

**REGULAR COUNCIL MEETING
JULY 11, 2019**

The Council meeting was held at WILMAPCO, The Tower at STAR Campus, 100 Discovery Boulevard, Suite 800, Newark, DE 19713.

1. CALL TO ORDER: Mr. John Sisson, Council Chair, opened the meeting at 4:00 p.m.

2. ROLL CALL:

Members present:

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

Members absent:

None.

Guests, Observers:

Pat Carlozzi, Millcreek Neighbors for Safer Pathway (Route 41)
Tom Fruehstorfer, WILMAPCO PAC Chairperson
Lanie 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, Principal Planner
Jacob Thompson, Transportation Planner
Tigist Zegeye, Executive Director

Minutes prepared by Janet Butler

3. MINUTES:

The May 9, 2019 meeting minutes were approved.

ACTION: On motion by Mr. Spencer seconded by Mr. Sennstrom the Council approved the May 9, 2019 Council Meeting Minutes.

Motion passed.

(7-11-19-01)

PUBLIC COMMENT PERIOD:

Ms. Pat Carlozzi, Millcreek Neighbors for Safer Pathways, said this citizen group focuses on the southern link of Route 41 on Newport Gap Pike. She represents her community regarding future road projects that will impact safer pathways. The group resides along Route 41 in Millcreek (south of the Route 48 split). Some of the affected neighborhoods are Westminster, Breckenridge, Winterberry, High Run, Cross Gates, and Greenville Crossing. Some of the residents include walkers, runners and bicyclists, and some have had family members involved in serious traffic accidents, which includes Ms. Carlozzi.

The group is seeking safe pedestrian and cycling pathways that will connect them to local schools, Westminster Swim Club, Delcastle Park, and Brandywine Springs Park. Ms. Carlozzi said there is no way to get to these specific places except by car. The group had given up on government assistance after attending various transportation meetings with little results but, they were recently moved to action by the preventable death of a University of Delaware student on June 21, 2019 at the intersection of Route 41 and Faulkland Road. She said there are no pedestrian walkways or lights over Route 41 where the student was trying to cross. She added that bikes that are stenciled on pavements do not make it safer for people to walk or bike there.

Route 41 is a truck route that is not safe for pedestrians and bicyclists. Speeds often exceed 50 miles per hour and 13,500 vehicles traverse it daily, with more than 1,600 per hour at rush hour. The residential group focuses on the intersection of Millcreek and Hercules at Route 41, which was the site of 32 crashes from 2015-2016, and where they need a pedestrian crossing. Children walk to the park and to the pool; therefore, the community needs a multi-use, off-road pathway.

Ms. Carlozzi asked that the WILMAPCO Council please consider the concepts of the Delaware Greenways plan for future projects to make sure pathways are connecting to the roads. She reiterated there is a need for a crossing at Westminster Swimming Pool that serves 247 families and for pedestrian pathways that connect to the pool and several elementary schools.

Ms. Dunigan said that the New Castle County Bike Plan Advisory Committee recently met in June. They are working through recommendations for that part of New Castle County. They are also looking at the specifics of the Delaware Greenways plan. By fall the New Castle County Bike Plan will be available in draft form for review. Ms. Zegeye responded that the draft SR 10 Safety Audit Report will be released, and that WILMAPCO can work with the citizen group. Mr. Boyce responded that the Delaware State Bicycle Blue Print focuses on stress levels that are not conducive to the biking environment. DeIDOT is looking at those speeds and various types of traffic to see what is appropriate.

COUNCIL MEMBERS' AND DIRECTOR'S REPORT:

4. Chairperson's Report:

Mr. Sisson said DART will hold community conversations in early August regarding two main issues: 1) The Route 40 Corridor Bus Routes – to revamp Route 64 that goes into neighborhoods and perhaps extend the route to Wilton and People's Plaza; and 2) New Castle Routes – to be streamlined for example to Jefferson Farms, and serve those neighborhoods better.

- Council Member's Reports:

Ms. Holland said that the Population Consortium legislation is now law. She thanked WILMAPCO staff for their support in the process. The committee is working on the bylaws. She added that the data is also getting out to the towns now.

Mr. Inden said the City of Wilmington Comprehensive Plan is moving forward. He expects it to go to the City Planning Commission soon and then to Wilmington City Council. He added that the City of Wilmington's Bicycle Plan will be presented to the City Planning Commission this month and then to the Wilmington City Council.

