

**REGULAR COUNCIL MEETING
JANUARY 9, 2020**

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

1. CALL TO ORDER: Mr. Sisson, Chair, opened the meeting at 10:02 a.m.

2. ROLL CALL:

Members present:

Drew Boyce, representing DelDOT Secretary of Transportation, Jennifer L. Cohan
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, representing Delaware Transit Corporation
Michael Spencer, representing New Castle County Municipalities
Andrea Trabelsi, representing New Castle County Executive, Matthew Meyer

Members absent:

Connie Holland, Delaware Governor's Appointee
Dave Warnick representing Cecil County Municipalities

Guests, Observers:

None

Staff members:

Dan Blevins, Principal Planner
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
Dawn Voss, Administrative Assistant
Tigist Zegeye, Executive Director

Minutes prepared by Dawn Voss

3. MINUTES:

Ms. Trabelsi requested the following changes to the November 14, 2019 meeting minutes: On page 8, in the final paragraph, Ms. Trabelsi requested that the minutes reflect that it is New Castle County's intent to proceed with formal adoption/comp plan amendment once it is complete. She also asks that it be added to the minutes that the County is aware of the issues and the challenges involved with agricultural aspects. The County has a land preservation task force, that has been made aware of the SNCC planning work. The agricultural subcommittee, of that group, met on November 13th.

The November 14, 2019 meeting minutes were approved with modifications.

ACTION: On motion by Mr. Spencer seconded by Mr. Sennstrom the Council approved the November 14, 2019 Council Meeting Minutes with modifications.

4. PUBLIC COMMENT PERIOD:

None.

5. COUNCIL MEMBERS' AND DIRECTOR'S REPORT:

Chairperson's Report:

Delaware Transit DART will be having Community Conversations on January 14th at the Wilmington Library from 5:00 to 7:00 p.m. and January 15th from 5:00 to 7:00 p.m. at WILMAPCO. These meetings will be seeking input about proposals rerouting buses to the Wilmington Transit Center which should be going into service in May. Based on these "conversations" DART should formalize their final proposals and go to public hearing.

- Council Member's Reports:

Mr. Inden stated their Comprehensive Plan did make it through city council and is now waiting for the Governor to certify it.

Ms. Murphy mentioned their P-3 was approved by their Board of Public Works so they will be moving forward with widening the beltway from American Legion Bridge to I-270 and up I-270 to have a connected mini network, if they can get through the next steps.

Mr. Boyce gave an update on the Council on Transportation. The Council met in December and discussed the public comments received from the September public workshops and how they influence the Statewide Transportation Improvement Program. They presented the enhanced prioritization process which involves keeping most of the criteria the same for the statewide prioritization process but proposes to add a local score to take the rankings of the MPOs and Sussex County projects into the matrix. All projects now get a safety score.

Ms. Trabelsi said that the County is going to be undergoing a Comp Plan update process. Ms. Trabelsi suggested that the Council circulate this information as the county is seeking a good range of consultants

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

- Staff participated in the Mill Creek Pedestrian Safety Planning Meeting in December.
- Staff participated in the North Claymont Panel, hosted by the Claymont Renaissance Development Corporation in which DTC also participated.
- The Concord Pike/US 202 Workshop was held on December 5th with 145 in attendance. WILMAPCO will be presenting at the Concord Pike Commercial Property and Business Owners Meeting sponsored by Councilwoman Dee Duhram. A flyer was distributed to members.
- Staff attended the I-95 Community Advisory Committee Meeting. A website is available, and a flyer is attached (Attachment A). Mr. Boyce shared that a presentation is prepared on this topic as well as a brief video about the MOT scheme and timing.

- Regarding the Southern New Castle County Master Plan, the project team has received comments up to December 15th and is working on the comprehensive traffic analysis. The plan is expected to be completed by spring of 2020.
- Staff will be discussing planning as a career at the Rose Hill Community Center's Teen Program.
- WILMAPCO will be joining other MPO's in the Northeast to discuss how to support the Transportation and Climate Initiative on January 16th at WASHCOG.
- Churchman's Crossing Plan Update: Five proposals have been received and the partners (DelDOT, NCC LU and WILMAPCO) invited three firms to interview on January 21st at WILMAPCO.
- The Route 9 Master Plan Monitoring Committee met on November 19th. The next meeting is scheduled on January 21.
- On January 24th WILMAPCO will be hosting the Maryland Bicycle and Pedestrian Advisory Committee meeting.
- A Newport Public Workshop will be on January 27th. A flyer was distributed to members.
- The Pedestrian Council will be meeting on January 28th
- January 29th will be the Governor Printz Boulevard Workshop, which will be a public visioning session. A flyer was distributed to members.
- Staff will be developing a Data Report to update the 2011 Sea-level Rise Transportation Vulnerability Assessment
- The November financial report was provided. WILMAPCO is under budget.
- Dawn Voss has joined WILMAPCO as the Administrative Assistant.

