

**REGULAR COUNCIL MEETING  
JULY 13, 2017**

The Council meeting was held at WILMAPCO, 850 Library Avenue, Suite 100, Newark, Delaware, on July 13, 2017.

1. **CALL TO ORDER:** Mr. John Sisson opened the meeting at 6:30 p.m.

2. **ROLL CALL:**

**Members present:**

Drew Boyce, representing Jennifer L. Cohan, DeIDOT Secretary of Transportation  
Tyson Byrne, representing Heather Murphy, Maryland Governor's Appointee  
Connie Holland, Delaware Governor's Appointee  
Herb Inden, representing City of Wilmington Mayor, Michael S. Purzycki  
D. Reed MacMillan, representing Rich Hall, representing New Castle County Executive,  
Matthew Meyer  
Eric Sennstrom, representing Cecil County Executive, Alan McCarthy  
John Sisson, Delaware Transit Corporation Chief Executive Officer  
Michael Spencer, representing New Castle County Municipalities

**Members absent:**

Robert J. Alt, representing Cecil County Municipalities

**Guests, Observers:**

Yolanda Jordon, FHWA  
Mike McConnell, DeIDOT Finance  
Bill Osborne, DPPI  
Charlanne Thornton, DeIDOT Finance

**Staff members:**

Dan Blevins, Principal Planner  
Janet Butler, Administrative Assistant  
Heather Dunigan, Principal Planner  
Sharen T. Elcock, Executive Assistant  
Dave Gula, Principal Planner  
Randi Novakoff, Outreach Manager  
Bill Swiatek, Senior Planner  
Jacob Thompson, Transportation Planner  
Tigist Zegeye, Executive Director

Minutes prepared by Janet Butler

3. **MINUTES:**

The May 11, 2017 meeting minutes were approved.

**ACTION:** On motion by Mr. Sennstrom seconded by Mr. Spencer the Council

approved the May 11, 2017 Council Meeting Minutes.

Motion passed.

(7-13-17-01)

**4. PUBLIC COMMENT PERIOD:**

None.

**COUNCIL MEMBERS' AND DIRECTOR'S REPORT:**

**5. Chairperson's Report:**

Mr. Sisson said the TAC mailing went out today with a TIP amendment for the Wilmington Transit Center project that includes a proposal for a Transit Center and Parking Garage, which is a 19-million dollar project to be built at the corner of Walnut and Front Streets in Wilmington. DTC will send the proposal out for an e-mail vote for approval within 45 days after they sign the agreement. Mr. Sisson also reminded Council members that the Newark Regional Transportation Center (NRTC) ground breaking ceremony will be held on Monday, July 17, 2017, at 10:00 a.m., at University of Delaware's Newark Star Campus parking lot.

**- Council Member's Reports:**

- Mayor Spencer said Town of Newport met with DelDOT. The Bridge 159 project is moving forward and he expects it will be successfully completed.
- Mr. MacMillan said that as of June 28, 2017, the Unified Development Code (UDC) Phase III update was put on the New Castle County website under Land Use UDC Update. There were 177 changes categorized as site design and 31 changes categorized as process. These changes will go through the public process starting in August and are expected to be voted on in December, 2017.
- Mr. Boyce said DelDOT will hold MPO and DelDOT Public Workshops for the CTP, STIP, and TIP, on September 11, 2017. DelDOT submitted an application to the League of American Bicyclists Statewide Rankings, and Delaware is number three. DelDOT is doing very well with its multi-modal transportation perspective and he expects a report within the next two or three months.
- Mr. Inden said the Wilmington Initiatives (WI) committee will meet with the Mayor tomorrow. The Wilmington Comprehensive Plan is moving forward. In addition, the Rodney Square Project will have its cost estimates completed soon.

**6. Executive Director's Report – Ms. Zegeye shared the following events and information:**

- Staff attended Safe Routes to School (SRTS) Elbert/Palmer Elementary School events.
- Staff attended the Delaware Climate and Health Conference on June 6, 2017.
- Staff exhibited at the Platinum Picnic in Hockessin on June 7, 2017, and 500 people attended.
- The Route 9 Master Plan was presented to the New Castle County Prevention Coalition and was featured at a community health fair.
- Staff attended the kick-off meeting for the Delaware Anti-Idling Workshop on June 29, 2017.
- Staff is working with the Colonial School District to begin SRTS programs at Eisenberg and McCullough schools to help implement the Route 9 Plan.
- Staff will exhibit during the Southbridge weekend on July 15, 2017.

- Staff is coordinating with DVRPC on the Volkswagen settlement case to implement an electric vehicle charging stations in metropolitan Philadelphia. The meeting will be held on July 21, 2017.
- The Annual WILMAPCO joint TAC/AQS meeting and summer picnic will be held at Lums Pond State Park, 1068 Howell School Road, Bear, Delaware 19701, on July 20, 2017, at 10:00 a.m.
- The Wilmington Initiatives (WI) Public Workshop was held on June 21, 2017, and 50 people attended.
- Staff is coordinating the Ridership Modeling project with DTC and SEPTA, and the memo will be finalized soon.
- Staff will attend the Performance Management Implementation meeting in Boston, Massachusetts at the invitation of Delaware FHWA.
- Federal Railroad Administration (FRA) has released the Record of Decision (ROD) for the NEC Future. Staff will participate in a webinar to discuss the Selective Alternatives on June 26, 2017.
- Staff attended the SR10 Special Committee Meeting regarding truck traffic on Routes 48, 41, and 7. More than 100 people attended, and the meeting was very productive. Staff will attend additional monthly meetings on the second Wednesday of each month until January 12, 2018.
- Ms. Zegeye distributed the 2050 RTP Schedule (**Attachment A**) to Council, which includes the 2020 Transportation Improvement Program (TIP). By May 2019, WILMAPCO expects Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to approve the RTP. This is a good opportunity for member agencies to coordinate public outreach; therefore, please let Ms. Zegeye know if you need more information.
- The FY2018 Unified Planning Work Program (UPWP) is expected to be approved by FHWA and FTA soon. The new PL agreement includes toll credits (cash) instead of in-kind as match to federal funds; therefore, WILMAPCO will not be using in-kind for the FY2018 UPWP. Ms. Zegeye thanked DeIDOT and MDOT for agreeing to give WILMAPCO the toll credits (cash).
- The WILMAPCO June 2017 billing was distributed, which is the last billing for this fiscal year. There will be an amendment to the FY2018 UPWP at the September 2017 Council meeting to approve carry over funds. Left over funds will be put into the general funds; therefore, money will become available to member agencies. WILMAPCO will be asking member agencies for a 20% cash match for projects. For example, if a member agency requests \$100,000 they would need to provide \$20,000 as a 20% match.