Mr. Boyce said DeIDOT's Capital Transportation Plan (CTP) cycle is being changed to bi-annual. That plan will go to the Council on Transportation for endorsement in August, and then it will be certified by the Federal Government. He added we are also working with the Council on Transportation regarding leveraging more real-time operations data to look at system performance, with tweaks that are relevant to the Social Determinants of Health (SDOH), because DeIDOT wants to add health elements. In addition, the Council on Transportation will be reviewing the prioritization process. DeIDOT will work with them for about four to five months to see if they want to adopt any changes.

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

- On May 20, 2019, staff participated in a focus group stakeholder workshop for Maryland/Monroe/MLK Safety project and presented it to the City of Wilmington City Council Public Works and Transportation Committee.
- On May 29, 2019, staff attended the Delaware Clean Cities Coalition meeting.
- On May 31, 2019, staff participated in the New Castle County Working Group for the Protection Strategy for Scenic Byways.
- Staff attended Safety Day and provided pedestrian safety information at Elbert-Palmer School.
- On June 3, 2019, the Route 9 Master Plan Monitoring Committee Outreach Subcommittee worked to create a video highlighting the master plan and resulting projects.
- The New Castle County Bike Plan Advisory Committee met in June and reviewed public comments, draft projects and prioritization process.
- WILMAPCO is transitioning to a two-year TIP cycle in coordination with MDOT and DeIDOT.
- A scoping meeting was held for the Governor Printz Boulevard Corridor Plan and Newport Transportation Plan on June 10, 2019. Requests for Proposal (RFPs) went out for these projects. The Governor Printz Boulevard RFP is due July 15; and the Newport Transportation Plan RFP is due July 23.
- On June 11 and 12, 2019, staff participated in the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Peer Exchange regarding public outreach.
- On June 12, 2019, staff attended a meeting for the development of the City of Newark Transportation Improvement District (TID).
- Staff will attend the Route 9 Master Plan's Monitoring Committee meeting on August 20, 2019.
- On June 19, 2019, staff hosted the Delmarva Freight Summit and attended the Wilmington Initiatives (WI) Open House at the Wilmington Library.
- Staff attended the Philadelphia Pike public workshop.
- Staff participated in the Maryland Metropolitan Planning Organization (MPO) Roundtable.
- On June 24, 2019, staff assisted the City of Newark with the Sustainable Newark Plan.
- On June 24, 2019, staff attended the Southern New Castle County (SNCC) Master Plan public workshop in Middletown.

- On June 24, 2019, staff attended the New England and Mid-Atlantic State MPO meeting to support the work of the Transportation and Climate Initiatives at DVRPC.
- Staff attended the City of Wilmington Community Advisory Council meeting.
- The SR10 Safety Audit meeting was held last Tuesday and a draft report is should be available soon.
- The WILMAPCO TAC & AQS meeting and annual picnic will be held on July 18, 2019 starting at 10:00 a.m., at Lums Pond State Park.
- Staff will participate in the Southbridge Weekend in Wilmington on July 20, 2019.
- Staff will participate on a panel at the August 6-8, 2019, FHWA/FTA Transportation Performance Management Conference, in Washington DC.
- Staff will exhibit at the 55+ Lifestyles Expo at Elkton High School, on August 8, 2019.
- Regarding the US 202 Corridor Plan, the project team is working on land use scenarios based on the March 20th public meeting.
- The WILMAPCO June 2019 Financial Report has been distributed to Council, which is the last financial report of the fiscal year. The FY2020 UPWP was approved by FHWA and FTA.
- Ms. Zegeye distributed the City of New Castle Resolution requesting WILMAPCO to develop a corridor transportation and land use master plan for Routes 9 and 273 within the city limit (**Attachment A**). Ms. Zegeye reiterated that the FY2020 UPWP was already approved. Mr. Boyce recommended that WILMAPCO consider that City of New Castle proposal for the next UPWP cycle.

7. Public Advisory Committee (PAC) Report:

Mr. Tom Fruehstorfer, PAC Chair, said the PAC met on June 17, 2019. Mr. Swiatek presented the Transportation Justice (TJ) Report. PAC members said next steps should be to include more equitable distribution of transportation funding. There was discussion on the accuracy of Census data used in the report. Mr. Gula presented City of Wilmington Transportation Studies including the Twelfth Street Connector Study, East Seventh Street Peninsula Study, and the Five-Point Intersection projects. Flooding is a major issue in these areas, and one PAC member joked it would be a good place to build a water park. Ms. Novakoff discussed the process for updating the Public Participation Plan. PAC members also complemented WILMAPCO's public outreach efforts.

