

**PUBLIC ADVISORY COMMITTEE MEETING MINUTES**  
WILMAPCO Zoom Virtual Meeting, June 13, 2022

Minutes prepared by Dawn Voss from recording.

Mr. Mike Kaszyski, PAC Chair, called the meeting to order.

**1. ROLL CALL**

**Members Present:**

Tracy Chamblee, Southern New Castle County Alliance  
Carlos de los Ramos, AARP  
Patricia Folk, Cecil County  
Mike Kaszyski, Delaware State Chamber of Commerce and PAC Chair  
Bill Lower, Committee of 100  
Ken Potts, Delmarva Rail Passenger Association  
Anna Quisel, League of Women Voters of New Castle County  
Gail Seitz, City of New Castle  
Joshua Solge, City of Newark

**Absent:**

Serene Abiy, University of Delaware  
Mark Blake, GHADA  
Bill Dunn, Civic League for New Castle County  
Mario Gangemi, Cecil County Chamber of Commerce  
Ken Grant, AAA Mid-Atlantic  
Deanna Murphy, Cecil County Board of Realtors  
Glenn Pusey, Bear Glasgow Council  
Barry Shotwell, 7/40 Alliance  
Vic Singer, Civic League for New Castle County  
Dave Tancredi, Milltown-Limestone Civic Alliance

**Staff Members:**

Heather Dunigan, Principal Planner  
Dave Gula, Principal Planner  
Randi Novakoff, Outreach Manager  
Tigist Zegeye, Executive Director

**Guests:**

Matt Rogers, New Castle County  
Rich Hall, New Castle County

**2. Approval of the April 18, 2022 Meeting Minutes**

Action postponed due to lack of a quorum.

**3. Public Comment Period:**

None.

#### **4. Executive Director's Report:**

Ms. Tigist Zegeye shared the following public outreach information:

- Staff attended the Northeast Comprehensive Plan Kickoff Meeting on April 19<sup>th</sup>.
- Staff attended the 4<sup>th</sup> Street Improvement Workshop on May 3<sup>rd</sup>.
- Staff attended the Downes Elementary School Bike to School Day on May 4<sup>th</sup>.
- The Concord Pike Monitoring Committee met on May 11<sup>th</sup>.
- Staff met with officials on May 16<sup>th</sup> to plan an Arden Walkable Community Workshop, and the actual workshop will be on August 3<sup>rd</sup>.
- WILMAPCO hosted the Route 40 Monitoring Committee meeting on May 28<sup>th</sup>.
- Staff attended the Bike to Work Day in Newark on May 20<sup>th</sup>.
- Staff is working with a consultant team and project partners to develop a Churchman's Crossing Monitoring Committee Plan for FY 2023. The first partner meeting will be held on June 16<sup>th</sup>.
- The East Coast Greenway Alliance Greenway Council voted to designate the 1.5-mile Elkton Road pathway on June 7<sup>th</sup>.
- Staff presented the City of New Castle Transportation plan to Delaware APA on June 8<sup>th</sup>.
- Staff attended the Delmarva Freight Summit on June 10<sup>th</sup>.
- WILMAPCO exhibited the Route 9 Master Plan at the Route 9 Community Resilience Day on June 11<sup>th</sup>.
- WILMAPCO will host the Newport Transportation Plan Monitoring Committee on June 21<sup>st</sup>.
- WILMAPCO will host the Wilmington Initiatives Public Workshop on June 22<sup>nd</sup>.
- WILMAPCO will host the Route 9 Corridor Monitoring Committee on June 23<sup>rd</sup>.
- Staff will attend the Maryland MPO Roundtable on June 24<sup>th</sup>.
- Staff will participate in the Air Quality Partnership Facebook Live event on July 7<sup>th</sup>.
- Two requests for proposals for the upcoming Southbridge and Ardens studies have been released.
- The Health Behaviors and Outcomes - Transportation and Land Use Correlation Data Report is available on the WILMAPCO website.
- WILMAPCO staff are coordinating with staff from DeIDOT and MDOT on the RTP project list.
- WILMAPCO is hosting a University of Delaware student as an intern this summer and the funding is provided by Healthy Communities Delaware.
- The FHWA has approved the FY 2023 UPWP, which starts on July 1<sup>st</sup>. We are waiting approval from Federal Transit Administration.

