



WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection

Data

Collected	Need
Synchro model framework	2018 vehicle counts/ travel time runs
Base Imagery	Signal Progression
Previous Studies	Viaduct Traffic Analysis
DTC Facility Data	2018 Pedestrian/ Bike Counts
Environmental Features	Transit Boardings/ Alightings
	Land Use (Ex. and Planned) & Zoning
	Community Features

WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection

Agenda

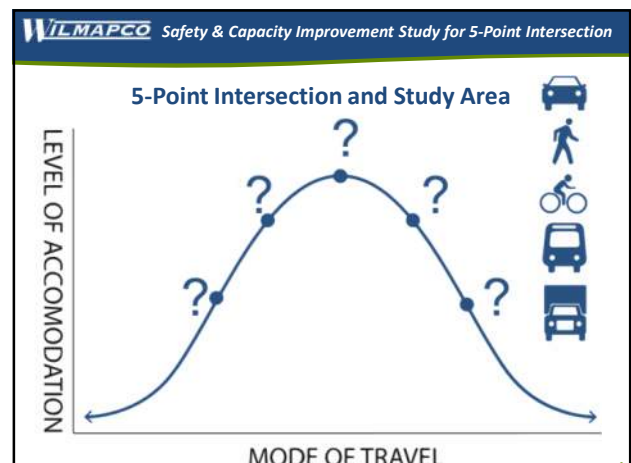
- ❖ Study Goals
- ❖ Data – What we have & what we need
- ❖ Stakeholders/ Potential Advisory Committee Members
- ❖ Issues & Constraints
- ❖ Study Process Discussion

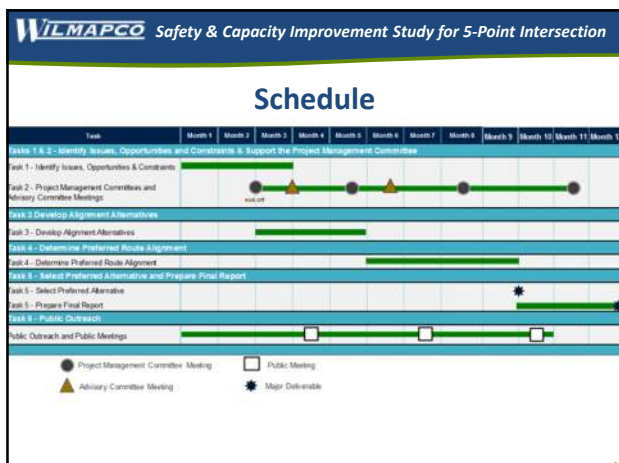
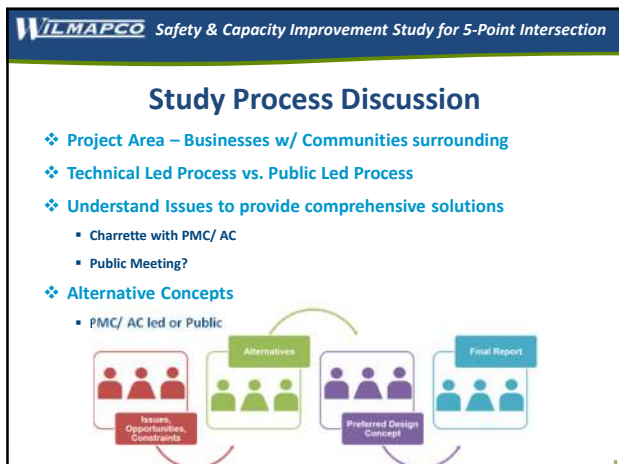
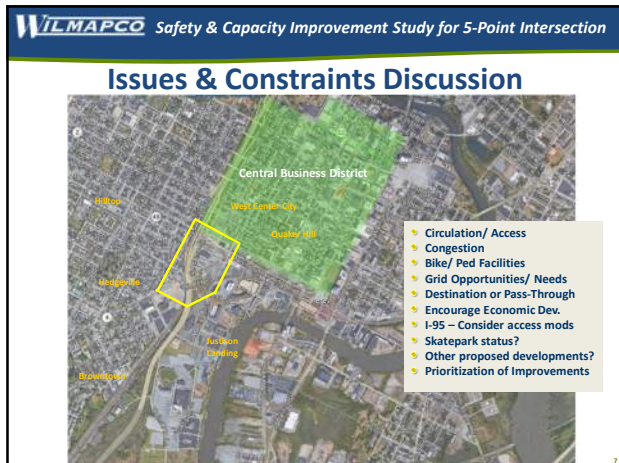


WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection

Study Goals

- ❖ Optimize circulation and access
- ❖ Address operational and safety issues
- ❖ Improve the efficiency and effectiveness of the transportation grid
- ❖ Multimodal connectivity





Joint Management/Technical Committee Meeting

January 16, 2019

DRAFT Minutes

Meeting Participants:

Cathy Smith	DART	302-576-6071	cathy.smith@state.de.us
Chip Kneavel	DelDOT	302-760-2527	Thomas.Kneavel@state.de.us
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Matt Goudy	RK&K	302-388-0174	mgoudy@rkk.com

I. UPCOMING MEETINGS: (typically 3rd Wednesday of each month)

Wednesday, 2/20/19, 1:15 PM, Management/Technical Committee Meeting

Future meeting topics for Wilmington Initiatives Management/Technical Committee include:

- Walnut Street 3rd – 13th scope
- Amtrak Viaduct Improvements coordination with Amtrak
- 4th Street project coordination (Downtown 4th, WTMF bus stop reconfiguration, pave and rehab)
- ITS Adaptive Signal Improvements proposed signal locations
- James Court stormwater and road improvements (City, County, DelDOT all needed)

II. TO-DO'S

- a) Dave Gula will find out information about the Governor Printz Blvd road diet for presentation at a future Wilmington Initiatives meeting.
- b) RK&K will develop Maryland/Monroe /MLK options based on current data and understanding of stakeholder needs.
- c) RK&K will inquire about what stormwater management needs affect the Maryland/Monroe /MLK study area.
- d) RK&K will finish Maryland/Monroe /MLK traffic analysis.
- e) RK&K will find out the current status of property ownership in the Maryland/Monroe /MLK area.
- f) RK&K will meet with DTC bus operations to understand their needs in the Maryland/Monroe /MLK study area.
- g) Dave Gula will speak with Kevin Kelley, Parks and Rec, to find out what they plan for their property near Liberty Street.
- h) Gwinn will confirm with the Mayor's Office that Option B is the City's preferred option for 12th Street.

- i) Brian will coordinate MOT for the Tatnall/Concord signal with Chip since there are TAP projects in the area.
- j) Diane and Leah will discuss getting access from A Street into the new wetland park.
- k) Leah will share the wetland park MOT plans with Brian.
- l) Diane will coordinate internally to identify a time for a public meeting for the Garasches area transportation improvements.
- m) Diane will let Tanya know that the city has done stormwater modeling for the area that includes the S. Market Street flooding.
- n) Dave and Jennifer will prepare a presentation for the next Wilmington Initiatives meeting to explain the prioritization process.
- o) Dave and Brian will continue to try to get a meeting with the new Pave and Rehab coordinator.
- p) Diane will find out what Pave and Rehab is planning for Union Street.
- q)

III. DISCUSSION

1. Maryland/Monroe/MLK Intersection Improvements Study – Nancy Bergeron, RK&K

- r) RK&K has conducted traffic counts and is developing a traffic model for the area.
- s) Study goals are to optimize circulation and access, address operational and safety issues, improve efficiency and effectiveness of transportation grid, and improve multi-modal connectivity.
- t) Delmarva is currently renovating their operations center, and they plan to remain in that location for the long term. Last year they did not have enough parking in the employee lot, but it is not clear what the current status is. The gate on Madison Street is their only entrance gate, and Madison backs up in the morning when employees are coming to work. The other two curb cuts are exit-only, one going left and one going right. Delmarva's lot is secured and employees must badge in, so the only customer parking for Delmarva is the on-street parking on Madison.
- u) Shipley Run (stormwater management) runs through the Delmarva parking lot, and parts of it are deteriorated enough that they do not park on it.
- v) Examiner's Office is currently over capacity for employee parking.
- w) A road diet has been proposed for Maryland Avenue west of the study area that would reduce it to one travel lane in each direction with on-street parking on both sides. Traffic analysis shows this lane assignment would work in the Maryland/Monroe area as well.
- x) Previous traffic analysis indicated that Adams Street is under-utilized.
- y) Some property has changed ownership and/or land use since the previous options were developed, so there may be additional options that could be developed.
- z) ***Previously considered options:***
 - aa) *2009 Option 1*

1. Close Maryland from Chestnut Street to MLK and shift that traffic onto Monroe Street.

2. This option creates some operational difficulties for DTC bus circulation but does not negatively impact Delmarva.

bb) 2009 Option 2

1. Close Maryland from Chestnut Street to MLK and shift that traffic onto Monroe Street and also extend Chestnut Street over to Madison to extend the grid.
2. This option creates some operational difficulties for DTC bus circulation and also affects Delmarva's parking lot.

cc) 2009 Option 3A & B

1. Close Maryland from Chestnut Street to MLK and shift that traffic onto Monroe Street and also extend Chestnut Street over to Madison to extend the grid, but shifted south from the existing Chestnut Street
2. This option creates some operational difficulties for DTC bus circulation. It reconfigures parking in a way that could result in additional parking for Delmarva and/or DTC.

dd) 2011 Option A

1. Close Maryland from Chestnut Street to MLK and shift that traffic onto Monroe Street, add a median on Monroe Street, extend Chestnut Street over to Madison to extend the grid, and change the ramp off I-95 and lane assignments on Maryland Ave.
2. Now that property ownership and land use has changed near Liberty, there are more opportunities to consider additional changes in this area.

ee) 2011 Option B

1. Add a new ramp off I-95 south of the current ramp and run directly into Monroe Street. Maryland Ave from Chestnut to Adams would become one-way westbound. Traffic from Maryland into the city would go onto Adams. Close Maryland from Chestnut Street to MLK, add a median on Monroe Street, and extend Chestnut Street over to Madison to extend the grid.
2. Now that property ownership and land use has changed near Liberty, there are more opportunities to consider additional changes in this area.
3. This option requires permission from federal highways to add an exit from I-95.

ff) 2011 Option C

1. Add a new ramp off I-95 south of the current ramp and run directly into Monroe Street. Maryland Ave from Chestnut to Adams would become one-way westbound. Traffic from Maryland into the city would go onto Adams. Close Maryland from Chestnut Street to MLK, add a median on Monroe Street, and extend Chestnut Street over to Madison to extend the grid. Roadway concept is the same as 2011b, but has a different configuration for DTC parking.
2. Now that property ownership and land use has changed near Liberty, there are more opportunities to consider additional changes in this area.
3. This option requires permission from federal highways to add an exit from I-95.

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- gg) Delmarva likes the idea of squaring off the parking lot, but they need their truck operations to be functional. Delmarva will want to secure the parking lot (with a secured fence), and they need to keep at least the current number of spaces.
- hh) The Examiner's Office cannot lose spaces and would appreciate gaining additional spaces.
- ii) RK&K will develop Maryland/Monroe /MLK options based on current data and understanding of stakeholder needs.
- jj) RK&K will inquire about what stormwater management needs affect the Maryland/Monroe /MLK study area.
- kk) RK&K will finish Maryland/Monroe /MLK traffic analysis.
- ll) RK&K will find out the current status of property ownership in the Maryland/Monroe /MLK area.
- mm) RK&K will meet with DTC bus operations to understand their needs in the Maryland/Monroe /MLK study area.
- nn) Dave Gula will speak with Kevin Kelley, Parks and Rec, to find out what they plan for their property near Liberty Street.

2. UPWP: 12th Street Connector Alignment Study

- a) January 7 public meeting had about 50 members of the public.
- b) Community expressed the strongest support for Option B.
- c) Gwinn will confirm with the Mayor's Office that Option B is the City's preferred option for 12th Street.
- d) The next public workshop to display the preferred option will be in the spring, possibly mid-March.

3. UPWP: 7th Street Peninsula Study

- e) The public workshop to present the concept design has been confirmed for February 6.

4. Pennsylvania Ave/Union Street Intersection

- f) A public meeting is scheduled for January 22.

5. Village of St John

- g) The city will be installing a traffic signal at Tatnall and Concord with City funding.
- h) Brian will coordinate MOT for the Tatnall/Concord signal with Chip since there are TAP projects in the area.

6. Garasches Lane

- i) Wetland Park is out to bid, with pre-bid meeting 1/17 and notice to proceed expected for April.
- j) The City will install temporary sidewalks to provide access to the Wetland Park.
- k) Diane is working on the design for A Street.
- l) Diane and Leah will discuss getting access from A Street into the new wetland park.
- m) Leah will share the wetland park MOT plans with Brian.

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- n) Diane will coordinate internally to identify a time for a public meeting for the Garasches area transportation improvements.

7. S. Market Street Flooding

- o) There have been additional flooding events affecting Market Street. DelDOT is conducting work to identify the drainage infrastructure in the area, but this investigation will take about 6 months.
- p) Diane will let Tanya know that the city has done stormwater modeling for the area that includes the S. Market Street flooding.

8. Governor Printz Boulevard Transportation Study

- a) Dave will find out information about the Governor Printz Blvd transportation study for presentation at a future Wilmington Initiatives meeting.
- b) The study area is north of the city.
- c) DE Greenways wants to have a trail connection.

9. 2019 Project Prioritization

- d) The Mayor's Office, Planning, and Public Works reviewed the 2018 prioritization list. Some items shifted in order on the list.
- e) The intention with the prioritization process is to have one unified list that indicates the City of Wilmington's order of priority. Wilmapco and DelDOT will work to identify funding sources for the projects, so the list does not need to identify funding sources.
- f) Dave and Jennifer will prepare a presentation for the next Wilmington Initiatives meeting to explain the prioritization process.

10. City-DelDOT Pave and Rehab Coordination

- g) Dave and Brian will continue to try to get a meeting with the new Pave and Rehab coordinator.
- h) Diane will find out what Pave and Rehab is planning for Union Street.

11. 9th Street

- a) The City is working with a contractor who wants to install fiber optic to put it under the sidewalk, which will result in new sidewalk for that block.

12. DelDOT Update

- a) Pam Steinbock is now the new Assistant Director, since Mark Tudor retired.

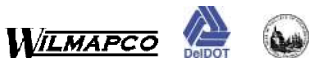
13. DTC Update

- a) DTC is working to define how routes will interact with the new Wilmington Transit Center.
- b) DTC is planning to conduct community outreach to neighborhoods to consider neighborhood shuttles to connect to key points.

