFE FOR KIDS TO CROSS
- IGNORED AREAS THAT HAVE LITTER ACCUMULATION i.e. SOUTH OF 5TH ST DECLINES TOWARDS RIVERFRONT
- SAFE WAY TO BIKE/WALK FROM WEST SIDE TO RIVERFRONT.

What makes this portion of the I-95 corridor **special**?

COMMUNITY, THE PEOPLE WHO LIVE HERE WANT THE BEST FOR THEIR FAMILIES & THEIR NEIGHBORS, LOOKING OUT FOR EACH OTHER, WHETHER ITS REMINDING YOU ITS TRASH COLLECTION DAY OR OFFERING THEIR PARKING SPOT 4 YOU WHEN YOU NEED IT. What is your favorite place in Wilmington, or elsewhere, that would be a good example of what this area could become? TOWNLOAD  
YAR CAR

BRANDYWINE PARK OFF OF LOVERING FOR DAILY HIKE/BIKE RIDES OR A LOCAL FESTIVAL, HAS PLAYGROUNDS & PLACES TO PICNIC & OR GRILL

We want to hear from you! Please let us know what additional comments you have:

MAYBE A DEDICATED AREA FOR THE KIDS FROM DIFFERENT PARTS OF THE CITY TO PLAY SPORTS W/ EACH OTHER (SOCCER BASEBALL ETC CLUBS)

Join our Project email list to keep up-to-date:

Name: ANGELA WOOLSEY

Email: [REDACTED]



# I-95 Cap Feasibility Study

The challenges & opportunities of the I-95 corridor preliminarily are:

- *Defining Character & Lost Fabric*
- *Programming & Uses*
- *Vehicular Traffic & Circulation*
- *Pedestrian & Bike Circulation*
- *Social & Environmental Quality*

Now it is your turn! Please tell us what you think are the top opportunities and challenges within the project site:

Top three **OPPORTUNITIES?**

- more people
- more Revenue
- more

Top three **CHALLENGES?**

- stop Violence
- to get jobs
- more programs to help families

What makes this portion of the I-95 corridor **special**?

When drivers ride by they see the Love we have in Wilmington.

What is your favorite place in Wilmington, or elsewhere, that would be a good example of what this area could become?

It use to be William Hicks I think it should more problems for our kids sewing. Dance classes to be open on the weekends

We want to hear from you! Please let us know what additional comments you have:

I love when we come together for this event I wish we can do it more

Join our Project email list to keep up-to-date:

Name: Estella Moody

Email: [REDACTED]

# I-95 Cap Feasibility Study

The challenges & opportunities of the I-95 corridor preliminarily are:

- *Defining Character & Lost Fabric*
- *Programming & Uses*
- *Vehicular Traffic & Circulation*
- *Pedestrian & Bike Circulation*
- *Social & Environmental Quality*

Now it is your turn! Please tell us what you think are the top opportunities and challenges within the project site:

Top three **OPPORTUNITIES?**

- *Reconnecting neighborhoods*
- *Space for community - building events/activities where people actually live as opposed to*
- *Offer more green spaces like Rodney Square*

Top three **CHALLENGES?**

- *Engineering / funding? / Traffic*
- *Space for problematic activity*
- *Getting people to agree on use*

What makes this portion of the I-95 corridor **special?**

*The amazing people who live here ♡*

What is your favorite place in Wilmington, or elsewhere, that would be a good example of what this area could become?

*Tilton Park (and the fun people/activities that happen there)*

We want to hear from you! Please let us know what additional comments you have:

Join our Project email list to keep up-to-date:

Name: \_\_\_\_\_

Email: \_\_\_\_\_





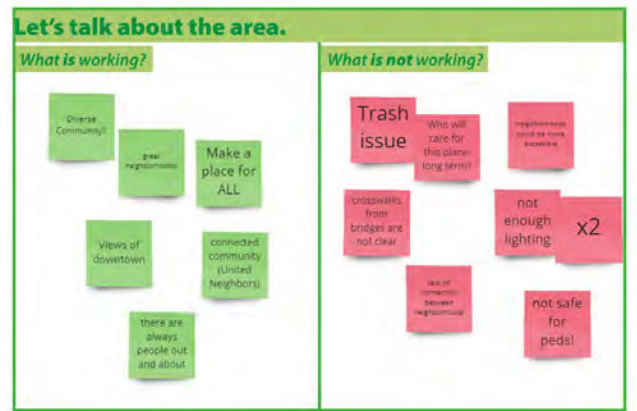
# **I-95 FEASIBILITY STUDY**

## *Appendix F*

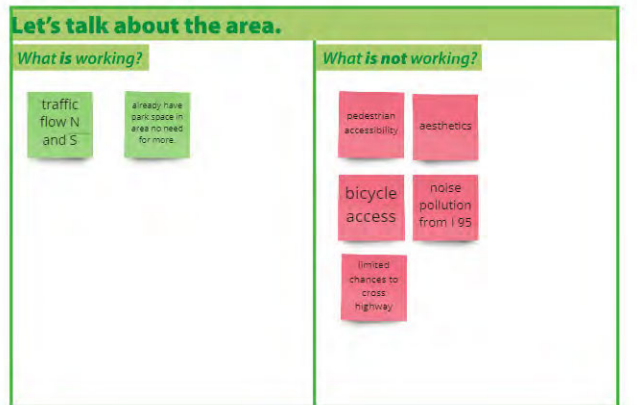
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## Group 01



## Group 02



## Group 03

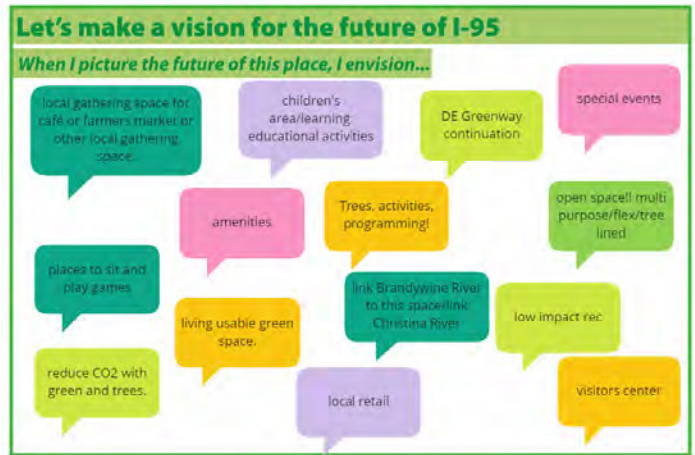


## Group 04

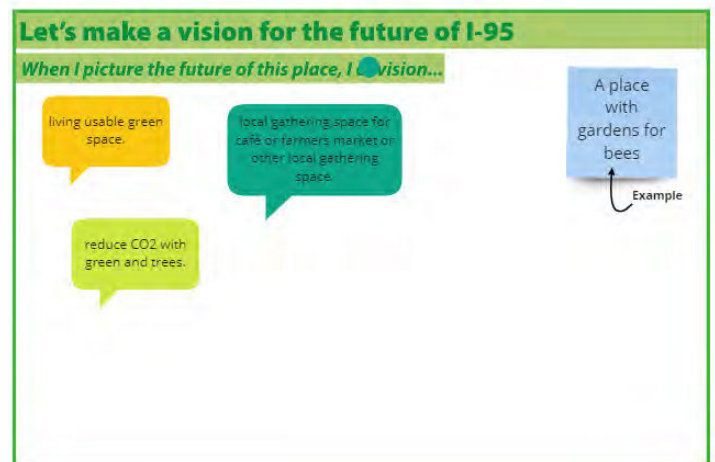




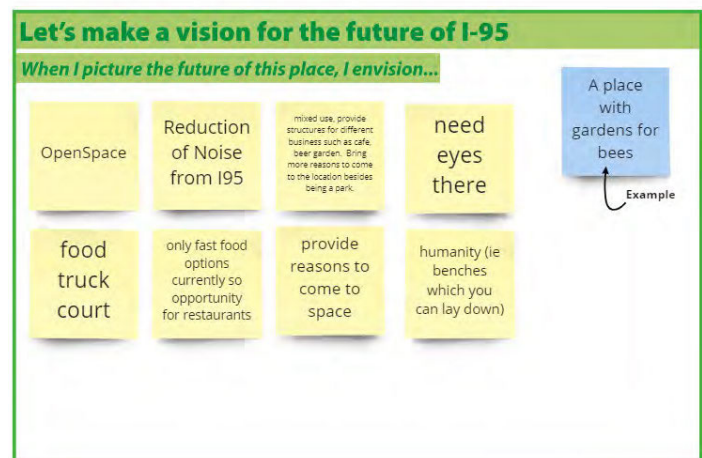
## Group 01



## Group 02



## Group 03



## Group 04



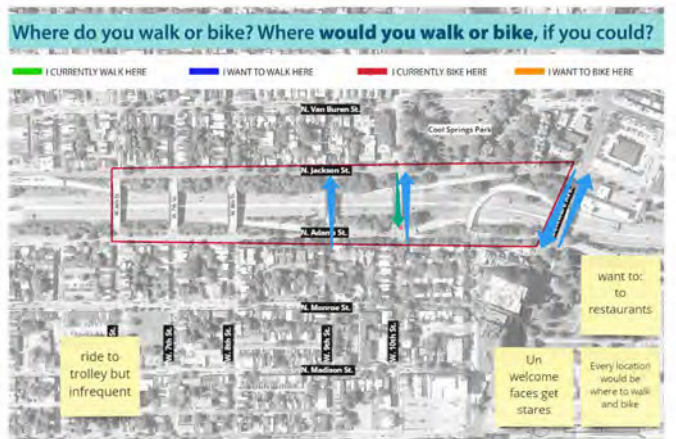
Group 01



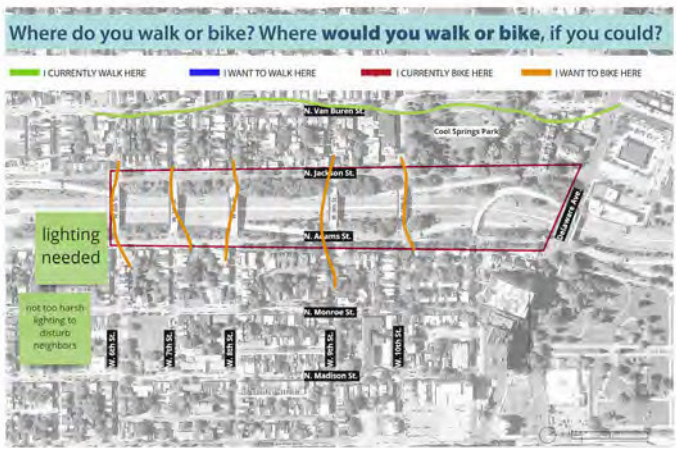
Group 02



Group 03



Group 04





# Group 01

## Health + wellness: this community needs...?

Place GREEN stickers for those you agree with, and RED for those you do not agree with