Mr. Boyce asked if WILMAPCO would still pursue the Indirect Cost Application Plan (ICAP) to allow for in-kind. Ms. Zegeye replied yes. DeIDOT and WILMAPCO have discussed how to use the ICAP, and that information will be provided in future billings to member agencies.

Ms. Charlanne Thornton, DeIDOT Finance Director, explained the Indirect Cost Allocation Plan (ICAP) process started last July when they reviewed the WILMAPCO FY2017 UPWP. DeIDOT found that the two MPOs in Delaware were using an in-kind match. Per Federal guidance, when using in-kind as a non-cash local match, you must have an ICAP. Therefore, DeIDOT Finance and Planning worked with the MPOs and Federal Highway Administration (FHWA) to develop a plan so that the FY2017 UPWP could be approved. They also provided training to the MPOs with FHWA.

Due to the large amount of paperwork, it was decided for the FY2018 UPWP, that the alternative would be to use DelDOT's and MDOT's toll credits as a match instead of in-kind. In addition, for the FY2019 UPWP, they could use either a cash match or an approved ICAP. One of the selections in the ICAP has a specific rate. If the MPO is qualified to meet the criteria, then they can use the de minimis indirect cost rate (10%), and 10% of the cost can be used as in-kind.

**7. Public Advisory Committee (PAC) Report:**

Ms. Novakoff said the PAC met on June 17, 2017, which had very good attendance. There were no action items. The Ardentown Paths Plan was presented by Mr. Swiatek. Discussion included the municipal boundaries of Arden. The Union Street Reconfiguration Project was presented by Mr. Gula and Ms. Sara Lester, West Side Grows Together. Discussion included the possibility of a similar project being done on Fourth Street in Wilmington. In addition, Mr. Gula presented the Glasgow Avenue Planning Study, and discussion included upcoming development on Route 896.

**8. Technical Advisory Committee (TAC) Report:**

Ms. Dunigan said the TAC met on May 18, 2017, and there were no action items. Ms. Gwineth Kaminsky, City of Wilmington, was elected as TAC Chair, and Mr. David Dahlstrom, MDOT, was elected as TAC Vice-Chair. Ms. Jacqueline Thorne, MDOT, and Ms. Sarah Williams, AECOM, presented the Susquehanna River Rail Bridge Project; Ms. Sarah Lester, West Side Grows Together, and Mr. Paul Moser, DelDOT, presented the Union Street Reconfiguration Project; and Ms. Kaitlyn Summers, SHA, presented the Maryland Total Maximum Daily Load (TMDL) Program. At the June 15, 2017 meeting there were no action items. Mr. Mike DuRoss, DelDOT, presented the DelDOT Long Range Transportation Plan; Mr. Blevins presented Proposed Changes to the CMS Performance Measures; and Mr. Gula presented the Glasgow Avenue Planning Study.

Immediately after the TAC meeting, WILMAPCO received a TIP Amendment from Cecil County for funding local bridges projects. Staff decided not to delay the amendment until September; therefore, staff sent it to AQS and TAC via e-mail. The AQS raised no air quality conformity concerns and the TAC recommended approval.

**ACTION ITEMS:**

**9. To Amend the FY 2017-2020 Transportation Improvement Program (TIP)**

Ms. Dunigan said this amendment is for Cecil County Bridges project for cleaning and painting the following bridges: 1) CE0018-Stevenson Road over Little North East Creek; 2) CE004-Providence Road over Little Elk Creek; and 3) CE0063-Black Snake Road over Little Elk Creek. This project will receive 80% federal funds and 20% Cecil County match which is a total of \$780,000.

**ACTION:** On motion by Mr. Sennstrom seconded by Mr. Spencer the Council amended the FY 2017-2020 TIP to add the Cecil County Bridges Project.

Motion passed.

(7-17-17-02)

**10. To Release the Proposed Amendments to the FY 2018-2021 Transportation Improvement Program (TIP), including use of CMAQ, STP, TAP, and Transit Urbanized Area and Transit 5310 Funds for FY 2018, for Public Comment**

Ms. Dunigan distributed the FY 2018-2021 TIP spreadsheet (**Attachment B**) showing proposed amendments compared with the TIP as approved in March 2017. There are no

new or deleted projects. The Delaware Statewide funding increased by 22%; New Castle County was basically the same with less than 1% increase; and overall the TIP funding increased by 10%.

The public comment period will run from July 24, 2017 through September 13, 2017. A joint public workshop with WILMAPCO and DeIDOT will be held on September 11, 2017 at the Newark Library, from 4:00 p.m.-7:00 p.m. Publicity includes the updated TIP Guide, notices aired on the WDEL radio station, a News Journal E-mail blast, WILMAPCO's Facebook pages, and newsletters.

Ms. Charlanne Thornton, DeIDOT Finance Director, said in the FY 2018 Bond Bill DeIDOT's revenues remains stable. The Transportation Trust fund uses the anticipated revenues, which are used to develop the Capital Transportation Program (CTP) budget each year. At the Delaware Legislative Session the Delaware Bond Bill and Budget Bills were passed on July 3, 2017. A \$568 million request in authorizations was approved for FY 2018 the Bond Bill, which is a \$60 million increase from the last request.

