

# Transportation Alternatives Program Application

**Submit to WILMAPCO:**  
 Mail: 850 Library Ave., Suite 100,  
 Newark, DE 19711  
 Fax: 302.737.9584  
 Email: [hdunigan@wilmaco.org](mailto:hdunigan@wilmaco.org)  
 Call 302.737.6205 for more information

The Transportation Alternatives Program (TAP), authorized under MAP-21, provides funding for programs and small projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. Sponsors must be able to provide a minimum of 20 percent funding match. Project submissions will be evaluated using WILMAPCO’s project prioritization process, and other factors as determined by Council. For information about Delaware’s program, phone 302-760-2178 or email [Jeff.Niezgoda@state.de.us](mailto:Jeff.Niezgoda@state.de.us).

**SPONSOR:** Eligible sponsors include local governments, transit, natural resource or public land agencies, and education agencies/schools. Nonprofits are not eligible as direct recipients, but may partner as secondary sponsors with any eligible entity.

Contact Name and Title:	Marco Boyce, Transportation Planner
Organization:	New Castle County Department of Land Use
Address:	87 Reads Way
City, State, Zip	New Castle, DE 19720
Telephone:	(302) 395-5436
E-mail Address:	MKboyce@nccde.org
Secondary Sponsor Organization(if applicable):	

**ELIGIBILITY:** For details about eligibility, please visit [www.fhwa.dot.gov/map21/guidance/guidetap.cfm](http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm). All projects must have a relationship to surface transportation and must be dedicated to public use. The project must fit into at least one of the activities listed below. Indicate which eligible activities the project will achieve (check all that apply):

<b>1. Transportation Alternatives:</b>	
<input checked="" type="checkbox"/>	1a. Construct, plan, and design on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve ADA compliance.
<input checked="" type="checkbox"/>	1b. Construct, plan, and design infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
	1c. Convert and use abandoned railroad corridors for trails for nonmotorized transportation.
	1d. Construct turnouts, overlooks, and viewing areas.
	Community improvement activities, including-
	1e. inventory, control, or removal of outdoor advertising;
	1f. historic preservation and rehabilitation of historic transportation facilities;
	1g. vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
	1h. archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.
	Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to-
	1i. address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
	1k. reduce vehicle-caused wildlife mortality or restore and maintain connectivity among terrestrial or aquatic habitats.
<b>2. Safe routes to school program, for projects within approximately two miles of a school for kindergarten through eighth grade.</b>	
	2a. Infrastructure-related projects including planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
	2b. Noninfrastructure activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.
	2c. Safe Routes to School coordinator.
	3. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
	4. Recreational trails program

Primary category of eligibility:  
**Transportation Alternatives – Pedestrian Improvements**

**PROJECT DESCRIPTION:**

Project description (please attach map and/or other supporting information):

**See Attached**

Who will maintain the project? What will need to be maintained in the short and long term, and what institution will be responsible for doing so? How does the applicant plan to provide for ongoing maintenance costs?

**FUNDING:** Please describe the amount of TAP and matching funds for each phase for which you are seeking funding. Funds are for small projects only, and sponsors must be able to provide a minimum of 20 percent funding match. Funds available for eligible projects on a reimbursement basis administered through the state Departments of Transportation; these funds are not administered as grants.

<b>Phase: Concept Plan</b>			
Federal Funds Requested			\$ 24,000
Match Required	Source:		\$6,000
Match Required	Source:		\$
Match Required	Source:		\$
<b>Phase: Project Development</b>			
Federal Funds Requested			\$ 72,000
Match Required	Source:		\$ 18,000
Match Required	Source:		\$
Match Required	Source:		\$
<b>Phase: Construction</b>			
Federal Funds Requested			\$ 704,000
Match Required	Source:		\$ 176,000
Match Required	Source:		\$
Match Required	Source:		\$
<b>Will this amount complete the project?</b>			<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>If no, will this amount complete an independent / stand-alone phase of the project?</b>			<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>If this request is not fully funded, do you have other funds to complete the project / phase?</b>			<input type="checkbox"/> Yes <input type="checkbox"/> No

Thomas P. Gordon  
County Executive



Eileen P. Fogarty  
General Manager

Department of Land Use

### MEMORANDUM

**TO:** Tigist Zegeye  
Executive Director  
WILMAPCO

**FROM:** Marco Boyce, PLA *MB*  
Transportation Planner  
New Castle County

**DATE:** May 20, 2015

**SUBJECT:** **New Castle County's Transportation Alternatives Program Application for SR 9 and Memorial Drive Corridor Pedestrian Improvements**

#### Project Location & Description

This Transportation Alternatives Program (TAP) proposal is for the planning, design and construction of pedestrian safety and access improvements to various intersections and roadway segments within New Castle County's Route 9 Innovation District located generally along the Wilmington Road (SR 9) and Memorial Drive corridors on the north side of I-295. The proposal is principally based on the findings of WILMAPCO's 2012 Memorial Drive Walkable Community Workshop, as well as their 2015 Route 9 Walkable Community Workshop where deficiencies in the quality of pedestrian facilities were observed to exist in an area with relatively high volumes of pedestrian traffic.

The preliminary locations for pedestrian improvements are as follows (see attached map):

- 1) Memorial Drive and Parma Avenue
- 2) Memorial Drive and Karlyn Drive
- 3) Memorial Drive and Anderson Drive
- 4) Memorial Drive and Lind Avenue
- 5) Anderson Drive and Briarcliff Drive
- 6) Anderson Drive and Parma Avenue
- 7) Anderson Drive and Morehouse Drive
- 8) 6<sup>th</sup> Street and West Avenue
- 9) Improved pedestrian access between the Rosehill Community Center and the future Library/Innovation Center site.

Ms. Tigist Zegeye  
May 20, 2015  
Page 2 of 2

The following intersections are part of the Delaware Department of Transportation's (DelDOT) on-going SR 9 Rehabilitation Project and may or may not need additional pedestrian improvements per potential future findings in the planning phase of this TAP application.

- a) SR 9 and Halcyon Drive
- b) Memorial Drive and SR 9
- c) Morehouse Drive/Hillview Avenue and SR 9
- d) SR 9 and Lambson Lane

Additionally, coordination with New Castle County's proposed Route 9 Library and Innovation Center's impending traffic operations analysis (TOA) results will be necessary.

### **Maintenance**

Depending on the solutions determined for the above potential pedestrian improvement locations, a combination of governmental forces (DelDOT and County) and/or local civic associations could provide for both the short and long-term maintenance of the project. A maintenance agreement will be entered upon by all parties at the appropriate time as deemed necessary.

### **Estimated Project Cost**

This TAP project proposal is estimated to cost approximately \$1,000,000 for the planning, design and construction of pedestrian improvements at the above locations; of which the County will commit the program-required 20% of the costs over the project's duration. Should it be determined during the planning or design phase that project costs will exceed \$1,000,000, the County would be amenable to a phased approach, a reduction in project scope and/or some other means to accomplish the project's goals.

Cc: Thomas Gordon, County Executive, New Castle County  
David Grimaldi, CAO, New Castle County  
Drew Boyce, Director, DelDOT - Planning  
Eileen Fogarty, General Manager, New Castle County - Department of Land Use  
Jeff Niezgod, Assistant Director, DelDOT - Planning  
Mark Tudor, Assistant Director, DelDOT - Transportation Solutions  
George Haggerty, Assistant GM, New Castle County - Department of Land Use  
D. Reed MacMillan, Assistant GM, New Castle County - Department of Land Use  
Antoni Sekowski, Planning Manager, New Castle County - Department of Land Use  
Suzanne Obusek, Senior Budget Analyst, New Castle County – Department of Land Use  
Bill Swiatek, Senior Planner, WILMAPCO  
Sarah Coakley, Statewide Pedestrian Coordinator, DelDOT - Planning



NO: \_\_\_\_\_ DATE: \_\_\_\_\_

**REVIEW FOR GRANT APPLICATION  
OFFICE OF COUNTY EXECUTIVE**

- Returned  
 Approved  
 Rejected  
 Comments

(Attach additional sheets as needed, 3 copies each)

For Executive Office Use

## A. DEPARTMENT INFORMATION

1. Project Title: SR 9/Memorial Drive Pedestrian Improvements - TAP Project

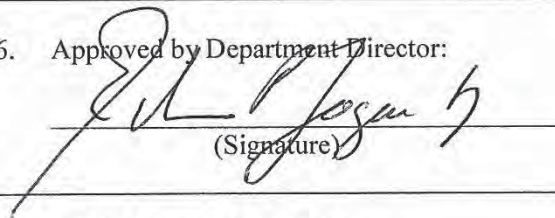
2. Department: Land Use

3. Division: Planning

4. Contact Person: Marco Boyce

5. Phone Number: 395-5436

6. Approved by Department Director:



(Signature)

May 20, 2015  
 (Date)

## B. GRANTOR INFORMATION

7. Grantor: U.S. Dept. of Transportation  Federal  State  Other Specify:

8. Department: Federal Highway Administration (FHWA) (administered through DelDOT)

9. Program Title (Identifier #) Moving Ahead for Progress in the 21st Century Act (P.L. 112-141) (MAP-21)  
Transportation Alternatives Program (TAP)

## C. PROJECT DESCRIPTION AND OBJECTIVES

10. Project Description (delineate what geographic area (s) of the County will be impacted, the services or equipment provided, and any target populations served).