<b>Fitness class space</b>  ●	<b>Exercise stations</b>  ●	<b>Running loops</b>  ●	<b>Bike skills</b>  ●
<b>Contemplative space</b>  ●	<b>Places to sunbathe</b>  ●	<b>Skateboarding</b>  ●	<b>Flexible lawn</b>  ●
<b>Dog play</b>  ●	<b>Sport courts</b>  ●	<b>Other:</b>  ●	<b>Other:</b>  ●

Use GREEN dots for what this community needs (3 per person)

Use RED dots for what this community does not need (3 per person)

## Community program: this community needs...?

Place GREEN stickers for those you agree with, and RED for those you do not agree with

<b>Retail</b>  ●	<b>Rentable pavilion</b>  ●	<b>Public restrooms</b>  ●	<b>Winter activities</b>  ●
<b>Covered events venue</b>  ●	<b>Night events venue</b>  ●	<b>Interactive Light Feature:</b>  ●	<b>Multi-function landscape</b>  ●
<b>Embedded Lights:</b>  ●	<b>Event Lights:</b>  ●	<b>Other:</b>  ●	<b>Other:</b>  ●

## Community program: this community needs...?

Place GREEN stickers for those you agree with, and RED for those you do not agree with

<b>Night program space</b>  ●	<b>Picnic space</b>  ●	<b>Cafe/moveable seating</b>  ●	<b>Interpretation/history</b>  ●
<b>Art and sculpture</b>  ●	<b>Murals and color</b>  ●	<b>Playground</b>  ●	<b>Interactive Water Feature</b>  ●
<b>Performance venue</b>  ●	<b>Small group gathering</b>  ●	<b>Market space</b>  ●	<b>Concessions</b>  ●

## Nature/environment: this community needs...?

Place GREEN stickers for those you agree with, and RED for those you do not agree with

<b>Trees</b>  ●	<b>Pollinator gardens</b>  ●	<b>Community gardens</b>  ●	<b>Stormwater management</b>  ●
<b>City-watching</b>  ●	<b>Nature-based activities</b>  ●	<b>Bird habitat</b>  ●	<b>Shade</b>  ●
<b>Other:</b>  ●	<b>Other:</b>  ●	<b>Other:</b>  ●	<b>Other:</b>  ●

## Mobility: this community needs...?

Place GREEN stickers for those you agree with, and RED for those you do not agree with

<b>Wider Sidewalks</b>  ●	<b>Accessibility Improvements</b>  ●	<b>Improved Crosswalks</b>  ●	<b>Other:</b>  ●
<b>Shared Use Path</b>  ●	<b>More Crosswalks</b>  ●	<b>Other:</b>  ●	<b>Other:</b>  ●

## Mobility: this community needs...?











Place GREEN stickers for those you agree with, and RED for those you do not agree with

<b>Wayfinding</b>  ●	<b>Pedestrian-only zones</b>  ●	<b>Transit stop</b>  ●	<b>Other:</b>  ●
<b>Bike share</b>  ●	<b>Bike parking</b>  ●	<b>Protected bike lane</b>  ●	<b>Traffic calming</b>  ●
<b>Car share</b>  ●	<b>On-street parking</b>  ●	<b>Vehicle pickup points</b>  ●	<b>Other:</b>  ●



### Health + wellness: this community needs...?

Place GREEN stickers for those you agree with, and RED for those you do not agree with.

<b>Fitness class space</b>  ●	<b>Exercise stations</b>  ●	<b>Running loops</b>  ●	<b>Bike skills</b>  ●
<b>Contemplative space</b>  ●	<b>Places to sunbathe</b>  ●	<b>Skateboarding</b>  ●	<b>Flexible lawn</b>  ●
<b>Dog play</b>  ●	<b>Sport courts</b>  ●	<b>Other:</b>  ●	<b>Other:</b>  ●

Use GREEN dots for what this community needs (3 per person)

Use RED dots for what this community does not need (3 per person)

### Community program: this community needs...?

Place GREEN stickers for those you agree with, and RED for those you do not agree with.

<b>Retail</b>  ●	<b>Rentable pavilion</b>  ●	<b>Public restroom</b>  ●	<b>Winter activities</b>  ●
<b>Covered events venue</b>  ●	<b>Night events venue</b>  ●	<b>Multi-function landscape</b>  ●	<b>Other:</b>  ●
<b>Embedded Lights:</b>  ●	<b>Event Lights:</b>  ●	<b>Interactive Light Feature:</b>  ●	<b>Other:</b>  ●

### Community program: this community needs...?

Place GREEN stickers for those you agree with, and RED for those you do not agree with.

<b>Night program space</b>  ●	<b>Picnic space</b>  ●	<b>Cafe/moveable seating</b>  ●	<b>Interpretation/history</b>  ●
<b>Art and sculpture</b>  ●	<b>Murals and color</b>  ●	<b>Playground</b>  ●	<b>Interactive Water Feature</b>  ●
<b>Performance venue</b>  ●	<b>Small group gathering</b>  ●	<b>Market space</b>  ●	<b>Concessions</b>  ●


### Nature/environment: this community needs...?

Place GREEN stickers for those you agree with, and RED for those you do not agree with.

<b>Trees</b>  ●	<b>Pollinator gardens</b>  ●	<b>Community gardens</b>  ●	<b>Stormwater management</b>  ●
<b>City-watching</b>  ●	<b>Nature-based activities</b>  ●	<b>Bird habitat</b>  ●	<b>Shade</b>  ●
<b>Other:</b>  ●	<b>Other:</b>  ●	<b>Other:</b>  ●	<b>Other:</b>  ●

### Mobility: this community needs...?

Place GREEN stickers for those you agree with, and RED for those you do not agree with.











<b>Wider Sidewalks</b>  ●	<b>Accessibility Improvements</b>  ●	<b>Improved Crosswalks</b>  ●	<b>Other:</b>  ●
<b>Shared Use Path</b>  ●	<b>More Crosswalks</b>  ●	<b>Other:</b>  ●	<b>Other:</b>  ●

Use GREEN dots for what this community needs (3 per person)

Use RED dots for what this community does not need (3 per person)

### Mobility: this community needs...?

Place GREEN stickers for those you agree with, and RED for those you do not agree with.

<b>Wayfinding</b>  ●	<b>Pedestrian-only zones</b>  ●	<b>Transit stop</b>  ●	<b>Other:</b>  ●
<b>Bike share</b>  ●	<b>Bike parking</b>  ●	<b>Protected bike lane</b>  ●	<b>Traffic calming</b>  ●
<b>Car share</b>  ●	<b>On-street parking</b>  ●	<b>Vehicle pickup points</b>  ●	<b>Other:</b>  ●



## Health + wellness: this community needs...?

Place GREEN stickers for those you agree with, and RED for those you do not agree with

### Fitness class space



Place stickers here

### Exercise stations



Place stickers here

### Running loops



Place stickers here

### Bike skills



Place stickers here

### Contemplative space



Place stickers here

### Places to sunbathe



Place stickers here

### Skateboarding



Place stickers here

### Flexible lawn



Place stickers here

### Dog play



Place stickers here

### Sport courts



Place stickers here

### Other:



Place stickers here

## Community program community needs...?

Place GREEN stickers for those you agree with, and RED for those you do not agree with

### Retail



Place stickers here

### Rentable pavilion



Place stickers here

### Public restrooms



Place stickers here

### Winter activities



Place stickers here

### Covered events venue



Place stickers here

### Night events venue



Place stickers here



Place stickers here

### Multi-function landscape



Place stickers here

### Embedded Lights:



Place stickers here

### Event Lights:



Place stickers here

### Interactive Light Feature:



Place stickers here

### Other:



Place stickers here

\* Group 03 did not finish the board activities due to time















## Health + wellness: this community needs...?

Place GREEN stickers for those you agree with, and RED for those you do not agree with.

<b>Fitness class space</b>  1	<b>Exercise stations</b>  1	<b>Running loops</b>  2	<b>Bike skills</b>  1
<b>Contemplative space</b>  1	<b>Places to sunbathe</b>  1	<b>Skateboarding</b>  1	<b>Flexible lawn</b>  2
<b>Dog play</b>  3	<b>Other:</b>  movie night/performance	<b>Sport courts</b>  1	<b>Other:</b>  movie night/performance

## Community program: this community needs...?

Place GREEN stickers for those you agree with, and RED for those you do not agree with.

<b>Night program space</b>  1	<b>Picnic space</b>  1	<b>Cafe/moveable seating</b>  1	<b>Interpretation/history</b>  1
<b>Art and sculpture</b>  1	<b>Murals and color</b>  1	<b>Playground</b>  1	<b>Interactive Water Feature</b>  1
<b>Performance venue</b>  1	<b>Small group gathering</b>  1	<b>Market space</b>  1	<b>Concessions</b>  1

## Nature/environment: this community needs...?

Place GREEN stickers for those you agree with, and RED for those you do not agree with.

<b>Trees</b>  1	<b>Pollinator gardens</b>  1	<b>Community gardens</b>  1	<b>Stormwater management</b>  1
<b>City-watching</b>  1	<b>Shade</b>  1	<b>Shade</b>  1	<b>Shade</b>  1
<b>Nature-based activities</b>  1	<b>Bird habitat</b>  1	<b>Other:</b>  1	<b>Other:</b>  1

## Community program: this community needs...?

Place GREEN stickers for those you agree with, and RED for those you do not agree with.

<b>Retail</b>  1	<b>Rentable pavilion</b>  1	<b>Public restrooms</b>  2	<b>Winter activities</b>  1
<b>Covered events venue</b>  1	<b>Night events venue</b>  1	<b>Multi-function landscape</b>  1	<b>Multi-function landscape</b>  1
<b>Embedded Lights:</b>  2	<b>Event Lights:</b>  1	<b>Interactive Light Feature:</b>  1	<b>Other:</b>  1













## Mobility: this community needs...?

Place GREEN stickers for those you agree with, and RED for those you do not agree with.