8. Technical Advisory Committee (TAC) Report:

Ms. Dunigan said the TAC met on May 16, 2019. Action items included recommending amendment of the FY 2019-2022 TIP, SR 299: SR1-Catherine Street project and the SR 2, Elkton Road: Maryland Line-Casho Mill Road project. Staff presentations included Social Determinants of Health Data (SDOH) Report, Newark-Area Transit Study, and New Castle County Bicycle Plan. TAC also met on June 20, 2019. Action items included the nomination committee report that announced Mr. David Dahlstrom, Maryland Department of Planning, would continue as chair, and Mr. Mike Fortner, City of Newark, would serve as Vice Chair. Additional action items included recommending approval of the Technical Scoring for Project Prioritization for FY 2021-2026 DeIDOT CTP; endorsement of the 7th Street Peninsula Master Plan; endorsement of the 12th Street Connector Transportation Improvement Study, and endorsement of the Newark-Area Transit Study. Mr. Swiatek gave a presentation on the Transportation Justice (TJ) Update.

ACTION ITEMS:

9. To Amend the FY 2019-2022 Transportation Improvement Program (TIP) –SR 299:SR1-Catherine Street Project

Ms. Dunigan said that DeIDOT has proposed amending the FY 2019-2022 TIP with a five million dollar increase to the SR 299: SR1-Catherine Street project.

ACTION: On motion by Ms. Holland seconded by Mr. Spencer the Council amended the FY 2019-2022 TIP, SR 299, SR 1-Catherine Street project.

Motion passed. (7-11-19-02)

10. To Amend the FY 2019-2022 Transportation Improvement Program (TIP) – SR 2, Elkton Road: Maryland Line-Casho Mill Road Project

Ms. Dunigan said that DeIDOT has proposed amending the FY 2019-2022 TIP with an approximately \$4.5 million increase to the SR 2, Elkton Road: Maryland Line-Casho Mill Road project.

ACTION: On motion by Mr. Spencer seconded by Mr. Boyce the Council amended the FY 2019-2022 TIP, SR 2, Elkton Road: Maryland Line-Casho Mill Road Project.

Motion passed. (7-11-19-03)

11. To Approve the Proposed Project Prioritization for the FY 2021-2026 DeIDOT Capital Transportation Plan (CTP) Submissions

Ms. Dunigan discussed the Project Prioritization for FY 2021-2026 DeIDOT CTP Program/TIP spreadsheet in the Council packet. She said the legislation has passed for the Delaware CTP, which now has a biennial schedule. As a result, staff has developed a biennial TIP schedule that has to be reviewed with DeIDOT and MDOT. Staff will amend the FY 2020-2023 TIP as needed. The next TIP document will be the FY 2023-2026 to align WILMAPCO with DeIDOT regarding its CTP schedule.

The WILMAPCO TAC approved the technical scoring for the project prioritization at their June 20, 2019 meeting. The Air Quality Subcommittee (AQS) reviewed the CMAQ and Air Quality scoring at the June 13, 2019 meeting and concurred with the scores. Staff is recommending project prioritization to: (1) Adequately fund preservation and safety projects; (2) Complete projects in the approved FY 2020-2023 TIP. If projects must be deferred, use project priority to guide which projects would be delayed, setting priority based upon technical scores; (3) Complete projects in constrained RTP project list according to the identified in-service dates, setting priority based upon technical scores; and (4) Use prioritized list of projects not in the TIP to identify other regional priorities if funding levels allow for additional projects, setting priority based upon technical scores.

Mr. Sisson asked what the New Castle County Transit Service Expansion and Frequency Enhancements projects were. Ms. Dunigan responded that this project is shown in the constrained Regional Transportation Plan project list to add new and expanded routes and improved frequencies for fixed route transit.

ACTION: On motion by Mr. Boyce seconded by Mr. Spencer the Council approved the Proposed Project Prioritization for the FY 2021-2026 DeIDOT Capital Transportation Plan (CTP) Submissions.