An under-served area generally encompassed within the SR 9 (Wilmington Road) corridor between I-295 and Lambson Lane and the Memorial Drive corridor between Karlyn Drive and SR 9.

REVIEW FOR GRANT APPLICATION

No. \_\_\_\_\_

11. a. What are the measurable objectives of this project? (Specify measures whenever possible)  
 To provide the constituents of the area described above with safer pedestrian access to the various existing destinations within their communities and to the future Route 9 Library and Innovation Center.

b. What effect would denial of this application have on other Department programs and attainment of Department objectives?  
 The Department, in a partnership with WILMAPCO and DeIDOT, will be initiating a land use and transportation study for the SR 9 corridor between the City of New Castle and the City of Wilmington beginning Fall 2015. One of the primary goals of that study will be to determine the means to make the area a better place to live. This TAP grant, located within a geographic subset, will overlap that study in duration and provide an all-important mechanism to construct the physical changes needed for safer pedestrian access.

D. BUDGET AND PERSONNEL DATA

12. Amount sought by this application \$1,000,000

13. Grant Period (Can this grant be renewed?) FY 2016 - 2019

14. How many years has the project been funded? N/A

15. Source of funding for this project

	Use * to denote dollars in this application	DOLLARS	
		CASH	IN-KIND SVCS.
Federal Grant (administered by DeIDOT)		\$800,000	
Other Federal Funds (specify)			
Required State Contribution			
Discretionary State Contribution			
Required County Contribution (over 3 years)		\$200,000	
Other Funds (specify)			
TOTAL		\$1,000,000	

REVIEW FOR GRANT APPLICATION

No: \_\_\_\_\_

16. County positions required for this grant activity. None

	Authorized in Operating Budget	New Positions	Total
Paid for out of County funds			
Paid for out of Federal funds			
Paid for out of Other funds (specify)			
Total			

17. What is the amount of Indirect Cost Allocation which will be applied to this grant? None

18. Is there a changing local match formula for this grant? Explain No

19. What percent of the Department's total budget for this fiscal year is represented by this grant requests? None

20. If this is a capital project, has a projection of operating cost been done? (Please attach) N/A

Comments:

*R.P. Gordon, County EX.*

For Executive Office Use



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**SPONSOR:** Eligible sponsors include local governments, transit, natural resource or public land agencies, and education agencies/schools. Nonprofits are not eligible as direct recipients, but may partner as secondary sponsors with any eligible entity.

Contact Name and Title:	Tom Coleman - Director of Public Works and Water Resources
Organization:	City of Newark, DE
Address:	220 South Main Street
City, State, Zip	Newark, DE 19711
Telephone:	302.366.7000
E-mail Address:	tcoleman@newark.de.us
Secondary Sponsor Organization(if applicable):	Downtown Newark Partnership

**ELIGIBILITY:** For details about eligibility, please visit [www.fhwa.dot.gov/map21/guidance/guidetap.cfm](http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm). All projects must have a relationship to surface transportation and must be dedicated to public use. The project must fit into at least one of the activities listed below. Indicate which eligible activities the project will achieve (check all that apply):

Transportation Alternatives:	
X	Construct, plan, and design on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve ADA compliance.
X	Construct, plan, and design infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
	Convert and use abandoned railroad corridors for trails for nonmotorized transportation.
	Construct turnouts, overlooks, and viewing areas.
	Community improvement activities, including-
	<ul style="list-style-type: none"> <li>• inventory, control, or removal of outdoor advertising;</li> <li>• historic preservation and rehabilitation of historic transportation facilities;</li> <li>• vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and</li> <li>• archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.</li> </ul>
	Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to-
	<ul style="list-style-type: none"> <li>• address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or</li> <li>• reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.</li> </ul>
	<b>Safe routes to school program, for projects within approximately two miles of a school for kindergarten through eighth grade.</b>
	Infrastructure-related projects including planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
	Noninfrastructure activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.
	Safe Routes to School coordinator.
	Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
	The recreational trails program

Primary category of eligibility:

Transportation Alternatives, safety upgrades, safe routes for seniors

**PROJECT DESCRIPTION:**

Project description (please attach map and/or other supporting information):

We are seeking to build on the high level of success we have experienced increasing pedestrian safety with our extended curb "bump outs" at several crosswalk locations in our busy downtown business district, while simultaneously improving options for bicycle parking, mobility of seniors, and improving aesthetics.

Currently implemented "bump outs" allow pedestrians a protected area to approach travel lanes at crosswalks, where they are more visible to motorist. Occasionally, however, visibility using the existing curb bump outs is severely limited by cars parking in "no parking" areas immediately adjacent to the bump-out. By converting "no parking" areas to a curb-protected "parklet" extension of the sidewalk, we can increase the likelihood of motorists seeing pedestrians seeking to cross the street. Additionally, new bump outs would be installed in several locations where none currently exist, shortening the crossing distance for the pedestrians.

Moreover, these newly created "parklet" extensions will afford precious sidewalk space where, in many cases, it is significantly limited by existing conditions of building and curb placement. As such, amenities for those who choose to travel as pedestrians or cyclists, such as additional bicycle racks and benches, can be added in convenient locations. Currently, there are no City-installed or maintained seating/resting for seniors who may have difficulty traveling the length of Main Street, and locations for bicycle parking are often limited by existing conditions such that bicycles can often be found locked to lamp posts, utility poles, fences and other objects rather than securely attached to appropriate racks. This proposal would allow us to alleviate these problems.

Who will maintain the project? What will need to be maintained in the short and long term, and what institution will be responsible for doing so? How does the applicant plan to provide for ongoing maintenance costs?

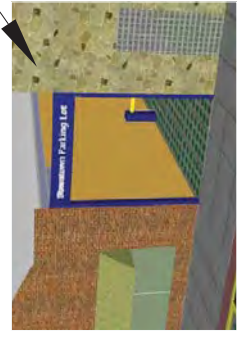
Similar to the current East Main Street crosswalk curb projections, the City of Newark will be responsible for long-term maintenance as an integral part of our current roadway infrastructure maintenance program. We anticipate long term maintenance activities will include (not an exhaustive list) maintenance of curbs, sidewalks, curb ramps, benches, bike parking, signage, and drainage. Short term maintenance will include maintenance of any vegetation, emptying refuse cans, clearing debris from drainage structures and other related tasks.

**FUNDING:** Please describe the amount of TAP and matching funds for each phase for which you are seeking funding. Funds are for small projects only, and sponsors must be able to provide a minimum of 20 percent funding match. Funds available for eligible projects on a reimbursement basis administered through the state Departments of Transportation; these funds are not administered as grants.

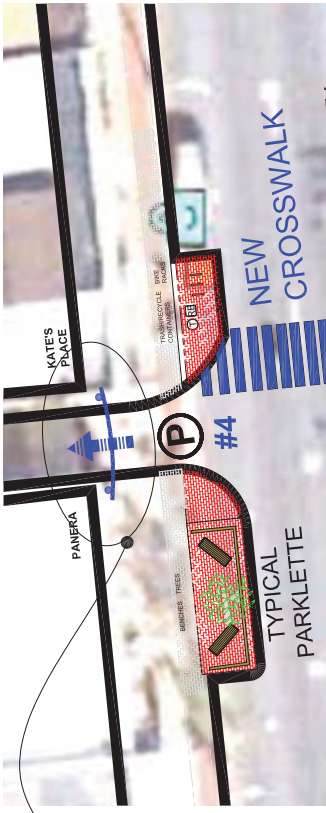
<b>Phase: Concept Plan</b>		Already Complete
Federal Funds Requested		\$ 0
Match Required	Source:	\$ 0
Match Required	Source:	\$ 0
Match Required	Source:	\$ 0
<b>Phase: Project Development</b>		
Federal Funds Requested		\$ 60,000
Match Required	Source: 2015 Newark Capital Improvement Budget	\$ 15,000
Match Required	Source: "Transportation Plan Implementation" project	\$
Match Required	Source:	\$
<b>Phase: Construction</b>		
Federal Funds Requested		\$ 200,000
Match Required	Source: 2016 Newark Capital Improvement Budget	\$ 40,000
Match Required	Source: "Transportation Plan Implementation" project	\$
Match Required	Source: and possibly in-kind labor	\$
Will this amount complete the project?		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If no, will this amount complete an independent / stand-alone phase of the project?		<input type="checkbox"/> Yes <input type="checkbox"/> No
If this request is not fully funded, do you have other funds to complete the project / phase?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No



