

Meeting Notes

Air Quality Subcommittee (AQS) & Delaware Transportation Conformity Interagency Consultation Working Group

June 14, 2018

Attendees

Kwame Arhin, FHWA (teleconference)
Nate Attard, DelDOT
Gregory Becoat, EPA (teleconference)
Kevin Black, FHWA (teleconference)
Terri Brixen, Resident
Alex Brun, MDE (teleconference)
Deanna Cuccinello, (teleconference)
Jim Galvin, D/KC MPO
Jay Gerner, (teleconference)
Gary Greening, MDOT (teleconference)
Jacob Guise, WILMAPCO
Reed Macmillan, D/KC MPO
Jolyon Shelton, DNREC
Cathy Smith, DTC (teleconference)
Bill Swiatek, WILMAPCO
Colleen Turner, MDOT (teleconference)

Acceptance of the notes from the May 10th Meeting

- See: www.wilmapco.org/aqs
- The notes were accepted without corrections or clarifications.

Dover/Kent County MPO Regionally Significant Projects – J. Galvin

- Regional Significance Determination Presentation can be found at: www.wilmapco.org/aqs
- Mr. Galvin began by telling everyone that the Dover/Kent County MPO has been in conformity since 2008. Due to the fallout from a recent federal lawsuit against EPA, the Dover/Kent County MPO will have to do conformity again. Upon reviewing their long-range plan, Dover/Kent County MPO felt that there were four projects that were significant enough to be looked at again. The goal of relooking at these projects is to determine the regional significance.
- The projects are as follows: Camden Bypass-North and South, US 13 Widening, Crawford Carroll Road Extension, and the Scarborough Road C-D Road Expansion.

- Mr. Swiatek reminded the group that he sent them an email with a handout sheet to help guide them in determining whether something is regionally significant.

Camden Bypass-North

- The first project Mr. Galvin discussed was the Camden Bypass. The Camden Bypass was divided into two sections for ease of talk, a north and south section. The north section connects Old North Road of 13 to route 10 east of 13. The development site is on the east side of 13 with road incorporated. Mr. Galvin doesn't anticipate attraction of other traffic beyond what is existing now. Mr. Galvin believes Camden Bypass-North is not regionally significant. Mr. Swiatek asked if the group had any opinions on the matter and whether the project should be modeled.
- Mr. Attard responded by saying that DelDOT's opinion is that this project is just going to be a local road and that one of the intents of this project is that it will divert traffic off route 10 and onto a series of grid streets. Mr. Swiatek asked if there wasn't any subsequent development that would drive more traffic to the area. Mr. Attard assured Mr. Swiatek that there isn't any major development.
- Mr. Galvin talked about the Wawa that is being developed and that DelDOT has asked Wawa to help with the construction of the road.
- Mr. Swiatek asked again if the subcommittee was okay with the decision of the project not being regionally significant; everyone agreed.

Camden Bypass-South

- Mr. Galvin then talked about the next project, the Camden Bypass-South; its more extensive than Camden Bypass-North. The project connects Rising Sun Road to US 13 and then to South Main through the King Property. The development site is at the parcel west of US 13. Mr. Galvin said that this project draws some questions due to the development in the area. The project is still taking traffic off Route 10 and away from the historic properties in downtown Camden. The primary reason is to keep trucks away from the early 1800's properties that are along Main Street.
- Mr. Attard responded saying DelDOT has the same opinion; believing that this project isn't regionally significant. Mr. Swiatek asked the group if there was any more thoughts or feedback about this project. Mr. Attard said that the proposal for the 400 unit apartment complex has been reviewed by DelDOT. The Camden Bypass-South project will still go through whether the complex is constructed or not.
- Mr. Swiatek asked if the only new development with this project would be the commercial development. Mr. Galvin assured Mr. Swiatek that this was so.
- The group agreed that this project was not regionally significant.