7. Public Advisory Committee (PAC) Report:

Ms. Randi Novakoff said the PAC met on December 16, 2019 with no action items. Mr. Ken Grant from AAA presented on the safety of self-driving vehicles. There was discussion about liability and the timeline for self-driving vehicles. PAC requested they be kept up to date. Ms. Heather Dunigan presented on the New Castle County Bike Plan describing the plan and the outreach connected to it. There was discussion of using utility-owned land for bike pathways. Mr. Dan Blevins presented the Concord Pike Master Plan. There was some discussion about additional roadway connections, trouble spots on Route 202, and how autonomous vehicles factor into it.

8. Technical Advisory Committee (TAC) Report:

Ms. Heather Dunigan said the TAC met on November 21, 2019 and there were no action items. Mr. Herb Inden presented on the Wilmington Comp Plan. Mr. Ken Grant from AAA presented on autonomous vehicle safety. Ms. Dunigan updated TAC on the New Castle County Bicycle Plan and introduced the Governor Printz Boulevard Study. The December 19, 2019 meeting was held jointly with Air Quality Subcommittee (AQS). The TAC recommended that the TIP be amended to include the Cecil County Mid-County Transit Hub project. AQS found that this would not trigger a new air quality conformity analysis. TAC had two presentations. The Brandywine Zoo presented on Urban Wildlife planning and the monitoring of city of Wilmington wildlife. Mr. Dave Gula and Mr. Dan Blevins presented an update on the Concord Pike Master Plan.

ACTION ITEMS:

9. To Amend the FY 2020-2023 Transportation Improvement Program (TIP) – Addition of a Cecil County Mid-County Transit Hub project.

Ms. Dunigan said that Cecil County and MDOT request that the TIP be amended to include a new project; the Cecil County Mid-County Transit Hub project, which has been planned for several years. This project will improve the efficiency of the transit routes across Cecil County. There is currently no place to transfer between long routes. This is 80% FTA funded with 10% of the funding from the State of Maryland and 10% of the funding coming from Cecil County. The funding will be \$1.5 million for right of way and preliminary engineering.

ACTION: On motion by Mr. Sennstrom seconded by Ms. Murphy the Council amended the FY 2020-2023 TIP to include the Cecil County Mid-County Transit Hub project.

Motion passed. (01-09–20-02)

10. To Approve the Proposed Public Advisory Committee (PAC) Replacement

Ms. Novakoff said that staff proposes the PAC replacement to be Kevin Racine. Kevin has been involved with WILMAPCO for nearly twenty years. He is disabled and relies on public transit. He has been a dedicated transit system advocate, a member of the Rail Users Network and had shown many people how to ride transit. He served as the MTA's PAC Chair for two years. He has been an advocate for transit in Harford County since the early 2000's, and recently moved to the City of Wilmington. Kevin fills a vacancy left by Darlene Cole, who represented DART's Elderly Disabled Transit Advisory Committee. PAC has been unable to recruit someone from EDTAC, but Kevin has been a dedicated for years, so staff recommends him.

PAC and TAC did not take action.

ACTION: On motion by Mr. Inden seconded by Mr. Spencer the Council Approved the PAC replacement.

Motion passed. (01-09-20–03)

PRESENTATION/DISCUSSION ITEMS:

11. City of Wilmington Comprehensive Plan

Mr. Herb Inden said a Comprehensive Plan is a State-mandated document. It is a legal document; however, it is also good to have a plan that lets the public know what the government is going to do. The plan also acts as a roadmap. The current 10-year plan gives an idea of where the city is going to be in 2028. It also sought to develop a community driven vision for the city, as community input was solicited. It coordinates the work of multiple partners and guides city departments in preparing policies, work programs and funding priorities. A Steering Committee was formed, and Interface Studios assisted with gathering citizen input. A variety of methods to gather input were employed including stakeholder interviews, five public forums throughout the city, focus groups and a large public forum at the Children's Museum at the end of the process. At the events, a variety of methods were employed to solicit community feedback on how to

improve the city, including the needs of individual communities and which parks need improvement.