The Grants and Allocations category was the same with \$22.7 million, and \$5 five of that total was for the Municipal Street Aid program. Transit Systems increased by \$30 million and \$20 million of that total is mainly for the Newark Regional Transportation and Claymont Regional Transportation Centers. Transit Vehicles received an increase of \$10 million in New Castle County for the procurement of eight 35-foot electric buses. While DeIDOT asked for authorizations in this year's Bond Bill, the buses will not be delivered or spent until 2019.

Support for Road Systems and Maintenance increased by \$25 million. Projected CTP spending for New Castle County is \$343 million of spends for standalone projects. This allocation indicates \$14 million for safety; \$25 million for I-95 rehabilitation projects; \$20 million for Christina River Bridge and approaches; and continuing spending for the Industrial Track project and the Newark Regional Transportation Center.

In addition, the US 301 project remains on target and on budget. Last year DeIDOT spent \$140 million on this project using all the toll revenue bonds. This year the TIFIA loan will be used for the remainder of the project, and DeIDOT will roll up and consolidate bridge and safety projects in the CTP.

Ms. Dunigan said the DeIDOT funding letter would be sent via e-mail to the Council members once it is finalized prior to the public comment period, and TAC and AQS will also review it. She noted that DeIDOT will be consolidating bridge and safety projects in the CTP. WILMAPCO will also consolidate bridges, moving minor bridge projects from the New Castle County element to the statewide element. WILMAPCO will continue to group safety projects, but will recategorize projects within the safety consolidation to match DeIDOT's CTP.

**ACTION:** On motion by Mr. Spencer seconded by Mr. Sennstrom the Council released the amendments for the FY 2018-2021 TIP including use of CMAQ, STP, TAP, and Transit Urbanized Area and Transit 5310 Funds for FY 2018, for Public Comment.

Motion passed.

(7-17-17-03)

## **PRESENTATION/DISCUSSION ITEMS:**

### **11. Proposed Changes to Congestion Management Process (CMP) Performance Measures**

Mr. Blevins said The Congestion Management Process (CMP) has been a requirement since TEA-21 for Metropolitan Planning Organizations (MPOs) with a population over 200K. Several changes have occurred during the decades, which started with the “59 Intersection List” from the 2000 Regional Transportation Plan (RTP). The preliminary efforts included modeling of Volume/Capacity and Intersection Level of Service (LOS).

The current Congestion Management System (CMS) is a best practice with FHWA. It was included in a recent SHRP-2 report for WILMAPCO’s data usage and project prioritization efforts. Mr. Blevins said new data, technology improvement, and FAST Act emphasis areas require changes to the way we do business; therefore, it is time to move on from traditional methods.

The traditional method included collecting travel time for assigned segments. From 1996 to 2016, DelDOT, with the help of the Civil and Environmental Engineering Department at the University of Delaware, used GPS technology for the purpose of travel time and delay time measurement. In the fall of 2016, GPS technology that was used for travel time estimation in the state ended, and the “Bluetooth era” began.

Three major factors are driving the current spotlight on travel-time reliability: 1) customer expectations; 2) roadway expansion constraints; and 3) FAST Act emphasis on CMPs that incorporate reliability to provide a pathway to developing the performance-based planning and programming elements.

Bluetooth operates by sending and receiving radio signals from one Bluetooth device to another. For Bluetooth to recognize another Bluetooth, a code referred to as a Mac address is assigned. Through pairing, Bluetooth devices “remember” these Mac addresses and the devices are connected. Currently, there are 131 Bluetooth devices in Delaware. New Castle County has 70, Kent County has 27, and Sussex County has 34. Once paired, there are 146 segments in New Castle County, 55 in Kent County, and 87 in Sussex County.

Three sets of variables are used for each 15-minute interval, which includes: 1) number of observations; 2) mean travel time; 3) median travel time; and 4) materials for travel time reliability. Data collection 24/7 is needed to capture recurring patterns and frequency of incidents. The Bluetooth data are used for the Traffic Operations Management Plans (TOMP) and the Metropolitan Planning Organization (MPO) mandated CMP.

There are multiple ways to use this data, and for the first time, DelDOT has sufficient data to calculate travel time reliability on a large scale across Sussex County. Travel time reliability is a measure of effectiveness endorsed by the Federal Highway Administration (FHWA).

The reliability measure requires large samples of data to represent conditions during extended periods. By employing DelDOT’s integrated transportation management devices, WILMAPCO has the flexibility to sample any scenario over any period; however, it is very important to avoid “paralysis by analysis”, and use only the methods that we need to use.

Regarding Sussex County, data is measured during summer weekends only. In some areas, traffic will take five to six times the uncongested travel time in high-demand conditions. For instance, during the summer hours in Delaware, if a traveler wanted to travel from Lewes to Rehoboth Beach, they would need to plan for a 45-minute trip that could be made in eight minutes during uncongested conditions.

The Congestion Management Process (CMP) elements develop congestion management objectives; establish measures of multimodal transportation system performance; collect data and system performance monitoring to define the extent and duration of congestion and determine the causes of congestion; identify congestion management strategies and implement activities, including identification of an implementation schedule; identify possible funding sources for each strategy; and evaluate the effectiveness of implemented strategies.

Highlights of the current CMP document include: 1: Congestion Performance Measures; 2: Intersection Operational Analysis; 3: Strategy Evaluation; 4: System Monitoring; and 5: Data Collection and Inventory.

The proposed changes to the CMP Performance Measures include addressing the need to incorporate reliability measures and possible impacts to policy/planning practices. Other changes include to create synergy between similar efforts; make traffic volumes a factor in problem assessments and possible solutions; and add the most recent analysis tools into the process including intersection crash analysis, and linking planning and operations (before and after signal-timing efforts.)

The pros and cons of travel time measures include travel time reliability is becoming the new "normal", it removes efforts to maintain changing speed limits along arterials, data is available 24/7; therefore, there are multiple days, weeks, or months that can be analyzed, which aims to be consistent with other efforts being developed.