<b>Wider Sidewalks</b>  1	<b>Accessibility Improvements</b>  2	<b>Improved Crosswalks</b>  1	<b>Other:</b>  1
<b>Scooter Share</b>  1	<b>Shared Use Path</b>  1	<b>More Crosswalks</b>  1	<b>Other:</b>  1
<b>Other:</b>  1	<b>Other:</b>  1	<b>Other:</b>  1	<b>Other:</b>  1

## Mobility: this community needs...?

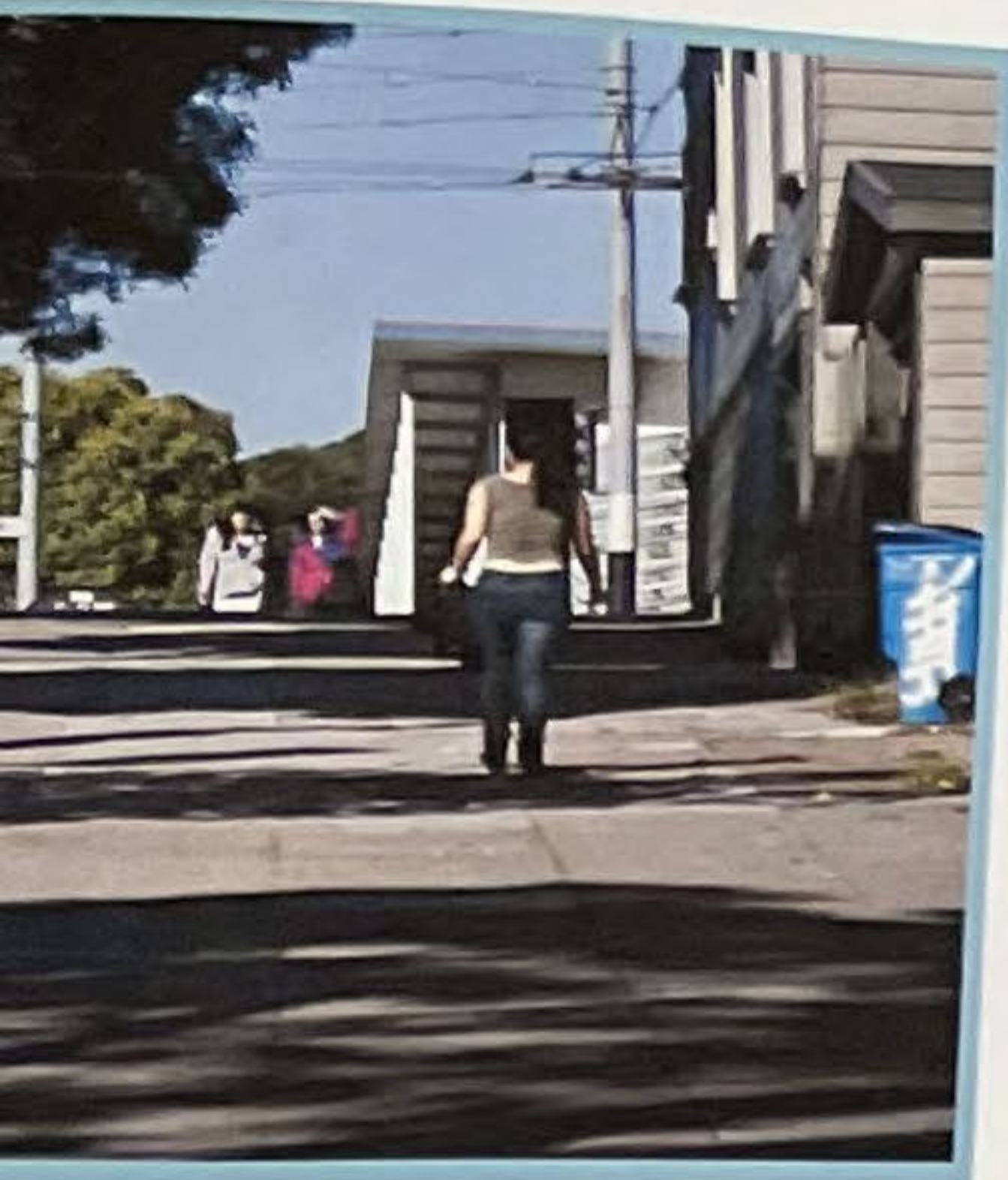
Place GREEN stickers for those you agree with, and RED for those you do not agree with.

<b>Wayfinding</b>  2	<b>Pedestrian-only zones</b>  1	<b>Transit stop</b>  1	<b>Traffic calming</b>  1
<b>Bike share</b>  1	<b>Bike parking</b>  3	<b>Protected bike lane</b>  3	<b>Vehicle pickup points</b>  1
<b>Car share</b>  2	<b>On-street parking</b>  1	<b>Other:</b>  1	<b>Other:</b>  1

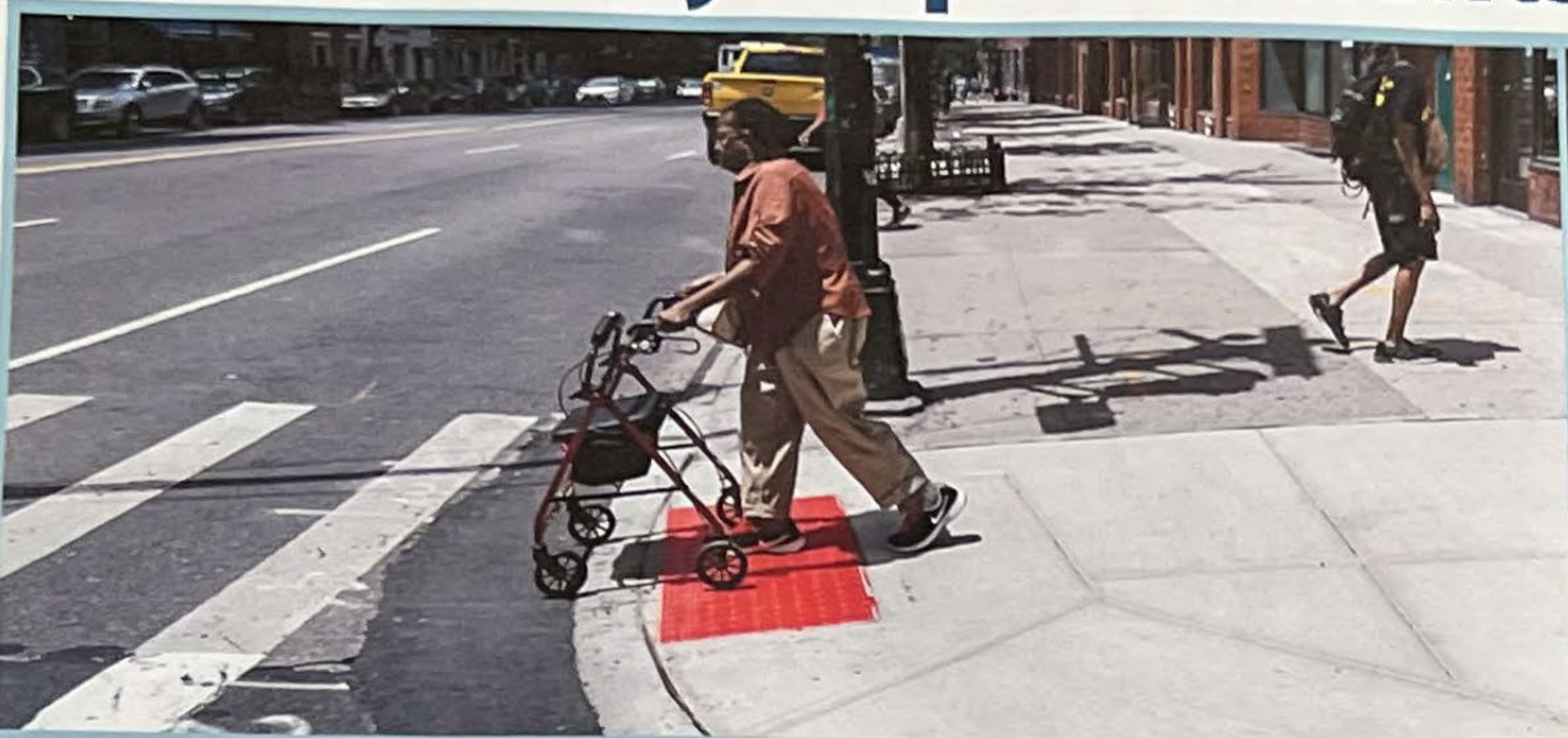


...for those you agree with, and RED for those you do not agree with

## Accessibility Improvements



Sticker row for Accessibility Improvements (left): 3 green circles, 1 red circle.



Place stickers here

Sticker row for Accessibility Improvements (middle): 8 green circles.



Sticker row for Accessibility Improvements (right): 1 green circle.

## Improved Crosswalks



Place stickers here

Sticker row for Improved Crosswalks: 7 green circles.

## Shared Use Path



Sticker row for Shared Use Path (left): 2 red circles, 1 green circle.



Place stickers here

Sticker row for Shared Use Path (middle): 10 green circles.

## More Crosswalks



Place stickers here

Sticker row for More Crosswalks: 5 green circles.

## Other:

Blank area for Other: (left)

Place stickers here

## Other:

Blank area for Other: (middle)

Place stickers here

## Other:

Blank area for Other: (right)

