

Notes

Event Date: 30 September 2021	Event: Advisory Committee Meeting #1	Event Time: 4pm	Event Location: Trinity Episcopal Parish, Wilmington, DE
Project: I-95 Cap Feasibility Study	Project Number: WIL 2101	Prepared By: Aubrey Tyler	

MEETING OVERVIEW

Dave Gula welcomed Advisory Committee members to the first meeting with an overview of how Advisory Committee members will play a role in the feasibility study process. John Sisson spoke briefly about the project and how DelDOT will be involved in the process. Mary Margaret Jones and Kirt Rieder 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 site walk.

Participants:

Advisory Committee:
James Wilson, Bike Delaware
Cassandra Marshall, Quaker Hill
Sarah McBride
Hal Shneikert, 8th District NPC
Aundrea Almond, New Castle County
Lindsay Donnellon, FHUT
Sarah Lester, WSGT
Gerald Brady, House of Representatives
Brendan Furrowh, Hilltop Lutheran Neighborhood Center

ACTION ITEMS

- Advisory Committee members have been encouraged to fill out and return questionnaires
- Advisory Committee members have been asked to suggest a suitable alternative project name
- Project team will share information on the first community workshop, post-meeting

Charles Cowen, Trinity Parish

Project Team:

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

DISCUSSION

The following items came up as discussion topics during the Advisory Committee meeting.

Q: Will homes be removed, or community members displaced by this project?

A: 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 6th Street bridge to Delaware Avenue. There may be ROW improvements to travel lanes, pedestrian pavements, and intersections recommended as a part of the study.

Distribution:

WILMAPCO
HJ
JMT

Q: How will I-95 be impacted by this project?

A: 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.

Other comments:

- Interest in cap projects in a similar residential context
- Discussion on what defines success in the project
- Concern over the development of a destination amenity drawing too many regional visitors into a residential neighborhood
- Concern of an over-programmed space
- The intersection of N. Adams Street and Delaware Avenue is hectic and dangerous for both drivers and pedestrians.
- The highway trench generally poses an obstacle for pedestrian commuters and visitors to the city and neighborhoods. It was noted that many people who live within short walking distance to downtown drive to work because walking is unpleasant and unsafe. It was also mentioned that the difficulty of getting over

the highway as a pedestrian prevents community members from attending events on one side of I-95 or the other.

SITE WALK

Committee members, the project team, and students visiting from the University of Delaware walked from the Trinity Episcopal Parish up to Delaware Avenue, down along N. Jackson Street, crossing back to N. Adams Street over W. 8th Street, and then returning to Trinity Episcopal Parish.

PROGRAM PREFERENCES AND MAPPING

Advisory Committee members participated in a series of mapping and program preferencing activities to help the project team understand the programmatic needs of the surrounding neighborhoods. A similar activity will be presented to the larger community at the first workshop.

Advisory Committee members called out W. 9th Street, W. 10th Street, and N. Van Buren Street as places they walk often.

The intersection of N. Jackson Street and Delaware Avenue, and the Intersection of N. Adams Street and Delaware Avenue were both were both cited as feeling particularly dangerous as a pedestrian.

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

- Helen Chambers Playground along Beatty Place to N. Adams Street,
- Cool Springs Park across I95 to Adams Street,
- Trinity Episcopal Parish to the cemetery,
- W. 8th Street between Jackson and Adams,
- W. 10th Street from Adams to Cool Springs Park.

What would make this project a success?

- "trip generator"*
- "bring together different communities"*
- "life and energy"*
- "considering those generally not heard (those experiencing homelessness)"*
- "improve air quality"*
- "focus on those who live near the study site"*
- "community restorations"*
- "connections of people and places"*
- "the project is appreciated by locals"*

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

1. High interest from Advisory Committee members in café/moveable seating, more shade, multi-function landscapes, traffic calming, as well as pedestrian only zones.
2. Advisory Committee members also showed interest in concessions public restrooms, fitness class space, and protected bike lanes.
3. Advisory Committee members did not feel retail, on-street parking, or car sharing was needed in this community.

Nature + Environment

Favored:

Shade

Stormwater Management

Community Garden

Pollinator garden

Not favored:

Community Garden

City Watching

Health + Wellness

Favored:
Fitness Class Space
Exercise Equipment
Places to Sunbathe

Not favored:
Skateboarding
Sport Court
Places to Sunbathe

Community Program:

Favored:
Café/Movable Seating
Multi-function Landscape
Concessions
Public Restroom

Not favored:
Retail
Covered Event Venue

Mobility + Transit

Favored:
Pedestrian Only Zone
Traffic Calming
Protected Bike Lane

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



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