Cecil County uses annual AM/PM peak hour congestion maps, and INRIX data, analyzing 7-8 AM and 8-9 AM peak hours and 4-5 PM and 5-6 PM peak hours. They also match intersection crash analyses.

The expected timeline for the CMS Performance Measures Update has included June/July 2017 – discussions with the WILMAPCO CMS Subcommittee, TAC, and Council; Late July 2017 – respond to feedback and revise the document accordingly; and August 2017 – work with the CMS for developing the final version. Other tasks include: fall 2017 – work with DelDOT Transportation Management Center (TMC) and other agencies on data collection efforts and LOS analysis. The ultimate goal is to produce an updated CMP report by mid-2018.

Mr. Boyce asked if the timeline will include the release of the TIP. Mr. Blevins said the information we receive in the fall will help us create the maps in January 2018, which would fall in line with the timing of the release of the TIP.

## **12. Glasgow Avenue Planning Study**

Mr. Gula said the Glasgow Avenue Planning Study includes a 1.3 mile segment between US 40 and Porter Road/Route 896, in a suburban setting. The process and schedule for the study has included two public workshops in March 2015 and June 2015. In addition, data collection was completed; goals were established, alternatives were developed; a

preferred concept was selected; recommendations were made; and street and design standards were established.

The purpose of the study is to create a “main street” vision plan to guide transportation improvements and land use along Glasgow Avenue. This section of Old Route 896 previously functioned as an arterial roadway with limited access points. With the addition of the bypass, Glasgow Avenue has become more of a main street with mostly local trips to and from businesses, schools, and neighborhoods. Because there is more development planned, this roadway will continue to face mobility and safety challenges.

Elements of a main street include mixed uses, destinations, parks and public spaces, complete streets, and pedestrian-scale design. Barriers to the main street vision for Glasgow Avenue include prominent powerlines, parking lot in front of buildings, buildings set back too far from the road, not enough places to cross, unprotected bike lanes, few street lights, sidewalks, and street trees, and excess pavement.

The Traffic Impact Study (TIS) for the Glasgow Commons development examined potential impacts to traffic operations caused by the proposed development at the southeastern corner of Glasgow Avenue and US 40/Pulaski Highway. Mr. Gula said the study was not completed as part of the Glasgow Avenue Planning Study, but it does have important implications for the creation of a main street along Glasgow Avenue. The County's assessment indicates that while the proposed development could affect traffic operations, the developer has identified acceptable improvements. The Traffic Impact Study (TIS) requires changes to intersection operations and supports the addition of Abbey Road. It also directs the developer to cooperate with NCC and WILMAPCO to incorporate elements of the Glasgow Ave Study recommendations.

Four character districts proposed were based on existing conditions, with a cohesive corridor theme: 1) Village Center; 2) Institutional; 3) Residential; and 4) Southern Gateway. There are links within the corridor for pedestrian and bicycle connectivity and links to destinations and residential areas outside the corridor. The Glasgow Complete Streets Concept includes buffered bike lanes and sidewalk (north) and multi-use paths (south).

Regarding land use development, activating vacant parcels with development, public parks, or other improvements fosters a more walkable, livable community. There are several parcels adjacent to Glasgow Avenue, which are vacant. Other parcels may be ready for redevelopment. These parcels present opportunities to support the main street vision by utilizing the guidelines.

Tools for implementation include the site and building design and street design guidelines, which focus on public areas along Glasgow Avenue and includes building amenity zones, sidewalks, bike lanes, multiuse paths, tree lawn areas, auto lanes, and any applicable medians.

Mr. Gula said changes would happen gradually. The goal is to have the plan in place that describes a clear community vision for development to follow. The next steps include finalizing the Glasgow Avenue Main Street Study recommendations. In addition, the team will review the plan with all project partners; consider incorporation into the County Comprehensive Plan, the Route 40 Corridor 20-Year Transportation Plan, and/or the County's Unified Development Code (UDC); implement transportation improvements

as part of proposed developments, or through programming into the six-year Capital Transportation Plan (CTP); and incorporate design guidelines into development plans. Mr. Sisson asked if truck traffic was an issue on Glasgow Avenue and at People's Plaza. Mr. Gula said that he had not heard any feedback regarding truck traffic there.

### **13. Ardentown Paths Plan**

Mr. Thompson said Ardentown was founded in 1922. It is a 0.2 square mile area with a population of 264 (2010) and residents are leaseholders who do not own the land. The Steering Committee is made up of 10 members including Ardentown residents, the Ardentown Planning Committee members, WILMAPCO staff, and state and county representatives.

In 2013, the Village of Ardentown Planning Committee developed a "Report and Recommendations from the Planning Committee Regarding Village Paths." They identified paths and unofficial path names, assessed conditions, and identified functional and recreational paths. They discovered that some paths are impassable or indistinguishable. They also made recommendations.

The project schedule includes: October 2016 – The team reviewed previous work and GIS inventory of Ardentown's existing paths; November 2016 – The first public workshop was held and they researched best practices and conducted outreach at the town meeting and online; December 2016 – The team reviewed public feedback from outreach and developed the draft recommendations; February 2017 – The second Public Workshop was held and the team got the draft out for public review, which is the current task; and September 2017 – the team will get the final draft completed to submit to the town and WILMAPCO Council for endorsement.

Two public surveys were conducted online and on paper, which included questions on path usage and suggestions for improvement, including paving, safety, lighting, naming, and signage.

The first recommendation was to clear significant obstructions and prioritize the paths based on a "potential use" map, which is the responsibility of the Village of Ardentown. The second recommendation included improving the pedestrian crossing at Sconset and Harvey Roads. Improvements will be done through the Safe Routes to School (SRTS) Program; and a kickoff meeting will be held at the Wilmington Montessori School in March. In addition, the timeline for this task will be implemented during the next three years.

The third recommendation was improving the connection from the Harvey Road Bridge to the Sunnyside Tract. The entrance is part of the DeIDOT right-of-way. DeIDOT can provide easement to DNREC to designate the land as a trail. Potential improvements are to create an opening in the railing, add signage, and create a wider opening in the fence. The timeline for tasks is to begin immediately and improvements can be completed within two years.