#### **ACTION ITEMS:**

None.

#### **PRESENTATION/DISCUSSION ITEMS:**

##### **5. City of New Castle Transportation Plan**

Ms. Heather Dunigan said the City of New Castle Transportation Plan is nearly complete. The purpose of the plan builds from the town's comprehensive development plan and the prior version of the New Castle plan that was done more than a decade ago. The purposes of plan are to look at connectivity among the community, particularly building on the network of trails and pathways; enhance the health and livability of New Castle; address illegal truck traffic

through neighborhood streets; improve transportation safety; address flooding and sea level rise impacts; improve gateways to the historic city; and parking. The draft plan will be sent to planning partners this week. There will be a final presentation before New Castle City Council later this summer. It will be presented to WILMAPCO committees for adoption later this summer.

The core planning team includes WILMAPCO, the City of New Castle, DeIDOT, and DART. Century Engineering have assisted as consultants. The Advisory Committee included local stakeholders who provided feedback throughout the process. Public outreach employed a variety of methods to get feedback. These combined both online and in-person options and included an online visioning workshop where breakout rooms were used to give the feel of collaborating around the table. An online Wikimap allowed people to mark areas of concerns. The team went to Battery Park during a summer concert and received feedback from the general public. Draft alternatives were presented at an online workshop in September, and at this workshop poll question were used at intervals to get feedback. At the in-person City Council Workshop in November, the draft recommendations were presented with a paper survey that people could fill out as they listened to provide feedback.

One area of concern is overall speeds in the community. In keeping with a walkable community, the recommendation was to lower the speed limits, particularly on residential and historic streets, from twenty-five to fifteen miles per hour. Speed reduction is recommended on some of the streets surrounding the historic district to make a more walkable, livable community. This was well supported at both meetings with 67% supporting it during the virtual meeting and 94% at the in-person City Council meeting. The team recommends retaining this recommendation.

Residents are concerned about congestion along Frenchtown Road to SR 273. The team thinks this is due to the traffic congestion at Hares Corner, US 13, and SR 273. This intersection was identified as a safety concern by DeIDOT, who did a feasibility study here. In the report, the team recommends follow through and continued development of improvements at this location to improve safety and alleviate congestion along Frenchtown Road. This was supported by 79% of the people at the in-person workshop.

The trail connection from the Markell Trail to the farmers market goes through the intersection of SR 273 at SR 9 and SR 141. There is a high school nearby and it is a difficult intersection for pedestrians. There is congestion which is tied to the failure of the Hares Corner intersection and signal timing issues. Two options were presented at the online workshop which were unpopular. At the City Council workshop another option was presented which keeps 14<sup>th</sup> Street open but expands pedestrian and bike infrastructure across the intersection. This was not well supported at the November workshop, but the team recommends retaining it and doing additional outreach because it meets the goals of the study.

Ferry Cutoff, which is Route 9 at Delaware Street is a key gateway to the historic district and a connector to shopping. Access to the historic district is a direct movement, and at times, traffic goes straight there when they do not intend to. The pedestrian infrastructure is awkward. One option improves the crosswalk and extends the multiuse pathway. That was not supported at either workshop with only 34% and 30% support. The other option adds a gateway at the intersection that forces traffic to turn to access the historic district. This was supported by 69% at the virtual and 75% at the in-person meeting and will be recommended in the report.

At Ferry Cut Off/E 6<sup>th</sup> Street/Chestnut Street traffic has to turn to stay on Route 9 and avoid travel on a residential street through the historic district. It has flooding problems and lacks

pedestrian connection. A separated roads option cut off access to 6<sup>th</sup> and Chestnut Streets to create a continuous pathway along the road. The Dutch left option was from a Bike Summit, where Dutch consultants suggested a roundabout design, where drivers u-turn to access the historic district, and go around an island on the way out of the historic district. This creates a pedestrian crossing with a median refuge. The additional green space will help with stormwater management. The separated roads option only had 39% support at the virtual meeting and 46% at the in-person one. At the in-person meeting 31% strongly opposed it. The police and fire departments also had concerns about it. The Dutch left was supported at both meetings, so the team recommends retaining it. The fire and police chiefs were concerned about egress out of the historic district, so an emergency access way was added to the design.