The current plan consists of thirteen documents, updated individually, and twelve neighborhood plans, usually updated when something is re-zoned in the neighborhood or something contrary to the plan is proposed. The new format combines these components into a user-friendly document. The plan is 228 pages with a 40-page summary and 45-page appendix. These documents are also online. Chapters include:

1. Introduction – Background information on comprehensive plans
2. Overview – Wilmington’s history and key demographic trends
3. Vision and Goals – Summary of vision and goals from public engagement
4. Recommendations – Presents five goal areas and a land use vision
5. Implementation – Implementation strategies for the five goal areas
6. Appendix (a separate document) – Detailed public input information and physical improvement ideas

Goal areas include:

1. Strong and safe neighborhoods
2. Healthy and thriving communities – reducing dependence on cars
3. Robust local economy
4. Connected city and region – making walking and biking easier
5. Sustainable and resilient city – recognizing the city is surrounded by water, and preparing for future flooding in the face of climate change

The current land use is mostly medium-density residential. Future land use does not reflect a major change. There will likely be some proactive rezoning based on citizen input. A list of future land use categories was shown. A map from the document showing the neighborhoods within Wilmington was shown. There are seven pages that correspond to each neighborhood indicating goals, strategies, demographics and other information for each neighborhood. Mr. Inden stated that there are several pages related to implementation in the document and specifically addresses the need to update codes including zoning and subdivision codes. The plan has been approved by the Office of State Planning Coordination, City Planning Commission and City Council and is waiting for Governor’s Certification.

12. Concord Pike (US 202) Corridor Master Plan Update

Mr. Dave Gula said that work on this plan began over a year ago.

The corridor:

- Moves both freight and car traffic.
- Is four to eight lanes (mostly six lanes).
- Is lined with retail and commercial backed residential.
- Serves 45,000-55,000 cars per day.
- Has sections where travel speeds vary between 35 and 70 miles per hour.
- Is difficult to navigate unless you are in a car. Pedestrian safety is a concern.
- Carries local and through traffic. Roughly 25-30% of the traffic from the north passes through to Wilmington or other job centers.

There are safety concerns throughout the area related to both car and car/pedestrian collisions. In speaking with bike enthusiasts, they are not willing to bike along the

corridor, so finding alternate biking routes off-corridor will be needed, though there will be points along Concord Pike where crossing will be necessary.

Working from visioning sessions, some goals have emerged including creating a cohesive plan to foster a sense of community and identify possible multi-modal improvements. Bus service is good, but access to bus stops is challenging, because the corridor is not pedestrian friendly. Bus ridership could be much higher if this was addressed. The goal to make the corridor more multi-modal is further supported by the input from residents that they would prefer to be able to park their car and walk to multiple locations. WILMAPCO is looking at demand management, improving street safety for pedestrians, traffic calming, and managing redevelopment as it affects traffic.

A 2017 market study was conducted as a starting point to determine potential growth in the area. Several events with businesses and residents were well-attended with 100 or more attendees. Public input was also collected online. At the second Workshop on March 20, 2019, the public perception was that WILMAPCO is enabling the redevelopment of the area. The public needed to be educated that these redevelopment opportunities exist by-right and a master plan is a guide for developers. There is consensus that there needs to be a more walkable environment, reduction in speeding and amenities created for pedestrians and bicycles.

In the project schedule, Task 3: "Define Assumptions & Potential Scenarios for Analysis" took longer than anticipated. Land use for the future assumptions was revisited with consultants. The original approach was to work intersection by intersection, but there was no way to see how these intersections would work together as a network. There was also concern for funding if overpasses and tunnels were needed. If there are street connections off corridor the modeling needs to be more robust.

At Workshop #3, attendees were updated on the project. There was some discussion of zoning recommendations including redevelopment along the corridor as mixed-use while designating neighborhood preservation overlay in the neighborhoods backing the mixed-use area. Some parcels were identified for historic overlay.

Mr. Dan Blevins said there were displays at the Workshop dedicated to transit, including transit conditions, Park and Ride usage, and some of the short operational improvements that DART is considering. There was some discussion of interregional possibilities including transit into Pennsylvania. Public feedback included need for better access for seniors, better pedestrian connections and weekend service for workers. DelDOT created a scoring system for Level of Traffic Stress (LTS), which ranks bike routes based on ease of use. A score of 1 is easy with scores indicating increasing difficulty up to a score of 4, which is undesirable for biking. Route 202 is generally a Level 4, though there are some places that have the potential for connections allowing crossing east to west for access to parks and residences.

The approach to the evaluation of land use and transportation changed from Workshop #2. The approach was expanded to look at additional intersections. It may be easier to make connections at smaller intersections. The three questions being considered:

- Are these intersections along the corridor going to operate for motor vehicles with the redevelopment that may happen with new zoning?
- How do additional roadway connections change those results?
- What if we add bike path connections?