The fourth recommendation was to name and sign the paths. The unofficial path names were identified in the 2013 Ardentown Paths Report; the community outreach feedback recommended formalizing the path names; and simple wooden signs would be used to maintain the natural feel of the paths.

The fifth recommendation was to open up the historic paths. They are disused, overgrown, and no longer accessible. They have caused missing north-south connections in the path network. Public outreach is needed with neighboring residents, and funding is possible through the Outdoor Recreation, Parks, and Trails (ORPT) program. The timeline for these tasks can be implemented within three to five years.

The sixth recommendation was for improving pedestrian crossings at Millers/Veal Roads and Harvey Road. The timeline for these tasks is for improvements to be implemented within five years.

The seventh recommendation was for improving the connection across Naamans Creek and the CSX Railroad. There is a small concrete walkway underneath the railroad bridge, on the north side of the creek. The CSX right-of-way is on the east and west sides, and private land is on the north side. This area is located outside of Ardentown, it is the lowest ranked recommendation, the cost is prohibitive, and the area is prone to flooding. Therefore, this action was not advised to proceed.

The first draft of the Ardentown Paths Plan was released on May 3, 2017, for public review. The web link to the plan is: <http://www.wilmapco.org/ardentown/>. It was distributed with positive responses at the town meeting on May 8, 2017. The document is available on Facebook and on the WILMAPCO website. The Village and Council endorsements are expected during the month of September 2017.

Mr. Byrne asked if WILMAPCO had looked into similar towns in Delaware while conducting the Ardentown study. Mr. Thompson replied no, we just looked into Arden and Ardentown. Mr. Byrne continued outside Gaithersburg, Maryland the community called Washington Grove has paths that cross and parks with path systems. The path systems were put in place and are maintained through volunteers. He suggested looking at historic Washington Road for maintaining the Ardentown paths because there is a similar situation with the CSX rail line. He added there is an historic train station that is no longer in operation, but, it provides access to cross the road and there is a bridge that goes over the CSX line.

#### **14. Elkton Pedestrian Plan**

Mr. Thompson said Elkton is the Cecil County, Maryland County Seat with a population of 15,443 as of 2010, located along the I-95 Corridor and Northeast Corridor rail line. Elkton is primarily a suburban town with an historic, walkable downtown. The Steering Committee for the plan has 10 members, including Town of Elkton, Maryland State Highway Administration, and WILMAPCO.

The project scope of the Elkton Pedestrian Plan includes a Geographical Information System (GIS) inventory of Elkton's pedestrian network (completed); a review of previous studies (completed); completion of a sidewalk prioritization analysis; new recommendations for pedestrian improvements; and prioritizing recommendations.

The first priority of the data collection is the Americans with Disabilities Act (ADA) compliance of sidewalks and curb ramps. Staff worked with the Maryland State Highway Administration (SHA) to collect data. Sidewalks need to have a minimum width (60"), a maximum cross-slope (2%), and must be free of obstructions. In addition, the cross-ramps' width, slope, turning space, and detectable warning strips cannot be blocked by parked vehicles, and crosswalks need to be marked.

Mr. Thompson explained how to read the map of the Elkton Pedestrian Curb Ramp Evaluation (2017). He said green coding indicates all compliant curb ramps; yellow indicates one or more curb ramps are compliant, red indicates curb ramps exist, but none are compliant, and purple indicates no curb ramps exist. He also referred to a map of the Elkton Pedestrian Plan Sidewalk Evaluation (March 2017). Green indicates full compliance, yellow indicates partial compliance, red means none is compliant, and gray means no sidewalks or incomplete sidewalks.

He added there are some new sidewalks; however, about one half are not compliant or do not have sidewalks at all. There are several sidewalks along Route 40, but many are not connected, which means Elkton has a disconnected pedestrian network.

The Interactive Google Map shows specific location points, where you can click on them and they list the data for each one. Examples of those locations include North Street and E. High Street.

Previous studies that were completed include the East Coast Greenway Feasibility Study (May 2003); Elkton Walkable Community Workshop (April 2008); Elkton Signage Study (March 2010); Elkton Bicycle Plan (January 2011); Elkton Transit Oriented Development (January 2011); Top Pedestrian Priority Segments (January 2012); and Locust Lane Sidewalk Feasibility Study (July 2015).

The Elkton Pedestrian Plan Previous Studies Map shows the Elkton TOD Study in blue, Elkton Bicycle Plan in green (preferred routes); Top Pedestrian Priority Segments in gray; Locust Lane Sidewalk Feasibility Study in orange; and East Coast Greenway Feasibility Study in dotted pink for interim on-road routes and dotted red for planned off-road routes.

The Pedestrian Prioritization is based on the Top Pedestrian Priority Segments (2012) for the WILMAPCO region. It was adapted for the scale of Elkton. Criteria included the former train station, bus stops, commercial buildings, parks, schools, libraries, greenways, dense (population and employment) Transportation Analysis Zones (TAZ), and pedestrian crashes. Pedestrian Prioritization Methodology maps indicate the distance to a park is ¼ mile, and to a library is within ¼ mile. The distance to the East Coast Greenway is 1/10 mile and to schools are ¼ mile and ½ mile.

The Elkton Pedestrian Plan includes the following project tasks: 1) Base data collection and analysis (July 2016-2017); 2) Review of previous studies (April 2017); 3) Prioritization analysis (May 2017); 4) Draft recommendations and Public Workshop (July 2017); 5) Draft Report (September 2017); Finalize Report (December 2017); and 6) Town and Council adoption (January 2018).

**15. INFORMATION ITEMS:** DelDOT's Administrative Modification Request Letters.

**ADJOURNMENT:** Ms. Holland made a motion to adjourn, Mr. Spencer seconded the motion. The meeting adjourned at 8:00 p.m.