TYPICAL CROSSWALK- SAFER VEHICLE/PEDESTRIAN SIGHT LINES



TYPICAL PARKING LOT ENTRANCE SIGN



TYPICAL PARKING LOT ENTRANCE & PROPOSED STREET FURNITURE

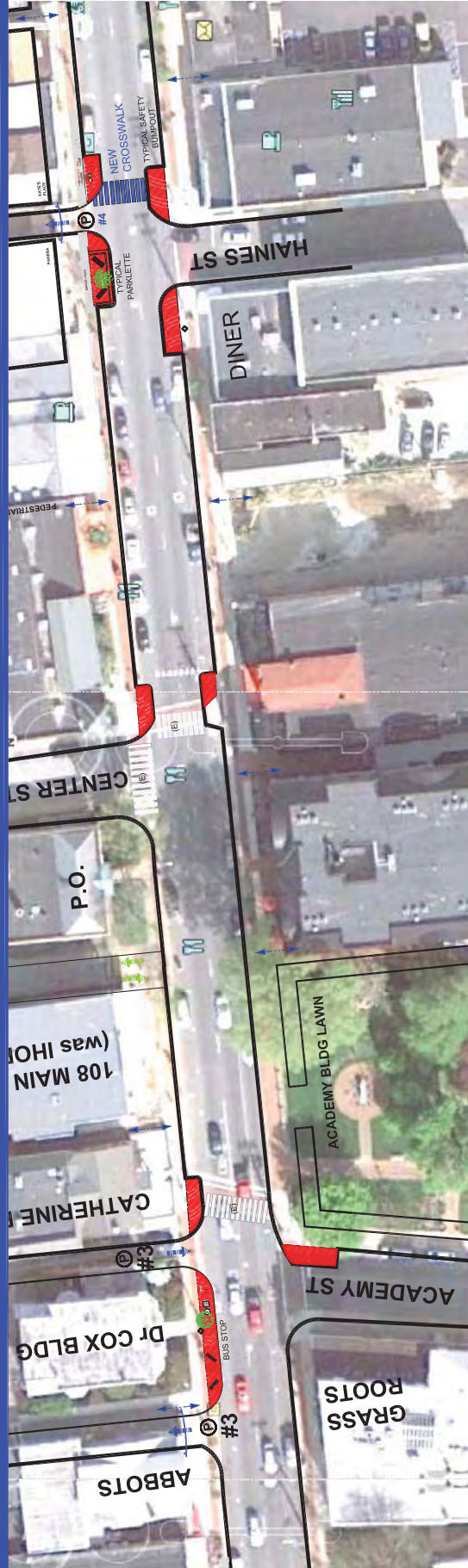


- CITY PARKING LOT
- TRAFFIC DIRECTION/ DRIVE ACROSS SIDEWALK
- PEDESTRIAN WALKWAY
- BENCH
- FIRE HYDRANT
- EXISTING
- TRASH RECEPTACLE
- RECYCLE RECEPTACLE
- BIKE RACK
- TREE / PLANTS
- LOADING ZONE

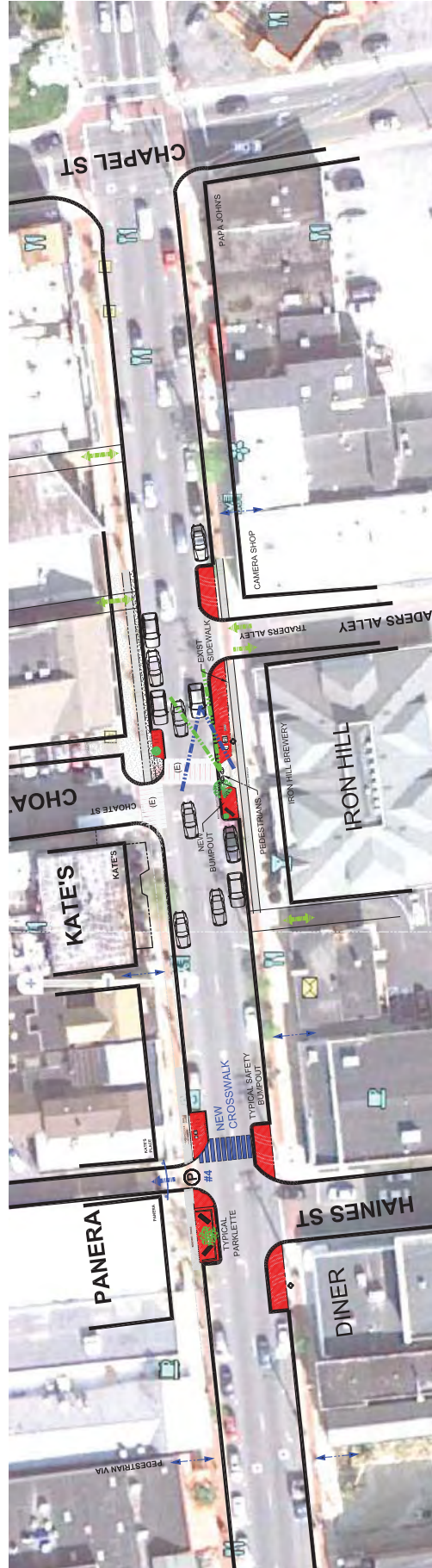
**KEY PLAN**  
 MAIN STREET BUMPOUTS AND PARKING ENTRANCE ENHANCEMENTS -  
 ← UD GREEN TO S. CHAPEL ST. →



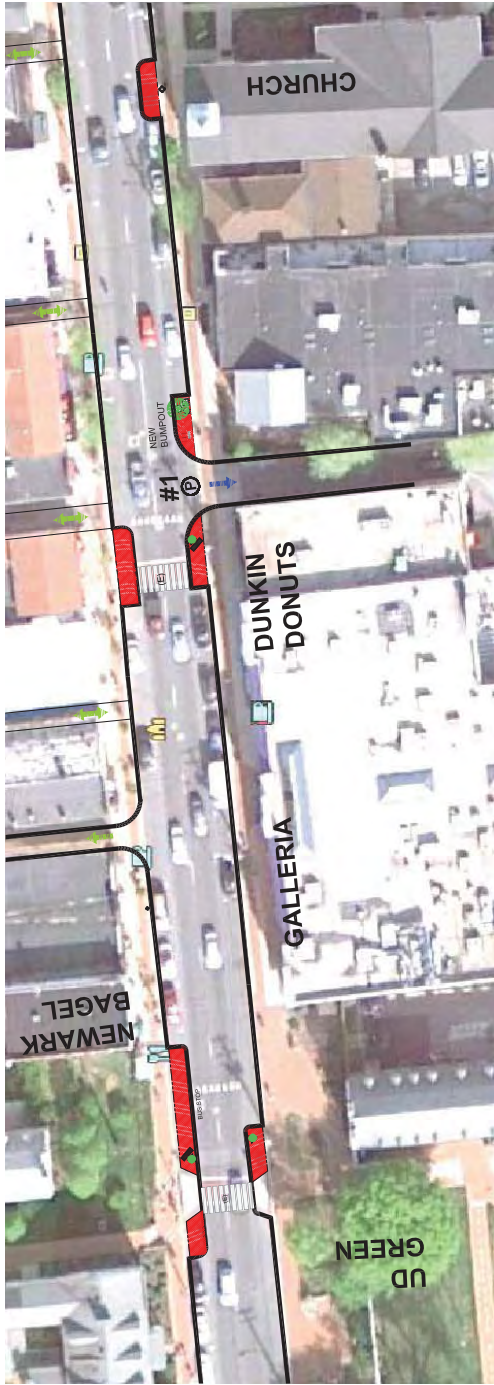
**PROPOSED MAIN STREET BUMPOUTS AND PARKING ENTRANCE IMPROVEMENTS**



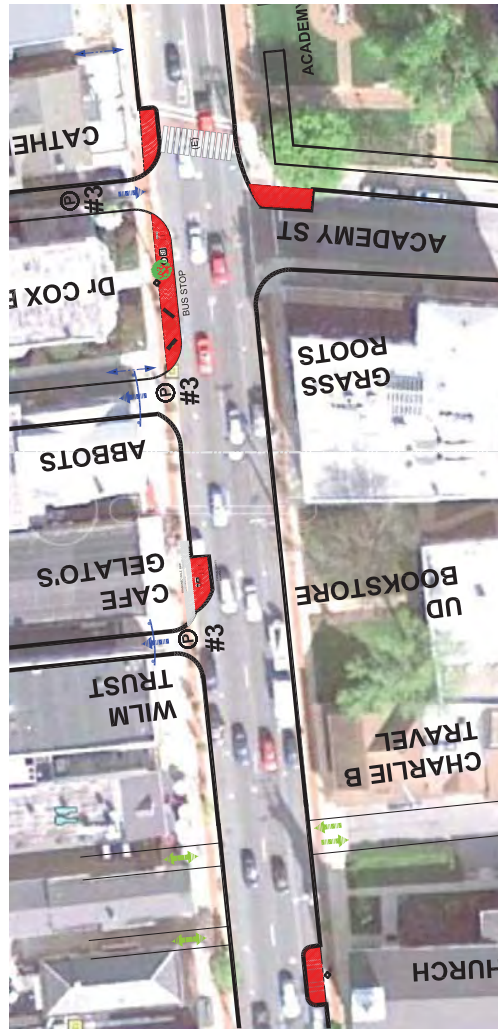
PLAN #2 - HAINES TO ACADEMY STREETS



PLAN #1 - S. CHAPEL TO HAINES STREETS



PLAN #4 - CHURCH TO UD



PLAN #3 - ACADEMY STREET TO CHURCH

**PROPOSED MAIN STREET BUMPOUTS AND PARKING ENTRANCE IMPROVEMENTS**

DENNIS P. WILLIAMS  
MAYOR

City of Wilmington  
Delaware

LOUIS L. REDDING - CITY/COUNTY BUILDING  
800 FRENCH STREET  
WILMINGTON, DELAWARE  
19801-3537

PHONE: (302) 576-2100  
FAX: (302) 571-4102



May 26, 2015

Tigist Zegeye, Executive Director  
Wilmington Area Planning Council  
850 Library Avenue, Suite 100  
Newark, Delaware 19711

Dear Ms. Zegeye:

On behalf of the City of Wilmington, I am submitting the following applications (five attached) for FY 2016 Transportation Alternatives Program (TAP) funding:

Complete Street Projects

1. Delaware and Pennsylvania Avenues (*City of Wilmington*)
2. North and South Union Street (*City of Wilmington and West Side Grows Together*)
3. West 4<sup>th</sup> and North Rodney Streets (*City of Wilmington*)
4. North King Street and H. Fletcher Brown Park (*City of Wilmington and Wilmington Rotary Club*)
5. North Church and Spruce Streets (*City of Wilmington and the Wilmington Housing Partnership*)

If funded, these transportation projects will result in infrastructure improvements that are integral elements in the City's emerging framework for a Citywide Comprehensive Development Plan. They also fulfill priority objectives identified in Wilmington's Downtown Development District. These projects also build on significant community driven planning initiatives that have received broad support from state level departments as well as from corporate and philanthropic sectors.