There is a series of expanded pedestrian and bicycle connections for the plan. The School Lane Paths Project was selected for additional design for the DelDOT Bikeway and Pedestrian Improvement Program, and that is going on now. There are other connections that would expand access throughout the community and fill in some gaps. Connections from the larger community that link with the Route 9 Paths Plan were included. At the virtual meeting this received 93% support and 73% support at the City Council meeting.

Parking is an extremely controversial topic in New Castle. Proposing parking at Chestnut Street at 2<sup>nd</sup> Street was hated. Only 39% and 31% supported this at the workshops, so it will not be recommended. A site on 4<sup>th</sup> Street at Chestnut Street had been discussed for parking before. The town is already moving ahead with some electric car parking there. This site with parking combined with pedestrian improvements on 4<sup>th</sup> Street and wayfinding signage could be appealing for parking. It is a five-minute walk so wayfinding and pedestrian amenities will help it feel connected to where people are trying to go. This was supported by 59% in person meeting.

There is a flooding project that is funded in the TIP on the south side of town near Dobbinsville. We obviously want to see this move forward. Beyond that, these projects, particularly at Ferry Cut Off, Chestnut Street, and 6<sup>th</sup> Street will help address flooding issues. This was supported by 82% at the virtual and 88% at the in-person meeting.

Gateways have over 90% support at the meetings. They provide visual cues that you are somewhere special near the entrances to the historic district and throughout the City of New Castle area. Further up Route 9 and down 273 is still part of the municipality of the City of New Castle, but it feels more suburban, so gateways provide uniformity across town.

Preliminary costs as well as potential timing and priority have been drafted. This is something we still need to talk about with our planning partners, particularly the timing and priority. The final report is under review and will be brought this to Council and TAC at upcoming meetings.

Ms. Gail Seitz asked how this plan might be integrated with the Route 9 Plan. Ms. Dunigan said the pathways and pedestrian facilities are one of the key areas of integration. Our recommendations are seamless where there is overlap with what they recommended for bicycle and pedestrian improvements. There will be extensive corridor improvements on Route 9. We did not mimic what they recommend because it is a different environment. They are dealing with the interchange of I-295 and we felt that City of New Castle had its unique challenges, so we tried to customize intersection projects for the environment in the City of New Castle. Collectively the improvements north of the City of New Castle along Route 9 will hopefully discourage some traffic using Route 9, along with improvements to the Hares Corner intersection that may be dissuading people from following Route 13 and driving more traffic to

Route 9, which those communities do not want. We looked at it in that larger context, but the recommendations are really unique to the City of New Castle.

Mr. Ken Potts asked if the Hares Corner intersection, Routes 273 and 40/13 is a failed intersection. Ms. Dunigan said yes, when we looked at the level of service for the intersection and for the roadways. Even though there was concern about congestion elsewhere in the City of New Castle particularly that stretch of Frenchtown Road toward the Route 273 and Route 9 intersection, the traffic volumes did not justify the congestion, so it is probably a signal timing issue as well as the bottleneck from Hares Corner. Until Hares Corner is fixed, everything else around it will jam up and traffic will divert because Waze or Google maps tells us the quickest way to go is to through the residential streets. So, that is definitely failing and, the failure of that one intersection is making it feel like every intersection is failing when they are not.

Mr. Mike Kaszyski said he studied that intersection on four separate projects. It is busiest intersection in the state. A lot of the failure is really the northbound and southbound through lanes. Even though there are eight lanes for each direction, it is still not enough and what it seems to point to is ultimately a flyover. Ms. Dunigan said DelDOT's feasibility study found that a flyover is needed. It is not going to be a cheap or an easy project. There are runways to deal with, major power lines, a lot of land use and right away impact. That intersection was looked at as part of the Bike Summit this year and last year. They came up with some innovative options on how that can be done in a smaller footprint. We hope DelDOT will continue to look at it and try to do something that is not too expensive or impactful to the community.