**ATTACHMENTS:**

(2)

**WILMAPCO 2050 Regional Transportation Plan  
Update Schedule**

2050 Regional Transportation Plan (RTP) and FY 2020-2023 Transportation Improvement Program (TIP) Development Process																		
Status	Tasks	2018												2019				
		Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
	Review 2040 RTP accomplishments and results to identify data and analysis needs and areas where we are falling short of our regional goals and objectives, and report on this in <i>Regional Progress Report</i>			C	T	C												
	Develop draft project list		T	C				T/C	T	C								
	Workshop on draft goals, project list																	
	Begin conformity analysis								AQ									
	2050 demographic projections updated, 2018 series					T		C	T	C								
	Conduct technical assessment and agency coordination to draft RTP for mobility, livability, air quality, environmental and financial reasonableness								T	T	T							
	Develop and assess land use and transportation scenarios								T	T	C							
	Conduct Public Opinion Survey to analyze public perception of goals and strategies in RTP and transportation needs																	
	Workshop on technical assessment and scenarios																	
	Air Quality Conformity Determination completed for RTP and TIP											AQ/T	C					
	Outreach to civic organizations, member agencies, counties & municipalities																	
	Develop RTP draft. Conduct public review through meetings, presentations and public work shops										C	P/T	C	P/T				
	Develop 2020-23 TIP draft document.													P/T	C			
	Based on Public Outreach meetings, comments & technical assessment, refine draft. <b>Release draft RTP and TIP for official comment period from 1/14 - 3/6.</b>													P/T	C			
	Review public comments with Council and revise as needed														C			
	Our Town/RTP/Joint WILMAPCO and DeDOT TIP Public Workshop																	
	Public Advisory Committee recommendation to Council															P		
	Technical Advisory Committee recommendation to Council															T		
	WILMAPCO Council Adopts the 2050 RTP and TIP																C	
	Submit Final RTP to FTA and FHWA																	
	FTA and FHWA Review																	

C=Update to Council  
T=TAC update  
P=PAC update  
AQ=Air Quality Subcommittee update





Merged into statewide bridge preservation Increased funds vs. March FY 2018-21 TIP  
 Previously shown as NCC safety Decreased funds vs. March FY 2018-21 TIP  
 Merged into NCC safety No funds in draft TIP