Handouts/Displays:

- Maryland/Monroe/MLK Concept Options

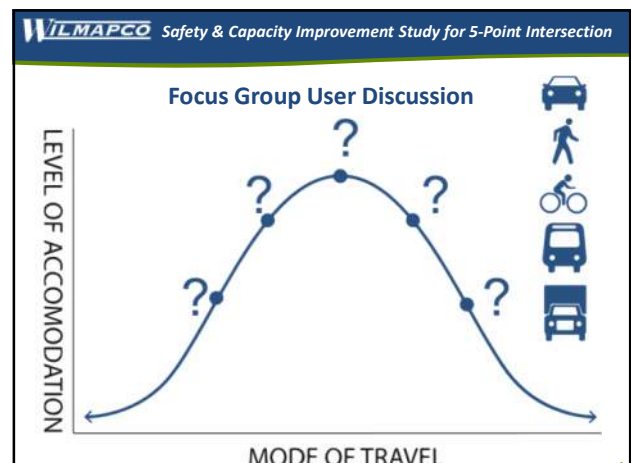
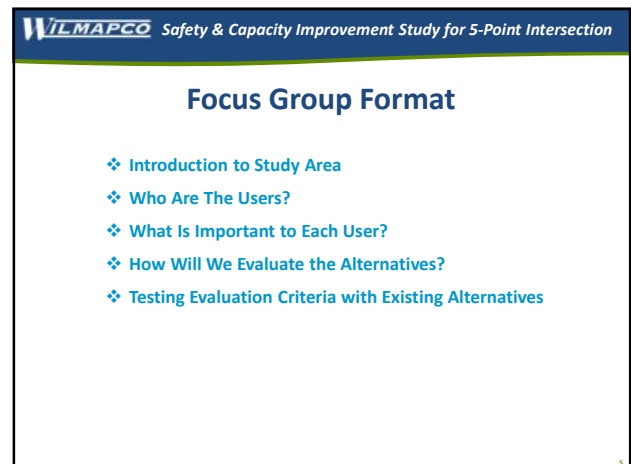
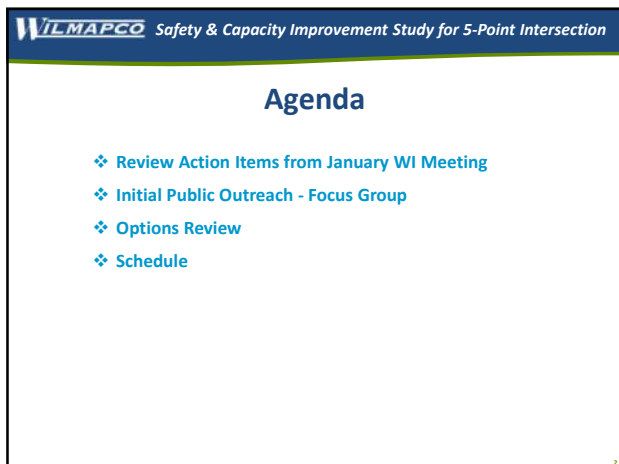
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Active TAP Updates – as of 1/16/19

Project	Status	Contact
11th Street Streetscape	<ul style="list-style-type: none"> Under construction 	
Brandywine South Pedestrian Improvements	<ul style="list-style-type: none"> Construction estimated mid 2019, funding dependent Out to bid 	TP
Concord Ave Streetscape II	<ul style="list-style-type: none"> The design engineer is working with the 2nd District Neighborhood Council regarding requests related to their garden Will go to bid when money comes in, possibly week of 1/21 	CK
Old Brandywine Village	<ul style="list-style-type: none"> Project is under design, but is over budget, so design engineers are considering changes DeIDOT is waiting for match 	CK
Wilmington Pedestrian Improvements	<ul style="list-style-type: none"> This project is currently on hold due to potential transit conflicts Project was originally 6 intersections but is now only one (a raised pedestrian crossing at Shipley & 10th St), since 5 intersections were incorporated into other projects (Orange Street and 4th Street) One intersection is too small to advertise on its own, so if/once it is ready for construction, DeIDOT will hold it to fit it into an open-end agreement, potentially with the Safe Routes to School program 	AG
Southbridge Enhancements II	<ul style="list-style-type: none"> 2020 obligation expected Working on a modified street light globe that would be mounted on the standard DP&L pole instead of free-standing 	MH
9th Street Enhancements II	<ul style="list-style-type: none"> Under design Construction estimated 2019-2020, funding dependent 	CK
Walnut Street (1300 block)	<ul style="list-style-type: none"> Semi-final plans complete Construction estimated summer 2019 	TP
Two-Way King Street	<ul style="list-style-type: none"> Under design, but waiting for Rotary to redesign park entrance. TAP will stop at public right-of-way, and Rotary will fund and handle all of the work in the park DeIDOT will bring the TAP design for Two-Way King Street back to the Wilmington Initiatives Committee for review when ready There are federal funds, so this project will need to go through the S. 106 consultation project 	TP




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




























































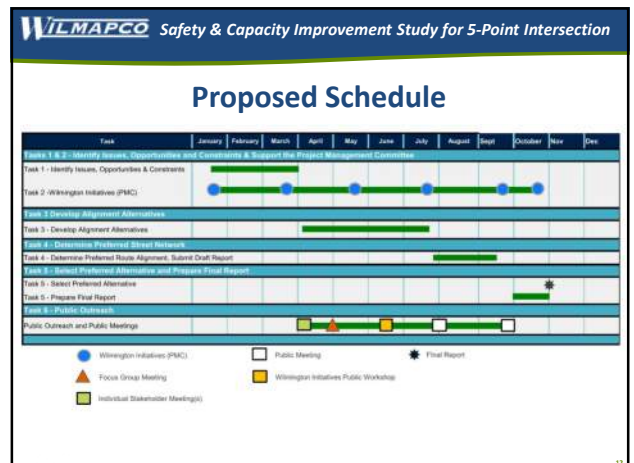
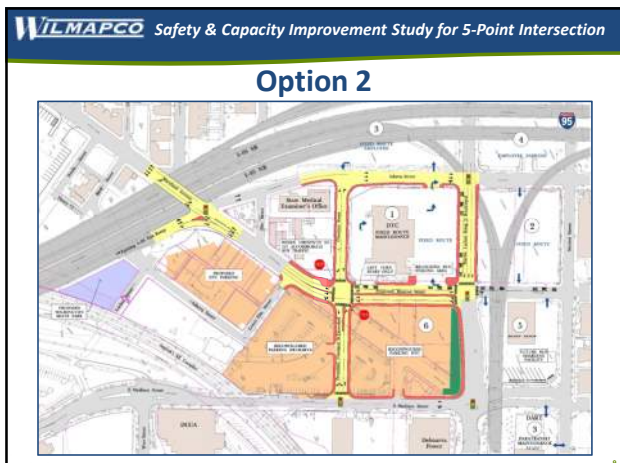
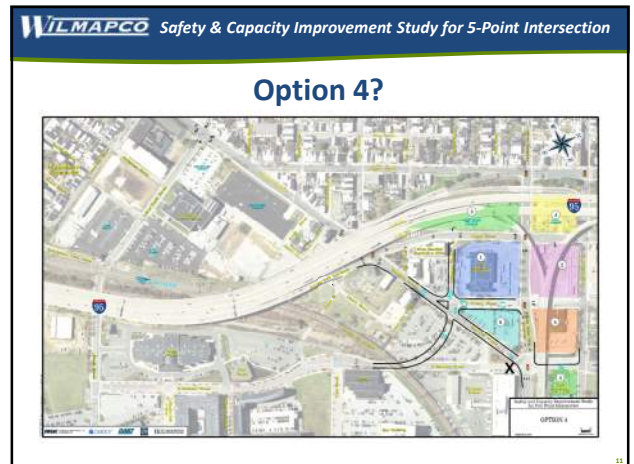
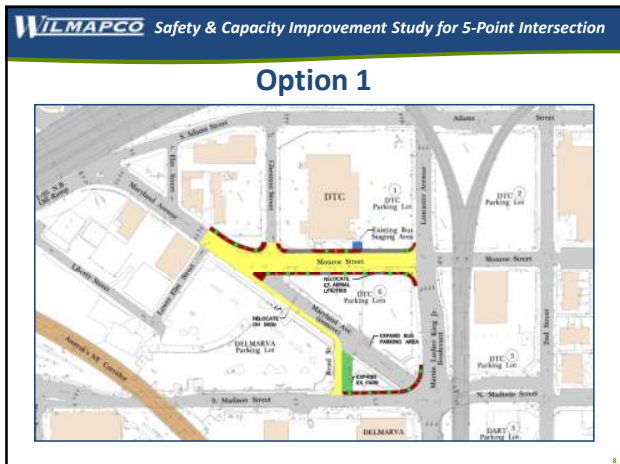
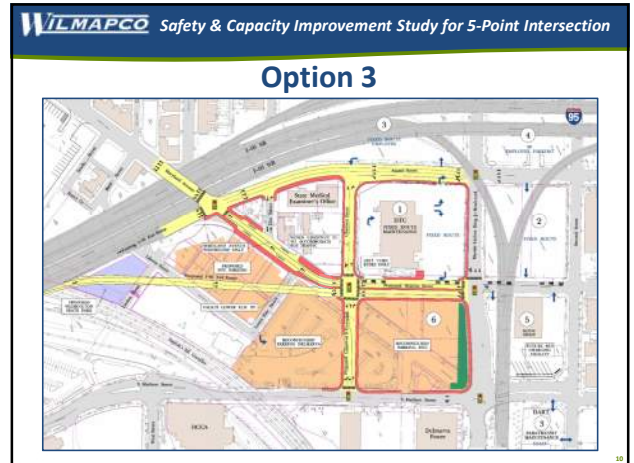


Safety & Capacity Improvement Study for 5-Point Intersection

Proposed Evaluation Criteria

Improvement Rating:  Low  Medium  High

Criteria	TRAFFIC / CIRCULATION				MULTI-MODAL AMENITIES			RIGHT-OF-WAY		DEVELOPABLE SPACES FOR CIRCULATION	IMPLEMENTATION
	Circulation Improvement	LDS (Delay) Improvement	Transportation Grid	Pedestrian Network	Bicycle Network	Transit Network	Lowest Right-of-Way Impacts	Lowest Number of Buildings Impacted	Highly Accessible to Development	Opportunities for Phasing	
Alternative 1											
Alternative 2											
Alternative 3											
Alternative 4											
Alternative 5											
Alternative 6											
Alternative 7											





Streetscape Improvements
Transportation Improvements
Waterfront Access and Development

Joint Management/Technical Committee Meeting

June 12, 2019

FINAL Minutes

Meeting Participants:

Chip Kneavel	DelDOT	302-760-2527	Thomas.Kneavel@state.de.us
Diane Gunn	DelDOT	302-326-4487	Diane.gunn@state.de.us
Paul Moser	DelDOT	302-760-2117	Paul.Moser@delaware.gov
Bill Thatcher	DelDOT	302-576-6138	Bill.Thatcher@state.de.us
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Dave Gula	WILMAPCO	302-737-6205 x122	dgula@wilmapco.org
Tigist Zegeye	WILMAPCO	302-737-6205 x114	tzegeye@wilmapco.org
Brian Mitchell	Wilmington, Public Works	302-576-3089	bmittchell@WilmingtonDE.gov
Mark Tudor	RK&K	302-353-0607	mtudor@RKK.com

I. UPCOMING MEETINGS:

Wednesday, 7/17/19, 1:15 PM, Management/Technical Committee Meeting

Future meeting topics for Wilmington Initiatives Management/Technical Committee include:

- Follow up to the WI Open House held on June 19th
- Maryland/Monroe project evaluation and priorities
- The South Market Street Master Plan projects
- Walnut Street 3rd – 13th scope
- Amtrak Viaduct Improvements coordination with Amtrak
- 4th Street project coordination (Downtown 4th, WTMF bus stop reconfiguration, pave and rehab)
- James Court stormwater and road improvements (City, County, DelDOT all needed)

II. TO-DO'S

- a) **Brian** is going to conduct a trial run to simulate the Orange Street lane closures to see how the traffic functions with four-way stop controls.
- b) **Brian** is working with WRA to get a cost estimate for the Pennsylvania Ave/Union Street Intersection project to identify the funding gap.
- c) **Brian** will check on the work that the City is conducting on the NE Blvd bridge.
- d) **Brian** will notify the Mayor's office of the schedule for the various curb construction and paving projects. **Brian** will also consult with John Rago regarding the best way of notifying various affected neighborhoods about the disruption to be expected during construction.
- e) **Dave** to provide the City Council Public Works and Transportation Committee with requested information on the Orange Street project and advise the Mayor's Office.
- f) **Dave** will work with the City (Brian, Gwinn) and DelDOT (Paul Moser? Traffic?) to get a Union Street Reconfiguration Study UPWP application for fall submittal.
- g) **Dave** will contact Ray Petrucci, who seems to be involved with the new South Market Street Master Plan project for details of about this new project.
- h) **Jeff** Flynn will move the new CRB/Garasches area street names through the City approval process.

III. DISCUSSION

1. UPWP: 12th Street Connector Alignment Study

- a) The draft report did not receive significant comments.
- b) Dave presented the 12th Street, 7th Street Peninsula, and Maryland/Monroe/MLK Intersection Improvements study to City Council Public Works and Transportation Committee on Monday, 5/20. [Dave to provide the committee with requested information on the Orange Street project and advise the Mayor's Office. Brian will check on the work that the City is conducting on the NE Blvd bridge.](#)
- c) Dave circulated the Final Report of the 12th Street Connector Study to DelDOT Traffic.
- d) This project will go through the Wilmapco TAC and Council in the next few months.
- c) There is funding in the RTP, but not the TIP for this project.

2. UPWP: 7th Street Peninsula Study

- a) Dave will circulate a second draft of the 7th Street Peninsula report to the Wilmington Initiatives Committee by the end of this week. Comments are needed by July 11th, before the project goes to Council for consideration.
- b) There is a July 15 submission deadline for the federal BUILD grant. It seems that 12th Street and 7th Street could be packaged together for an application. This would need combined City and DelDOT sponsorship to provide the local match. There is no defined match for the BUILD program, but applications are generally not successful unless the local/state match is at least 40%. The combined project is roughly \$30M, so the combined local/state match would be \$12M for \$18M in federal funding. Herb will discuss the possibility of the City putting together a BUILD application for 12th + 7th Street with the Mayor's Office

3. UPWP - Maryland/Monroe/MLK Intersection Improvements Study

- a) Mark Tudor led a discussion about the results of a series of project stakeholder focus group meetings held recently. Stakeholders have reviewed all of the previous design options and have suggested new alternatives. Mark is preparing an evaluation matrix for use in further project stakeholder discussions. Some stakeholders were interested in making improvements to reflect a new gateway entrance to downtown Wilmington. [Dave will check with Jeff Flynn to determine if there is any interest by the City to pursue the City Gateway idea with this project.](#) The number one priority appeared to be improving pedestrian safety, but DTC is also interested in improving operational parking conditions in the area. [Mark will report on the results of the follow up evaluations at next month's meeting.](#)
- b) The new beginning of the project is to be presented to the Wilmapco TAC and Council.

4. Pennsylvania Ave/Union Street Intersection & Reconfiguration

- a) DelDOT patching of Union Street is underway.
- b) The reconfiguration project that will need both transportation planning/engineering as well as significant public outreach and consensus-building. Dave and Tigist spoke with the Mayor's Office, and they are in support of doing a UPWP project for the Union Street Reconfiguration Study. [Dave will work with the City \(Brian, Gwinn\) and DelDOT \(Paul Moser? Traffic?\) to get a Union Street Reconfiguration Study UPWP application for fall submittal.](#)
- c) There is still interest in moving the Pennsylvania Ave/Union Street Intersection improvements project forward more quickly. DelDOT has committed \$200k to the project, but that will not cover the full

cost. Brian is working with WRA to get a cost estimate for the Pennsylvania Ave/Union Street Intersection project to identify the funding gap.