## **6. New Castle County Comprehensive Plan**

Mr. Matt Rogers said New Castle County is moving towards completion of a process that took two and a half years. The county did the plan because it shapes the places in which residents live, work, and play. It helps the county directly coordinate our infrastructure. It also helps them guide uses and density and design of homes, buildings, and so forth throughout the county. Additionally, the county is required to do a comprehensive plan every ten years. However, they review it at a five-year point and would do it regardless of the requisite of ten years.

There were a number of different public outreach opportunities such as a Deep Dive sessions or "Let's Talk" workshops, more than twelve community meetings between the fall and winter of 2021, as well as outreach through social media. Most of the meetings through December were virtual and conducted through Zoom. They took opportunities to receive feedback from the public during that period of time. Once COVID started lifting a more hybrid approach was used. Events were broadcasted while people were encouraged to come into one-to-one and person-to-person meetings. This provided the opportunity to discuss things and work with the public. There were many workshops and forums held over the last two and a half years.

Throughout this process of more than 140,000 different interactions, they heard general agreement that more affordable housing is needed; broad support for preserving open space and agricultural land; desire for more walkable and mixed-use development; need to address climate change action and environmental and social justice; and support for improving public infrastructure. From that a number of themes were derived, including livable built environment for all; conservation and preservation; robust economy; sustainable growth; thriving places and community character; and diverse engagement. These are translated into required elements, as well as a couple of additional elements that have been brought on during this process. There are normal elements that are required by state codes, which is future land use conservation, recreation and open space, mobility, community planning and design, and the government of

coordination, but this plan goes further and looks more at climate change and hazard mitigation, as well as environmental and social justice.

On the future land use map, they are looking at this presentation of future land use mobility, community planning and design, climate change and hazard mitigation, environmental and social justice, and intergovernmental coordination. The county derived a lot from the State Strategies maps trying to direct growth within the Level 1 and Level 2 State Strategies areas. They then did a generalized growth preservation policy map and looked at a number of areas for focused redevelopment and infill, which are along major corridors like Kirkwood Highway, US 202, or SR 13. They also identify areas that correlate with the areas that are the Level 1 State Strategies areas and areas that are Level 2. This is adapted and adjusted for areas that are already developed but also areas that are targeted for preservation and have protective resources such as critical natural areas, floodplains, wetlands, and so on. The map is generalized and provides an idea of linking policy countywide.

There are a couple of areas that link into some of the efforts that the county had with WILMAPCO, specifically looking at the Claymont area, as well as Route 9, which are areas that were designated as community development areas. When plans and rezoning and other things come in, they look to those plans for guidance for discretionary recommendations and when they make recommendations to the Planning Board as well as Board of Adjustment. They also looked to bring in efforts within 202 as a commercial corridor area. Other connections they are looking at include Churchmans, which is going to be an employment-type corridor. These two areas have studies that have recently been completed by WILMAPCO, the County, and DeIDOT. They are looking to direct growth based upon the guiding principles within those areas, which means establishing those corridors in a manner that has a good streetscape and has consistency with the principles derived from those plans.

Community planning and design include sub-area and special studies plans, which brings in planning efforts done with WILMAPCO and DeIDOT. There are web links within the PDF document to look at the transportation portion of that and planning principles from those areas. Also included are community area master plans, which are a subset of the sub-area plans in order to bring specific goals, objectives, and strategies with regards to land use into the plan, and those are referenced in Appendix F. The planning process was discussed and there are select areas where they have looked to bring those recommendations including the vast majority of Route 9. Southern New Castle County made sixteen objectives, which are good planning principles, but a lot of positive feedback was received on things moving through the NCC@2050 process as well.

Environmental and social justice brings in some of the elements of transportation justice, environmental and social justice efforts, tech deserts, and medically underserved EJ neighborhoods. The county linked EPA information and other sites to ensure a good breadth of information. The report does not go into the depth of these more specific efforts, but touches on them to give people an idea of what is in those plans and how to get more information.