Place stickers here





# Wellness in this community needs...?

GREEN for those you agree with, and RED for those you do not agree with

## Space



## Space



## Exercise stations



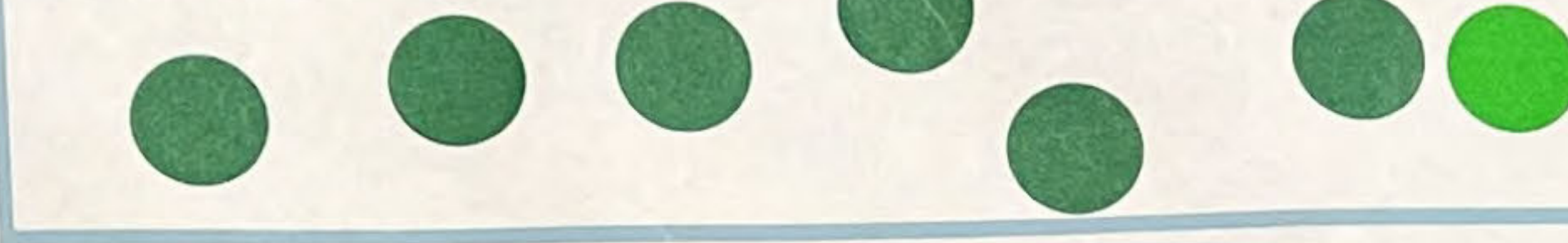
Place stickers here



## Running loops



Place stickers here



## Bike skills



Place stickers here



## Places to sunbathe



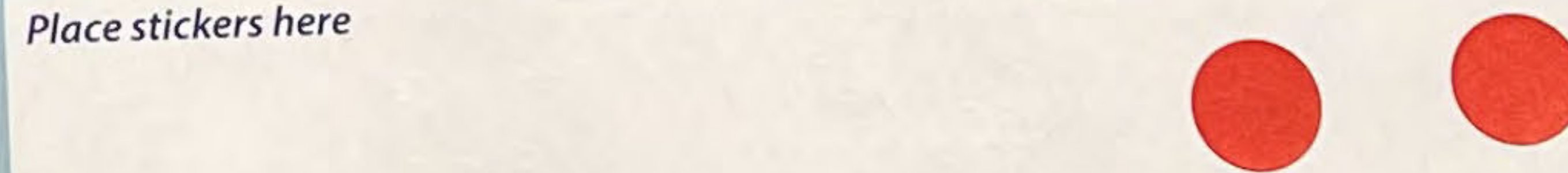
Place stickers here



## Skateboarding



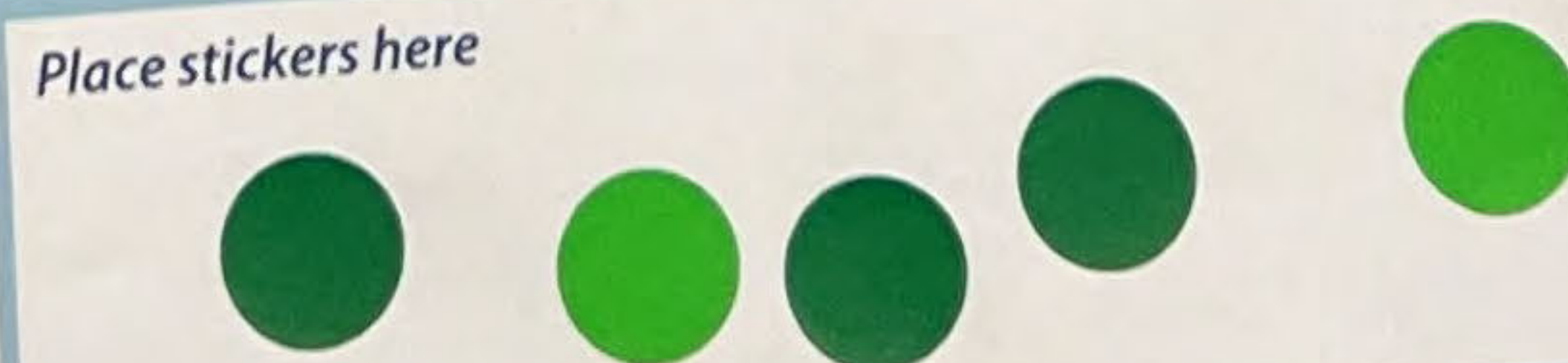
Place stickers here



## Sport courts



Place stickers here



## Flexible lawn



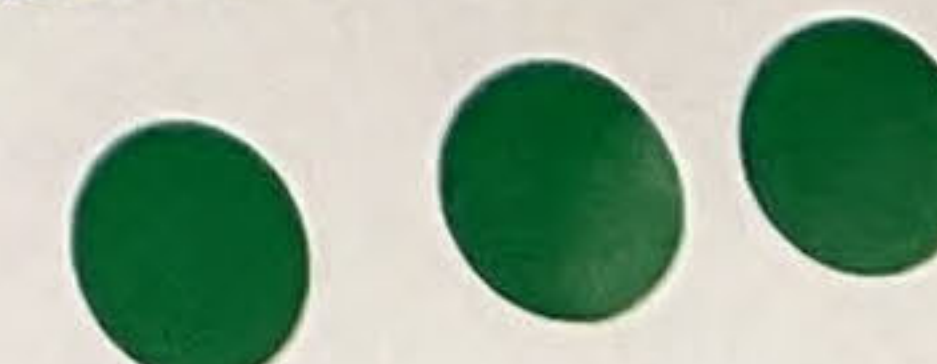
Place stickers here



## Other:

Climbing wall

Place stickers here





# Mobility community needs...?

Place GREEN stickers for those you agree with, and RED for those you do not agree with

## Wayfinding



Place stickers here

## Pedestrian-only zones



Place stickers here

## Transit stop



Place stickers here

## Bike share



Place stickers here

## Bike parking



Place stickers here

## Protected bike lane



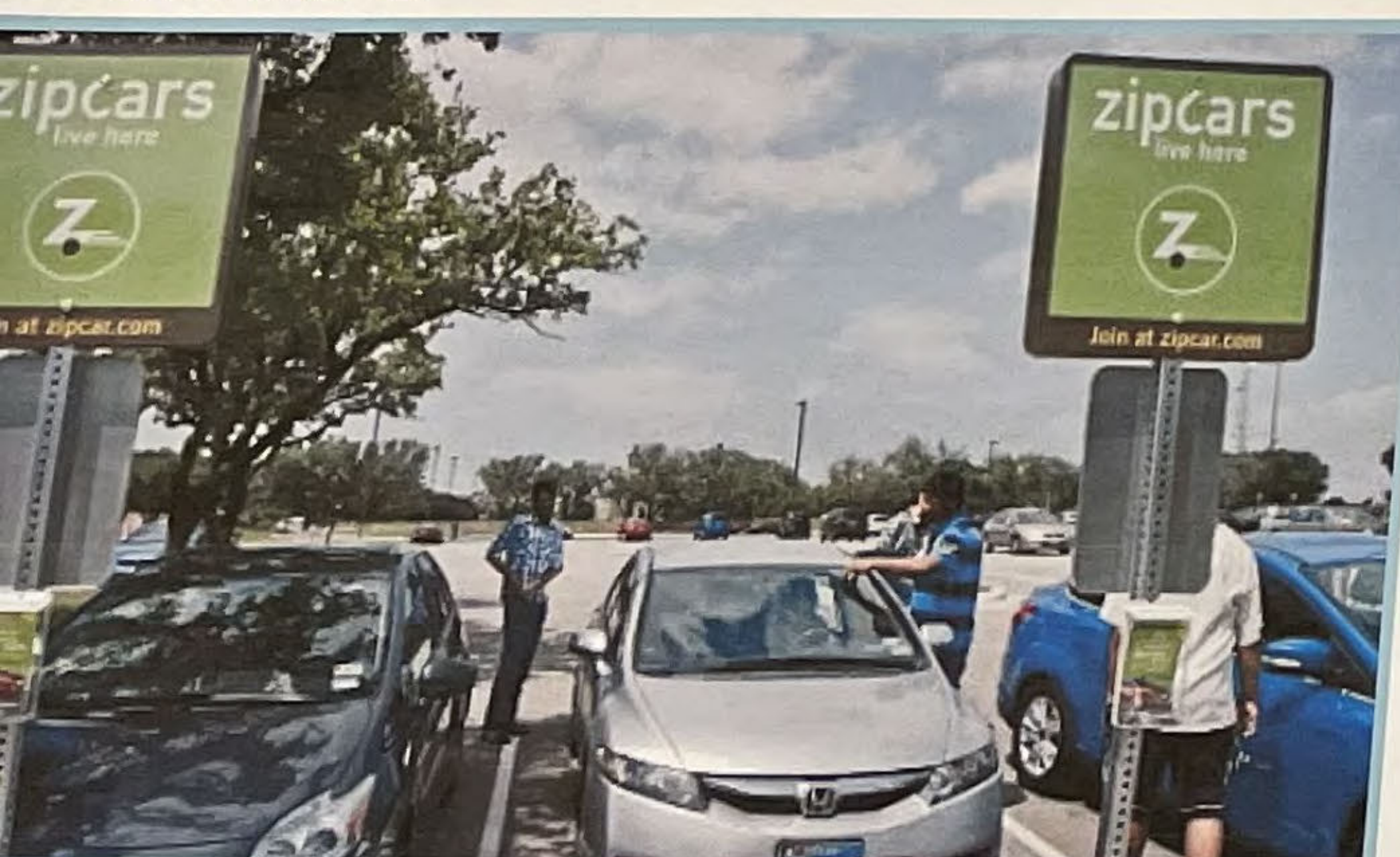
Place stickers here

## Traffic calming



Place stickers here

## Car share



Place stickers here

## On-street parking



Place stickers here

## Vehicle pickup points



Place stickers here

## Other:

• Scooters

Place stickers here



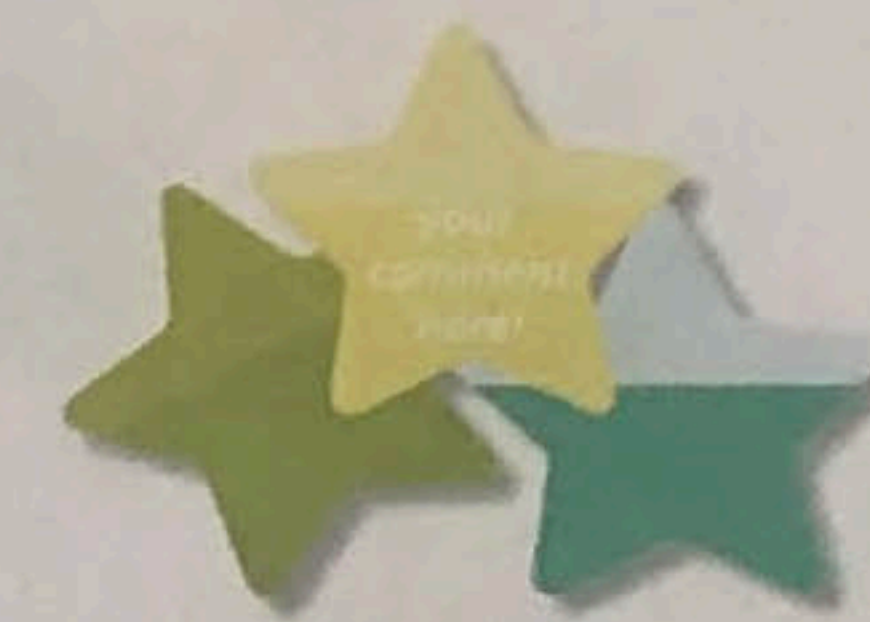




## Concept B1: Dispersed Plazas

- 7th and 9th Streets are Closed
- Public lawns, plazas on Jackson and Adams, and gardens
- Includes a development site at Adams and Delaware

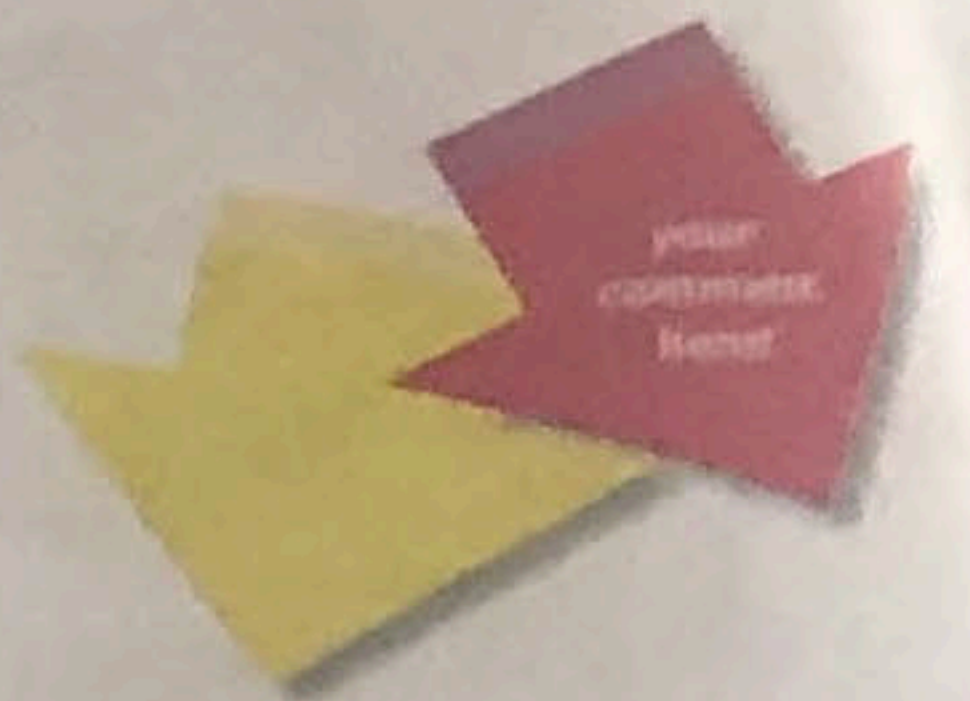
## HELP SHAPE THIS IDEA!