Line #	Model In-Service	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	MODE	FY 2018-21 TIP, July 2017 DRAFT AMENDMENTS					Difference vs. FY 2018-21 TIP, March 2017						
					Current Estimate Total	FY 2018 TOTAL	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	TOTAL FY 2018-21	TOTAL FY 2022-23	FY 2018 TOTAL	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	Difference FY 18-21
86		I-95 & SR 896 interchange improvements	Management	Road	65,000.0	1,100.0	1,700.0	1,700.0	100.0	4,600.0	10,000.0	-100.0	700.0	0.0	-500.0	100.0
87		I-95 & US 202 interchange	Expansion	Road	44,120.1	-	-	-	-	-	-	0.0	0.0	0.0	0.0	0.0
88		I-495 Lane Extension at I-95, SB	Expansion	Road	13,725.8	6,604.5	1,600.0	1,000.0	-	9,204.5	-	2,004.5	-1,902.2	0.0	0.0	0.0
89		Interstate Maintenance	Preservation	Road	9,938.7	6,224.2	1,398.8	-	-	7,623.0	-	6,087.5	1,398.4	0.0	0.0	7,486.7
90		Jamison Corner Rd Relocated at Boyds Corner Rd	Management	Multimodal	2,900.0	335.0	2,000.0	-	-	2,335.0	-	110.0	0.0	0.0	0.0	110.0
91		Little Baltimore Road Drainage Improvements, Valley Road & Little Baltimore Road	Preservation	Multimodal	3,500.0	500.0	1,500.0	-	-	3,500.0	-	-	0.0	0.0	0.0	-
92		Middletown Park and Ride	Management	Transit	10,168.6	77.0	50.0	1,500.0	1,500.0	3,127.0	6,000.0	-470.0	-1,950.0	500.0	-4,500.0	-6,420.0
93		RM12, Lorewood Grove Road, Rd 412A to SR 1	Expansion	Multimodal	23,729.0	14,966.3	1,211.4	-	-	16,177.8	-	6,586.8	1,211.4	0.0	0.0	7,798.2
94		New Castle to Wilmington Industrial Track Greenway, Phase III	Expansion	Bike/Pedestrian	62,340.3	21,659.7	18,014.4	-	-	52,674.0	-	1,832.2	1,486.1	0.0	0.0	3,318.3
95		Newark Train Station/Regional Transportation Center	Management	Transit	450.0	-	-	-	150.0	150.0	300.0	0.0	0.0	0.0	0.0	0.0
96		Old Capitol Trail, Newport Road to Stanton Road	Management	Multimodal	1,782.0	131.6	125.0	1,525.0	-	1,781.6	-	46.5	-1,365.0	1,525.0	0.0	206.6
97		Possum Park Road and Old Possum Park Road Intersection	Management	Multimodal	176,925.0	3,845.0	2,261.0	25,000.0	60,000.0	91,106.0	80,000.0	1,995.0	461.0	0.0	0.0	2,456.0
98		Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge Inc Adv Mitigation	Expansion	Road	13,209.4	1,960.0	6,000.0	4,900.0	100.0	12,960.0	-	880.0	5,900.0	-5,900.0	0.0	880.0
99	2030	Road A/SR 7 (Road, Bridge and Mall Connector Study)	Expansion	Road	144.0	96.6	-	-	-	96.6	-	96.6	0.0	0.0	0.0	96.6
100		SEPTA New Payment Technology (NPT)	Expansion	Transit	156,751.8	-	-	-	-	-	-	0.0	0.0	0.0	0.0	0.0
101		SR 1/I-95 Interchange	Expansion	Road	261,539.7	2,339.2	700.0	500.0	-	3,539.2	-	200.0	300.0	0.0	0.0	500.0
102	2030	SR 1 Widening Both Bridge to SR 273	Expansion	Road	1,128.2	1,167.1	-	-	-	1,167.1	-	1,167.1	0.0	0.0	0.0	1,167.1
103		SR 1 Median Barrier Replacement	Preservation	Road	9,745.4	295.6	-	-	-	295.6	-	295.6	0.0	0.0	0.0	295.6
104		SR 1/SR 72 Diverging Diamond Interchange	Expansion	Road	2,800.2	-	-	-	-	-	-	0.0	0.0	0.0	0.0	0.0
105		SR 1 Northbound Auxiliary Lane, US 40 to SR 273	Expansion	Road	41,867.0	23,183.5	-	-	-	23,183.5	-	6,436.4	0.0	0.0	0.0	6,436.4
106	2030	SR 141/I-95 Interchange - Ramps	Management	Road	51,548.0	1,435.5	27,000.0	17,900.0	-	46,335.5	-	-7,814.5	0.0	8,900.0	0.0	1,085.5
107		SR141: I-95 Interchange to Jay Drive	Management	Road	11,900.0	721.9	1,900.0	1,750.0	6,000.0	10,371.9	1,200.0	721.9	1,900.0	1,750.0	6,000.0	10,371.9
108		SR 2 / Red Mill Road Intersection	Management	Multimodal	14,550.0	250.0	1,090.0	500.0	500.0	2,340.0	12,000.0	250.0	1,090.0	500.0	500.0	2,340.0
109		SR 273 / Chapman Road Intersection Improvements	Expansion	Multimodal	9,700.0	1,547.9	775.0	3,500.0	2,800.0	8,672.9	-	647.5	200.0	0.0	-200.0	647.5
110	2030	SR 299, SR 1 to Catherine Street	Management	Multimodal	21,495.8	531.8	155.8	350.0	150.0	987.5	6,500.0	331.8	-150.0	0.0	150.0	331.8
111	2030	SR 4, Christina Parkway: SR 2 to SR 896	Management	Multimodal	750.0	-	-	250.0	250.0	300.0	600.0	0.0	0.0	0.0	0.0	0.0
112		SR4, Harmony Road Intersection Improvements	Management	Multimodal	900.0	-	-	-	300.0	300.0	600.0	0.0	0.0	0.0	0.0	0.0
113		SR4, Cigarette Road/SR 7, Christina Stanton Rd Phase I, Stanton Split	Expansion	Multimodal	14,219.6	121.2	-	-	-	121.2	-	121.2	0.0	0.0	0.0	121.2
114		SR 7: Newtown Road to SR 273	Expansion	Multimodal	19,955.3	2,178.0	2,900.0	8,161.2	5,000.0	18,239.2	-	778.0	0.0	400.0	0.0	1,178.0
115	2030	SR 72: McCoy Road to SR 71	Preservation	Road	11,368.2	600.0	600.0	-	-	1,200.0	-	0.0	0.0	0.0	0.0	0.0
116		SR 9, River Road Flood Remediation	Expansion	Road	1,500.0	-	-	500.0	-	500.0	1,000.0	0.0	0.0	0.0	0.0	0.0
117	2030	SR 896 and Bethel Church Rd Interchange	Expansion	Transit	94,669.2	15,196.7	2,300.0	2,400.0	2,500.0	22,396.7	5,300.0	6,867.2	0.0	0.0	0.0	6,867.2
118		Third Track Rail Expansion (NE Corridor Imp., Shipley St. BR)	Preservation	Transit	12,384.8	2,099.6	3,900.0	600.0	-	6,539.6	150.0	1,489.6	150.0	450.0	0.0	2,089.6
119		Transit Facilities, New Castle County	Expansion	Transit	12,188.1	11,665.2	-	-	-	11,665.2	-	0.0	9,972.0	0.0	0.0	9,972.0
120		Transit (Fixed Route) Vehicle Expansion, NCC	Preservation	Transit	76,513.1	1,838.7	87.8	36,842.4	4,872.1	43,640.9	525.4	1,695.4	-4,053.6	0.0	0.0	-2,358.2
121		Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	Preservation	Transit	41,000.0	131.4	3,162.0	754.4	6,398.2	10,446.0	5,059.2	-2,781.0	0.0	0.0	0.0	-2,781.0
122		Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	Preservation	Transit	52,000.0	6,500.0	6,500.0	6,500.0	6,500.0	26,000.0	13,000.0	0.0	0.0	0.0	0.0	0.0
123		Transit Preventive Maintenance, NCC	Preservation	Transit	28,000.0	550.0	600.0	2,967.9	3,000.0	7,117.9	5,800.0	300.0	-600.0	-500.0	-700.0	-2,000.0
124		Twined Mill Parking Structure Repairs	Management	Road	753,739.5	160,615.3	-	-	-	280,636.5	21,947.7	-4,735.2	-10,229.0	-28.0	0.0	-14,990.2
125		US 13, Duck Creek to SR 1	Expansion	Bike/Pedestrian	65,711.2	43,335.7	10,974.4	-	-	80,000.0	-	-515.0	-2,000.0	0.0	0.0	-3,515.0
126		US 13: US 40 to Memorial Drive Pedestrian Improvements	Management	Bike/Pedestrian	28,000.0	550.0	600.0	2,967.9	3,000.0	7,117.9	5,800.0	300.0	-600.0	-500.0	-700.0	-2,000.0
127	2020	US 301: Maryland Line to SR 1 and GARVEE Debt Service	Expansion	Road	65,711.2	43,335.7	10,974.4	-	-	80,000.0	-	-515.0	-2,000.0	0.0	0.0	-3,515.0
128		US 40 and SR 7 Intersection Improvements	Management	Road	28,000.0	550.0	600.0	2,967.9	3,000.0	7,117.9	5,800.0	300.0	-600.0	-500.0	-700.0	-2,000.0

Merged into statewide bridge preservation Increased funds vs. March FY 2018-21 TIP  
 Previously shown as NCC safety Decreased funds vs. March FY 2018-21 TIP  
 Merged into NCC safety No funds in draft TIP