- d) There is a Union Street project on the TAP list for out-year funding.

5. Orange & King Street Transit Improvements

- a) Brian is going to conduct a trial run to simulate the Orange Street lane closures to see how the traffic functions with four-way stop controls.

6. Garasches Lane and A, B, C and Church Street Area Improvements

- a) 'A' Street is now a separate project. There was a discussion about the project limits, and the continuity and width of the proposed bike path.
- b) Diane displayed a map showing the street for the new roads in the CRB/Garasches area. Jeff Flynn will move the street names through the official City approval process.

7. June 19th Workshop

Wilmington Initiatives will hold a June public workshop: List of projects to be displayed.

1. Maryland Avenue
 2. I-95 Rehab/Viaduct
 3. Pave and Rehab projects
 4. 'A' Street
 5. 7th Street Peninsula
 6. 12th Street
 7. TAP Projects: Wilmington Bike Improvements, Southbridge Phase 2
 8. All 3 UPWP
 9. Orange and King Street improvements
 10. Garasches
 11. CRB
 12. Transit Center
 13. DART route changes
- c) Dave will confirm via email, by Friday, which projects are to be presented.

8. I-95 Coordination

Chip showed the map of projects to be coordinated with the I-95 rehab, and the group discussed its content in preparation for June workshop. Brian will notify the Mayor's office of the schedule for the various curb construction and paving projects, and will consult with John Rago regarding the best way of notifying various affected neighborhoods about the disruption to be expected during construction.

9. South Market Street Master Plan

This appears to be a new City project. It is not yet known if federal funds are to be needed or expected. If federal funds will be required, then public outreach and information activities must begin immediately

and should be added to the Wilmington Initiatives coordination efforts. Dave will contact Ray Petrucci, who seems to be involved with the new South Market Street Master Plan project.

10. The 'Better Block' Project

DelDOT is working with a U of D landscape professor and students focusing on 'Good Example Projects' around the state; improved transportation outcomes and beautiful neighborhood improvements. Brian indicated that capping of a one block length over I-95 had been discussed, as well as identifying a 'better block' example on Union Street.

Handouts/Displays:

- Map with street names for the CRB/Garasches area
- I-95 Coordination Projects Map
- South Market Street Master Plan

Active TAP Updates – as of 3/20/19/19

Project	Status	Contact
11th Street Streetscape	<ul style="list-style-type: none"> • Construction complete 	
9th Street Enhancements II	<ul style="list-style-type: none"> • Under design • Construction estimated 2019-2020, funding dependent • Waiting on street closure permit for test holes 	CK
Brandywine South Pedestrian Improvements	<ul style="list-style-type: none"> • Construction estimated mid 2019, funding dependent • Out to bid 	CK
Concord Ave Streetscape II	<ul style="list-style-type: none"> • The design engineer is working with the 2nd District Neighborhood Council regarding requests related to their garden • Bids under analysis 	CK
Old Brandywine Village	<ul style="list-style-type: none"> • Project is under design, but is over budget, so design engineers are considering changes • In process of being awarded 	CK
Southbridge Enhancements II	<ul style="list-style-type: none"> • 2020 obligation expected • Working on a modified street light globe that would be mounted on the standard DP&L pole instead of free-standing 	MH

Project	Status	Contact
Two-Way King Street	<ul style="list-style-type: none"> Under design, but waiting for Rotary to redesign park entrance. TAP will stop at public right-of-way, and Rotary will fund and handle all of the work in the park DelDOT will bring the TAP design for Two-Way King Street back to the Wilmington Initiatives Committee for review when ready There are federal funds, so this project will need to go through the S. 106 consultation project Postponed until after I-95 Viaduct 	TP
Walnut Street (1300 block)	<ul style="list-style-type: none"> Semi-final plans complete Construction estimated summer 2019 	TP
Wilmington Pedestrian Improvements	<ul style="list-style-type: none"> Project was originally 6 intersections but is now only one (a raised pedestrian crossing at Shipley & 10th St), since 5 intersections were incorporated into other projects (Orange Street and 4th Street) One intersection is too small to advertise on its own, so if/once it is ready for construction, DelDOT will hold it to fit it into an open-end agreement, potentially with the Safe Routes to School program ON HOLD - Need to evaluate if last intersection (10th & Shipley) is still needed since bus movements and area development have changed, and original design concept is no longer appropriate 	AG

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WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection **5-Point**
Wilmington

Wilmington Initiatives Meeting
July 17, 2019

AGENDA

- ❖ Update on July 11 meeting with DTC
- ❖ Review of Alternatives and Garage Concept
- ❖ Alternatives Evaluation
- ❖ Next Steps

WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection **5-Point**
Wilmington

Alternative C

WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection **5-Point**
Wilmington

Alternative A

WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection **5-Point**
Wilmington

Alternative D

WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection **5-Point**
Wilmington

Alternative B

WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection **5-Point**
Wilmington

Garage Concept

Safety & Capacity Improvement Study for 5-Point Intersection

CRITERIA MATRIX

Criteria	TRANSPORTATION						LAND USE		STAKEHOLDER CONCERNS		SOCIETAL/ENVIRONMENTAL OPPORTUNITIES		ENVIRONMENTAL	Cost	Feasible Alternatives	Preferred Alternative
	5-Point Intersect	5-Point Intersect	5-Point Intersect	5-Point Intersect	5-Point Intersect	5-Point Intersect	5-Point Intersect	5-Point Intersect	5-Point Intersect	5-Point Intersect	5-Point Intersect	5-Point Intersect	5-Point Intersect	5-Point Intersect	5-Point Intersect	5-Point Intersect
No															0	No
Alternative A															21	Yes (21 Miles)
Alternative B															10	Yes (10 Miles)
Alternative C															22	Yes (22 Miles)
Alternative D															25	Yes (25 Miles)
Garage															-	Yes



WILMAPCO

Safety & Capacity Improvement Study for 5-Point Intersection

5-Point
Wilmington

Next Steps

❖ Stakeholders Meeting

❖ Public Workshop



Streetscape Improvements
Transportation Improvements
Waterfront Access and Development

Joint Management/Technical Committee Meeting

July 17, 2019

DRAFT Minutes

Meeting Participants:

Bill Thatcher	DelDOT	302-576-6138	Bill.Thatcher@state.de.us
Philip Franks	HFA	215-988-9440 x10	PEFranks@HFAdesign.com
Dave Gula	WILMAPCO	302-737-6205 x122	dgula@wilmapco.org
Tigist Zegeye	WILMAPCO	302-737-6205 x114	tzegeye@wilmapco.org
Brian Mitchell	Wilmington, Public Works	302-576-3089	bmitchell@WilmingtonDE.gov
Gwinn Kaminsky	Wilmington, Planning	302-576-3105	gkaminsky@wilmingtonde.gov
Jim Eversman	Wilmington Initiatives	302-420-1984	jimwpa@aol.com
Sean Park	Wilmington, Econ. Development	302-576-2131	sjpark@WilmingtonDE.gov
Dwayne Sims	Wilmington, Econ. Development	302-576-2127	dsims@wilmingtonde.gov
Mark Tudor	RK&K	302-353-0607	mtudor@RKK.com
Barbara Hughes	RK&K	401-462-9231	bhughes@RKK.com

I. UPCOMING MEETINGS:

Wednesday, 8/21/19, 1:15 PM, Management/Technical Committee Meeting.

Future meeting topics for Wilmington Initiatives Management/Technical Committee include:

- Maryland/Monroe project evaluation and priorities following stakeholder meeting.
- The South Market Street Master Plan projects
- Walnut Street 3rd – 13th scope
- Amtrak Viaduct Improvements coordination with Amtrak
- 4th Street project coordination (Downtown 4th, WTMF bus stop reconfiguration, pave and rehab)
- James Court stormwater and road improvements (City, County, DelDOT all needed)

II. TO-DO'S

- a) **Gwinn** will make arrangements for the August meeting on August 21st.
- b) **Dave** will check with Jeff Flynn to determine if there is any interest by the City to pursue the City Gateway idea with the Maryland/Monroe project.
- c) **Dave** will check with Public Works and Bryan Lennon for their reactions to the need for site flood controls on the East 7th Street Peninsula area.
- d) **Brian** is going to conduct a trial run to simulate the Orange Street lane closures to see how the traffic functions with four-way stop controls.
- e) **Brian** is working with WRA to get a cost estimate for the Pennsylvania Ave/Union Street Intersection project to identify the funding gap.
- f) **Brian** will check on the work that the City is conducting on the NE Blvd bridge.
- g) **Brian** will notify the Mayor's office of the schedule for the various curb construction and paving projects. **Brian** will also consult with John Rago regarding the best way of notifying various affected neighborhoods about the disruption to be expected during construction.
- h) **Dave** to provide the City Council Public Works and Transportation Committee with requested information on the Orange Street project and advise the Mayor's Office.
- i) **Dave** will work with the City (Brian, Gwinn) and DelDOT (Paul Moser? Traffic?) to get a Union Street Reconfiguration Study UPWP application for submittal after January 2020.

- j) **Dave** will contact Ray Petrucci, who seems to be involved with the new South Market Street Master Plan project, for details of about this new project.
- k) **Jeff Flynn** will move the new CRB/Garashes area street names through the City approval process.

III. DISCUSSION

1.

- a) Follow up on the June 19th Wilmington Transportation Open House. There were a number of projects that were on display. Only 30-35 people visited the Open House event. It will be necessary to do more advance outreach to encourage better attendance at the next event.

2. UPWP - Maryland/Monroe/MLK Intersection Improvements Study

- a) Mark Tudor led a discussion about the results of a series of project stakeholder focus group meetings held recently. Stakeholders have reviewed all of the previous design options and have suggested new alternatives. Mark prepared an evaluation matrix for use in further project stakeholder discussions and shared the matrix as part of the discussion. Some stakeholders were interested in making improvements to reflect a new gateway entrance to downtown Wilmington. **Dave will check with Jeff Flynn to determine if there is any interest by the City to pursue the City Gateway idea with this project.** The number one priority appeared to be improving pedestrian safety, but DTC is also interested in improving operational parking conditions in the area. It was suggested that a 'garage alternative' should be added and be part of ongoing discussions. At our August meeting, Mark will report the results of his follow up discussions with the Stakeholders.

UPWP: 12th Street Connector Alignment Study

- a) This project has been approved and endorsed and the final report is almost complete. When completed, it will be posted on the Wilmapco website.
- b) There is funding in the RTP, but not the TIP for this project.

2. UPWP: 7th Street Peninsula Study

- a) Comments are yet to be included before the project goes to Council for consideration. There are some proposed projects that are already proceeding through the City approvals process. Expect the final report to be available by the end of August. **Dave wants to know how Public Works and Bryan Lennon react to and address the need for site flood controls.**

3. Pennsylvania Ave/Union Street Intersection & Reconfiguration

- b) DelDOT patching of Union Street is underway.
- c) The reconfiguration project that will need both transportation planning/engineering as well as significant public outreach and consensus-building. Dave and Tigist spoke with the Mayor's Office, and they are in support of doing a UPWP project for the Union Street Reconfiguration Study. **Dave will work with the City (Brian, Gwinn) and DelDOT (Paul Moser? Traffic?) to get a Union Street Reconfiguration Study UPWP application for fall submittal.**
- d) There is still interest in moving the Pennsylvania Ave/Union Street Intersection improvements project forward more quickly. DelDOT has committed \$200k to the project, but that will not cover the full cost. **Brian is working with WRA to get a cost estimate for the Pennsylvania Ave/Union Street Intersection project to identify the funding gap.**
- e) There is a Union Street project on the TAP list for out-year funding.

5. Orange & King Street Transit Improvements

- a) There was concern that the Mayor's Office was dropping support for this 'transit only' project. There seems to be some confusion about this project within the City's Council on Transportation. **Brian will conduct a trial run to simulate the Orange Street lane closures to see how the traffic functions with four-way stop controls.**

6. Garasches Lane and A, B, C and Church Street Area Improvements

- a) Street names for the new roads in the CRB/Garasches area have to be resolved. **Jeff Flynn will move the street names through the official City approval process.**

7. I-95 Coordination

Brian will notify the Mayor's office of the schedule for the various curb construction and paving projects, and will consult with John Rago regarding the best way of notifying various affected neighborhoods about the disruption to be expected during construction.

9. South Market Street Master Plan

There was no new information about this project. **Dave will contact Ray Petrucci, who seems to be involved with the new South Market Street Master Plan project.**

10. The 'Better Block' Project

DelDOT is working with a U of D landscape professor and students focusing on 'Good Example Projects' around the state; improved transportation outcomes and beautiful neighborhood improvements. Brian indicated that capping of a one block length over I-95; including, the use of the 6th Street bridge, had been discussed, as well as identifying a 'better block' example on Union Street. It was reported that the Mayor's Office wants to have direct meetings with DelDOT to discuss what can do done to improve the future appearance and character of I-95 with enhanced signage, graphics, lighting, railings, sculpture, landscaping, and murals.

Active TAP Updates – as of 3/20/19/19

Project	Status	Contact
11th Street Streetscape	<ul style="list-style-type: none"> Construction complete 	
9th Street Enhancements II	<ul style="list-style-type: none"> Under design Construction estimated 2019-2020, funding dependent Waiting on street closure permit for test holes 	CK
Brandywine South Pedestrian Improvements	<ul style="list-style-type: none"> Construction estimated mid 2019, funding dependent Out to bid 	CK
Concord Ave Streetscape II	<ul style="list-style-type: none"> The design engineer is working with the 2nd District Neighborhood Council regarding requests related to their garden Bids under analysis 	CK
Old Brandywine Village	<ul style="list-style-type: none"> Project is under design, but is over budget, so design engineers are considering changes In process of being awarded 	CK

Project	Status	Contact
Southbridge Enhancements II	<ul style="list-style-type: none"> 2020 obligation expected Working on a modified street light globe that would be mounted on the standard DP&L pole instead of free-standing 	MH
Two-Way King Street	<ul style="list-style-type: none"> Under design, but waiting for Rotary to redesign park entrance. TAP will stop at public right-of-way, and Rotary will fund and handle all of the work in the park DelDOT will bring the TAP design for Two-Way King Street back to the Wilmington Initiatives Committee for review when ready There are federal funds, so this project will need to go through the S. 106 consultation project Postponed until after I-95 Viaduct 	TP
Walnut Street (1300 block)	<ul style="list-style-type: none"> Semi-final plans complete Construction estimated summer 2019 	TP
Wilmington Pedestrian Improvements	<ul style="list-style-type: none"> Project was originally 6 intersections but is now only one (a raised pedestrian crossing at Shipley & 10th St), since 5 intersections were incorporated into other projects (Orange Street and 4th Street) One intersection is too small to advertise on its own, so if/once it is ready for construction, DelDOT will hold it to fit it into an open-end agreement, potentially with the Safe Routes to School program ON HOLD - Need to evaluate if last intersection (10th & Shipley) is still needed since bus movements and area development have changed, and original design concept is no longer appropriate 	AG

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Joint Management/Technical Committee Meeting

August 21, 2019

DRAFT Minutes

Meeting Participants:

Bill Thatcher	DART	302-576-6138	Bill.Thatcher@state.de.us
Chip Kneavel	DelDOT	302-760-2527	Thomas.Kneavel@state.de.us
Jennifer Hurley	HFA	215-988-9440	JLHurley@hfadesign.com
Tigist Zegeye	WILMAPCO	302-737-6205 x114	tzegeye@wilmapco.org
Gwinn Kaminsky	Wilmington, Planning	302-576-3105	gkaminsky@wilmingtonde.gov
Herb Inden	Wilmington, Planning	302-576-3100	HMInden@wilmingtonDE.gov
Brian Mitchell	Wilmington, Public Works	302-576-3089	bmitchell@WilmingtonDE.gov
Mark Tudor	RK&K	302-468-4880	mtudor@rkk.com

I. UPCOMING MEETINGS:

Wednesday, 9/18/19, 1:15 PM, Management/Technical Committee Meeting.