Motion passed. (7-11-19-04)

12. To Endorse the East 7th Street Peninsula Study

This study was designed to develop roadway and infrastructure improvements for the East 7th Street Peninsula in Wilmington. Mr. Gula referred to a map on page 7 of the Study, which shows some of the challenges of developing a plan while preserving development and considering the flooding and stormwater management solutions. In addition, Page 11 describes the public outreach concept; and the proposed recommendations are found on page 12.

The project team met with the public three times and gathered recommendations. Some of those recommendations included to improve and elevate 7th Street from Church Street to the eastern end of the Peninsula, and improved with a roundabout at Industrial Street. 8th Street should also be raised above the floodplain. Page 14 shows that 4th Street and Swedes Landing needs to be upgraded so that a left turn can be made from Swedes Landing Rd to 4th Street, and on page 15, Church Street should have streetscape improvements from 4th Street to 8th Street, and 8th Street should get similar improvements from Church St to the Amtrak NEC viaduct. There is a closed tunnel under the viaduct at 8th Street which should be re-opened to connect to a multi-use path that is proposed for the Peninsula's riverfront.

The Summary Sheet indicates that the PAC did not take action. However, the TAC recommended endorsement at their June meeting. Presentations were made to The City of Wilmington Mayor and staff, Wilmington City Council Public Works and Transportation Committee, The East 7th Street Coalition, and WILMAPCO's Non-Motorized Transportation Working Group (NMTWG). In addition, staff recommends that Council endorse the East 7th Street Peninsula Study.

Mr. Inden commended the study and said for some reason it has become a hot area for development, even though they know about the flooding issues.

ACTION: On motion by Mr. Inden seconded by Mr. Sennstrom the Council endorsed the East 7th Street Peninsula Study.

Motion passed.

(7-11-19-05)

13. To Endorse the 12th Street Connector Transportation Improvement Study

Mr. Gula said the 12th Street Connector project was planned to engage the community to assist in developing the optimum alignment for a new roadway between the intersections of 12th Street/Northeast Boulevard and the 16th Street Bridge/Pine/Jessup Streets. The Wilmington Planning Department had received funding for the Environmental Protection Agency (EPA) study, and the 12th Street project team was able to coordinate through shared meetings and public workshops with that study process. On Page 11 is a summary of the Wilmington Initiatives meetings and public outreach.

Pages 21-24 indicate various alternatives that were considered. Pages 30-32 describe the recommended alternative and preferred options, which include a new roadway from 12th and North East Boulevard to Church and 14th Streets. A roundabout was recommended at this intersection with Church Street, and a new street section should extend to the 16th and Pine intersection at the 16th Street Bridge.

Mr. Gula also referred to the Summary Sheet that indicates the PAC did not take action, but the project team received good comments regarding public outreach. The TAC recommended that Council endorse the 12th Street Connector Transportation

Improvement Study. Presentations were provided to the City of Wilmington Mayor and Staff, Wilmington City Council Public Works and Transportation Committee, and the WILMAPCO Non-Motorized Transportation Working Group (NMTWG).

Mr. Inden commended the plan. Mr. Boyce said it was the first time DeIDOT incorporated PEL into the scope of work and the process. He asked how Mr. Gula felt about how the process went. Mr. Gula responded that the process helped the public, and it helped to focus the consultants. In addition, the document was developed well.

ACTION: On motion by Mr. Inden seconded by Mr. Spencer the Council endorsed the 12th Street Connector Transportation Improvement Study.

Motion passed.

(7-11-19-06)

14. To Endorse the Newark-Area Transit Study

Ms. Dunigan said the Newark-Area Transit Study was developed by the Newark Transit Improvement Partnership (Newark TriP) of WILMAPCO, Cecil County Transit, the City of Newark, DTC, and the University of Delaware. The study uses a combination of technical analyses, outreach, and best practices. It includes the objectives of implementing comprehensive network-agency coordination across transit providers to increase transit ridership, expanding transit service reach, and providing seamless and cost-effective travel between service providers.

In addition, it provides consistent and easily-accessible information to riders and cost-effective service delivery for providers. There are potential areas for agency coordination including marketing and technology, branding, fare policies, and transit infrastructure such as bus stops, service schedules, route alignments, and service areas.

Ms. Dunigan said at the end of the study we realized that we had not asked all the right questions; therefore, we would like to continue to work with the Newark TriP and meet quarterly. The PAC did not take any action. However, TAC and staff recommended the Council's endorsement.