I like this



I have questions

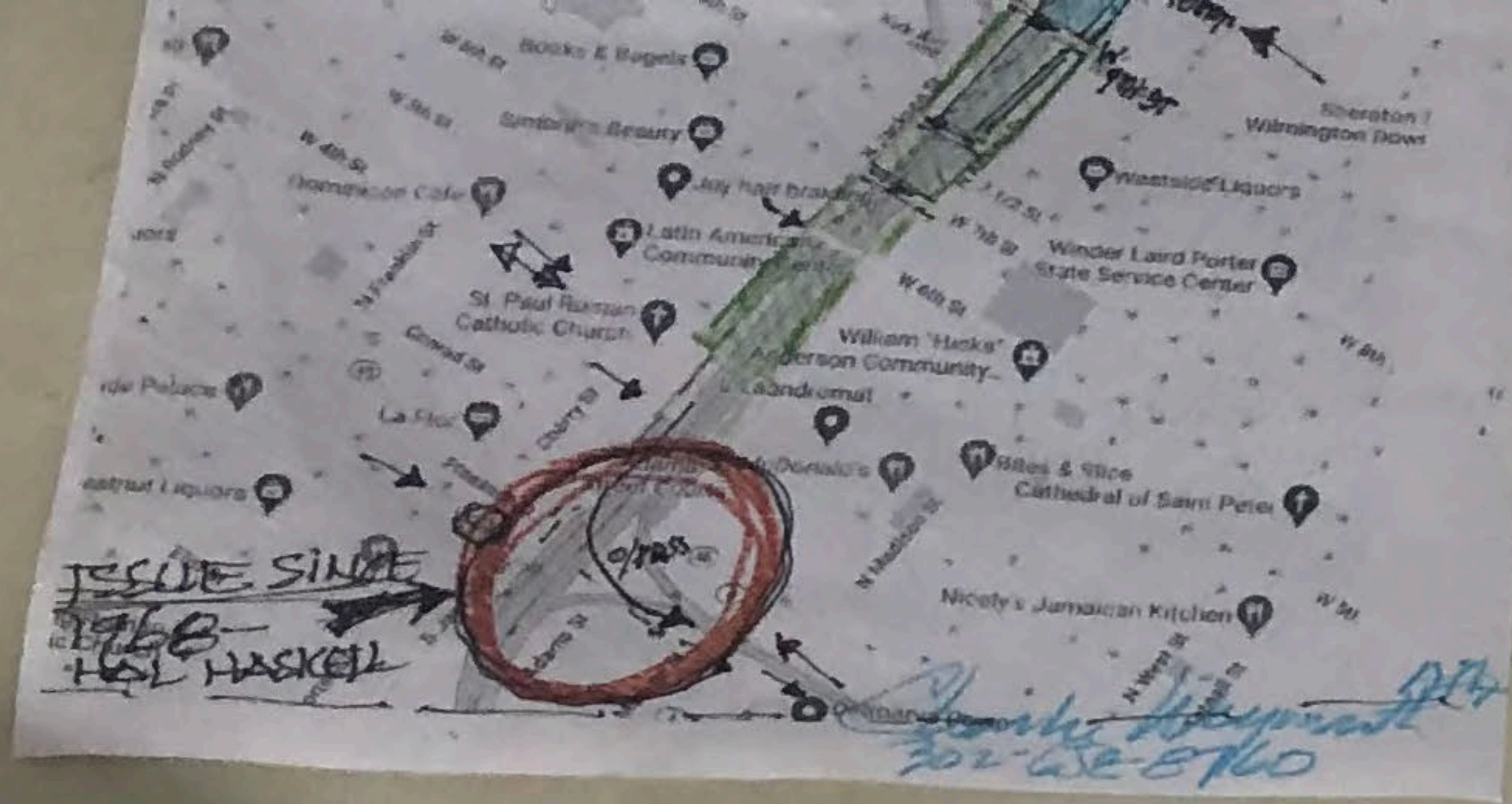


This concerns me

See a comment you agree with? Add a ★!







## Concept B: Activated Adams

- 7th and 9th Streets are Closed
- Public lawns, large plaza on Adams, and gardens
- No development site

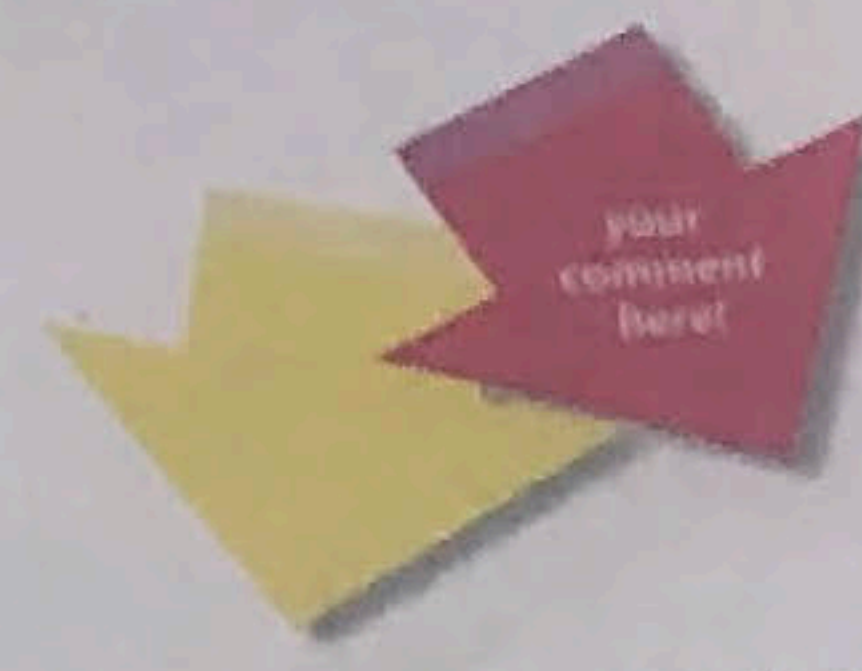
## HELP SHAPE THIS IDEA!



I like this



I have questions



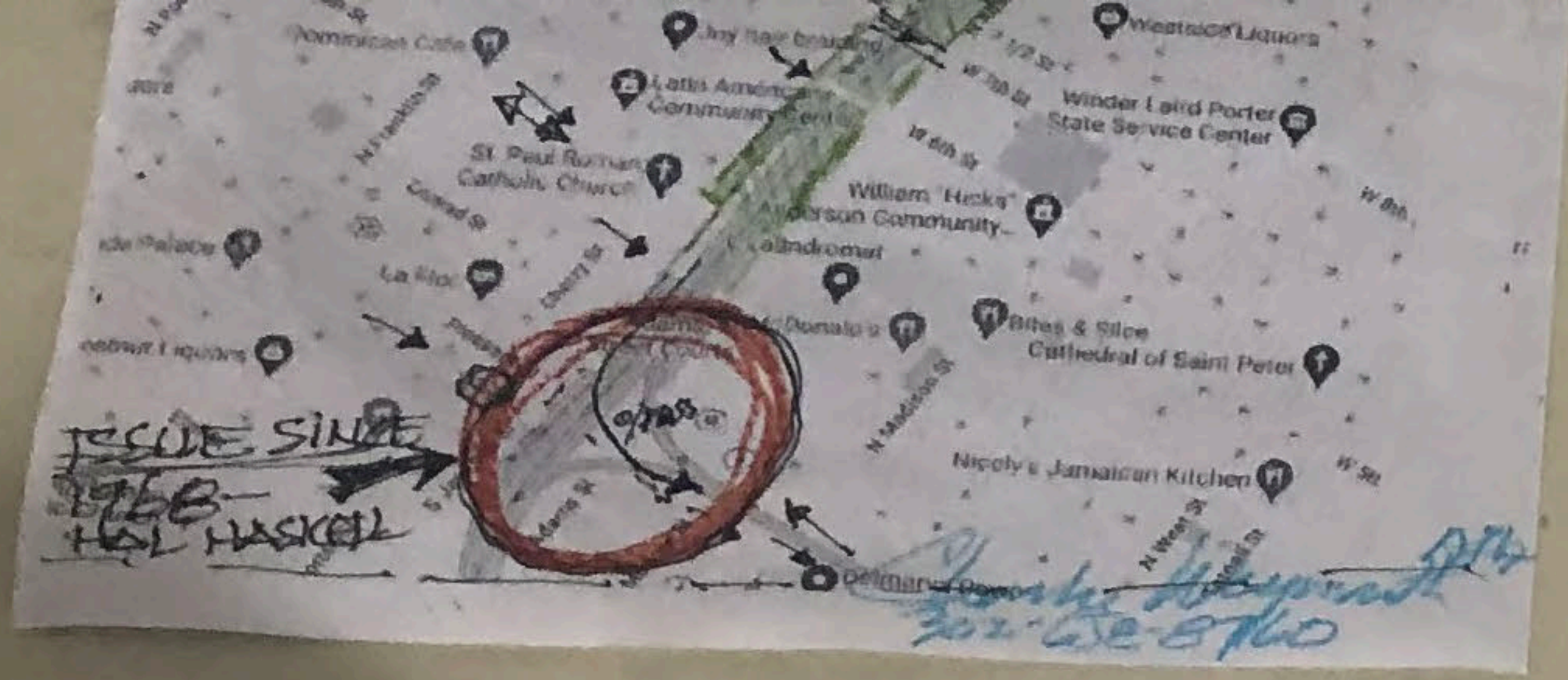
This concerns me

See a comment you agree with? Add a ★!





6th Street Span



## Concept B: Activated Adams

- 7th and 9th Streets are Closed
- Public lawns, large plaza on Adams, and gardens
- No development site

## HELP SHAPE THIS IDEA!



I like this

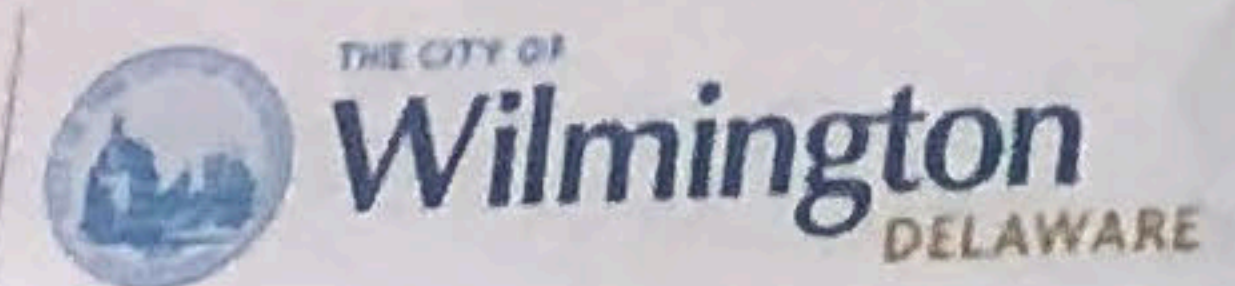


I have questions



This concerns me

See a comment you agree with? Add a ★!