Future meeting topics for Wilmington Initiatives Management/Technical Committee include:

- Maryland/Monroe project evaluation and priorities following stakeholder meeting.
- The South Market Street Master Plan projects
- Walnut Street 3rd – 13th scope
- Amtrak Viaduct Improvements coordination with Amtrak
- 4th Street project coordination (Downtown 4th, WTMF bus stop reconfiguration, pave and rehab)
- James Court stormwater and road improvements (City, County, DelDOT all needed)

II. TO-DO'S

- Brian and Herb** will be meeting with DelDOT to discuss notifying various affected neighborhoods about the disruption to be expected during construction.
- Brian** will conduct a trial run to simulate the Orange Street lane closures to see how the traffic functions with four-way stop controls.
- Jeff Flynn** will move the street names through the official City approval process.
- Jennifer** will ask Diane the current status of the Walnut St Improvements project (3rd-13th) and what improvements the project includes.
- Jennifer** will ask Diane to send the map with proposed CRB/Garasches area street names to Brian, Herb, Gwinn, Jeff, and Sean.
- Jennifer** will email DelDOT and City staff to resolve the question about what the project related to street improvements for the South Market Street Master Plan should be called in the CTP.
- RK&K** will develop a ball-park cost estimate for each alternative for the five points improvements study.
- RK&K** will work with DTC to examine the possibilities for structured parking for the five points improvements study.
- The **City (Brian, Gwinn)** will work with **DelDOT (Paul Moser, Traffic)** to get a Union Street Reconfiguration Study UPWP application for January submittal to Wilmapco.
- Wilmapco** will coordinate a quarterly Wilmington Initiatives meeting with the Mayor's Office to review high level transportation issues.

III. DISCUSSION

1. UPWP – Five Points (Maryland/Monroe/MLK) Intersection Improvements Study

- k) There was good attendance and discussion with stakeholders at the stakeholder focus group meetings. The primary takeaway from those meetings is that structured parking makes a big difference in the impact on DTC's operations, so we need to look more carefully at structured parking options.
- l) Alternative A (two-way Monroe) appears to meet many criteria for the project, IF structured parking can work. Without structured parking, Alternative A has negative impacts on DTC's operations.
- m) RK&K will work with DTC to examine the possibilities for structured parking for the five points improvements study.
- n) In order for the project to be NEPA-ready, the public meeting will include presentation of all alternatives considered.
- o) RK&K will develop a ball-park cost estimate for each alternative for the five points improvements study.
- p) RK&K will complete the study analysis in October and then hold a public meeting. The goal is to complete the study by the end of the calendar year.

2. Miller Road Streetscape

- q) Preliminary engineering is underway for this project with semi-final expected in October. Construction is expected to start in Spring 2020 and complete before I-95 construction.

3. UPWP: 12th Street Connector Alignment Study

- r) Project adopted by WILMAPCO Council. Report available on website. Proposed to be included in 2021 DelDOT CTP for 8.1M.

4. UPWP: 7th Street Peninsula Study

- s) Dave Gula is finalizing the E. 7th Street report and will circulate to the committee for another round of review.
- t) Project adopted by WILMAPCO Council. Proposed to be included in 2021 DelDOT CTP for 13.5M.

5. Pennsylvania Ave/Union Street Intersection & Reconfiguration

- u) The City (Brian, Gwinn) will work with DelDOT (Paul Moser Traffic) to get a Union Street Reconfiguration Study UPWP application for January submittal to Wilmapco. The reconfiguration project will need both transportation planning/engineering as well as significant public outreach and consensus-building.
- v) There is still interest in moving the Pennsylvania Ave/Union Street Intersection improvements project forward more quickly. DelDOT has committed \$200k to the project, but that will not cover the full cost. The City is paying for the design for the signal improvements.
- w) There is a Union Street project on the TAP list for out-year funding.

6. Orange & King Street Transit Improvements

- x) Brian will conduct a trial run to simulate the Orange Street lane closures to see how the traffic functions with four-way stop controls.

7. Garasches Lane and A, B, C and Church Street Area Improvements

- y) Street names for the new roads in the CRB/Garasches area have to be resolved. Jeff Flynn will move the street names through the official City approval process. Jennifer will ask Diane to send the map with proposed CRB/Garasches area street names to Brian, Herb, Gwinn, Jeff, and Sean.

8. I-95 Coordination

- z) Brian and Herb will be meeting with DelDOT to discuss notifying various affected neighborhoods about the disruption to be expected during construction.

9. South Market Street Master Plan

- aa) The CTP project related to street improvements for the South Market Street Master Plan appears in the CTP as “South Wilmington Infrastructure Improvements”. Should it be called South Market Street Riverfront Improvements to distinguish it from South Wilmington Network Improvements? Jennifer will email the question to DelDOT and City staff to resolve the question about what the project related to street improvements for the South Market Street Master Plan should be called in the CTP.

10. Walnut St Improvements (3rd – 13th)

- bb) A question was raised about the current status of the Walnut St Improvements project (3rd-13th) and what improvements it includes.
- cc) Jennifer will ask Diane the current status of the Walnut St Improvements project (3rd-13th) and what improvements the project includes.

11. Mayor’s Office Coordination

- dd) There are certain high-level questions that arise in the Wilmington Initiatives that need Mayor’s Office input, but not everything discussed at the regular monthly meeting needs that level of input. We agreed to ask for quarterly meeting with Mayor’s Office to review high level transportation issues.

12. Announcements

- ee) Westside Grows is hosting an Open Streets event on 10/11 or 10/13. 7th Street between Adams & Jackson will be closed to traffic.

Active TAP Updates – as of 8/21/19

Project	Status	Contact
11th Street Streetscape	• Construction complete	
9 th Street Enhancements II (Orange-Tatnall)	• Construction expected 2020	CK
Brandywine South Pedestrian Improvements	• Construction expected 2020	CK
Concord Ave Streetscape II	• Construction starting August 26	CK
Old Brandywine Village	• Construction starting August 26	CK

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Southbridge Enhancements II	<ul style="list-style-type: none"> 2020 obligation expected Working on a modified street light globe that would be mounted on the standard DP&L pole instead of free-standing 	MH
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Walnut Street (1300 block)	<ul style="list-style-type: none"> Project out to bid 	TP
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WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection **5-Point** Wilmington

Wilmington Initiatives Meeting July 15, 2020

AGENDA

- ❖ DTC Monroe Street Feasibility Study/Master Plan
- ❖ Next Steps

WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection **5-Point** Wilmington

CRITERIA MATRIX

Criteria	TRANSFORMATION	LAND USE	ENVIRONMENTAL CONCERNS	ENVIRONMENTAL OPPORTUNITIES	ENVIRONMENTAL	COST	PERFORMANCE	FEASIBILITY
No	0	0	0	0	0	0	0	No
A	1	1	1	1	1	1	1	Yes (21 Min)
B	2	2	2	2	2	2	2	Yes (17 Min)
C	3	3	3	3	3	3	3	Yes (15 Min)
D	4	4	4	4	4	4	4	Yes (13 Min)
Garage	5	5	5	5	5	5	5	Yes

LEGEND

- 0 - No
- 1 - Low
- 2 - Medium
- 3 - High
- 4 - Very High
- 5 - Extreme

5-Point Wilmington

WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection **5-Point** Wilmington

Alternative A

Alternative A

WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection **5-Point** Wilmington

MONROE STREET BUS OPERATIONS FACILITY

MONROE STREET BUS OPERATIONS FACILITY

- Buses circulate between bus lots in a defined one way loop pattern.
- Buses circulate among all lots on a 24/7 basis.
- Each day all buses circulate thru bus service lots for wash, fuel and maintenance services.
- Peak time for buses leaving from bus lots to begin service: 4:00 AM to 5:30 AM, 3:00 PM to 4:30 PM.
- Buses maintain circulation from bus lots to Lot 1 maintenance building for regular service and maintenance.
- Lot 5 to become electric bus charging facility for DTC's electric bus fleet.
- DRAFT 2 is the standard maintenance building supporting buses from DTC's Beach Street facility.

LEGEND

- BUS CIRCULATION
- GENERAL TRAFFIC CIRCULATION

WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection **5-Point** Wilmington

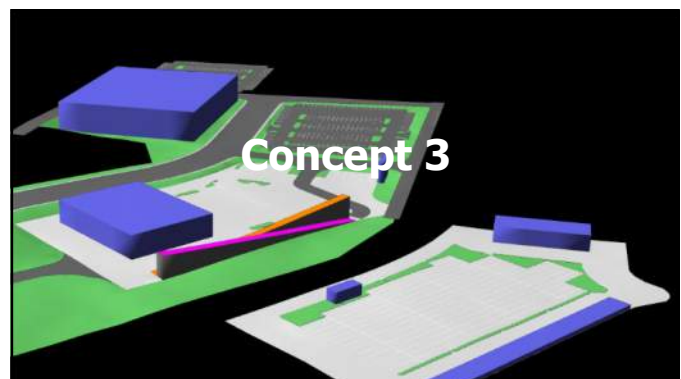
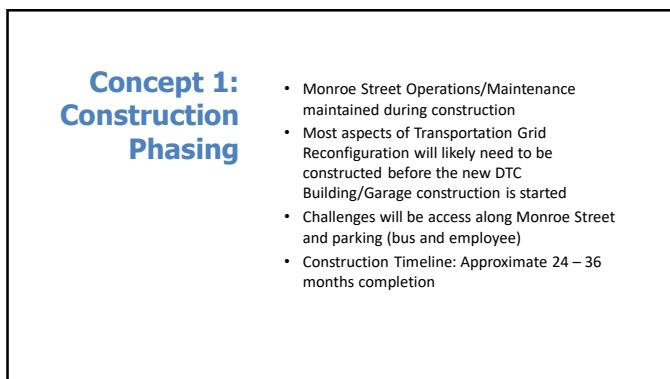
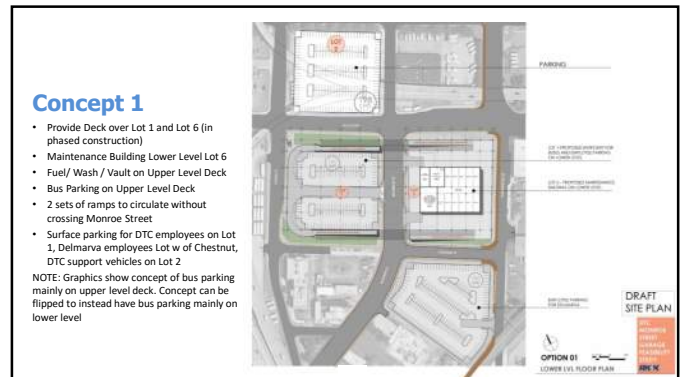
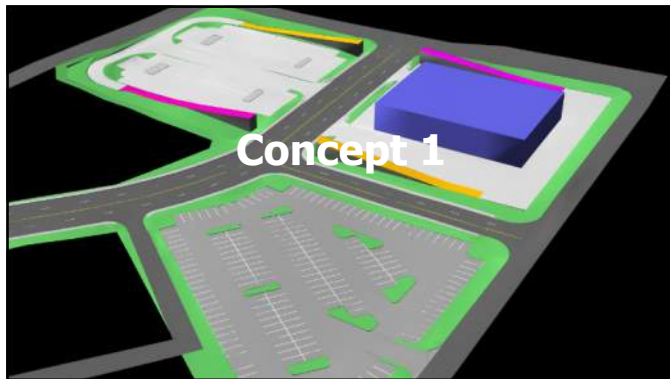
DTC Monroe Street Feasibility Study/Master Plan

- ❖ **Building Program**
 - Consider phasing
 - Increase Maintenance bay widths
 - Provide more tire storage (interior) next to work area
 - Provide additional Break Room and Locker Room area
 - Provide additional support space for offices (copy, training,)
- ❖ **Site Circulation / Parking**
 - Address site circulation once Monroe St. becomes 2 way divided
 - Separate bus park, vault, fuel/wash from maintenance traffic
 - Provide parking for 125 +/- buses (preferably in one area)
 - Provide covered parking for buses
 - Provide parking for DTC employees and support vehicles
 - Provide parking for Delmarva employees
 - Consider decked structure

WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection **5-Point** Wilmington

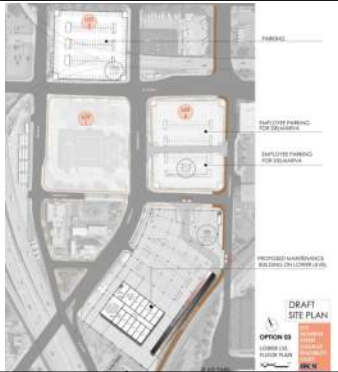
DTC Monroe Street Feasibility Study/Master Plan

- ❖ **Developed Proposed Building Program - 47,900 SF (on 2 floors) vs. 29,200 SF Existing**
 - Maintenance Building: 27,000 sf footprint
 - Fuel/ Wash: 2 bays
 - Operations Offices: Increased SF
 - Breakroom/ Lockers : Increased SF and lockers
- ❖ **Developed Parking/Garage/Access Options**
 - **Concept 1:** Decking over Lot 1 and Lot 6; Surface Parking on lot west of Chestnut Extended
 - **Concept 2:** Decking over Lot 6 and lot west of Chestnut Extended; Surface Parking on Lot 1 (Not developed in more detail)
 - **Concept 3:** Decking over Delmarva and Developer lots west of Chestnut St; Surface parking Lots 2 and 6
 - **Concept 4:** Surface Bus Parking on Lot 1; New Maintenance Building on Lot 6



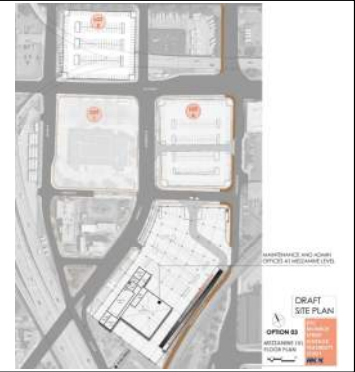
Concept 3

- Provide deck over Delmarva and Reybold properties west of Chestnut St
 - Buses enter site on Chestnut St and/or Madison St.
 - Access to DTC Beech St from Liberty Street
 - Maintenance Building on lower level of Reybold Property
 - Bus Parking on upper deck level
 - Fuel/ Wash / Vault on Upper Level
 - Surface parking for DTC support vehicles on lower level
 - DTC employee/Delmarva parking on Lot 2 and Lot 6
 - Potential land swap with Reybold for Lot 1
- NOTE: Graphics show concept of bus parking mainly on upper level deck. Concept can be flipped to instead have bus parking mainly on lower level