Mr. Sisson commented that the study has opened a lot of eyes and it provides the opportunity to move forward. There is a lot of efficiency to be gained; and perhaps for the next step we could draw from scratch what the transit coordination should look like, and provide an opportunity to talk about it. For instance, it would be a step in the right direction if the University of Delaware Transit would not just be for faculty and staff.

ACTION: On motion by Mr. Sennstrom seconded by Ms. Trabelsi the Council endorsed the Newark Area Transit Study.

Motion passed.

(7-11-19-07)

PRESENTATION/DISCUSSION ITEMS:

15. Social Determinants of Health (SDOH) Data Report

Mr. Thompson said the Social Determinants of Health (SDOH) are the conditions in which people grow, live, work, and age, and the fundamental drivers of these conditions. They also measure public health concerns by geographic location, are used by many organizations and government agencies, and are defined using a variety of quantitative and qualitative factors.

The SDOH was developed during the implementation of the Route 9 Corridor Master Plan, and it was endorsed by the Route 9 Monitoring Committee that empowered the local community to guide the implementation. The Transportation project prioritization subcommittee was formed and used the SDOH to help guide DelDOT to rank, design, and construct its 20 transportation projects.

The technical scoring process for the prioritization includes 12 factors, in which one of those factors is the Social Determinants of Health (SDOH) that was recommended by Nemours Health. The technical scoring process includes the following eight factors: 1) household poverty rate, 2) homeownership rate, 3) high school graduation rate, 4) householder tenure, 5) minority segregation, 6) single parent households, 7) employment rate, and 8) food deserts.

Each block group receives a score for each factor. Scores are relative to the study area. Block groups above the median receive one point; block groups in the top 20% receive two points; the SDOH score equals the sum total of scores for each of the eight factors; and the higher SDOH score indicates the greater potential for public health concerns.

The results of the SDOH Study along the Route 9 Corridor include the following neighborhoods: The Dunleith and Oakmont areas have the highest public health concerns, with a high poverty rate, minority population, renter population, and adults without a high school diploma. The Swanwyck Estates has the lowest SDOH score with high income, graduation rates, and homeownership. In addition, a grocery store has opened up there recently. The majority of the people involved in the study live in a food desert; I-295 is a social and economic barrier in the study area; and transportation projects north of I-295 have received a boost in priority areas.

The highest potential public health concerns are in Central Wilmington and parts of downtown Elkton. Scores are moderate to high in Newark, Elkton, North East, and Perryville, where there are more renters, households in poverty, and single-parent households. Scores tend to be lowest in rural areas, where there are less diverse, high homeownership rates, and longer householder tenure.

The City of Wilmington received moderate to high SDOH scores. Central Wilmington has high renters, a minority population, single-parent households, and poverty. The Highlands and Trolley Square have high graduation rates, employment, and homeownership.

Food deserts with low income and limited access to grocery stores that are within one mile receive two points. Nearly all food deserts are located along the I-95 corridor; however, most of Wilmington is not a food desert. In addition, there are some neighborhoods that are in a half-mile food desert location; and some rural food deserts are located in Cecil County.

An interactive map that is linked to the WILMAPCO website shows the total SDOH scores for all of the block groups in the WILMAPCO region. As you click on a block group you can view the detailed scores and raw Census data. There are also layers for each factor, including block groups that received one or two points, which are best viewed one layer at a time.

Overall, the City of Wilmington's poverty rate, minority population, and single-parent households are double the regional average. The high school graduation rate is 90% region-wide and 83% in Wilmington. The employment rate is 93% region-wide and 89% in Wilmington. Homeownership is highest in Cecil County and lowest in Wilmington. Food deserts in Wilmington make up 12% of the population, and they are 30% in Cecil County.

Recommended strategies in the report include 1) identify areas of greatest need; 2) observe the individual factors that contribute to SDOH scores to pinpoint a community's specific needs. In the WILMAPCO region the projects within Wilmington and along I-95 corridor should provide: 1) local employment opportunities; 2) mixed-income housing; and 3) improved access to grocery stores.

Mr. Boyce asked if this study is the basis for enhanced prioritization or do we take it to the next level to refine projects that are large enough to have a break-out capital budget. Mr. Thomas responded that it is used in the project prioritization process. Ms. Dunigan added we will come back to Council with this study and the revised Environmental Justice (EJ) scoring to show what the process looks like with the changes. In addition, this would be a stand-alone factor along with the EJ.

Ms. Trabelsi asked do you have a plan to correlate the data, such as with crashes. Mr. Thompson replied yes.