It is important to note that several of these projects strive to complete work identified within the Downtown Circulation Study, and studies within the Unified Plan Work Program process.

Please contact me at (576-3109) if you have any questions or require additional information.

Sincerely,

Leonard Sophrin, Director  
Department of Planning and Development  
City of Wilmington

Attachments: (5) Five Transportation Alternatives Program Applications

cc: Dennis P. Williams, Mayor  
Cleon Cauley, Chief of Staff, Mayor's Office  
Jeffrey Starkey, Commissioner, Public Works  
Dave Blankenship, Director, Division of Transportation  
Gwineth Kaminsky, Planning Manager, Department of Planning

# Transportation Alternatives Program Application

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Contact Name and Title:	Leonard Sophrin, Director of Planning and Development
Organization:	City of Wilmington
Address:	Louis L. Redding City/County Building, 800 North French Street
City, State, Zip	Wilmington, DE 19801
Telephone:	(302) 576-3109
E-mail Address:	lsophrin@wilmingtonde.gov
Secondary Sponsor Organization(if applicable):	

**ELIGIBILITY:** For details about eligibility, please visit [www.fhwa.dot.gov/map21/guidance/guidetap.cfm](http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm). All projects must have a relationship to surface transportation and must be dedicated to public use. The project must fit into at least one of the activities listed below. Indicate which eligible activities the project will achieve (check all that apply):

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Safe routes to school program, for projects within approximately two miles of a school for kindergarten through eighth grade.	
<input checked="" type="checkbox"/>	Infrastructure-related projects including planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
<input type="checkbox"/>	Noninfrastructure activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.
<input type="checkbox"/>	Safe Routes to School coordinator.
<input checked="" type="checkbox"/>	Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
<input checked="" type="checkbox"/>	The recreational trails program

Primary category of eligibility:  
 Complete street project using DelDOT/NACTO guidelines to reconnect strong neighborhoods with Downtown Development District.

**PROJECT DESCRIPTION:**

Project description (please attach map and/or other supporting information):

This “Complete Streets” project is located in the City of Wilmington, on Delaware and Pennsylvania Avenues and portions of West 10th, 11th and 12th Streets - between North Washington and North Harrison Streets. The project’s purpose is to connect strong neighborhoods with Wilmington’s Downtown Development District. This project will facilitate planning and construction of safe, accessible, well lit, pedestrian, bicycle and transit patterns of movement. The work will enable residents and visitors to move freely between the City’s downtown commercial core and vibrant mixed use communities. These neighborhoods include Trolley Square, Union Street, Cool Springs, Delaware Avenue, Tilton Park, Forty Acres and the Highlands. The project will also increase use of Wilmington State Park’s system of trails.

To build support for this “complete streets” initiative, the City of Wilmington’s Department of Planning and Development has been working with Wilmington Transit Moving Forward, the Delaware Department of Transportation, Delaware Transit Corporation, Christiana Care Health Systems, Nemours Health and Prevention Services, Delaware Children’s Theater, Delaware Avenue Civic Association, City’s Neighborhood Planning Council leaders, Wilmington and Brandywine Cemetery, YMCA of Delaware, Buccini Pollin Group, Friends of Wilmington State Parks, Access Wilmington, Bike Wilmington and West Side Grows Together. This project’s primary objectives are to reduce predominant patterns of vehicular movement, enhance vehicular safety by reducing the velocity of commuting traffic entering and exiting downtown and build a more pedestrian/bicycle/transit friendly city.

The project will plan for implementation of emerging car share and bike share programs.

It should be strongly noted that this project represents an essential segment of the Brandywine Valley National Scenic Byway.

Who will maintain the project? What will need to be maintained in the short and long term, and what institution will be responsible for doing so? How does the applicant plan to provide for ongoing maintenance costs?

It is anticipated that the City of Wilmington will maintain this project in cooperation with the Delaware Department of Transportation.

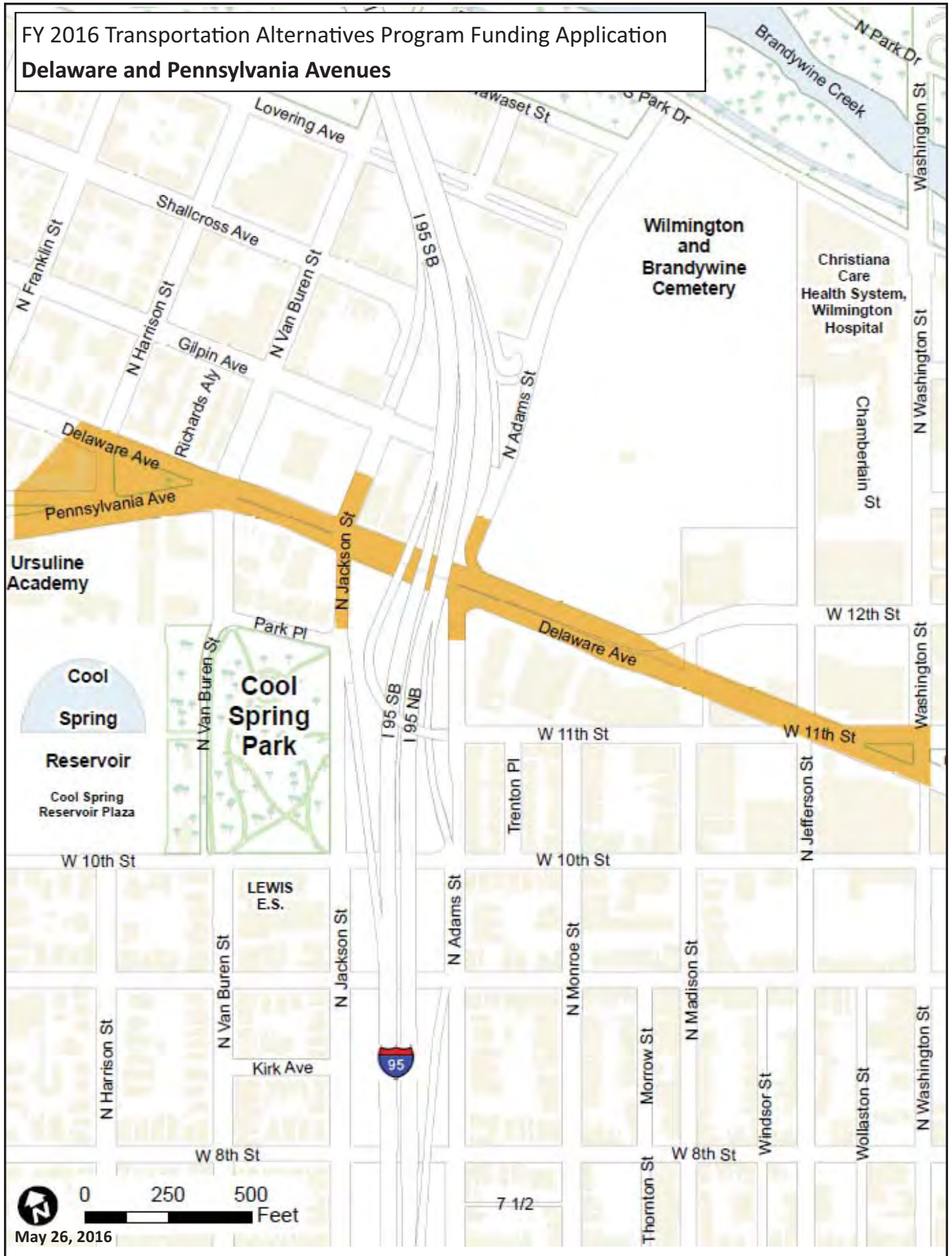
Project costs are yet to be determined.

**FUNDING:** Please describe the amount of TAP and matching funds for each phase for which you are seeking funding. Funds are for small projects only, and sponsors must be able to provide a minimum of 20 percent funding match. Funds available for eligible projects on a reimbursement basis administered through the state Departments of Transportation; these funds are not administered as grants.