BRIDGING I95: CONNECTING THE COMMUNITY | SEPTEMBER 2022 COMMUNITY WORKSHOP #3



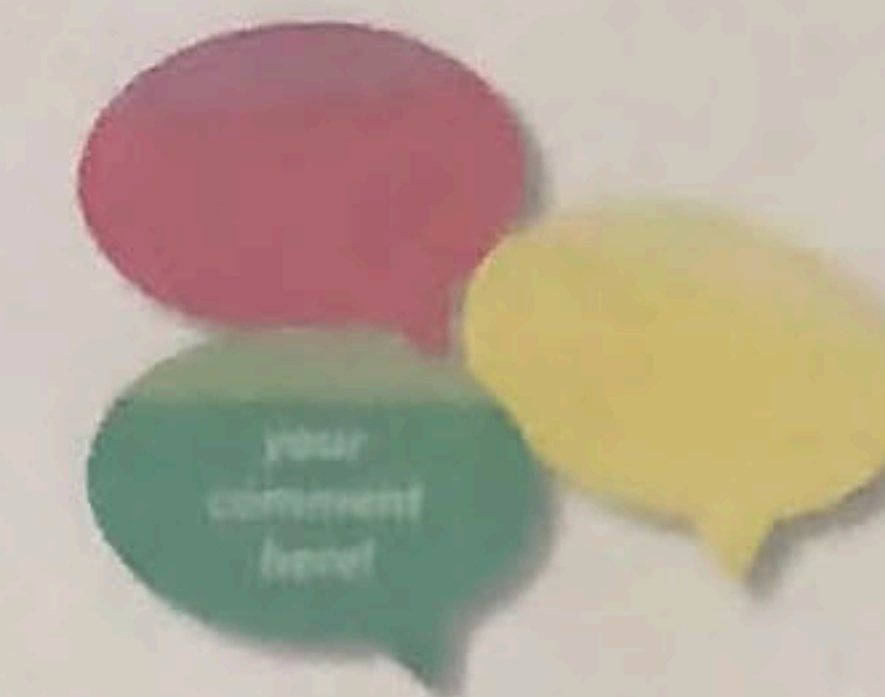
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- No development site

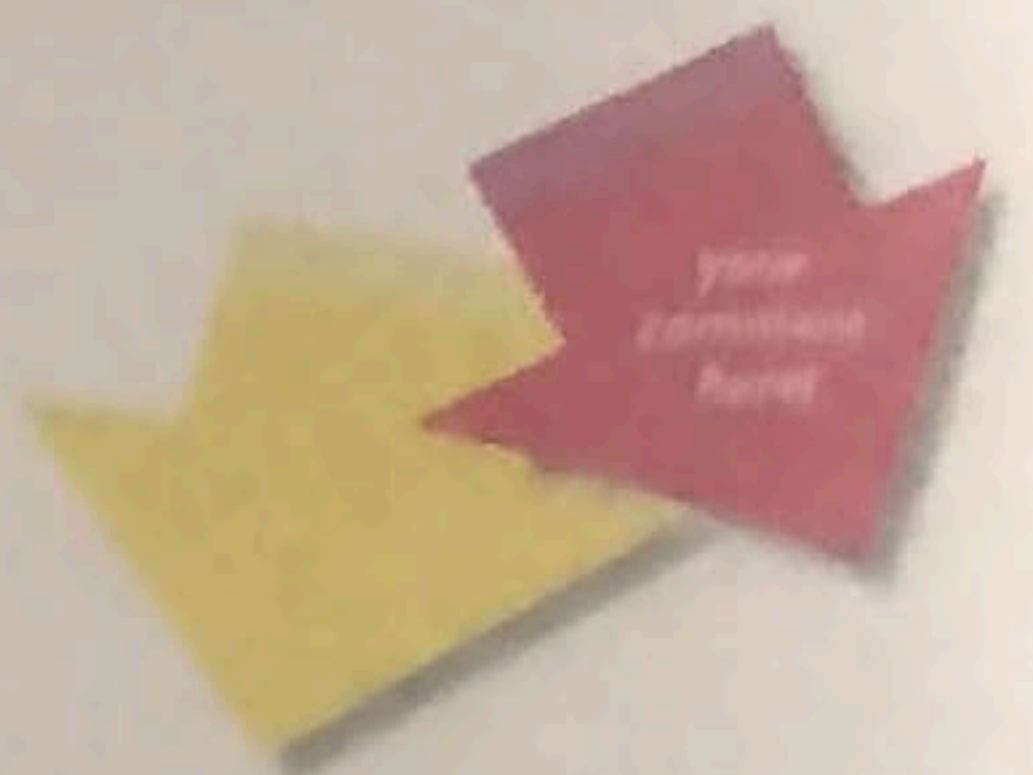
## HELP SHAPE THIS IDEA!





I like this



I have questions



This concerns me

See  if you agree with? Add a !

this is my  
least favorite,  
like other 2  
equally

make paths  
less meandering,  
have more  
pathways from  
Jackson to Adams  
(applies to all  
concepts)

bike rack  
place

I don't want  
the flea market  
across the  
street  
-junkv-  
-junkv-  
-junkv-

like  
water  
feature  
up spray park

on cow side  
people to walk  
west of ramp  
to avoid this  
crosswalk

I WORRY  
THIS WILL  
BE NOISY

central  
parking  
area

would prefer  
parking that  
minimizes  
parking in front  
of highway  
building

Full City  
hall  
parked ramp  
down over Logan  
Square in Parking  
-looks a little  
so unappealing

Adams  
parking  
area

defeat the purpose



### Concept B1: Dispersed Plazas

- 7th and 9th Streets are Closed
- Public lawns, plazas on Jackson and Adams, and gardens
- Includes a development site at Adams and Delaware

## HELP SHAPE THIS IDEA!



I like this



I have questions



See a comment you agree with? Add a ★!





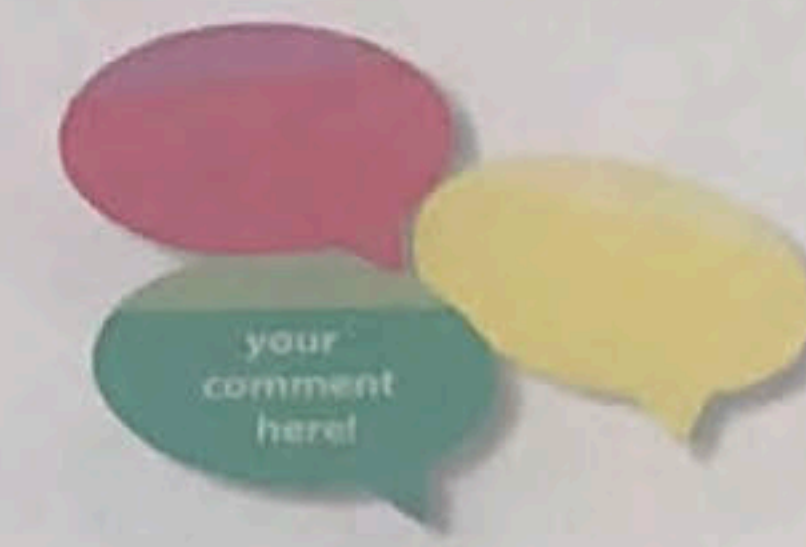
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- 7th and 9th Streets are Closed
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- Includes a development site at Adams and Delaware

## HELP SHAPE THIS IDEA!



I like this



I have questions



This concerns me

See a comment you agree with? Add a ★!





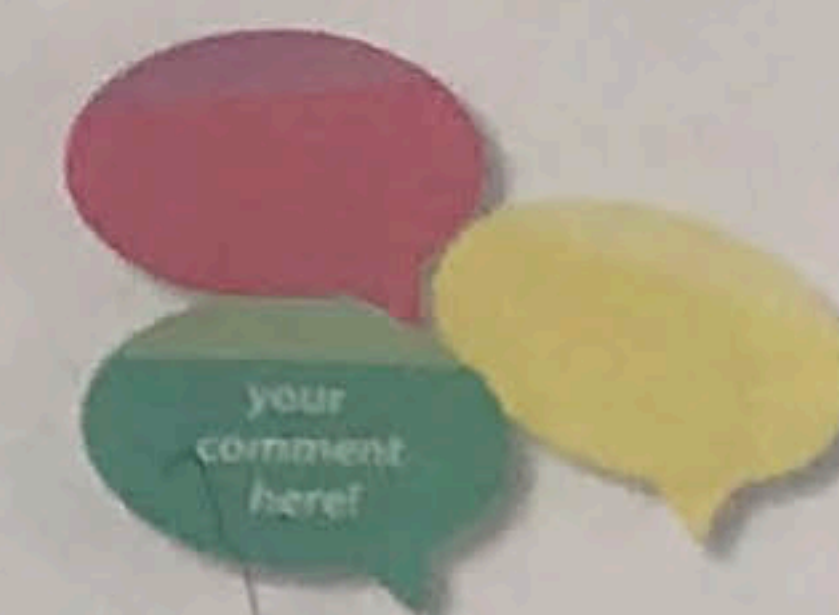
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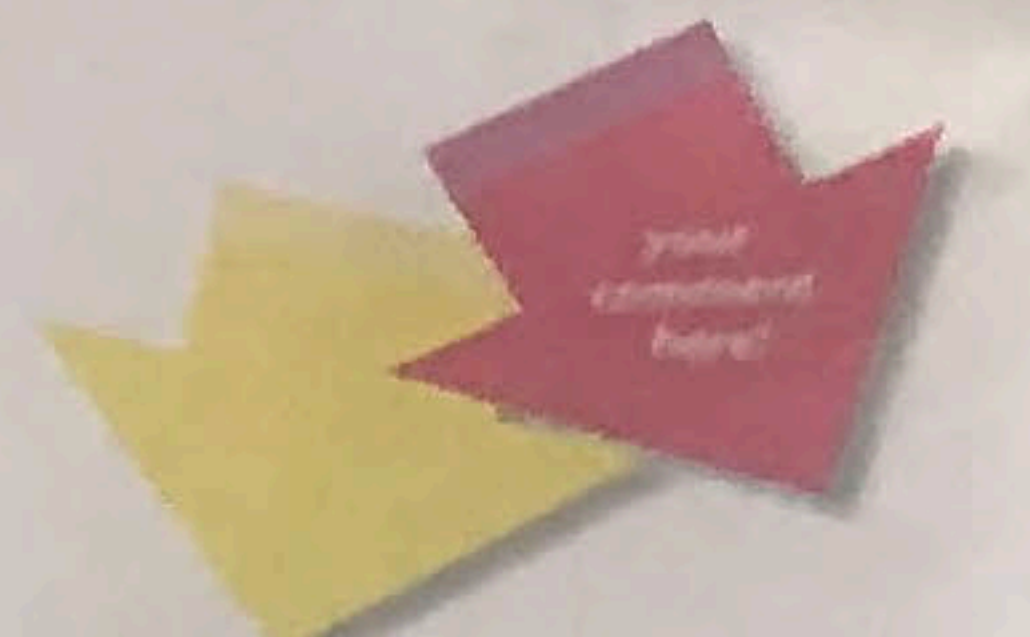
## HELP SHAPE THIS IDEA!