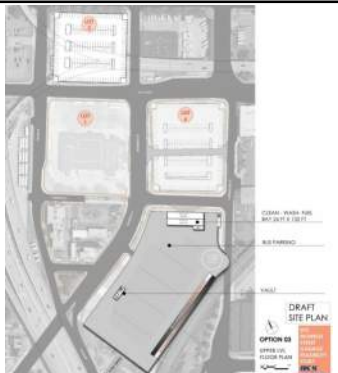
Concept 3

- Provide deck over Delmarva and Reybold properties west of Chestnut St
 - Buses enter site on Chestnut St and/or Madison St.
 - Access to DTC Beech St from Liberty Street
 - Maintenance Building on lower level of Reybold Property
 - Bus Parking on upper deck level
 - Fuel/ Wash / Vault on Upper Level
 - Surface parking for DTC support vehicles on lower level
 - DTC employee/Delmarva parking on Lot 2 and Lot 6
 - Potential land swap with Reybold for Lot 1
- NOTE: Graphics show concept of bus parking mainly on upper level deck. Concept can be flipped to instead have bus parking mainly on lower level



Concept 3

- Provide deck over Delmarva and Reybold properties west of Chestnut St
 - Buses enter site on Chestnut St and/or Madison St.
 - Access to DTC Beech St from Liberty Street
 - Maintenance Building on lower level of Reybold Property
 - Bus Parking on upper deck level
 - Fuel/ Wash / Vault on Upper Level
 - Surface parking for DTC support vehicles on lower level
 - DTC employee/Delmarva parking on Lot 2 and Lot 6
 - Potential land swap with Reybold for Lot 1
- NOTE: Graphics show concept of bus parking mainly on upper level deck. Concept can be flipped to instead have bus parking mainly on lower level



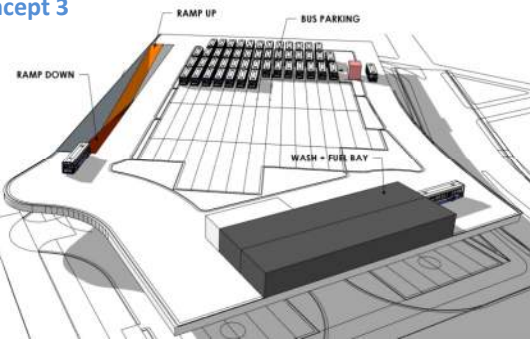
Concept 3: Construction Phasing

- Monroe Street Operations/Maintenance maintained during construction
- Site can be developed with minimal impacts to DTC Operations
- Transportation Grid Reconfiguration can be constructed after DTC Building/Garage is completed
- Construction Timeline: Approximate 24 – 36 months completion

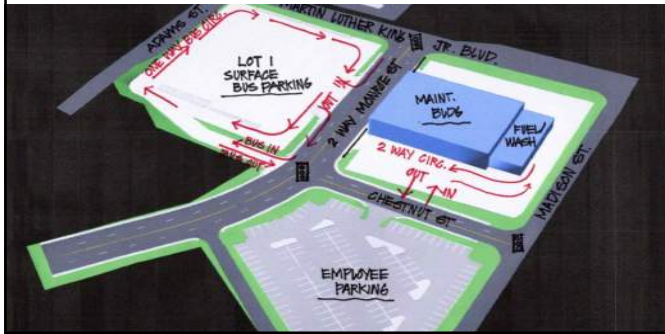


Concept 3

Concept 3



Concept 4



Concept 4: Construction Phasing

- Monroe Street Operations/Maintenance maintained during construction
- Most aspects of Transportation Grid Reconfiguration will likely need to be constructed before the new DTC Building is started

DTC Monroe Facility Cost Estimates

16-Jun-20

	Concept 1	Concept 3	Concept 4	Concept 4 w/ Employee Garage
Bus Parking on Top/Bus Parking on Bottom	Bus Parking on Top/Bus Parking on Bottom	Bus Parking on Top/Bus Parking on Bottom	Bus Parking on Top/Bus Parking on Bottom	Bus Parking on Top/Bus Parking on Bottom
Buildings	\$36,130,890	\$36,130,890	\$36,130,890	\$36,130,890
Parking Structure	\$30,921,660	\$30,921,660	\$25,821,180	\$17,123,040
80% Solar Panel Cover	\$21,839,200	\$0	\$18,899,100	\$0
Other Site Costs	\$10,811,250	\$10,811,450	\$12,007,910	\$9,811,070
Total Cost Estimate	\$99,725,000	\$77,865,000	\$73,960,000	\$63,085,000
Bus Parking Spaces	110 +/-	120 +/-	146 +/-	140 +/-
Employee Parking Spaces	520 +/-	380 +/-	400 +/-	300 +/-

* Assumes Solar Panels not needed for Bus Parking on Bottom since buses will be covered, but could be added later for energy reasons.

* If Concept 4 is modified to allow two-way access to Lot 1 from Chestnut Street, then Bus Parking Spaces are reduced 5-10 spaces.

* Delmarva needs 225 +/- Employee Parking Spaces.

* DTC needs 100+ Employee Parking Spaces.

* Total Cost Estimate does not include real estate costs.

Next Steps

- ❖ Stakeholders Meeting
- ❖ Recommendations and Report

WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection **5-Point** Wilmington

WILMINGTON INITIATIVES UPDATE

November 17, 2020

AGENDA

- ❖ Review of Transportation Alternatives (A,B,C,D)
- ❖ Review of DTC Monroe Street Feasibility Study
- ❖ Recent Meetings
- ❖ Recommendations
- ❖ Final Steps

Safety & Capacity Improvement Study for 5-Point Intersection

5-Point Wilmington

CRITERIA MATRIX

CRITERIA	TRANSPORTATION										LAND	STAKEHOLDER CONCERNS	SATEMAY	ENVIRONMENTAL	COST	
Measure	Monroe Street and Chestnut Street	I-95 Ramps	City Streets	Commuter and Transit	Off-street Transportation	Public Transit	Public Transit	Public Transit	Public Transit	Public Transit	Public Transit	Public Transit	Public Transit	Public Transit	Public Transit	Public Transit
No Improvements																
Alt. A Two-way Monroe St.																
Alt. B One-way Monroe St. with Chestnut St. extended																
Alt. C Private Monroe St. / Two-way Maryland Ave																
Alt. D I-95 Split Ramp																

0 = Displacement or Change from 2010 Study

1 = With Structured Parking

WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection **5-Point** Wilmington

Alternative A: Two-Way Monroe Street

WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection **5-Point** Wilmington


Alternative B: One-Way Monroe Street with Chestnut Street Extended

WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection **5-Point** Wilmington

Alternative C: Private Monroe Street/ Two-Way Maryland Avenue

WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection **5-Point** Wilmington

Alternative D: I-95 Split Ramp



Safety & Capacity Improvement Study for 5-Point Intersection

5-Point

Wilmington, DE

CRITERIA MATRIX

CRITERIA	TRANSPORTATION					LAND USE	STAKEHOLDER CONCERNS	GATEWAY ENHANCEMENT OPPORTUNITIES		ENVIRONMENTAL		COST
Measure	Delmarva and Chestnut Interchange	1-68 Ramp	City Blocks	Efficient Management	Residential	Residential	Openness to Economic Development	DTIC Intersection and Parking	Industrial	Industrial	Cost	Cost
No Improvements	●	●	●	●	●	●	●	●	●	●	●	●
Alt. A Two-way Monroe St.	●	●	●	●	●	●	●	●	●	●	●	●
Alt. B One-way Monroe St. with Chestnut St. overpass	●	●	●	●	●	●	●	●	●	●	●	\$1.5M
Alt. C Two-way Monroe St. / Two-way Maryland Ave	●	●	●	●	●	●	●	●	●	●	●	\$4.5M
Alt. D 1-68 Split Ramp	●	●	●	●	●	●	●	●	●	●	●	\$11.5M

● Discontinuation of Concept from DTIC Study

● Add Structural Parking



WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection **5-Point** Wilmington

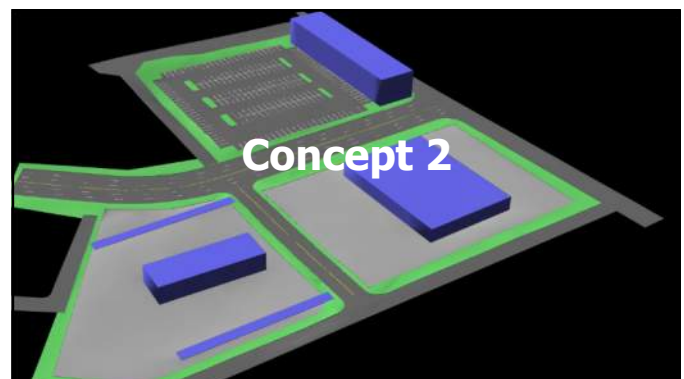
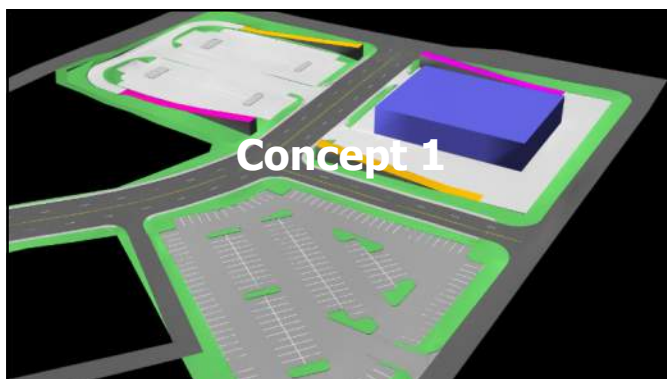
DTC Monroe Street Feasibility Study/Master Plan

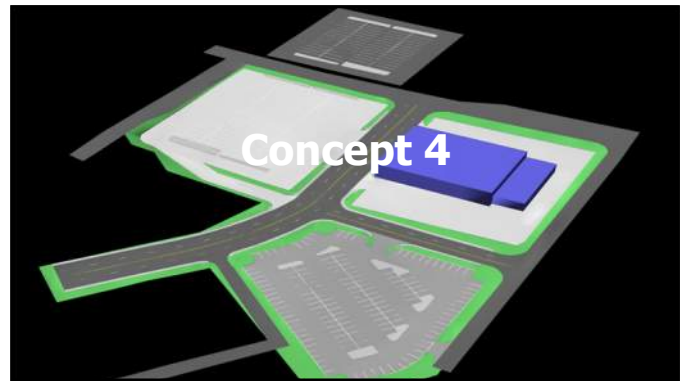
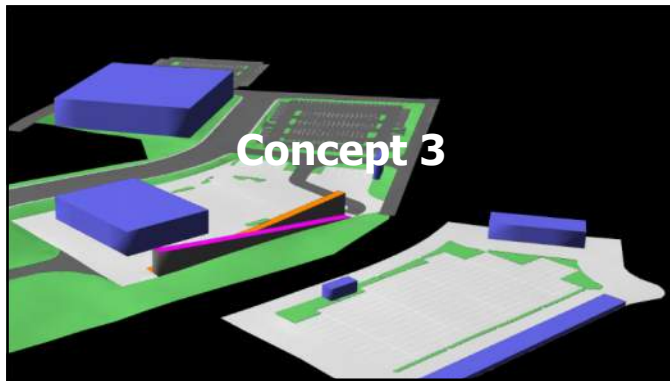
- ❖ **Site Circulation / Parking**
 - Address site circulation once Monroe St. becomes 2 way divided
 - Separate bus park, vault, fuel/wash from maintenance traffic
 - Provide parking for 125 +/- buses (preferably in one area)
 - Provide covered parking for buses
 - Provide parking for DTC employees and support vehicles
 - Provide parking for Delmarva employees
 - Consider decked structure
- ❖ **Building Program**
 - Consider phasing
 - Increase Maintenance bay widths
 - Provide more tire storage (interior) next to work area
 - Provide additional Break Room and Locker Room area
 - Provide additional support space for offices (copy, training,)

WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection **5-Point** Wilmington

DTC Monroe Street Feasibility Study/Master Plan

- ❖ **Developed Parking/Garage/Access Concepts (Used Alternative A as base alternative)**
 - Concept 1:** Decking over Lot 1 and Lot 6; Surface Parking on lot west of Chestnut Extended
 - Concept 2:** Decking over Lot 6 and lot west of Chestnut Extended; Surface Parking on Lot 1 (Not developed in more detail)
 - Concept 3:** Decking over Delmarva and Reybold lots west of Chestnut St; Surface parking Lots 2 and 6
 - Concept 4:** Surface Bus Parking on Lot 1; New Maintenance Building on Lot 6. Concept included with or without employee garage
- ❖ **Developed Proposed Building Program - 47,900 SF (on 2 floors) vs. 29,200 SF Existing**
 - Maintenance Building: 27,000 sf footprint
 - Fuel/ Wash: 2 bays
 - Operations Offices: Increased SF
 - Breakroom/ Lockers : Increased SF and lockers





DTC Monroe Facility
Cost Estimates
16-Jun-20

	Concept 3		Concept 3		Concept 4	Concept 4
	Bus Parking on Top	Bus Parking on Bottom	Bus Parking on Top	Bus Parking on Bottom		in Employee Garage
Buildings	\$36,130,890	\$36,130,890	\$36,130,890	\$36,130,890	\$36,130,890	\$36,130,890
Parking Structure	\$30,921,660	\$30,921,660	\$25,821,180	\$25,821,180	\$0	\$17,123,040
80% Solar Panel Cover	\$21,839,200	\$0	\$18,899,100	\$0	\$0	\$0
Other Site Costs	\$10,811,250	\$10,811,450	\$12,008,830	\$12,007,910	\$9,829,110	\$9,811,070
Total Cost Estimate	\$99,725,000	\$77,865,000	\$92,860,000	\$73,960,000	\$45,960,000	\$63,065,000
Bus Parking Spaces	110 +/-	120 +/-	146 +/-	127 +/-	140 +/-	140 +/-
Employee Parking Spaces	520 +/-	380 +/-	460 +/-	400 +/-	159 +/-	300 +/-

* Assumes Solar Panels not needed for Bus Parking on Bottom since buses will be covered, but could be added later for energy reasons.
 * If Concept 4 is modified to allow two way access to lot 1 from Chestnut Street, then Bus Parking Spaces are reduced 5-10 spaces.
 * Delmarva needs 225 +/- Employee Parking Spaces.
 * DTC needs 100+ Employee Parking Spaces.
 * Total Cost Estimate does not include real estate costs.

WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection **5-Point** Wilmington

Recent Meetings

- ❖ Stakeholder's Meeting – November 5th
 - Comments requested by November 20th
- ❖ WILMAPCO Council – November 12th

WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection **5-Point** Wilmington

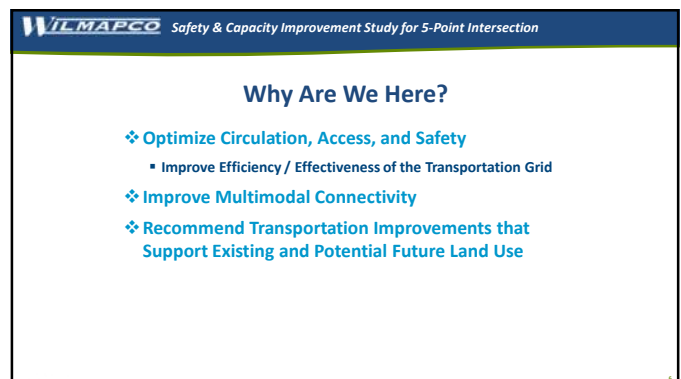
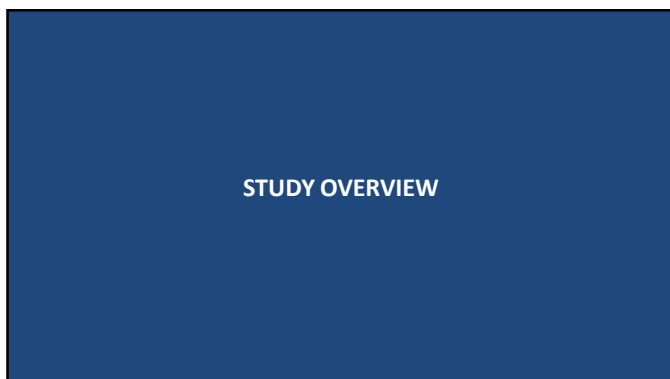
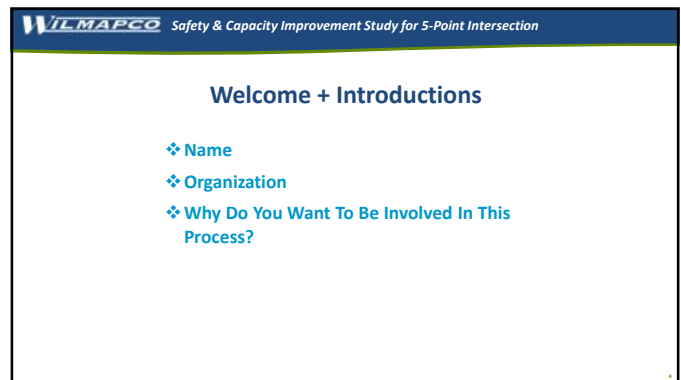
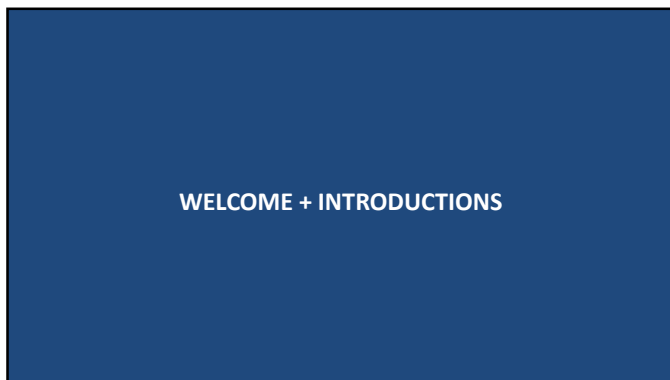
Recommendations

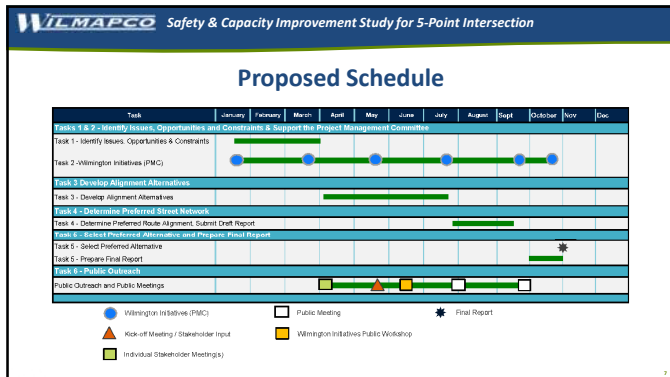
- ❖ Transportation Improvements - Alternative A
- ❖ DTC Monroe Street Feasibility Study - ??

WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection **5-Point** Wilmington

Final Steps

- ❖ WILMAPCO TAC – November 19th
- ❖ Draft Report Submittal – December
- ❖ WILMAPCO TAC (ACTION ITEM) – December 17th
- ❖ WILMAPCO Council – January 14th





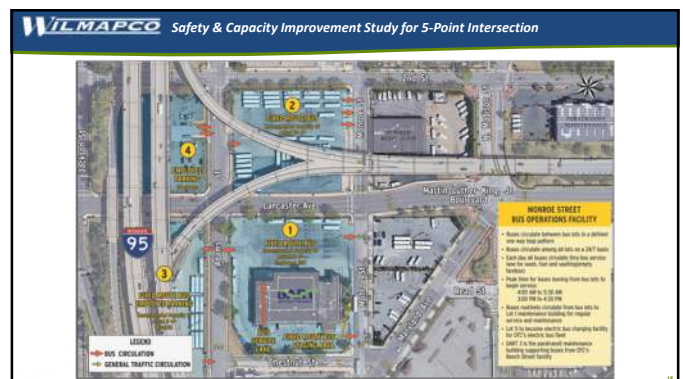
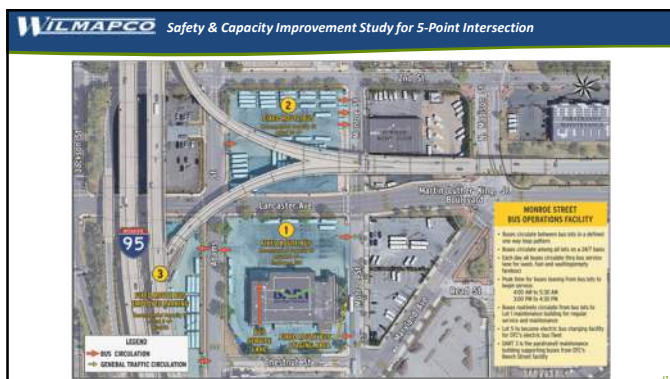
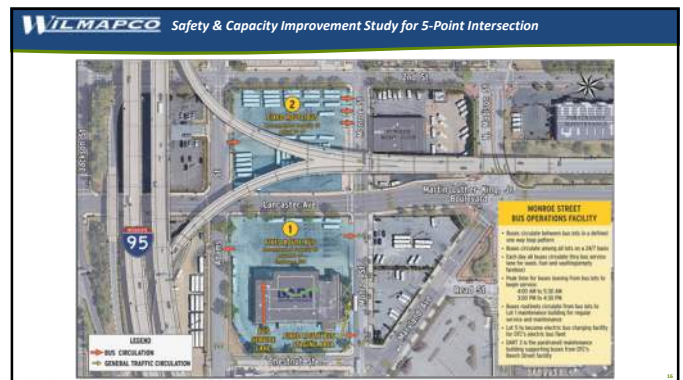
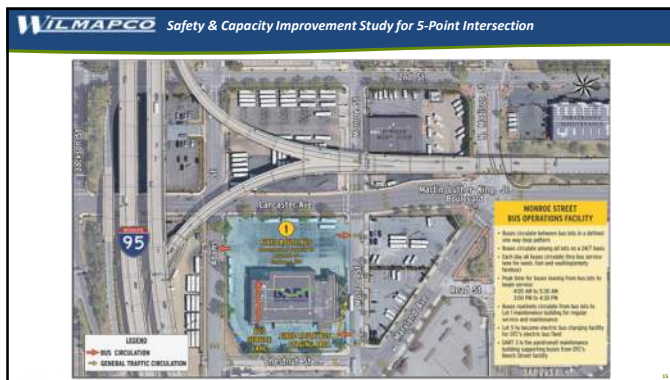
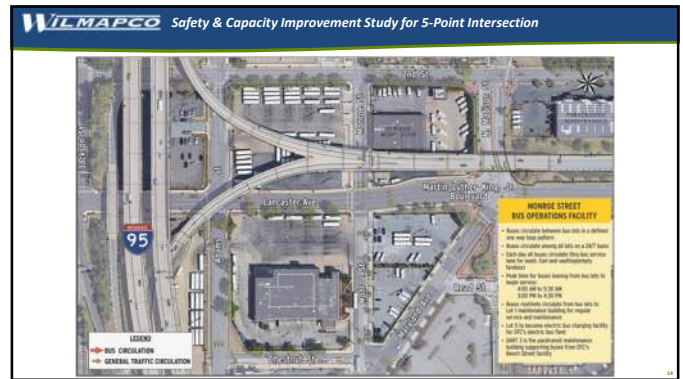
WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection

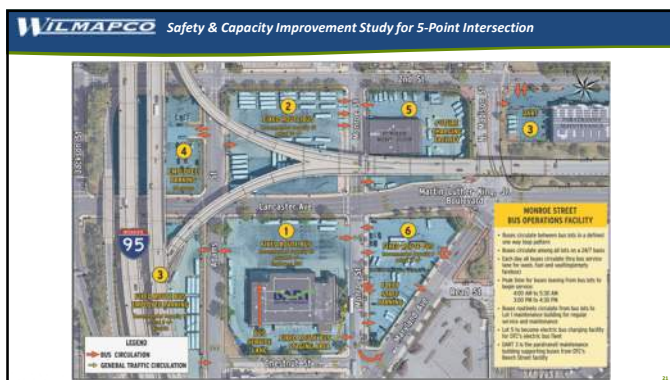
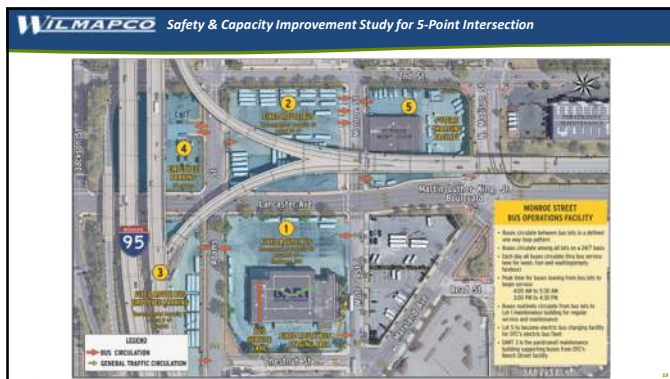
What We Have Learned To Date

❖ **Transportation and Circulation**

- Vehicular traffic typically backs up on I-95 NB during the morning rush
- Vehicular traffic backups on Maryland Avenue at the MLK Blvd intersection were significantly improved by changing the lanes from 2 to 3 right turn lanes 6-7 years ago
- While there are not significant gaps in the sidewalk network, ADA compliance is a challenge and crossing the 5-Point intersection is difficult for pedestrians
- There are no separated bicycle facilities in the area and the roadway condition is difficult for many bicyclists to navigate
- Bus circulation is key to consider in concept development as this is DTC's maintenance hub for the regional system







WILMAPCO


Safety & Capacity Improvement Study for 5-Point Intersection

What We Have Learned To Date

- History and Previous Alternatives
 - Initial Study 2009



The map displays the 5-Point Intersection, a complex traffic junction involving Highway 95, Highway 101, and several local streets including Johnson Street, Blackhawk Street, and Blackhawk Point. A yellow highlighted area indicates the 'Study Area' and 'Proposed Improvements'. A legend at the bottom left identifies 'Initial and Capacity Improvements from the Prior Plan Document'. A scale bar at the bottom right indicates 'OPTION 1' and 'APPROXIMATE 2008'.





ILMAPCO

Safety & Capacity Improvement Study for 5-Point Intersection

What We Have Learned To Date

- ❖ **History and Previous Alternatives**
 - Initial Study 2009
 - Further Study 2011






Safety & Capacity Improvement Study for 5-Point Intersection

What We Have Learned To Date

- ❖ **History and Previous Alternatives**
 - Initial Study 2009
 - Further Study 2011



WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection

SAFETY (PED, BIKE, MOTORIST - VEHICLE, TRUCK, BUS)

EFFICIENT MOVEMENT

CONNECTED NETWORK (PED, BIKE, MOTORIST - VEHICLE, TRUCK, BUS)

ENVIRONMENTAL IMPACTS

PUBLIC SUPPORT

FOSTERS ECONOMIC DEVELOPMENT

WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection

COST

COMPLIMENTS EXISTING LAND USE

COMPLIMENTS POTENTIAL FUTURE LAND USE

PROMOTES SENSE OF COMMUNITY

ALIGNS WITH GOALS OF STAKEHOLDERS

ALIGNS WITH GOALS OF CITY

WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection

ROW IMPACTS

BUILDING / PROPERTY IMPACTS

“GREEN” INFRASTRUCTURE OPPORTUNITIES

ADDITION TO STREET GRID

ABILITY TO PHASE PROJECT

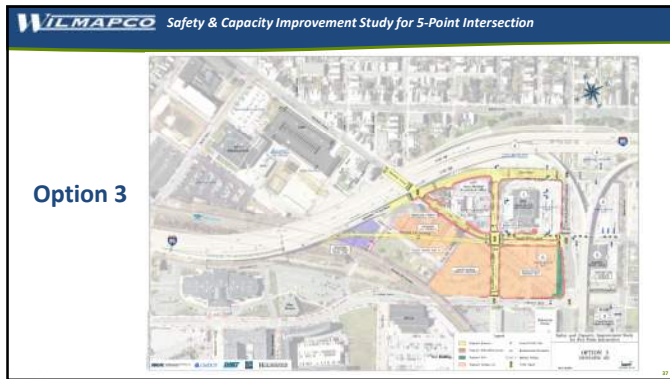
CRITERIA TESTING

WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection

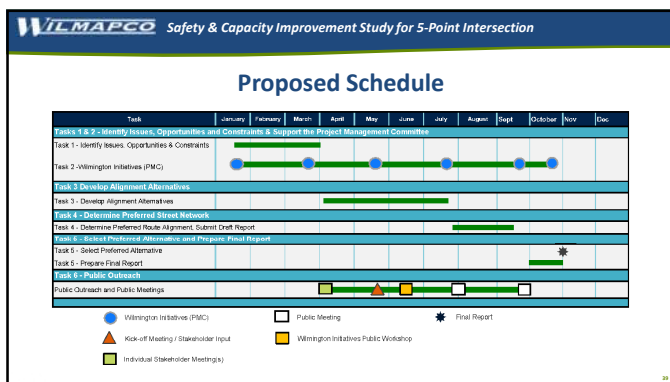
Option 1

WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection

Option 2



CLOSING REMARKS + NEXT STEPS



5-Point Intersection Safety & Capacity Improvement Study

Kick-Off Meeting / Stakeholder Input

May 20, 2019

Meeting Notes & Summary

ATTENDEES

Name	Organization
Jeffrey Miles	Delmarva Power
Michael Denney	Delmarva Power
Diane Gunn	DelDOT
Megan McGlinchey	Riverfront Development Corp.
Venessa Karpeh	DE Senate
Bill Thatcher	Delaware Transit Corp.
Jerry Heisler	Reybold Development
Dave Gula	WILMAPCO
Mark Tudor	RK&K
Barbara Hughes	RK&K
Melissa Miklus	RK&K
Collin Hayward	RK&K

INTRODUCTIONS (WILMAPCO, RK&K)

To begin the meeting, each of the participants briefly shared a few details about their organization, their purpose for attending the meeting, and their experience regarding the study area. The major visions and concerns are noted below:

- Bill Thatcher (Delaware Transit Corporation)
 - Concerns for bus circulation and employees' safety crossing Maryland Avenue from proposed parking lot
- Mike Denny (Delmarva Power)
 - Noted the potential impact on their company parking lot and employees
- Jeff Miles (Delmarva Power)
 - Noted areas of concern included intersection alignment with Delmarva entrance, parking availability, and large vehicle movements
- Venessa Karpeh (DE Senate)
 - Wanted to better understand the project scope and how it may relate to current constituent concerns
- Diane Gunn (DelDOT)

- Interested in project scope as DelDOT would ultimately be a key participant in future improvements
- Megan McGlinchey (Riverfront Development Corporation-RDC)
 - Intersection is a main entry point for the Riverfront and thus affects ongoing development in the region
- Jerry Heisler – Reybold Development
 - Owns property on Maryland Avenue and is interested in the project scope and potential impacts

PRESENTATION (RK&K)

Following the introductions, RK&K presented a current overview of the 5-Point Intersection and answered questions regarding the scope of the 5-Point Intersection Study. The major sections are summarized below with notes on the attendee’s comments throughout the presentation.