<b>Phase: Concept Plan</b>			
Federal Funds Requested			\$
Match Required	Source:		\$
Match Required	Source:		\$
Match Required	Source:		\$
<b>Phase: Project Development</b>			
Federal Funds Requested			\$
Match Required	Source:		\$
Match Required	Source:		\$
Match Required	Source:		\$
<b>Phase: Construction</b>			
Federal Funds Requested			\$
Match Required	Source:		\$
Match Required	Source:		\$
Match Required	Source:		\$
<b>Will this amount complete the project?</b>			<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>If no, will this amount complete an independent / stand-alone phase of the project?</b>			<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>If this request is not fully funded, do you have other funds to complete the project / phase?</b>			<input type="checkbox"/> Yes <input type="checkbox"/> No



FY 2016 Transportation Alternatives Program Funding Application  
Delaware and Pennsylvania Avenues



## Transportation Alternatives Program Application

The Transportation Alternatives Program (TAP), authorized under MAP-21, provides funding for programs and small projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. Sponsors must be able to provide a minimum of 20 percent funding match. Project submissions will be evaluated using WILMAPCO's project prioritization process, and other factors as determined by Council. For information about Delaware's program, phone 302-760-2178 or email [Jeff.Niezgoda@state.de.us](mailto:Jeff.Niezgoda@state.de.us).

<b>Submit to WILMAPCO:</b>	
Mail:	850 Library Ave., Suite 100, Newark, DE 19711
Fax:	302.737.9584
Email:	hdunigan@wilmaco.org.
Call 302.737.6205 for more information	

**SPONSOR:** Eligible sponsors include local governments, transit, natural resource or public land agencies, and education agencies/schools. Nonprofits are not eligible as direct recipients, but may partner as secondary sponsors with any eligible entity.

Contact Name and Title:	Leonard Sophrin, Director of Planning and Development
Organization:	City of Wilmington (Secondary Sponsor: West Side Grows Together)
Address:	Louis L. Redding City/County Building, 800 North French Street
City, State, Zip	Wilmington, DE 19801
Telephone:	(302) 576-3109
E-mail Address:	lsophrin@wilmingtonde.gov
Secondary Sponsor Organization(if applicable):	

**ELIGIBILITY:** For details about eligibility, please visit [www.fhwa.dot.gov/map21/guidance/guidetap.cfm](http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm). All projects must have a relationship to surface transportation and must be dedicated to public use. The project must fit into at least one of the activities listed below. Indicate which eligible activities the project will achieve (check all that apply):

Transportation Alternatives:	
<input checked="" type="checkbox"/>	Construct, plan, and design on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve ADA compliance.
<input checked="" type="checkbox"/>	Construct, plan, and design infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
<input type="checkbox"/>	Convert and use abandoned railroad corridors for trails for nonmotorized transportation.
<input type="checkbox"/>	Construct turnouts, overlooks, and viewing areas.
<input type="checkbox"/>	Community improvement activities, including-
<input type="checkbox"/>	• inventory, control, or removal of outdoor advertising;
<input type="checkbox"/>	• historic preservation and rehabilitation of historic transportation facilities;
<input type="checkbox"/>	• vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
<input type="checkbox"/>	• archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.
<input type="checkbox"/>	Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to-
<input checked="" type="checkbox"/>	• address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
<input type="checkbox"/>	• reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
<b>Safe routes to school program, for projects within approximately two miles of a school for kindergarten through eighth grade.</b>	
<input checked="" type="checkbox"/>	Infrastructure-related projects including planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
<input type="checkbox"/>	Noninfrastructure activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.
<input type="checkbox"/>	Safe Routes to School coordinator.
<input type="checkbox"/>	Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
<input type="checkbox"/>	The recreational trails program

Primary category of eligibility:  
 Complete street project to aid in transformation of neighborhood inundated with high volume and unsafe velocity of vehicular traffic.

**PROJECT DESCRIPTION:**

Project description (please attach map and/or other supporting information):

This "Complete Streets" project is located in the City of Wilmington, along the entire length of North and South Union Street, including the intersection with Pennsylvania Avenue. This vibrant urban corridor is on the cusp of becoming one of the City's premier examples of progressive transportation planning.

The purpose of this project is to move forward with planning and engineering work that will result in implementation of transit/pedestrian and bicycle friendly improvements to this route.

The work will apply a "Road Diet" to North and South Union Street from Pennsylvania Avenue south to the City Line. The space gained from this redesign will allow for wider sidewalks, back-in angled parking, streetscape enhancements and a bike lane. Narrowing vehicular patterns will increase pedestrian access to commercial activities, function as a deterrent to crime and improve the overall quality of life for residents living in this neighborhood.

This project strongly supports principals outlined in the emerging framework for a City-wide Comprehensive Development Plan.

Who will maintain the project? What will need to be maintained in the short and long term, and what institution will be responsible for doing so? How does the applicant plan to provide for ongoing maintenance costs?

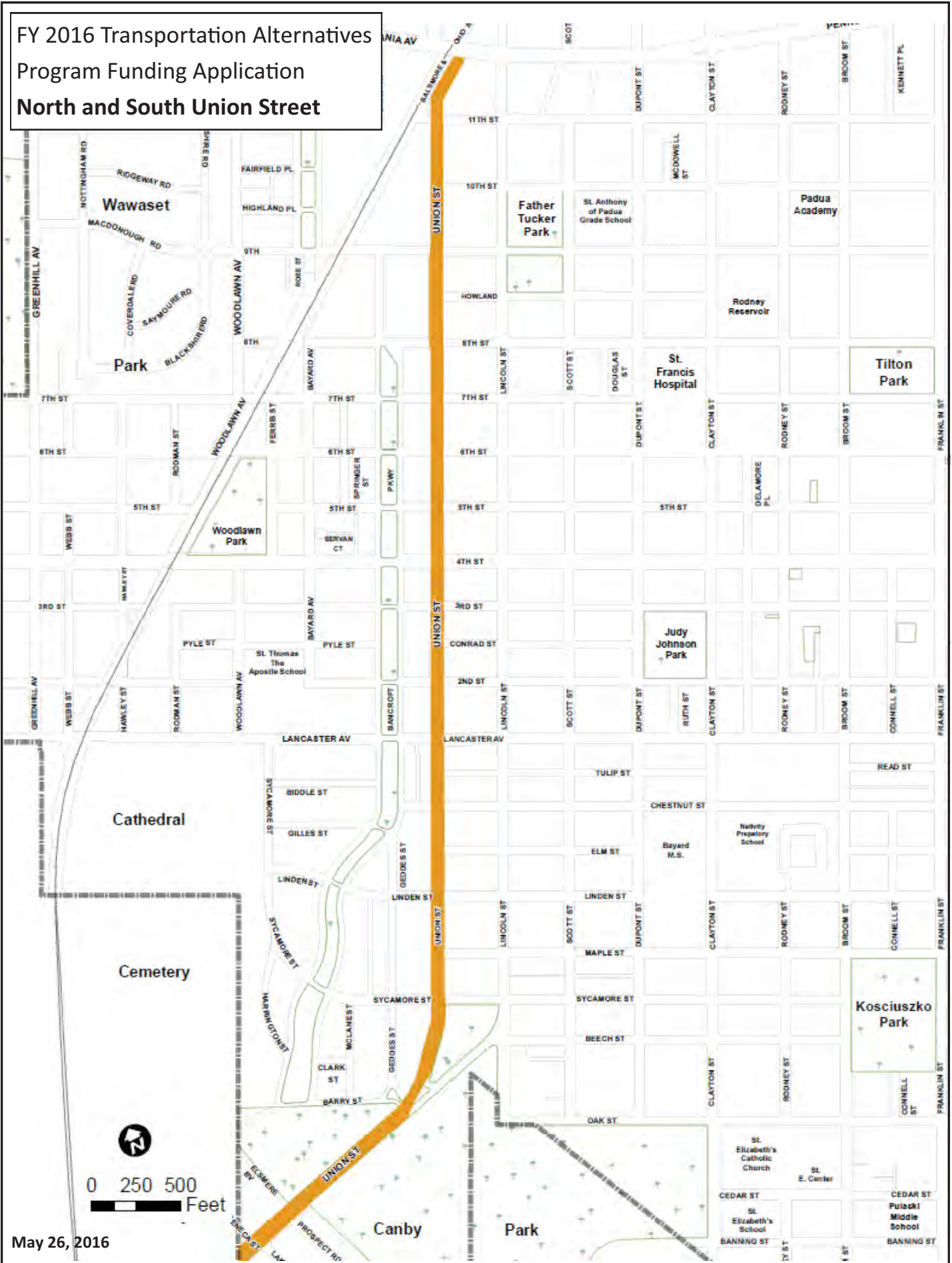
It is anticipated that the City of Wilmington will maintain this project in cooperation with the Delaware Department of Transportation and West Side Grows Together.

Project costs are yet to be determined.

**FUNDING:** Please describe the amount of TAP and matching funds for each phase for which you are seeking funding. Funds are for small projects only, and sponsors must be able to provide a minimum of 20 percent funding match. Funds available for eligible projects on a reimbursement basis administered through the state Departments of Transportation; these funds are not administered as grants.