I like this



I have questions



This concerns me

See a comment you agree with? Add a ★!





## Concept A: An Active 6th Street Span

- 7th and 9th Streets are Closed
- Amphitheater, public lawns, plazas, and gardens
- Includes a development site at Adams and Delaware

**HELP SHAPE THIS IDEA!** *DANGEROUS*



*I like this*



I have questions

See a comment you agree with? Add a

5 IDEA!  
 DANGEROUS  
 MATCH PRIORITY #1  
 EXPAND ACCESS  
 TO I-95 SOUTH  
 This concerns the  
 RE-DESIGN  
 ACCESS






 Charlie Wagnon AIA - SEPT. '22  
 BRIDGING I95: CONNECT

PERMIT NO.             
ELEV. ABOVE 9'-0"           

BASE ADDRESS  
TRINITY ESPION



# Concept A: An Active 6th Street Span

- 7th and 9th Streets are Closed
- Amphitheater, public lawns, plazas, and gardens
- Includes a development site at Adams and Delaware

## HELP SHAPE THIS IDEA!



I like this



I have questions

See a comment you agree with? Add a

DANGEROUS

MATCH PRIORITY #1  
EXPAND ACCESS  
TO I-95 SOFT

This concerns the  
RE-DESIGN  
ACCESS





## Concept A: An Active 6th Street Span

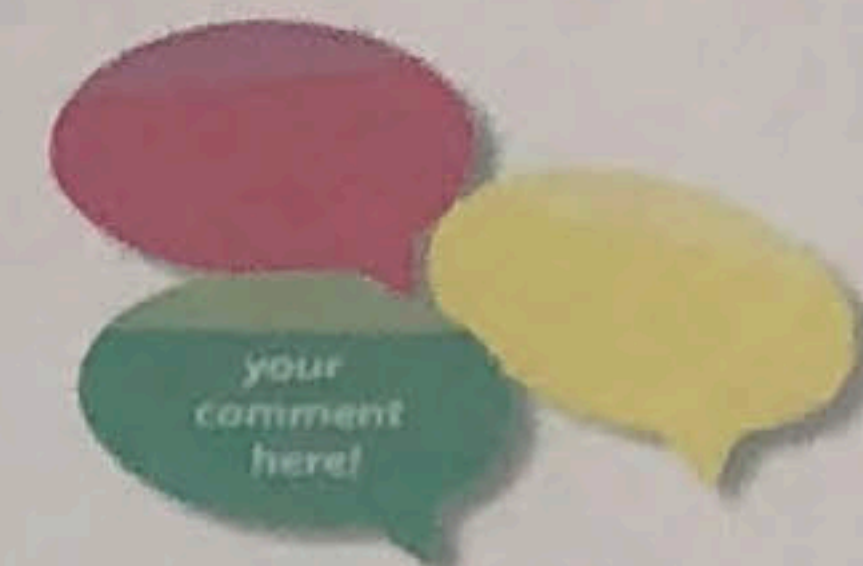
- 7th and 9th Streets are Closed
- Amphitheater, public lawns, plazas, and gardens
- Includes a development site at Adams and Delaware

What is  
the time line  
~~the~~ happens?  
when this

## HELP SHAPE THIS IDEA!



*I like this*

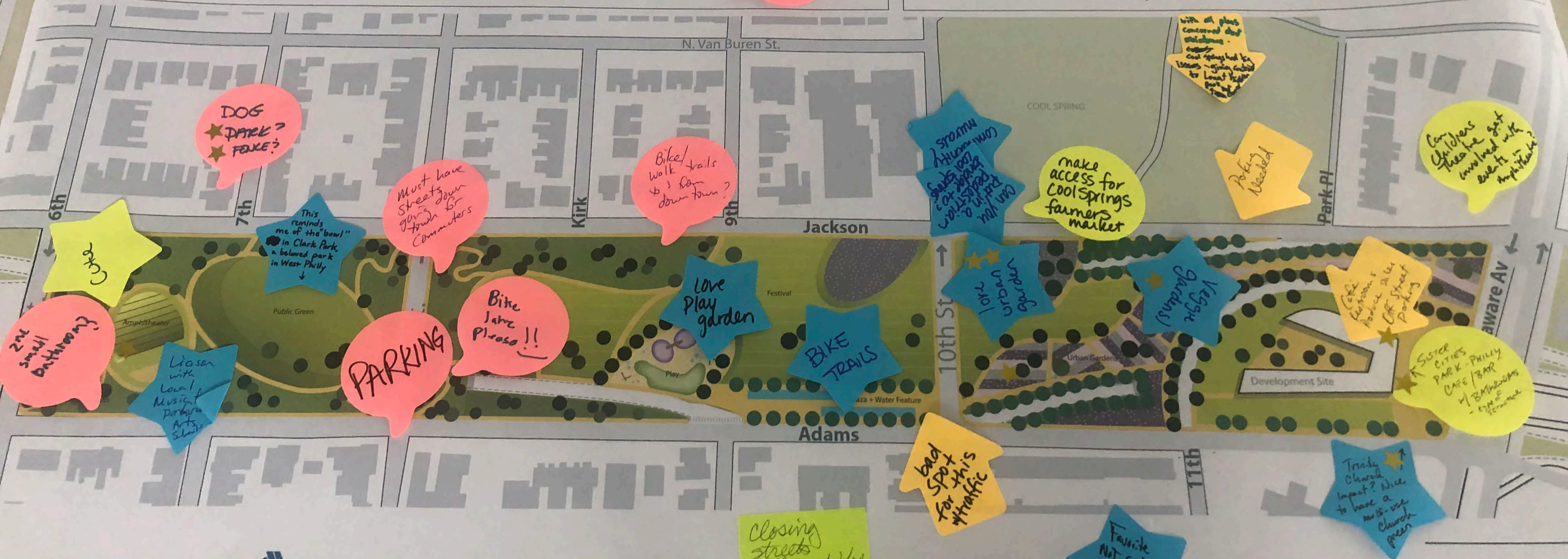


I have questions



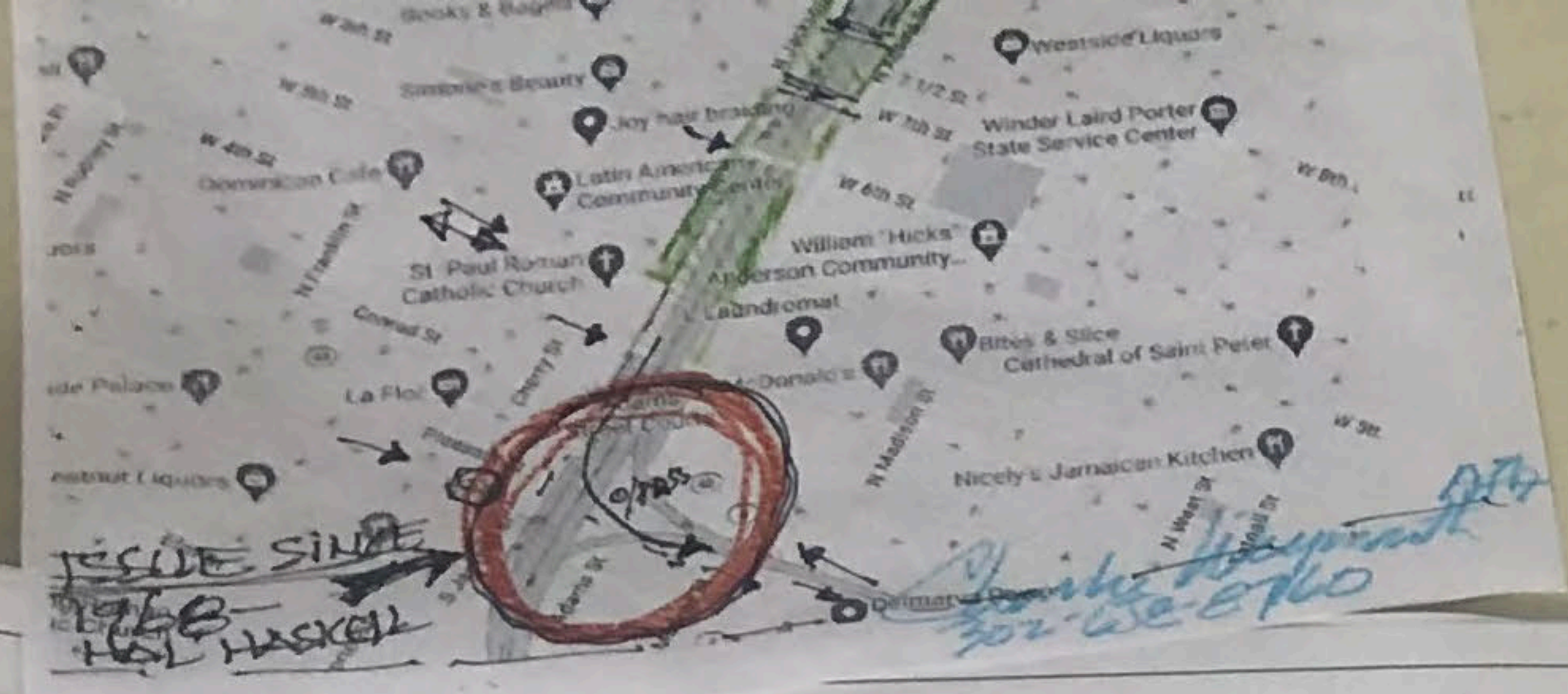
This concerns me

See a comment you agree with? Add a ★!