Next week, the county will present to the Business Planning Board. They will be at the State Cabinet Committee on July 18<sup>th</sup>. They will discuss how the requirements and recommendations from the PLUS report as well as the state code requirements are being met. Then on the 19<sup>th</sup>, there is the Land Use Committee and then for county consideration on July 26<sup>th</sup>. Then it goes to the Governor for certification.

Ms. Anna Quisel said she participated in this with the League of Women Voters Land Use Transportation Committee by sending in responses. On the map with the areas marked for future growth and areas marked for conservation, it looks like there is a little bit more of a consideration for wildlife corridors like more connected green spaces on an earlier version that she had seen. That was one thing that she was looking for and it looks like it is like patches of green and quite a lot slated for future development in a sprawling fashion. She was looking for more of a complete community concept and more areas that look like circular growth patterns and not so much this big covering from east to west across the state just south of the canal.

Mr. Rogers said they are looking at Southern New Castle County, and the east wing and the lower west wing are in resource preservation in the current path. Referring to the areas that are shown in yellow on the map, he said they are residentially developed. These areas may have protected resources within them but are old developments. In Southern New Castle County as far as the residential area, which is the growth zone that is left, the vast majority of it is just the remainders in the upper west wing. Only about nine parcels over fifty acres within that area remain. So, it is not a lot of development off the top, but it is still the vast majority of parcels in that residential area, which is the residential growth area that has sewer for it. As far as connected green spaces, it is a big initiative within the plan, looking at the design of open space areas and looking at how to integrate those moving forward. They will pick up opportunities as they are moving forward, whether it is Route 9 or other areas outside of Wilmington, as far as looking at communities, housing lists, and seeing opportunities to expand public open space areas. They are also working with our Open Space Advisory Board to move towards more ecological focused and more habitat focused preservation efforts.

### **7. I-95 Cap Feasibility Study Update**

Mr. Dave Gula said the Advisory Committee consists of neighborhood organizations, local Churches, and neighborhood coalitions including United Neighbors who have painted the bridges over the I-95 corridor at 6<sup>th</sup>, 7<sup>th</sup>, and 8<sup>th</sup> Streets. The team also works with the Neighborhood Planning Councils, City Council members, New Castle County, State representatives, and U.S. representatives. The project team included WILMAPCO, DeIDOT, DTC, and the City of Wilmington Administration. Hargreaves Jones is the architect. The subconsultant is Johnson Mirmiran and Thompson (JMT), who have a local presence and are doing the engineering piece. The meeting facilitator provided by DeIDOT is Toyin Ogunfolaju from Jacobs Engineering.

The approach is about getting people together. The project was presented for the Hedgeville Neighborhood Association, a church group on Pennsylvania Avenue, and another group as far away as Quaker Hill. The scope of the project area is from Pennsylvania Avenue to the 6<sup>th</sup> Street bridge, with the right-of-way on Adams and Jackson Streets. Because of the cost of the project, keeping within the scope of the project is necessary. As I-95 came through, many buildings were removed. The plan from 1957 showed a parkway area with I-95 in the lower level. That is not what we see there now. This project is looking at ways to provide more public space to this area. Cool Spring Park is adjacent to the corridor, but the only green space on the opposite side of I-95 is Helen Chambers Playground. Crossing the streets and crossing I-95 on those bridges is not comfortable. This project seeks a way to reconnect the neighborhood and improve the quality of life.

The first Advisory Committee meeting was in September. A follow-up meeting was in November. Another workshop was held in January. Both in-person and virtual Advisory Committee meetings and workshops were held. Both were very well attended with thirty people

for each Advisory Committee meeting and sixty people for each workshop. The team asked what would make the project successful. Connections came up numerous times, but also bringing the communities together. It was important to go out to the public because some of this area is a tech desert so Zoom meetings can be challenging. It is important to hear what the neighbors say about the place where they live. Some people talked about someplace for everyone. Some of the committee members suggested finding places for homeless people to spend their day. It has to be safe and walkable. The idea is that there will be some coordination after the cap is built so events can occur there, and the neighborhood has access to it. People were asked where they walk and bike now and where they would like to go. People would like to do more diagonal crossing when walking. There is not a lot of biking, but similar diagonal connection was requested. At the in-person Advisory Committee and the workshop, each attendee got three stickers to indicate the things they like the most and the least. In the in the virtual workshop, virtual sticky notes were used for this exercise. The team asked many questions and recorded the answers.