Background & Schedule	<ul style="list-style-type: none"> ● WILMAPCO has initiated the study to examine the area around the 5 Point intersection ● The goal is to examine all modes of transportation and community considerations ● Will recommend improvements based on land use, stakeholder input, transportation patterns, and planning analysis ● Reviewed current milestones and overall schedule
What We Have Learned to Date	<ul style="list-style-type: none"> ● Reviewed issues with traffic, pedestrian safety, and cyclist access ● Reviewed previous feedback from major stakeholder organizations <ul style="list-style-type: none"> ○ Delmarva Power, Delaware Transit Corporation (DART), Reybold Development, State of Delaware Medical Examiner’s Office, Wilmington Department of Parks & Recreation ○ Several stakeholders noted the planned skatepark and discussed the potential impact it could have on the recommended design ○ Stakeholders also noted the Shipley Run combined sewer overflow and the potential impact it would have on planning and construction ● Reviewed bus circulation patterns in the area and associated opportunities/constraints ● Reviewed previous studies and plans for the area (2009, 2011) <ul style="list-style-type: none"> ○ Jerry (Reybold) noted plans for a shared use path and potential Liberty Street Realignment ○ Megan (RDC) noted that the Norfolk Southern rail line will be relocated at some point in the future to allow the construction of a garage south of the Amtrak Rail Corridor

PRIORITIZATION EXERCISE (Attendees, WILMAPCO, RK&K)

The meeting participants were then grouped together for a prioritization exercise in order to identify who the major users of the space are, how they use the space, and what their corresponding priorities

for the space are. The exercise was interactive, with participants discussing the various priorities and using post-it notes to display the relevant information on display boards. The table below contains a summary of the information posted to the display boards by the participants.

Who Uses the Space?	How Do They Use the Space?	What Are Their Priorities?
<ul style="list-style-type: none"> • DART employees • DPL employees • Medical Examiner's Office employees • Construction and utility crews • Cyclists • Delivery trucks and drivers • Residents • Pedestrians • Commuters 	<ul style="list-style-type: none"> • Recreational users (cyclists, skateboarders, pedestrians) • Riverfront access / stadium access • Commuting • Bus activity • Utility crew vehicle activity • Delmarva Power customers (paying bills) • Lower use at night than during the day 	<ul style="list-style-type: none"> • Getting around easily (wayfinding) • Good lighting • Lanes wide enough for large vehicles • Better sidewalks and overall urban landscape • Efficiency and lack of congestion • Overall safety • Roadway condition • Quality of life

Several participants noted the importance of land-use to the discussion and expressed desire for the City of Wilmington to be included in future discussions regarding the 5-Point study. Participants also noted the potential impacts from the Christina River Bridge and noted that additional analysis would likely need to be completed once the project is completed. After the feedback from the attendees was collected on the board, the group developed a final priority list, ranking the user priorities from most important to least important. Participants acknowledged that the list is somewhat fluid depending on the user and noted that additional stakeholder coordination and public outreach should continue to inform the project priorities. The final priority list is shown to the right for reference.

CONCEPT REVIEW & DISCUSSION (Attendees, WILMAPCO, RK&K)

Following the development of the priority list, the meeting participants used the newly developed content to evaluate three existing concept plans for the 5 Point Intersection. A roll plot of each concept was laid out for the group to review and analyze how the proposed changes would address the priorities previously identified. The group was notified that a preferred design has not yet been selected, but the discussion around the concepts would be used to inform future design decisions. The following topics were major points of discussion throughout the concept review:

- Additional Interstate Ramp off I-95
 - Earlier studies indicated lack of space for new ramp

5 Point Intersection Priority List

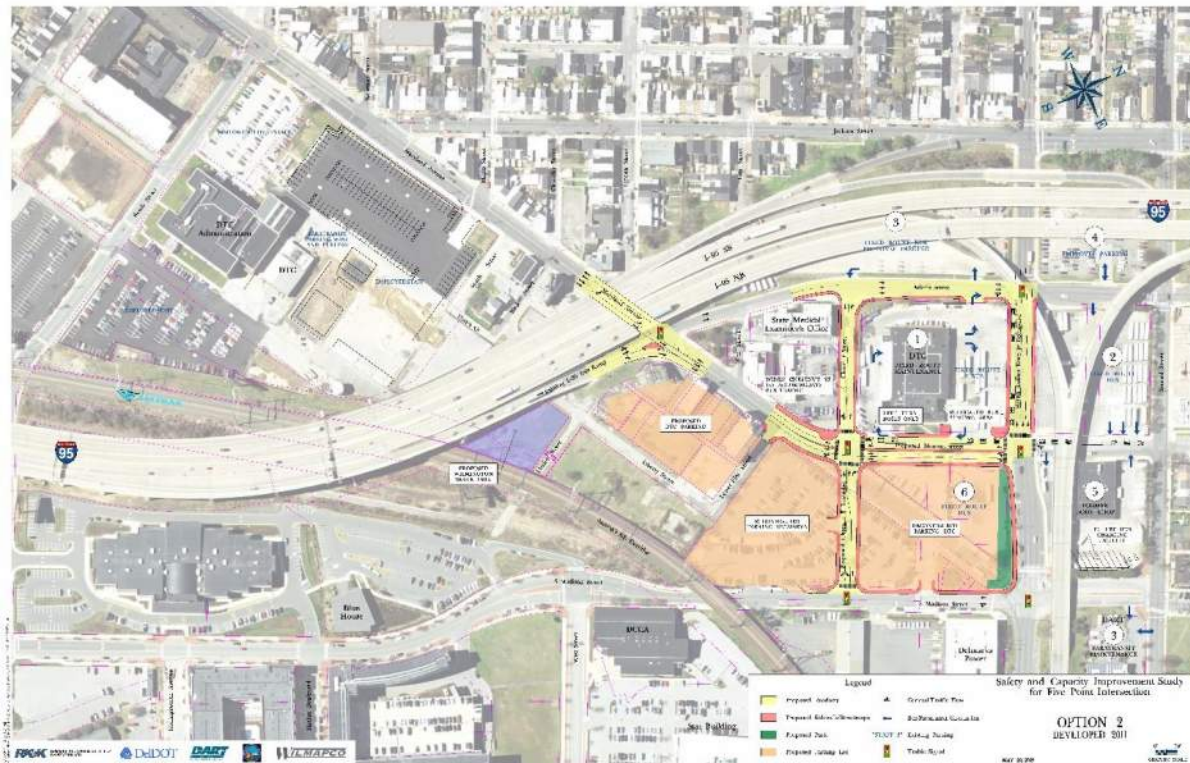
1. Pedestrian Safety
2. Land Use
3. Bus Operations
4. Wayfinding / Legibility
5. Commuter Efficiency
6. Economic Development
7. Pedestrian / Bicycle Connectivity
8. Stakeholder Support
9. Public Support
10. Environmental Impact / Green Infrastructure

- Project funding was re-directed to the Christina River Bridge
- Parking Needs
 - Key consideration for DART employees given the proposed changes
 - Delmarva Power discussed how they could gain additional parking space
- Gateway Considerations
 - Many attendees expressed a desire for the area to serve as a gateway to Wilmington
 - Would like to see attractive features that stand out to people entering the city
- Pedestrian Safety
 - Significant concerns with Option 2 regarding pedestrian crossings near the I-95 ramp
 - Discussed potential alternate routes for pedestrians to reduce conflicts
- Traffic Issues
 - Riverfront access is still a main driver of traffic
 - Many participants would like to see traffic slowed as it enters the city
 - Need to balance rush hour issues with conditions that occur for the majority of the day

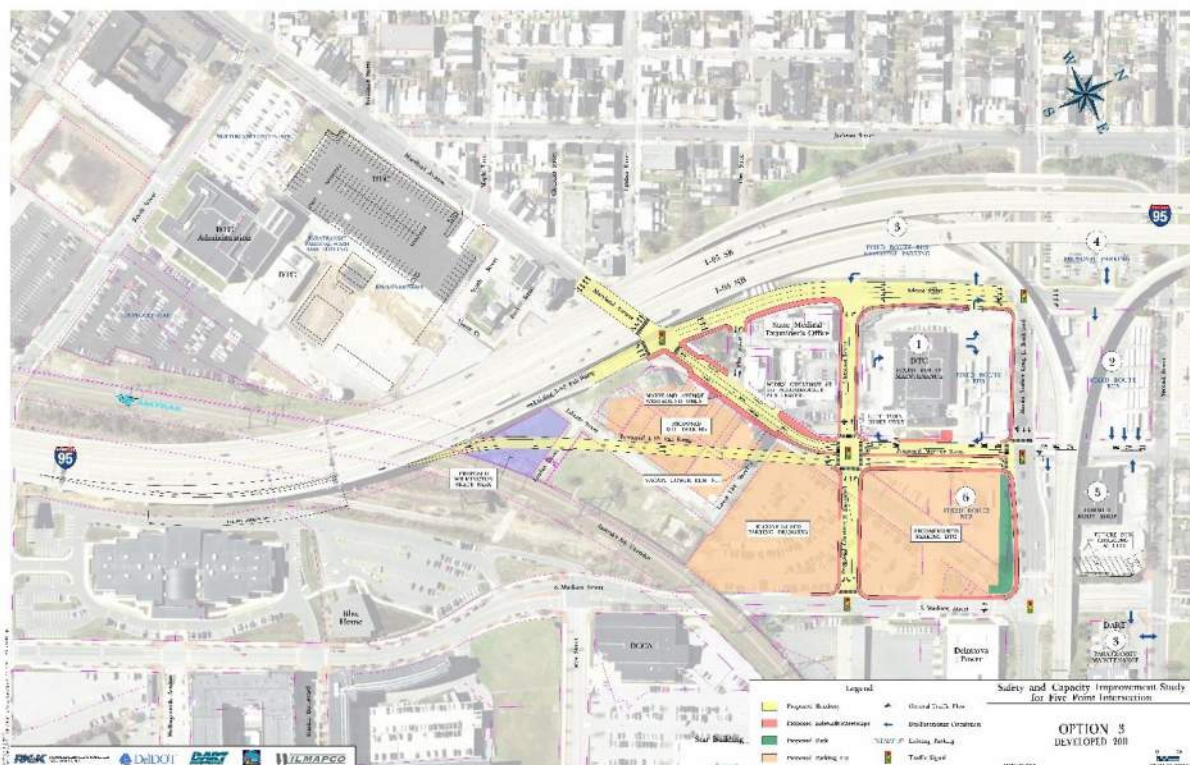
Option 1 (Developed in 2009)



Option 2 (Developed in 2011)



Option 3 (Developed in 2011)



5-Point Intersection Safety & Capacity Improvement Study

Follow Up Meeting / Stakeholder Input

August 8, 2019

Meeting Notes & Summary

ATTENDEES

Name	Organization	Email
Steve Spera	Delmarva Power	Steven.Spera@delmarva.com
John Evans	DFS	JohnR.Evans@delaware.gov
Diane Gunn	DelDOT	Diane.Gunn@delaware.gov
Megan McGlinchey	Riverfront Development Corp.	mmcglinchey@riverfrontwilm.com
Bill Thatcher	Delaware Transit Corp.	Bill.thatcher@delaware.gov
Jerry Heisler	Reybold Development	Jeromeheisler4@gmail.com
Brian Mitchell	City of Wilmington	bmittchell@wilmingtonde.gov
Dave Gula	WILMAPCO	dgula@wilmapco.org
Mark Tudor	RK&K	mtudor@rkk.com
Barbara Hughes	RK&K	bhughes@rkk.com

*include in distribution: Jeffrey Miles, Delmarva Power, Jeffrey.Miles@delmarva.com

PRESENTATION (WILMAPCO, RK&K)

This meeting was a follow up to the Stakeholders' meeting held on May 20, to review study progress, receive input on draft alternatives, and begin planning for the public workshop. The discussion included:

- Criteria Matrix developed as qualitative tool to evaluate alternatives
 - Ratings from Most Adverse Effect (Orange) to Most Positive Effect (Green)
 - Structured parking parameter added to evaluate each alternative with or without structure
- June 19th Wilmington Initiatives Public Workshop
 - Initial presentation to public, low attendance
- Alternatives review and discussion of criteria ratings
 - Common to all alternatives:
 - Divert Maryland Ave EB traffic to NB Adams Street
 - Free right from I-95 ramp to Maryland Ave EB
 - Relocation of Read Street (Chestnut Street Extended) to align with existing Chestnut Street

- Shared use path from Beech Street to Second Street with potential connection to Riverfront via Linden St underpass (for bike/ped traffic)
- Positive effect for **Transportation** parameters including Vehicle Conflicts/Crashes, Congestion/Queues, and Bicycle/Pedestrian Networks *(Exception was for Efficient Transportation Grid, which had adverse effect in Alternative C)*
- Positive effect with the addition of **Structured Parking**
- Neutral to Adverse Effect on **Delmarva** access, circulation and customer parking, depending on plans for reconfigured parking
- Positive effect on **Medical Examiner** parking with closure of existing Chestnut Street in Alternatives A-C
- Positive effect for **Gateway Enhancement Opportunities**
- Positive Effect for **Social/Environmental Justice** and **Green Infrastructure Opportunities**
- ALT A (Two-Way Monroe Street):
 - Creates uniform street grid, including eliminating 5-point intersection
 - Maintains two-way S. Madison Street to MLK Blvd
 - Significant adverse effect on DTC operations without structured parking
 - Creates most opportunities for economic development within grid
- ALT B (One-way Monroe St with Chestnut St Extended)
 - Maintains existing traffic patterns except changes two-way S. Madison Street to one-way from Chestnut Street to MLK Blvd and closes existing Chestnut Street at Maryland Avenue
 - Provides opportunity to eliminate N. Madison Street southbound movement at MLK Blvd which would further simplify signal phasing
 - Concerns with one-way S. Madison Street because it eliminates one outlet for traffic leaving Riverfront events
 - Adverse effect on DTC operations without structured parking
 - Adverse effect on economic development without full grid
- ALT C (Private Monroe St/Two-Way Maryland Ave)
 - Vacates Monroe Street south of MLK Blvd for DTC use, requiring rerouting of Monroe Street traffic at MLK Blvd and closes existing Chestnut Street at Maryland Avenue
 - Concerns with one-way S. Madison Street because it eliminates one outlet for traffic leaving Riverfront events
 - Positive effect on DTC operations with or without structured parking
 - Adverse effect on economic development without full grid
- ALT D (I-95 Split Ramp):
 - Creates uniform street grid adjacent to MLK Blvd, including eliminating 5-point intersection, but divides parcels bordered by I-95 ramp, Maryland Avenue, Amtrak and Chestnut Street
 - Maintains two-way S. Madison Street to MLK Blvd
 - Significant adverse effect on DTC operations without structured parking
 - Significant adverse effect on economic development

NEXT STEPS

Structured Parking further study?