Closing streets will cut the neighborhoods even MORE defects the purpose





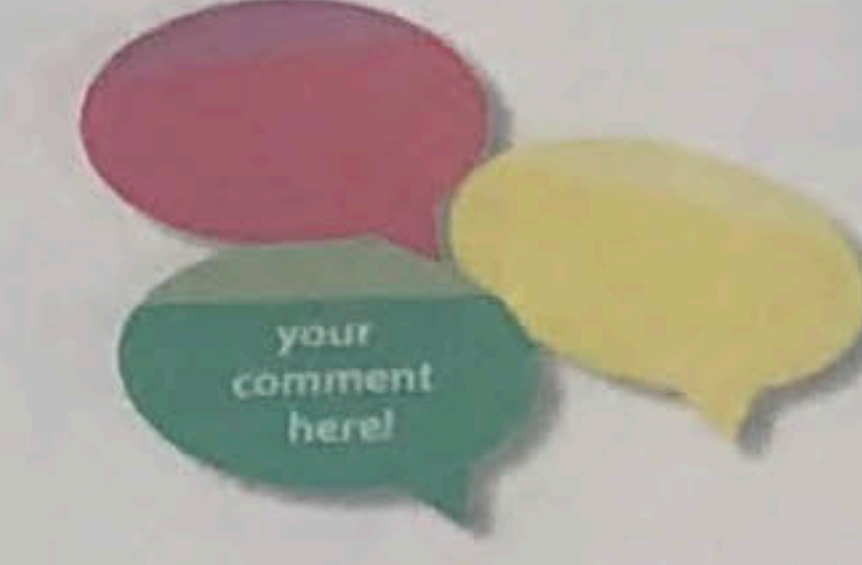
# Concept A: An Active 6th Street Span

- 7th and 9th Streets are Closed
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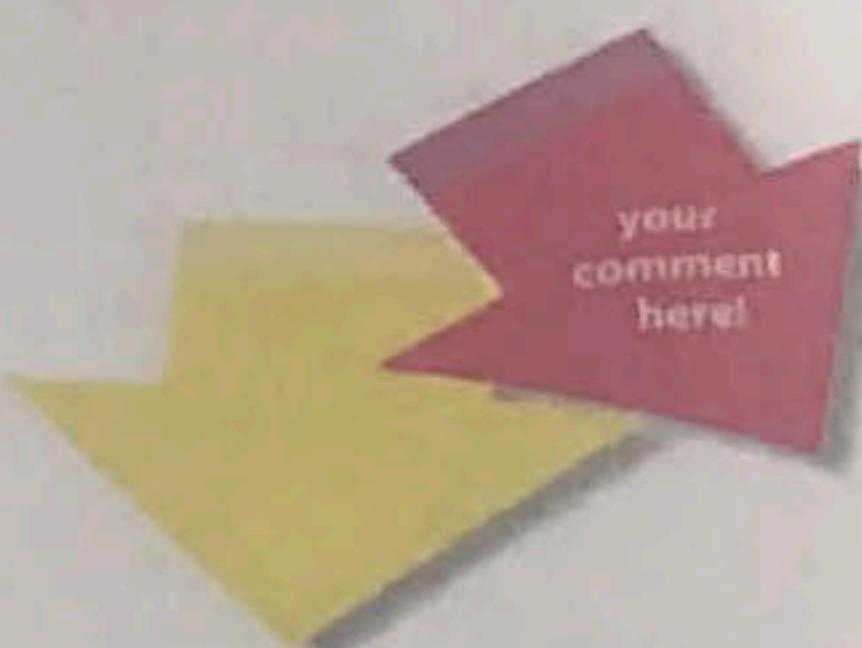
## HELP SHAPE THIS IDEA!



I like this



I have questions



This concerns me

See a comment you agree with? Add a ★!





## OTHER COMMENTS? WE WANT TO HEAR FROM YOU!

Reconnect the River  
Shipley Run

How will the space  
be maintained?

Parking for all this  
no surface parking lots

- \* Ramp from 6th St. Edge  
to MLK Blvd
- \* Visitor Center  
on Park

- make it dog friendly! \* DOG PARK  
Yes!!!

Local boys & girls club down  
Jackson demol'd w/ replacement  
area - we NEED Recreation safety.

You cannot close 8th, 9th,  
or any street connecting.  
They are staple routes in our  
community & heritage.

Consider views eastward & southward from Jackson St.



# OTHER COMMENTS? WE WANT TO HEAR FROM YOU!

★ You've created a destination, which may be true for certain events. However, most days it will be a pass-thru or a "gateway"—either to neighborhoods or city. Therefore, think how people walk to get someplace— we don't wander on meandering paths; we walk to shops or the post office or to visit friends or family. How will we walk through this area? —Probably East/West..... We won't meander (much). Give us paths that connect neighborhoods, not ones that meander ~~North~~ North  $\leftrightarrow$  South.

★ I love the concept of softening the urban space with greenery. However, maintenance will be ongoing, from mowing to tree removal. Trash + litter will be an ongoing problem.

Is there a worry about homelessness + vagrancy? (Cool Springs locks their gates every night, but this project won't be "lockable"

If it becomes popular with vagrants + people who appear to be without a home and/or on drugs, regular folks will avoid it and they won't want their kids to be there. Can landscaping design fix this?

If you design amenities such as bathrooms, will there be regular attendants?

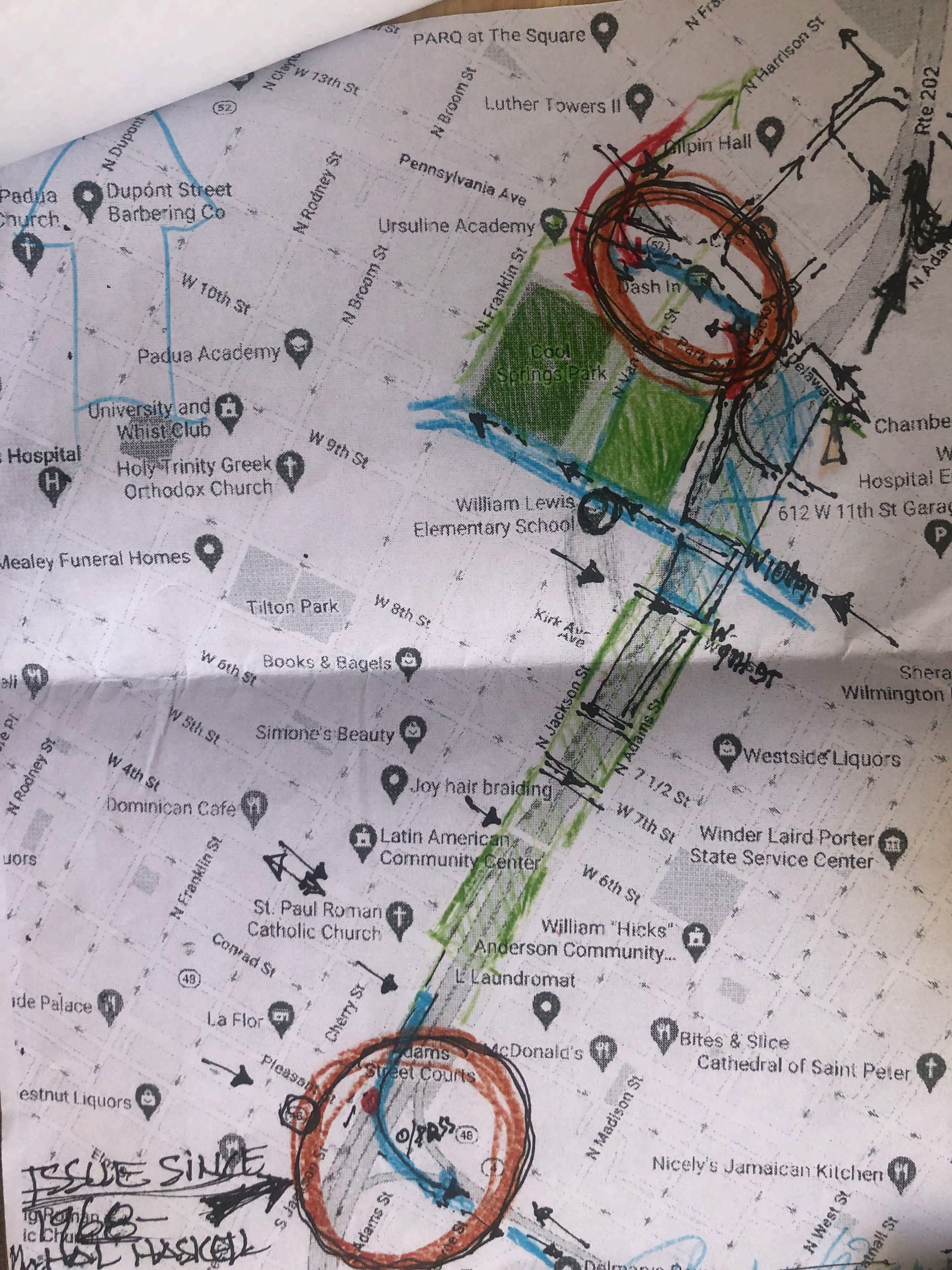
If you design urban gardens + farm markets + market stalls, do you have an idea that there is a market for them? Have groups like West Side Grows' worked with you to let you know what will have an audience + willing participants?

However, despite all these comments, I believe this is a tremendous concept — Even just as a greening + softening space.

Sally O'Byrne

Closing the streets  
will cut the neighborhood  
MORE  
defeating the whole purpose









WILMINGTON - I-95 CAP  
• MURAL SIGNAGE

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GATEWAY TO CITY CORE

TRINITY EPISCOPAL CHURCH

PLAZA OVER I-95  
OPEN LAND SCAPE

1996

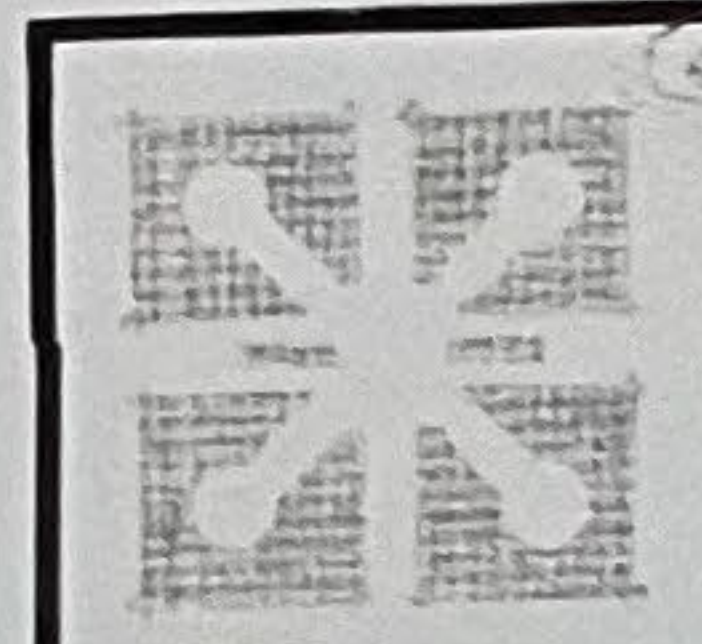
TRINITY EPISCOPAL CHURCH - WILM., DE.

LOOKING NORTH EAST



SITE PLAN  
SCALE: 1"=10'-0" ±

NEW CUT TREE  
18'-0" X 18'-0" PAD.



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