<b>Phase: Concept Plan</b>			
Federal Funds Requested			\$
Match Required	Source:		\$
Match Required	Source:		\$
Match Required	Source:		\$
<b>Phase: Project Development</b>			
Federal Funds Requested			\$
Match Required	Source:		\$
Match Required	Source:		\$
Match Required	Source:		\$
<b>Phase: Construction</b>			
Federal Funds Requested			\$
Match Required	Source:		\$
Match Required	Source:		\$
Match Required	Source:		\$
<b>Will this amount complete the project?</b>			<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>If no, will this amount complete an independent / stand-alone phase of the project?</b>			<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>If this request is not fully funded, do you have other funds to complete the project / phase?</b>			<input type="checkbox"/> Yes <input type="checkbox"/> No

FY 2016 Transportation Alternatives  
Program Funding Application  
North and South Union Street



May 26, 2016

## Transportation Alternatives Program Application

The Transportation Alternatives Program (TAP), authorized under MAP-21, provides funding for programs and small projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. Sponsors must be able to provide a minimum of 20 percent funding match. Project submissions will be evaluated using WILMAPCO's project prioritization process, and other factors as determined by Council. For information about Delaware's program, phone 302-760-2178 or email [Jeff.Niezgoda@state.de.us](mailto:Jeff.Niezgoda@state.de.us).

<b>Submit to WILMAPCO:</b>	
Mail:	850 Library Ave., Suite 100, Newark, DE 19711
Fax:	302.737.9584
Email:	hdunigan@wilmaco.org.
Call 302.737.6205 for more information	

**SPONSOR:** Eligible sponsors include local governments, transit, natural resource or public land agencies, and education agencies/schools. Nonprofits are not eligible as direct recipients, but may partner as secondary sponsors with any eligible entity.

Contact Name and Title:	Leonard Sophrin, Director of Planning and Development
Organization:	City of Wilmington
Address:	Louis L. Redding City/County Building, 800 North French Street
City, State, Zip	Wilmington, DE 19801
Telephone:	(302) 576-3109
E-mail Address:	lsophrin@wilmingtonde.gov
Secondary Sponsor Organization(if applicable):	

**ELIGIBILITY:** For details about eligibility, please visit [www.fhwa.dot.gov/map21/guidance/guidetap.cfm](http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm). All projects must have a relationship to surface transportation and must be dedicated to public use. The project must fit into at least one of the activities listed below. Indicate which eligible activities the project will achieve (check all that apply):

Transportation Alternatives:	
<input checked="" type="checkbox"/>	Construct, plan, and design on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve ADA compliance.
<input checked="" type="checkbox"/>	Construct, plan, and design infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
<input type="checkbox"/>	Convert and use abandoned railroad corridors for trails for nonmotorized transportation.
<input type="checkbox"/>	Construct turnouts, overlooks, and viewing areas.
<input type="checkbox"/>	Community improvement activities, including-
<input type="checkbox"/>	• inventory, control, or removal of outdoor advertising;
<input type="checkbox"/>	• historic preservation and rehabilitation of historic transportation facilities;
<input type="checkbox"/>	• vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
<input type="checkbox"/>	• archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.
<input checked="" type="checkbox"/>	Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to-
<input checked="" type="checkbox"/>	• address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
<input type="checkbox"/>	• reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
<b>Safe routes to school program, for projects within approximately two miles of a school for kindergarten through eighth grade.</b>	
<input checked="" type="checkbox"/>	Infrastructure-related projects including planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
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<input type="checkbox"/>	Safe Routes to School coordinator.
<input checked="" type="checkbox"/>	Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
<input type="checkbox"/>	The recreational trails program

Primary category of eligibility:  
 Complete street project to aid in transformation of neighborhood inundated with high volume and unsafe velocity of vehicular traffic.

**PROJECT DESCRIPTION:**

Project description (please attach map and/or other supporting information):

This "Complete Streets" project is located in the City of Wilmington, at the intersection of West 4th and North Rodney Streets. This active urban corner is in the heart of our City's westside.

The purpose of this project is to steer resources toward this critically important node as defined in the emerging framework for a City-wide Comprehensive Development Plan. The City along with the Delaware Department of Justice, the Wilmington Housing Partnership, Wilmington Police Department, and the City's Departments of Real Estate and Housing, Planning and Development and Parks and Recreation have identified this as a starting point in order to reduce crime, eliminate blight, vacancy and abandoned homes in the Hilltop, Hedgeville and Tilton Park neighborhoods. This concentrated multi-jurisdictional, inter-departmental effort signifies the transformational approach being undertaken and one that is needed if we are to build strong, pedestrian, bicycle/transit friendly neighborhoods.

If revitalization of this challenged neighborhood is to be achieved, it is equally important that we incorporate transportation improvements along the West 4th Street corridor, called for in West Side Grows Together's Neighborhood Revitalization Plan.

Therefore this project is designed to enable the City of Wilmington, WILMAPCO and DeIDOT to take "complete streets" concepts illustrated in the West Side Grows Together Neighborhood Revitalization Plan and combine them with ideas emanating from the West 4th Street Walkable Communities Workshop. If efforts to revitalize this area are to succeed, it is imperative that this transportation improvement project occur concurrently with implementation of the overall neighborhood revitalization plan.

Who will maintain the project? What will need to be maintained in the short and long term, and what institution will be responsible for doing so? How does the applicant plan to provide for ongoing maintenance costs?

It is anticipated that the City of Wilmington will maintain this project in cooperation with the Delaware Department of Transportation.

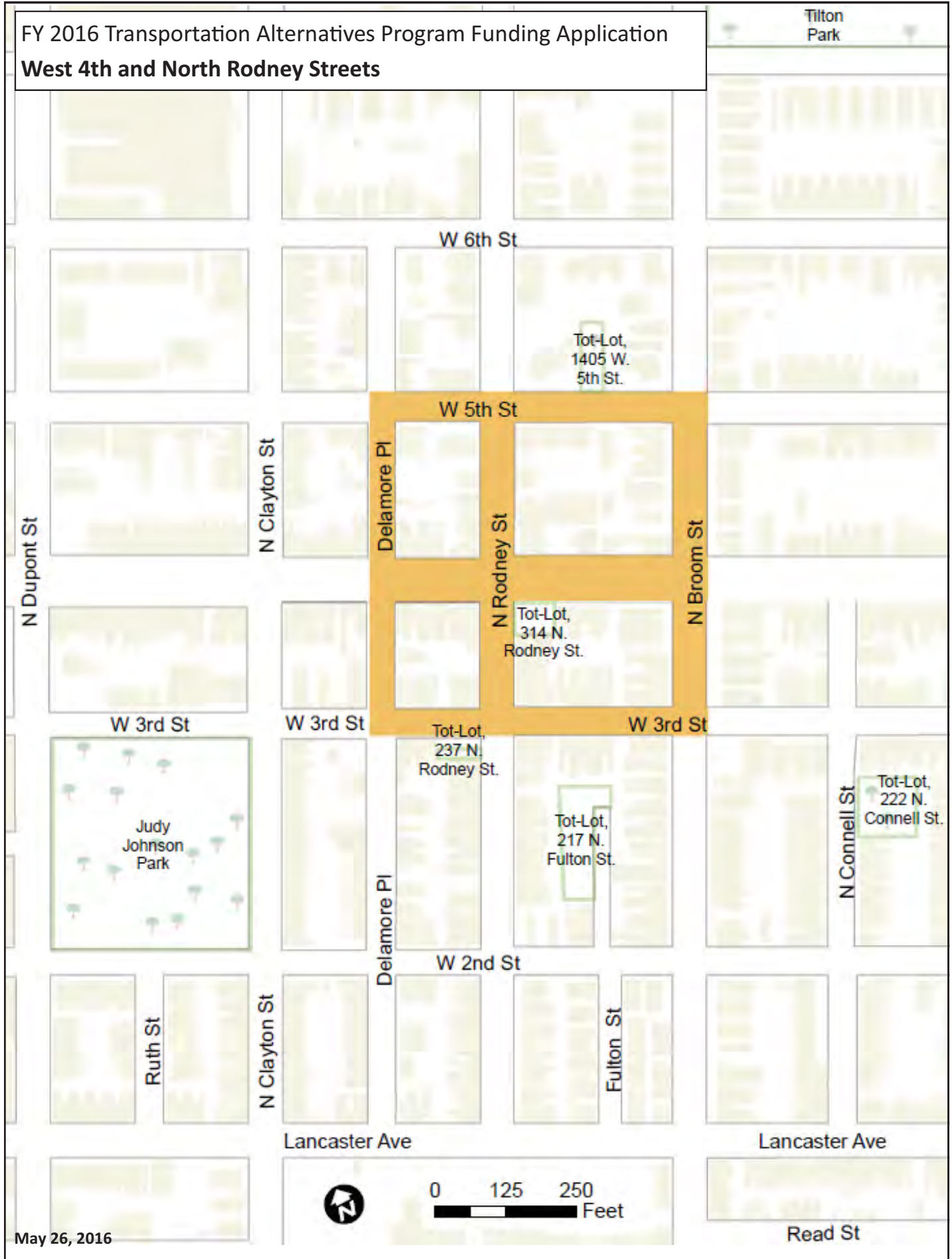
Project costs are yet to be determined.

**FUNDING:** Please describe the amount of TAP and matching funds for each phase for which you are seeking funding. Funds are for small projects only, and sponsors must be able to provide a minimum of 20 percent funding match. Funds available for eligible projects on a reimbursement basis administered through the state Departments of Transportation; these funds are not administered as grants.