There are physical challenges including a grade of 6.28% at 6<sup>th</sup> Street. This is important for the design team and also to knowing which way the view shed is going to be. Looking at each bridge's percent grade is important to accessibility because some slopes may too steep for full ADA. Around the project area there are museums, libraries, schools, places of worship, and community centers. This project should facilitate a connection to these destinations.

The City of Wilmington recently completed a comprehensive plan and a bike plan. Knowing where the city is considering bike improvements ensures the team takes potential bike routes into account and meets the bike plan requirements. A river-to-river connection was mentioned, but it is beyond this study scope. Even though it does not fit in this project, this project could fit into a larger scheme to try to make that connection.

This space has a 315-foot wide right away. It is about 2,400 feet from 6<sup>th</sup> Street to Delaware Avenue. Compared to the Commons in Minneapolis, a lot can fit in that space. Given the expected cost, capping the entire area is unlikely, so the idea that an impactful public space can be created without capping the entire thing is important to show. Clyde Warren Park in Dallas is an older park. They are looking to add a few more acres to their project. Civic Park in Dallas, Texas is 1.7 acres, which fits within about one block of this project area. Discovery Green in Houston, Texas covers twelve acres, which is comparable to this project.

The project goals are to reconnect the neighborhoods that were divided when I-95 was constructed. This should support the neighborhood character. This should not be a large event space that brings in noise and traffic, because it is in the middle of a residential community. The connections have to be for all modes. It must feel safe and comfortable for people to use. Comfortable road crossings are needed.

A detailed project purpose is required as part of a Planning and Environmental Linkages study to look for federal funds. There are some criteria that are needed in the plan to move this project into the environmental studies piece. Then additional requirements need to be met to move into concept design. Another official piece of the Planning and Environmental Linkages study is to offset the damage that was done during the construction of I-95 in the 1960's. It changed the way the neighborhoods function and the way people are connected. It cut off the west side of the city from downtown.

The consulting team provided "early approaches" These are not concepts, but first ideas. Not every block is shown with a cap, partly because of the cost, but also because at a certain length



it becomes a tunnel, and tunnels require ventilation and other important features. There are air quality concerns with I-95 going through here, and capping portions would help mitigate some of those air quality concerns. If you cap the whole thing and have to put in chimneys to vent the vehicle emissions, more emissions will be piped into these neighborhoods.

The Outdoor Rooms approach does not close streets and each block has its own different feature. Between 9<sup>th</sup> and 10<sup>th</sup> is the Lawn, which is an event space. The Meadow has trees and some trails. The Woods has trees, trails, and a play area. The Hills had the biggest slope between 6<sup>th</sup> and 7<sup>th</sup> Streets, and it shows space for a building. There have been requests from the community to talk about affordable housing and community space. When working over a federal highway, there are limitations to what can be built. For-profit businesses are not allowed in I-95 airspace. The Greenway closes 8<sup>th</sup> and 9<sup>th</sup> Streets. This is a more wooded, has gardens, play areas, and small event space. These can be very usable spaces for the community with a public lawn, an amphitheater, and an urban garden. The Commons, shows no streets closed, but there is one path that goes all the way through. The team is confident that traffic counts will show the bridges do not need to have two lanes each. They could have a single lane and a turn lane, which would provide pedestrian space and make pedestrian crossing safer.

The team is in the process of refining those early ideas. They are waiting for the traffic studies to be done to see if bridge closures are feasible. This summer, the community is painting the bridges at 9<sup>th</sup> and 10<sup>th</sup> Streets, which will be a big community project, which is a chance to go out to the public to talk about how to get engaged in our project.

The second workshop on April 19<sup>th</sup> was in person at the Lewis Elementary School, which is right in the corridor. It was not as well attended as we hoped. The next workshop is not scheduled yet. The team is waiting for the traffic study to see how it impacts the designs. This project should be completed by the end of 2022. Information can be found on the website at [www.wilmapco.org/i95cap/](http://www.wilmapco.org/i95cap/).