Public Workshop

\\balsrv06\v2018\2018\18084_5Points\Public Input\2019 August Stakeholder Follow Up Meeting\5.Point-Followup.Stakeholder-Meeting.Summary-2019.08.08.docx

WILMAPCO Safety & Capacity Improvement Study for 5-Point Intersection **5-Point**
Wilmington

Stakeholder Meeting
November 5, 2020

AGENDA

- ❖ Review of Transportation Alternatives (A,B,C,D)
- ❖ DTC Monroe Street Feasibility Study/Master Plan
- ❖ Next Steps

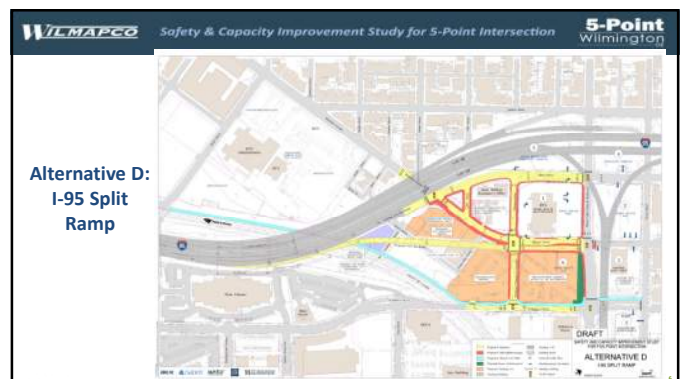
Safety & Capacity Improvement Study for 5-Point Intersection

5-Point
Wilmington

CRITERIA MATRIX

CRITERIA	TRANSPORTATION										LAND	STAKEHOLDER CONCERNS	SAFETY	ENVIRONMENTAL	COST
Measure	Travel Time and Delay	I-95 Ramps	City Streets	Commuter and Local Roadways	Off-Road Transportation	Emergency Response	Monroe Street	Staplewood	Staplewood	Staplewood	Staplewood	Staplewood	Staplewood	Staplewood	Staplewood
No Improvements															
Alt. A Two-way Monroe St.															
Alt. B One-way Monroe St. with Chestnut St. extended															
Alt. C Private Monroe St. / Two-way Maryland Ave															
Alt. D I-95 Split Ramp															

Displacement or Change from DTG Study
 with Structured Parking



Concept 1

- Provide Deck over Lot 1 and Lot 6 (in phased construction)
- Maintenance Building Lower Level Lot 6
- Fuel/ Wash / Vault on Upper Level Deck
- Bus Parking on Upper Level Deck
- 2 sets of ramps to circulate without crossing Monroe Street
- Surface parking for DTC employees on Lot 1, Delmarva employees Lot w of Chestnut, DTC support vehicles on Lot 2

NOTE: Graphics show concept of bus parking mainly on upper level deck. Concept can be flipped to instead have bus parking mainly on lower level



Concept 1

- Provide Deck over Lot 1 and Lot 6 (in phased construction)
- Maintenance Building Lower Level Lot 6
- Fuel/ Wash / Vault on Upper Level Deck
- Bus Parking on Upper Level Deck
- 2 sets of ramps to circulate without crossing Monroe Street
- Surface parking for DTC employees on Lot 1, Delmarva employees Lot w of Chestnut, DTC support vehicles on Lot 2

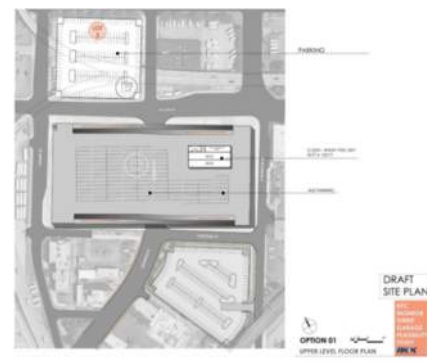
NOTE: Graphics show concept of bus parking mainly on upper level deck. Concept can be flipped to instead have bus parking mainly on lower level



Concept 1

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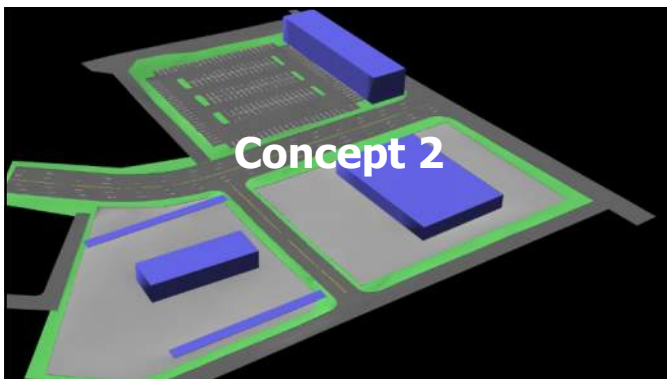
NOTE: Graphics show concept of bus parking mainly on upper level deck. Concept can be flipped to instead have bus parking mainly on lower level



Concept 1: Construction Phasing

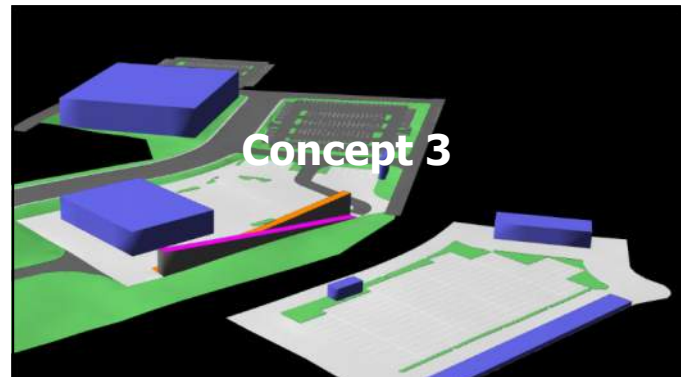
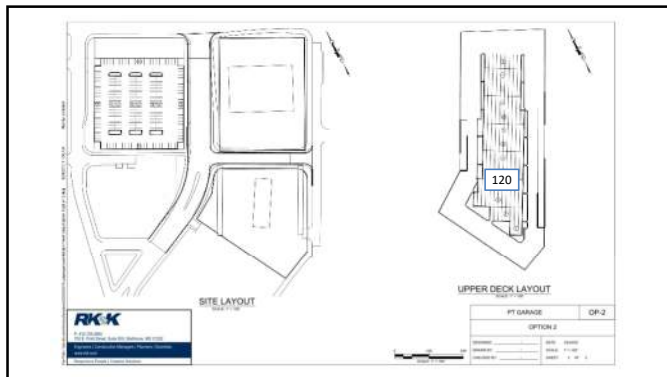
- Monroe Street Operations/Maintenance maintained during construction
- Most aspects of Transportation Grid Reconfiguration will likely need to be constructed before the new DTC Building/Garage construction is started
- Challenges during construction will be access along Monroe Street and parking (bus and employee)
- Construction Timeline: Approximate 24 – 36 months completion

Concept 2



Concept 2:

- Provide Deck over Lot 6 and Lot west of Chestnut
- Maintenance Building on Lower Level Lot 6
- Fuel/ Wash / Vault on Lower Level at west lot (on area where current combined sewer is located - possible relocation)
- Bus Parking on upper deck level
- Buses enter site and circulate across Chestnut
- Surface parking for employees, Delmarva, support vehicles on Lot 1 and lot west of Chestnut
- **CONCEPT TWO WAS NOT RECOMMENDED FOR FURTHER STUDY AND THEREFORE WAS NOT DEVELOPED IN MORE DETAIL**



Concept 3

- Provide deck over Delmarva and Reybold properties west of Chestnut St
- Buses enter site on Chestnut St and/or Madison St
- Access to DTC Beech St from Liberty Street
- Maintenance Building on lower level of Reybold Property
- Bus Parking on upper deck level
- Fuel/ Wash / Vault on Upper Level
- Surface parking for DTC support vehicles on lower level
- DTC employee/Delmarva parking on Lot 2 and Lot 6
- Provides potential land swap opportunity with Reybold for Lot 1

NOTE: Graphics show concept of bus parking mainly on upper level deck. Concept can be flipped to instead have bus parking mainly on lower level

Concept 3

- Provide deck over Delmarva and Reybold properties west of Chestnut St
- Buses enter site on Chestnut St and/or Madison St
- Access to DTC Beech St from Liberty Street
- Maintenance Building on lower level of Reybold Property
- Bus Parking on upper deck level
- Fuel/ Wash / Vault on Upper Level
- Surface parking for DTC support vehicles on lower level
- DTC employee/Delmarva parking on Lot 2 and Lot 6
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NOTE: Graphics show concept of bus parking mainly on upper level deck. Concept can be flipped to instead have bus parking mainly on lower level

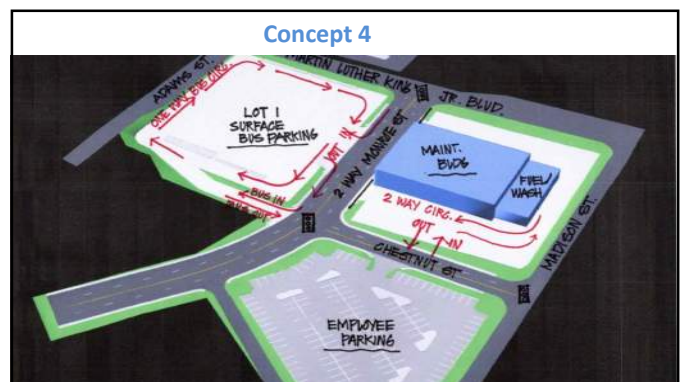
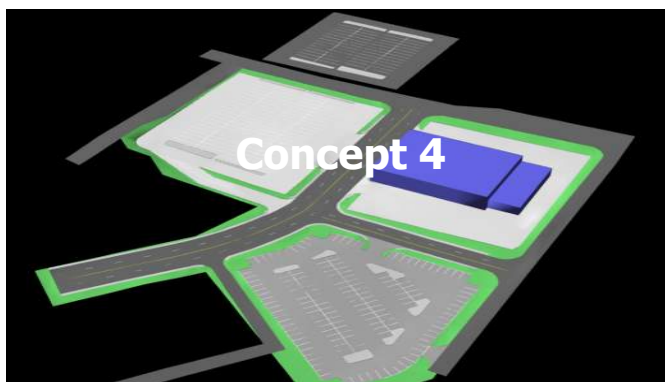
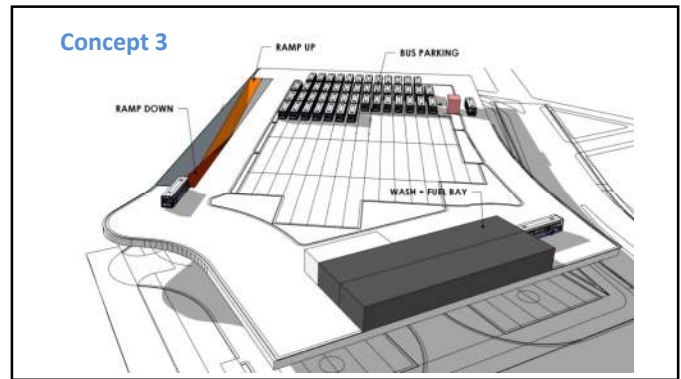
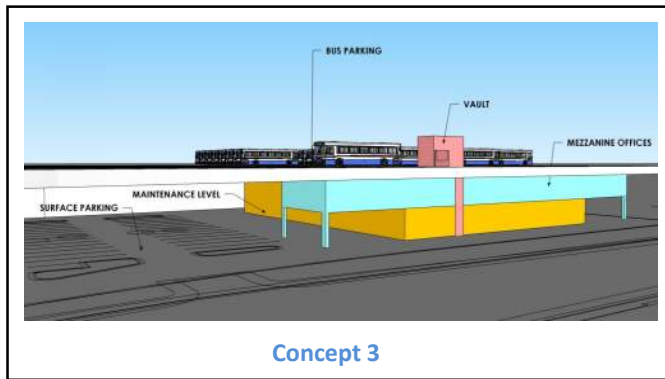
Concept 3

- Provide deck over Delmarva and Reybold properties west of Chestnut St
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- Bus Parking on upper deck level
- Fuel/ Wash / Vault on Upper Level
- Surface parking for DTC support vehicles on lower level
- DTC employee/Delmarva parking on Lot 2 and Lot 6
- Provides potential land swap opportunity with Reybold for Lot 1

NOTE: Graphics show concept of bus parking mainly on upper level deck. Concept can be flipped to instead have bus parking mainly on lower level

Concept 3: Construction Phasing

- Monroe Street Operations/Maintenance maintained during construction
- Site can be developed with minimal impacts to DTC Operations
- Transportation Grid Reconfiguration can be constructed after DTC Building/Garage is completed
- Construction Timeline: Approximate 24 – 36 months completion



Concept 4: Construction Phasing

- Monroe Street Operations/Maintenance maintained during construction
- Most aspects of Transportation Grid Reconfiguration will likely need to be constructed before the new DTC Building is started

DTC Monroe Facility Cost Estimates

16-Jun-20

	Concept 1		Concept 3		Concept 4	Concept 4
	Bus Parking on Top	Bus Parking on Bottom	Bus Parking on Top	Bus Parking on Bottom	w/ Employee Garage	
Buildings	\$36,130,890	\$36,130,890	\$36,130,890	\$36,130,890	\$36,130,890	\$36,130,890
Parking Structure	\$30,921,660	\$30,921,660	\$25,821,180	\$25,821,180	\$0	\$17,123,040
80% Solar Panel Cover	\$21,859,200	\$0	\$18,899,100	\$0	\$0	\$0
Other Site Costs	\$10,813,250	\$10,812,450	\$12,008,830	\$12,007,930	\$9,828,110	\$9,831,070
Total Cost Estimate	\$99,725,000	\$77,865,000	\$92,860,000	\$73,960,000	\$45,960,000	\$63,085,000
Bus Parking Spaces	110 +/-	120 +/-	146 +/-	127 +/-	140 +/-	140 +/-
Employee Parking Spaces	520 +/-	380 +/-	460 +/-	400 +/-	150 +/-	300 +/-

*Assumes Solar Panels not needed for Bus Parking on Bottom since buses will be covered, but could be added later for energy reasons.

*If Concept 4 is modified to allow two way access to Lot 1 from Chestnut Street, then Bus Parking Spaces are reduced 5-10 spaces

*Colmaria needs 225 +/- Employee Parking Spaces

*DTC needs 100+ Employee Parking Spaces

*Total Cost Estimate does not include real estate costs

Safety & Capacity Improvement Study for 5-Point Intersection

Next Steps

- ❖ Finalize Study Recommendations
- ❖ Develop Report

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