<b>Phase: Concept Plan</b>			
Federal Funds Requested			\$
Match Required	Source:		\$
Match Required	Source:		\$
Match Required	Source:		\$
<b>Phase: Project Development</b>			
Federal Funds Requested			\$
Match Required	Source:		\$
Match Required	Source:		\$
Match Required	Source:		\$
<b>Phase: Construction</b>			
Federal Funds Requested			\$
Match Required	Source:		\$
Match Required	Source:		\$
Match Required	Source:		\$
<b>Will this amount complete the project?</b>			<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>If no, will this amount complete an independent / stand-alone phase of the project?</b>			<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>If this request is not fully funded, do you have other funds to complete the project / phase?</b>			<input type="checkbox"/> Yes <input type="checkbox"/> No

FY 2016 Transportation Alternatives Program Funding Application  
West 4th and North Rodney Streets

Tilton  
Park



# Transportation Alternatives Program Application

**Submit to WILMAPCO:**  
 Mail: 850 Library Ave., Suite 100,  
 Newark, DE 19711  
 Fax: 302.737.9584  
 Email: [hdunigan@wilmaco.org](mailto:hdunigan@wilmaco.org)  
 Call 302.737.6205 for more information

The Transportation Alternatives Program (TAP), authorized under MAP-21, provides funding for programs and small projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. Sponsors must be able to provide a minimum of 20 percent funding match. Project submissions will be evaluated using WILMAPCO’s project prioritization process, and other factors as determined by Council. For information about Delaware’s program, phone 302-760-2178 or email [Jeff.Niezgoda@state.de.us](mailto:Jeff.Niezgoda@state.de.us).

**SPONSOR:** Eligible sponsors include local governments, transit, natural resource or public land agencies, and education agencies/schools. Nonprofits are not eligible as direct recipients, but may partner as secondary sponsors with any eligible entity.

Contact Name and Title:	Dave Blankenship, Director of Transportation
Organization:	City of Wilmington Department of Public Works
Address:	Louis L. Redding City/County Building, 800 North French St.
City, State, Zip	Wilmington, DE 19801
Telephone:	302 576-3084
E-mail Address:	dblanken@wilmingtonde.gov
Secondary Sponsor Organization(if applicable):	DNREC, Planning, Preservation & Development Section; Wilmington Rotary Centennial Park LLC

**ELIGIBILITY:** For details about eligibility, please visit [www.fhwa.dot.gov/map21/guidance/guidetap.cfm](http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm). All projects must have a relationship to surface transportation and must be dedicated to public use. The project must fit into at least one of the activities listed below. Indicate which eligible activities the project will achieve (check all that apply):

Transportation Alternatives:	
√	Construct, plan, and design on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve ADA compliance.
√	Construct, plan, and design infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
√	Convert and use abandoned railroad corridors for trails for nonmotorized transportation.
√	Construct turnouts, overlooks, and viewing areas.
	Community improvement activities, including-
	<ul style="list-style-type: none"> <li>● inventory, control, or removal of outdoor advertising;</li> <li>● historic preservation and rehabilitation of historic transportation facilities;</li> <li>● vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and</li> <li>● archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.</li> </ul>
√	Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to-
√	<ul style="list-style-type: none"> <li>● address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or</li> <li>● reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.</li> </ul>
Safe routes to school program, for projects within approximately two miles of a school for kindergarten through eighth grade.	
√	Infrastructure-related projects including planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
	Non-infrastructure activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of



	schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.
	Safe Routes to School coordinator.
	Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
	The recreational trails program

Primary category of eligibility:

Provision of facilities for pedestrians and bicycles; scenic beautification; environmental mitigation to address water pollution

#### PROJECT DESCRIPTION:

Project description (please attach map and/or other supporting information):

##### Statement of Need:

The intersection of King, Market, and 15<sup>th</sup> Streets is complicated and not as functional as it could be. Previous transportation studies completed in 2012 recommended that one block of King Street at 15th Street and 16th Streets gets converted from one-way to two-way traffic, reconfiguring those intersections, and implementing various signing, striping, and traffic signal modifications. At King Street and 16th Street, the existing concrete island would be removed, and high-speed right turns would be addressed by reducing the turn radius and having the right turns controlled by the signals. At that same busy intersection of King and Market Streets and South Park Drive, the gateway to H. B. Fletcher Brown Park is suffering from crumbling walls, degraded infrastructure and limited access to the park.

This is highly-used gateway, on the East Coast Greenway serves as a primary entrance to Wilmington's business district and is a connector to neighborhoods such as Midtown Brandywine, Old Brandywine Village and the East Side. The intersection is a hub of activity for drivers, pedestrians, and for special events such as running/walking races. It is an entrance to the Wilmington Parks system and intersects with greenway and trail efforts. Improvements at the H.B Fletcher Brown Park and the intersection of King and Market Streets and South Park Drive are in keeping with the 1987 Wilmington Walkway Plan.

As part of its Centennial effort, the Rotary Club of Wilmington, in partnership with DNREC's Division of Parks and the City of Wilmington, developed a master plan to renovate and re-imagine the park for greater use, especially by students from a large numbers of schools in the area.

##### Partners/Community Interaction:

The Rotary Club of Wilmington, in partnership with State Parks, conducted public outreach to the public and numerous organizations during 2013. The Club contracted for a complete survey by Vandemark & Lynch and developed a master plan, a storm water mitigation plan (which has been approved) and developed bid documents, executed by Bernardon, Haber, Holloway. Bancroft estimated the work; the bids came in at 2.1 million.

The Rotary Club decided to divide it into two phases, the corner at the intersection of three roads, and an amphitheater in the interior of the park fitting into the natural contours of the land. The amphitheater would be used for a variety of programs, from outdoor and environmental education programs, to concerts, to special events such as outdoor movies. The Club is currently fundraising, from its members, area corporations and businesses and foundations for both phases of the project.

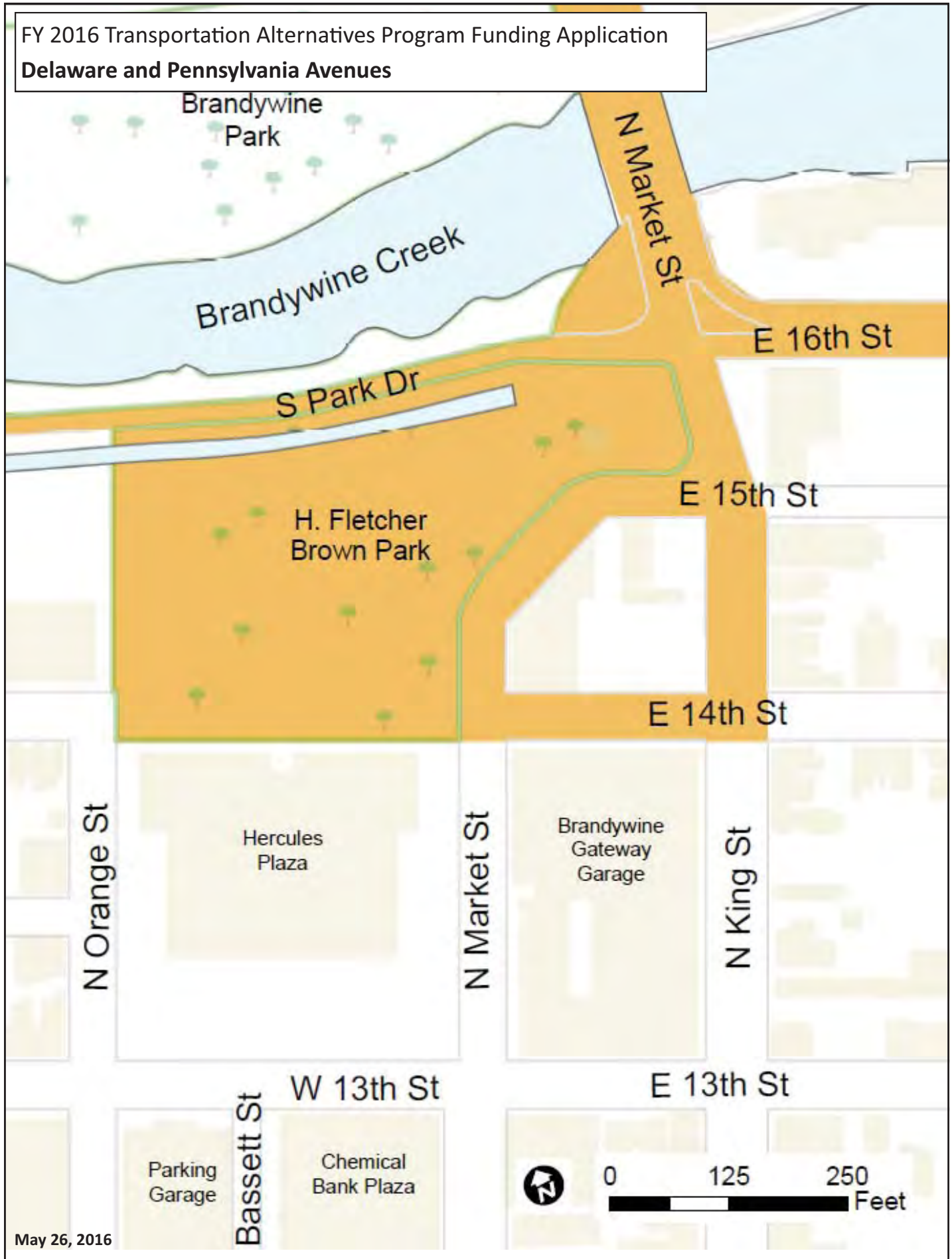
The corner is envisioned as being a publically-funded project which is 100% on public land, through TAP and other government funds. Much of the design work is complete so the start up for this effort would be relatively quick. An additional requested amenity that would be added to the park is a bike way and bike racks. Currently, the nearest bus stop is at King and 11<sup>th</sup> streets. There would be a need to prepare a coordinated concept plan linking the project elements, followed by preparation of DeIDOT bid documents and construction.