Ms. Patricia Folk said she has been thinking about the state of the economy, for example, the cost of living, gas prices, all the things that are going on now. Ms. Folk asked if anything is ever revised or looked at in a different way depending upon the issues like that, especially dealing with all the hardships that people are experiencing right now. Mr. Gula said they have not gotten too deep into funding because the project is still very conceptual. There are some grants in the new infrastructure bill that are designed for this kind of project. One is called Reconnecting Communities. The challenge with that funding is that it is a competitive process and only a fifty-fifty match. That means the state, the city, and other partners will have to put more money into it, which is a concern. There is a RAISE grant, which is an infrastructure improvement grant that could be used for a project like this. This grant provides eighty percent of the cost from the federal government. The State's funds are pretty good now because of the infrastructure bill, but that may not be the case by the time we are ready to spend the money, so cost is a consideration. While this project is very important to the State of Delaware, it is important to find ways to make it affordable so that it can be built.

Ms. Folk said she was thinking about the input that you get from people, depending upon certain circumstances and how people feel about certain things like, she heard earlier on the news that more people now are riding their bicycles. They parked the car because they cannot afford to buy the gas. Ms. Folk asked how that affects your input overall. Mr. Gula said it will help a little bit, because it is a time when gas prices are higher, and it may be easier to get people to consider that they might not be driving everywhere. One of the things the team heard in this neighborhood is that on-street parking is a challenge. That may change if people find other

ways to get around. Also, people want to switch to electric cars to try to avoid the cost of gas. You have to make sure your infrastructure supports those, so the team is trying to be as comprehensive as possible.

Ms. Anna Quisel said this is exciting, and it is wonderful to see the investment in a revitalization project like this. As much as people are suffering right now with so many financial challenges, this really can improve the quality of life even when we are facing challenges. I love that you are thinking about reducing the number of roads again like somehow cars just do not play well with bikes and people. Mr. Gula said one thing that is obvious when you go through is that it is overbuilt. In the 1960's people were building for cars and now Wilmington as a city is questioning if they have too many lanes and if the lanes are too wide.

Mr. Joshua Solge asked if Mr. Gula could ballpark a cost of some of these proposals to estimate if this is a \$10 million project long term, or \$100 million dollar project. Mr. Gula said this could go to hundreds of millions, depending on how much we try to cap. That is why in the long term we might want to plan for a phased approach. It could start with a portion that could be \$150 million, and then do another two-block section that could be another \$100 million. We are not talking tens of millions. We are talking hundreds of millions to do something that is going to make an impact on the community.

Mr. Tracy Chamblee asked is it residential across Jackson Street and across Adams Street currently. Mr. Gula said for the most part it is residential. There are a couple of corner stores along there, and at Pennsylvania Avenue, it changes on Adams in that you have a church and on Jackson you have some apartments. Mr. Chamblee asked about providing some avenue for opportunity for folks in the community. Mr. Gula said we would really like to see that. For example, Penn's Landing in Philadelphia is spending \$200 million to cap a twelve-acre area between Front Street and the river. You cannot have a for profit structure over I-95, so they developed a non-profit riverfront corporation that is going to manage a café. That gives us a framework of what we could be looking for here. If you are going to put in a high-quality park, you have to have restroom facilities. There is a chance that there could be a cafe space if you have a partnership form. It will not be WILMAPCO because we are not an operations-type of group, but if we can work with the city to put together a coalition that is willing to manage the space. You need to have somebody to keep it clean and safe. Someone needs to make sure that people can schedule events and use it, and that could work in terms of putting up a structure that could serve as a as a food space. It could also be as simple as a designated area for seating and use some parking for food trucks. There could be a farmer's market as well. It should be a vibrant community space with those kind of programmable activities.

## **8. Other Business**

## **9. Adjournment**

**ACTION:** On motion by Ms. Patricia Folk and seconded by Mr. Tracy Chamblee the PAC adjourned.

Motion passed

**(06-13-22-01)**

**Attachments: (0)**