Line #	Model In-Service	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	MODE	FY 2018-21 TIP, July 2017 DRAFT AMENDMENTS					Difference vs. FY 2018-21 TIP, March 2017						
					Current Estimate Total	FY 2018 TOTAL	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	TOTAL FY 2018-21	FY 2018 TOTAL	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	Difference FY18-21	
129	2030	US 40 and SR 896 Grade Separated Intersection	Management	Multimodal	51,000.0	1,850.0	1,750.0	2,000.0	-	5,600.0	2,500.0	250.0	-150.0	500.0	-1,000.0	-400.0
130		US 40 / SR 72 Intersection	Management	Multimodal	18,645.9	3,462.7	9,000.0	3,000.0	-	15,462.7	-	-4,537.3	4,050.0	3,000.0	0.0	2,512.7
131	2030	US 40: Salem Church Road to Walther Road	Expansion	Multimodal	19,000.0	900.0	750.0	1,000.0	2,000.0	4,650.0	10,000.0	0.0	-250.0	0.0	-3,000.0	-3,250.0
132		Wilmington Initiatives: 4th St, Walnut St. to I-95	Management	Multimodal	3,000.0	-	-	500.0	250.0	750.0	2,250.0	0.0	0.0	0.0	0.0	0.0
133		Wilmington Initiatives: Walnut Street, Front Street to 3rd 4th Street	Management	Multimodal	2,675.0	1,869.0	500.0	-	-	2,369.0	-	206.5	500.0	0.0	0.0	0.0
134		Wilmington Initiatives: Walnut St., MLK to 13th St	Management	Multimodal	12,705.0	-	1,000.0	500.0	500.0	2,000.0	5,000.0	0.0	0.0	0.0	0.0	0.0
135		Wilmington Initiatives, King and Orange Streets: MLK Blvd to 13th St	Management	Multimodal	6,250.0	650.0	738.0	4,800.0	-	6,188.0	-	-400.0	-3,252.0	3,800.0	0.0	138.0
136		Wilmington Riverfront Program (Justison Landing, Development, Rail Relocation, Parking)	Management	Multimodal	64,852.0	293.0	143.0	143.0	143.0	722.0	143.0	-750.0	-750.0	0.0	0.0	-1,500.0
137		Wilmington Signal Improvements, Phase II	Management	Multimodal	3,200.0	500.0	-	-	-	3,200.0	-	500.0	0.0	0.0	0.0	0.0
138		Wilmington Transit Center/Christiana Crescent Elevators/Riverfront Deck Repairs	Management	Transit	4,371.0	1,730.2	1,000.0	555.0	-	3,285.2	-	730.2	0.0	0.0	0.0	0.0
139		Wilmington UST Replacement - State of Good Repair	Preservation	Transit	1,117.6	502.2	-	-	-	502.2	-	-502.2	0.0	0.0	0.0	0.0
140		<b>CECIL COUNTY</b>														
142		Area-wide Bridge Replacement and Rehabilitation	Preservation	Road	3,310.0	3,310.0	3,310.0	3,310.0	3,310.0	13,240.0	0.0	0.0	0.0	0.0	0.0	0.0
143		Area-wide Congestion Management	Management	Road	869.0	650.0	650.0	650.0	650.0	2,819.0	0.0	0.0	0.0	0.0	0.0	0.0
144		Area-wide Environmental Projects	Preservation	Other	3,120.0	3,120.0	3,120.0	3,120.0	3,120.0	12,480.0	0.0	0.0	0.0	0.0	0.0	0.0
145		Area-wide Resurfacing and Rehabilitation	Preservation	Road	9,050.0	6,300.0	6,300.0	6,300.0	6,300.0	27,950.0	0.0	0.0	0.0	0.0	0.0	0.0
146		Area-wide Safety and Spot Improvements	Preservation	Road	5,010.0	5,010.0	5,010.0	5,010.0	5,010.0	20,040.0	0.0	0.0	0.0	0.0	0.0	0.0
147		Area-wide Urban Street Reconstruction	Preservation	Multimodal	350.0	350.0	350.0	350.0	350.0	1,400.0	0.0	0.0	0.0	0.0	0.0	0.0
148		MARC Maintenance Facility	Expansion	Transit	-	-	-	-	-	-	-	0.0	0.0	0.0	0.0	0.0
149		MD 222 Bridge over Rock Run	Preservation	Multimodal	38.0	-	-	-	-	38.0	0.0	0.0	0.0	0.0	0.0	0.0
150		MD 272 Bridge over Amtrak	Management	Multimodal	1,661.0	-	-	-	-	1,661.0	0.0	0.0	0.0	0.0	0.0	0.0
151		Small Urban Transit - Capital Assistance (Section 5310)	Preservation	Transit	656.0	-	-	-	-	656.0	0.0	0.0	0.0	0.0	0.0	0.0
152		Small Urban Transit - Operating Assistance	Management	Transit	500.0	-	-	-	-	500.0	0.0	0.0	0.0	0.0	0.0	0.0
153		Susquehanna River Rail Bridge	Management	Transit	640.3	-	-	-	-	640.3	0.0	0.0	0.0	0.0	0.0	0.0
154		Transportation Enhancements/Alternatives Program - Cecil County	Management	Multimodal	17.0	17.0	17.0	17.0	17.0	1,017.9	0.0	0.0	0.0	0.0	0.0	0.0
155																
156		Delaware Statewide Subtotal			2,249,910.2	362,838.6	330,813.9	324,033.5	304,606.1	1,322,262.1	615,659.7	93,679.2	56,934.4	42,725.5	37,716.7	231,055.7
157		New Castle County Subtotal			2,639,951.7	344,519.8	254,853.4	251,697.7	143,889.6	994,960.4	206,721.3	-24,021.7	-8,485.6	22,152.9	-7,390.0	-17,684.4
158		Cecil County Subtotal			4,889,861.9	732,562.6	604,750.9	594,458.1	467,252.7	2,399,024.4	822,381.0	69,657.5	48,448.8	64,878.4	30,366.7	213,371.3
159		<b>TOTAL</b>														