Who will maintain the project? What will need to be maintained in the short and long term, and what institution will be responsible for doing so? How does the applicant plan to provide for ongoing maintenance costs?  
 DNREC State Parks will maintain the Park as it does today. The City of Wilmington will maintain the King Street renovation.

**FUNDING:** Please describe the amount of TAP and matching funds for each phase for which you are seeking funding. Funds are for small projects only, and sponsors must be able to provide a minimum of 20 percent funding match. Funds available for eligible projects on a reimbursement basis administered through the state Departments of Transportation; these funds are not administered as grants.

<b>Phase: Concept Plan</b>		
Federal Funds Requested		\$ 0
Match Required	Source: Wilmington Rotary Centennial Park LLC	\$ 150,000.
Match Required	Source:	\$
Match Required	Source:	\$
<b>Phase: Project Development</b>		
Federal Funds Requested		\$
Match Required	Source:	\$
Match Required	Source:	\$
Match Required	Source:	\$
<b>Phase: Construction</b>		
Federal Funds Requested		\$ 800,000.
Match Required	Source: Wilmington Rotary Centennial Park LLC	\$ 25,000.
Match Required	Source: DNREC's Land and Water Conservation Trust Fund	\$ 125,000.
Match Required	Source: State legislators CTF funds	\$ 50,000.
<b>Will this amount complete the project?</b>		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>If no, will this amount complete an independent / stand-alone phase of the project?</b>		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>If this request is not fully funded, do you have other funds to complete the project / phase?</b>		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

FY 2016 Transportation Alternatives Program Funding Application  
Delaware and Pennsylvania Avenues



# Two-Way King Street Study (1500 Block)



**LEGEND**

- Proposed Lane Marking
- Directional Arrows (For Information Only)
- Bicycle/Vehicle Shared Lane Marking



Delaware Department of Transportation

McCormick  
Support from the Taylor



Plan Legend

- 1. Amphitheater
- 2. King Street Garden and Plaza
- 3. Promenade
- 4. Arboretum
- 5. Lower Plaza
- 6. Recreation & Environmental Education
- 7. Historic Cannons

**Bernard  
Haber  
Holloway**  
ARCHITECTS

241 North Orange Street, Suite 200  
Wilmington, DE 19801  
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**THE ROTARY CLUB OF WILMINGTON CENTENNIAL PROJECT**

H. FLETCHER BROWN PARK  
WILMINGTON, DELAWARE

Best Practices: 10/10/13, April 17, 2014

THE ROTARY CLUB OF WILMINGTON

1007 North Orange Street  
Wilmington, Delaware 19801  
T 302.655.6025



# Transportation Alternatives Program Application

<b>Submit to WILMAPCO:</b>	
Mail:	850 Library Ave., Suite 100, Newark, DE 19711
Fax:	302.737.9584
Email:	hdunigan@wilmmapco.org.
	Call 302.737.6205 for more information

The Transportation Alternatives Program (TAP), authorized under MAP-21, provides funding for programs and small projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. Sponsors must be able to provide a minimum of 20 percent funding match. Project submissions will be evaluated using WILMAPCO's project prioritization process, and other factors as determined by Council. For information about Delaware's program, phone 302-760-2178 or email [Jeff.Niezgoda@state.de.us](mailto:Jeff.Niezgoda@state.de.us).

**SPONSOR:** Eligible sponsors include local governments, transit, natural resource or public land agencies, and education agencies/schools. Nonprofits are not eligible as direct recipients, but may partner as secondary sponsors with any eligible entity.

Contact Name and Title:	Leonard Sophrin, Director of Planning and Development
Organization:	City of Wilmington (Secondary Sponsor: Wilmington Housing Partnership)
Address:	Louis L. Redding City/County Building, 800 North French Street
City, State, Zip	Wilmington, DE 19801
Telephone:	(302) 576-3109
E-mail Address:	lsophrin@wilmingtonde.gov
Secondary Sponsor Organization(if applicable):	

**ELIGIBILITY:** For details about eligibility, please visit [www.fhwa.dot.gov/map21/guidance/guidetap.cfm](http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm). All projects must have a relationship to surface transportation and must be dedicated to public use. The project must fit into at least one of the activities listed below. Indicate which eligible activities the project will achieve (check all that apply):

Transportation Alternatives:	
<input checked="" type="checkbox"/>	Construct, plan, and design on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve ADA compliance.
<input checked="" type="checkbox"/>	Construct, plan, and design infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
<input type="checkbox"/>	Convert and use abandoned railroad corridors for trails for nonmotorized transportation.
<input type="checkbox"/>	Construct turnouts, overlooks, and viewing areas.
<input type="checkbox"/>	Community improvement activities, including-
<input type="checkbox"/>	• inventory, control, or removal of outdoor advertising;
<input type="checkbox"/>	• historic preservation and rehabilitation of historic transportation facilities;
<input type="checkbox"/>	• vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
<input type="checkbox"/>	• archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.
<input checked="" type="checkbox"/>	Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to-
<input checked="" type="checkbox"/>	• address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
<input type="checkbox"/>	• reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
Safe routes to school program, for projects within approximately two miles of a school for kindergarten through eighth grade.	
<input checked="" type="checkbox"/>	Infrastructure-related projects including planning, design, and construction of infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
<input checked="" type="checkbox"/>	Noninfrastructure activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.
<input type="checkbox"/>	Safe Routes to School coordinator.
<input checked="" type="checkbox"/>	Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
<input type="checkbox"/>	The recreational trails program

Primary category of eligibility:  
 Provide transportation infrastructure needed in conjunction with comprehensive neighborhood revitalization program.

**PROJECT DESCRIPTION:**

Project description (please attach map and/or other supporting information):

This "Complete Streets" project is located in the City of Wilmington in the vicinity of North Spruce and Church Streets. The purpose of this project is to steer resources toward important work being led by the Wilmington Housing Partnership to improve the quality of life for residents living in this densely populated, historic neighborhood.

Under the banner of Eastside Rising, the City, along with the Central Baptist Church CDC, Woodlawn Trustees, and Inter-Neighborhood Foundation are investing in the revitalization of this community. The project is within Wilmington's Downtown Development District and is supported by a grant from the Delaware State Housing Authority's "Strong Neighborhood" fund and a \$400,000 grant from J.P. Morgan Chase Bank. This focused investment in revitalizing homes and corner stores needs to be complemented by significant reinvestment in transportation infrastructure. Providing access to transit service, pedestrian/bicycle improvements and enhancing street lighting are essential to public safety and are a top priority in the City's emerging framework for a Citywide Comprehensive Development Plan.

This project will provide physical improvements that complement work underway by the Delaware Department of Justice, the Wilmington Police Department and Federal Violence Reduction Network to improve public safety in one of Wilmington's most economically distressed neighborhoods.

This project needs to begin immediately so these transportation improvements can occur concurrently with these comprehensive neighborhood revitalization efforts. This concentrated approach represents a transformative strategy being followed by municipal, state and federal initiatives to build strong neighborhoods.

Who will maintain the project? What will need to be maintained in the short and long term, and what institution will be responsible for doing so? How does the applicant plan to provide for ongoing maintenance costs?

It is anticipated that the City of Wilmington will maintain this project in cooperation with the Delaware Department of Transportation.

Project costs are yet to be determined.

**FUNDING:** Please describe the amount of TAP and matching funds for each phase for which you are seeking funding. Funds are for small projects only, and sponsors must be able to provide a minimum of 20 percent funding match. Funds available for eligible projects on a reimbursement basis administered through the state Departments of Transportation; these funds are not administered as grants.

<b>Phase: Concept Plan</b>			
Federal Funds Requested			\$
Match Required	Source:		\$
Match Required	Source:		\$
Match Required	Source:		\$
<b>Phase: Project Development</b>			
Federal Funds Requested			\$
Match Required	Source:		\$
Match Required	Source:		\$
Match Required	Source:		\$
<b>Phase: Construction</b>			
Federal Funds Requested			\$
Match Required	Source:		\$
Match Required	Source:		\$
Match Required	Source:		\$
<b>Will this amount complete the project?</b>			<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>If no, will this amount complete an independent / stand-alone phase of the project?</b>			<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>If this request is not fully funded, do you have other funds to complete the project / phase?</b>			<input type="checkbox"/> Yes <input type="checkbox"/> No



FY 2016 Transportation Alternatives Program Funding Application  
**North Church and Spruce Streets**