Mr. Sisson asked if the food desert data takes into account the facilities to get to the food sources, or is it just "a ring around a grocery store." Mr. Thompson responded that it is a ring around a grocery store.

16. WILMAPCO Transportation Justice (TJ) Analysis Update

Mr. Swiatek said the Social Determinants of Health (SDOH) that Mr. Thompson just talked about fits well in the TJ report. The basis of the TJ plan is to take all of the related federal requirements for inclusion and equity and put them in one umbrella document. The document is broken into three main components: 1) Title VI/Environmental Justice (EJ); 2) Language Assistance; and 3) Americans Disabilities Act (ADA)/Mobility Challenged.

The Title VI and Environmental Justice Analysis (EJ) section features the low-income and racial/ethnic minority work. This section will also include an introduction, basic reporting requirements, demographic profile, Public Opinion Survey, spatial analysis, public outreach, and key recommendations.

The Mobility Challenged (MC) Analysis section features seniors, disabled, and zero-car household work. This section includes an introduction, ADA self-evaluation, demographic profile, spatial analysis, and key recommendations.

The Language Assistance Plan section features Limited English Proficiency/low literacy. This section also includes an introduction, demographic profile, spatial analysis, public outreach, and key recommendations.

Overall transportation equity issues include transportation access concerns for poverty/low-income groups and Blacks; traffic volume concerns in poverty/low-income groups, Blacks, and Hispanics; and Travel-time on public transit concerns for Blacks. The team also found pedestrian and bike crashes were concerns for Blacks; Public Electric Vehicle (EV) stations and knowledge of WILMAPCO were concerns for all three groups; and community transportation project funding was a concern for Blacks.

The Connectivity Analysis map indicates that connectivity was analyzed for all regional block groups to destinations that are calculated at the housing unit level by mode. Block groups with TJ and MC and other variables were flagged for analysis. This was a rich regional and equity based analyses that included multi - transportation modes such as walking, biking, car, and bus. These modes were measured regarding timeframes to destinations such as to libraries, low-wage job centers, grocery stores, community and senior centers, state service centers, urgent care and medical centers and pharmacies.

The analyses also includes measuring ten-minute accessible walking trips; 10-minute accessible biking trips, 15-minute accessible car trips; and 30-minute accessible, one-way bus trips with no more than 10-minutes of walking.

Results regarding homes with connections to supermarkets in the WILMAPCO region were 14% walking, 28% biking, 24% transit, and 98% car. The average combined connectivity to destinations, by mode in the WILMAPCO region, included 95% by car, 23% by bicycle, 19% by bus, and 7% walking. On the other hand, connecting housing units were 20% in New Castle County, 2% in Cecil County, and 17% in the region.

Connecting to housing units while walking to a pharmacy was 25% in New Castle County, 7% in Cecil County, and 23% in the region. Connecting housing units by biking to a library was 25% in New Castle County, 7% in Cecil County, and 23% in the region. Connecting housing units by car to a medical center was 99% in New Castle County, 68% in Cecil County, and 95% in the region. Connecting housing units with transit to a supermarket, was 26% in New Castle County, 13% in Cecil County, 24% in the region. However, the equity analysis showed that low-income and minority neighborhoods are generally better connected in every mode to every destination than average.

The USDA food desert identification methodology had some flaws that include: using Census tracts, which are very broad, non-residential areas, are considered, and bus access is not considered. The refined WILMAPCO food deserts identification methodology includes identifying block groups with less than 20% poverty with more than 33% of the population one-mile from a grocery store; and only residential areas are shown; and classed by transit connectivity to supermarkets.

Some key recommendations of the TJ analysis were to 1) Drive more capital investment into black neighborhoods; 2) Study and address walking and bicycling safety in black neighborhoods; 3) Improve transit links to employment centers from black and impoverished neighborhoods; 4) Increase transportation affordability of impoverished neighborhoods; and 5) Provide better walking, biking, and bus links/store siting from food deserts to supermarkets.

In the Mobility Challenged (MC) Analysis, the ADA self-evaluation findings included that physical access barriers are limited, agency policies generally meet ADA guidelines, communication of policies needs improvement, and front line communications should consider the needs of people with disabilities. Overall, seniors and the disabled have more difficulty with connections to supermarkets, pharmacies, and medical centers.