US 13 Widening

- Mr. Galvin moved onto the next project, the widening of US 13. Mr. Galvin classified this project as regionally significant. A couple years ago DelDOT found that US 13, from Puncheon Run connector down to woodside, had a significant amount of accidents around the intersections due to the volume of traffic. US 13 Widening was split into two different phases.
- Phase 1 involves the north end, from the Puncheon Run Connector to Lochmeath Road. Another lane will be added, and all intersections will be improved for safety. Phase 2 extends from Lochmeath Road to Walnut Shade Road. All intersections will be improved for safety.
- The traffic volume is around 40-50,000 cars a day. In total the project runs about five miles, and Mr. Galvin believes that it needs to be modeled. Mr. Swiatek agrees with Mr. Galvin about the project being modeled.
- Mr. Attard argued that the project was potentially exempt in accordance with 40 CFR 93. Mr. Attard stated that something that is funded for safety purposes can become exempt. Mr. Attard believes, however, that this project will likely create more traffic on US 13.
- Mr. Shelton said the project will make it more attractive to drive on that road and it was regionally significant.
- Mr. Swiatek stated that DNREC and D/KC MPO believe the project should be modeled. The group agreed that both phases of the US 13 Widening were regionally significant.

Crawford Carroll Road Extension

- The next project is the Crawford Carroll Road Extension. This project connects existing Crawford Carroll Road to US 13 and Delaware State University (DSU). The extension would run behind the Lowes up to the area of the fish ponds at Delaware State University through a parking lot of an existing development to a realigned north entrance of Dover Mall. The realignment takes traffic from Dover Mall and matches it up with the new alignment across US 13. The realignment also provides access to a car dealership.
- D/KC MPO believes that this project doesn't add any additional traffic to the system, doesn't allow new development, and provides alternative access to alleviate volume off US 13 to some of the major retail stores. The D/KC MPO did talk to DSU about having a road connect with their internal system, Mr. Galvin doesn't think this has been decided upon yet. In conclusion, the D/KC MPO does not believe that this project is regionally significant.
- Mr. Attard said that DelDOT's argument was the same as the D/KC MPOs.
- The group agreed that this project was not regionally significant

Scarborough Road C-D Road Expansion

- Lastly, Mr. Galvin discussed the Scarborough Road C-D Road Expansion. This expansion connects Scarborough Road exit from Rt 1 to Dover Mall and Dover Downs. A new Toll Collection station will be added. This project does not use Federal or Transportation Trust Fund Dollars.
- Mr. Galvin informed the group the Dover Downs has no opinion on the road expansion, while Dover Mall does. The mall hired a local attorney to help push this project along. The Dover Mall has approached the City of Dover about floating bonds for this project.
- Mr. Attard said that DelDOT argues that this project could be regionally significant because its anticipated that more people will use this exit to access the mall as the mall becomes a more favorable destination.
- Mr. Swiatek pointed out that the reason the mall is pushing this project is because they want to increase the traffic to their site.
- Mr. Galvin said this is a 2030 in-service.
- Mr. Shelton pointed out that when you look at the design, depending on where it is located will determine if it is regionally significant. Mr. Shelton suspects that it will line up with Route 1 if the object is to get people to come from Route 1 into the shopping mall.
- Mr. Attard believes that existing right of way owned by DelDOT will be used along Route 1 to get the road where it needs to go. This would cause sections of the residential area to be purchased. The developer is trying to maximize the development potential between the mall and Route 1. While also improving the accessibility.
- Mr. Swiatek said that because more development will be driven to the area, he feels that this project should be classified as regionally significant.
- Ms. Brixen believes that if the Dover Mall's intent is to bring in more people and newer stores than she also thinks the project should be classified as regionally significant. Mr. Galvin said they spoke with the mall, and they are worried about Sear's closing, and are looking for alternative stores.
- The group agreed the project was regionally significant.

Other Business

- Next meeting is July 19th, 2018 and will be a joint meeting with the Technical Advisory Committee at Lum's Pond.
- No other business was discussed.