The Age-restricted Community Connectivity Analysis (ARCCA) was developed in 2011 and further refined by WILMAPCO and Bucknell University. It shows how connected (or not) the suburban age-restricted communities are to the fixed route bus system and pedestrian system.

In Cecil County pedestrian connections are: 27.3% with difficulty, 27.4% existing, long-term improvement, 27.3% and short-term improvement at 18.2%. In New Castle County connections are: 31.8% with difficulty, 9.1% existing, 34.8% long-term improvement, and 24.2% short-term improvement.

In Cecil County public transit connections are: 48.5% with difficulty and 21.2% existing good frequency bus service, 12.1% long-term improvement, and short-term improvement 18.2%. In New Castle County connections are: 15.2% with difficulty and 16.7% existing good frequency bus service, 19.7% long-term improvement and 48.5% short-term improvement.

The MC Analysis revealed two key recommendations: 1) Identify connectivity/destination siting improvements from senior and disabled neighborhoods, and 2) Document possible improvements by walking and bus to/from age-restricted communities with “short-term” needs.

The next steps for the analysis are to finalize the document including the Executive Summary and schedule a final working group meeting. The expected final draft with review by the WILMAPCO Council for endorsement is November 2019.

Mr. Sisson asked if it was taken into account that the Delaware Transit Corporation (DTC) provides 5310 paratransit vehicles to age restricted communities. Mr. Swiatek replied no, we looked at fixed-route transit for this analysis.

17. INFORMATION ITEMS: Administrative Modification Request Letters.

ADJOURNMENT: Mr. Spencer made a motion to adjourn, Ms. Holland seconded the motion. The meeting adjourned at 5:35 p.m.

ATTACHMENTS: (1)

Resolution 2019-22

A Resolution Requesting Wilmington Area Planning Council (WILMAPCO) to Develop a Corridor Transportation and Land Use Master Plan for Routes 9 and 273 within the City of New Castle

WHEREAS, the Wilmington Area Planning Council (WILMAPCO) has been designated the Metropolitan Planning Organization (MPO) for Cecil County, Maryland and New Castle County, Delaware by the Governors of Maryland and Delaware, respectively; and

WHEREAS, The City of New Castle wishes to request a land use and transportation master plan from WILMAPCO for major corridors located within our City limits including:

- Route 9 Corridor beginning at the northern limits of the City boundaries extending south from the area designated in the New Castle County Route 9 Master Plan through 6th Street to South Street to 7th Street through Dobbinsville to the southern City limits; and
- 6th Street intersection extending along Ferry Cut-Off to Delaware Street intersection; and
- Route 273 from Delaware Street intersection to Route 13 intersection; and

WHEREAS, it is important for all transportation corridors, to investigate speed limit reductions (especially, the 50 mph section of Route 273) and use cutting edge design standards to open up a wider range of design tools and flexibility; and

WHEREAS, the purpose of this plan is to:

1. Improve the multimodal transportation network, provide connectivity to communities and trails, enhance health and livability, reduce illegal truck traffic, and improve safety;
2. Address flooding and sea level rise impacts on land use and access to major transportation corridors;
3. Improve gateways to our historic city on Route 9 at both the northern (Ferry Cut-Off and Delaware Street/6th Street and Route 9) and southern gateways (6th Street and South Street to 7th Street through Dobbinsville) by assessing land use and real estate market conditions to spur economic development, to update these areas to more seamlessly integrate with the proposed transportation changes and to provide a physical extension of the downtown area of the City in terms of building massing and architectural design; and
4. Develop a shared-parking analysis that includes on-street parking to free up space and provide design flexibility, while activating sidewalk usage.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of New Castle hereby requests WILMAPCO to develop a corridor transportation and land use master plan for Routes 9 and 273 including Ferry Cut-Off/Delaware Street area within the City of New Castle.

Resolution 2019-22

A Resolution Requesting Wilmington Area Planning Council (WILMAPCO) to Develop a Corridor Transportation and Land Use Master Plan for Routes 9 and 273 within the City of New Castle

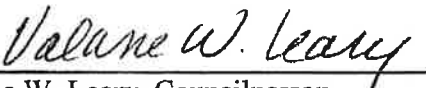
PASSED this 11th day of June, 2019.



Linda Ratchford, City Council President

Absent

Suzanne M. Souder, Councilperson



Valarie W. Leary, Councilperson




Michael M. Platt, Councilperson



Russel P. Smith, Councilperson

Attest:



Brian G. Whitaker, City Clerk