Land use and transportation were brought together and considered how by-right development and systems would be affected by the following three land use scenarios:

1. "By-right" Land Development – Land use projects already approved
2. Proposed Zoning – "Low Growth" Land Use
3. Proposed Zoning – "High Growth"

There is an expected 13% increase in through traffic through the corridor by 2050. Better side road connectivity and better bike/pedestrian connections were factored into a traffic impact study. Bike and pedestrian paths are off alignment as the roadway of 202 does not have room for them.

Intersection delay by intersection was then presented showing the existing Level of Service (LOS) at peak hour of service and then with anticipated increases in traffic by 2050 with both Baseline Growth and "By-Right" Development. The intersections favor the north-south traffic, so the east-west traffic experiences longer delays.

For outreach, postcards were provided with a mailbox to get feedback from the public. Several responses were received.

Mr. Inden asked what the County's role is in the Concord Pike Master Plan and given that they are updating their comprehensive plan, can this plan be used when there are questions about land use? Mr. Gula responded that this is a partnership with New Castle County, especially with land use. This is a sub-area of the County's comprehensive plan. We are working in close partnership so the County will have something they can use in their comprehensive plan. Mr. Blevins added that it will go through the WILMAPCO process, then the County process. Ms. Zegeye added the idea is that once WILMAPCO finishes with this Master Plan, New Castle County will just insert it into their Comprehensive Plan. Ms. Trabelsi said that timing is a factor, because the County is just starting the upgrade. Likely, that amendment will be initiated before the County amends for the full comp plan two year from now.

Ms. Trabelsi asked to revisit slide 21, which was not shown at the workshop. Mr. Blevins stated that the slide is a little more detailed. Some of these intersections have more significant waits in east-west movement. The entire corridor is timed to keep traffic moving north-south.

Mr. Drew Boyce asked if slide 22 takes into account all the additional bike and pedestrian crossings that are anticipated and if the data anticipated 13% growth? Mr. Blevins responded that it does anticipate 13% growth and with the additional roadway network there may be a slight reduction in some of the volumes. Mr. Boyce asked if the backside connectivity redistributed some of the trips. Mr. Blevins explained that when the ITE, the trip generation data, and the internal trip capture are considered, some of the seconds of delay may change slightly. One concern is that more impedances on 202 will affect alternative route choices. Then when additional bike and pedestrian crossings are added with additional signals and countdowns, the data provided will help find a solution.

Ms. Trabelsi asked if any of the regional transit, any connectivity or substituting analysis with assumed transit use were taken into account. Mr. Blevins responded that WILMAPCO took information from the DVRPC Report, which included information related to origin/destination analysis, concluding there is a lot of scattering. The report recommended a potential limited bus stop service coordinated with businesses, much like the route that ran until around 2000 (SEPTA 202 Route, per Mr. Sisson), but

discontinued due to ridership issues. Mr. Sisson added that it's a commuter bus but questioned the impact of removing forty cars out of the number of cars on the road at rush hour.

Mr. Blevins indicated that one of the points from the report is the expansion of workforce to allow more movement of people between West Chester and Wilmington. Mr. Gula said the recommendations from that report were more vanpool, but employers need to be involved in that. Delaware Rideshare is one option. The challenge is that 26,000 workers per day are imported into an area where most people drive. The model tells us there will be a 26% growth in through traffic by 2050. We are already seeing 1-2% annual growth in through traffic. There is a point where a road is no longer adequate for through traffic and commuters would find an existing highway to be preferable. Some people will take this route one or two times then find an alternate. Ms. Trabelsi said the same is true for transit, in that keeping some intersection wait times significant encourages people to use transit. Mr. Gula then stated that most of the residents agree that if they could walk to just a few more destinations on the corridor, they would not have to drive as much. Mr. Sisson added that people who live on Broom Street pass three supermarkets to get to Shoprite almost at the state line, because they cannot navigate Route 202. So, until you fix that it will be a driving corridor. Mr. Blevins stated that restaurant row has the highest transit usage, but it's off alignment. Mr. Sisson agreed, stating that they are trying to streamline the route, but the ridership is off alignment. Mr. Inden asked who the ridership is. Mr. Sisson responded that Wilmington residents are riding the bus for work and shopping. Workers are riding the bus to the restaurants. Shoppers are riding the bus to grocery stores and the mall. Mr. Blevins stated better pedestrian connections can reduce the number of stops. Mr. Sisson used Fairfax as an example that without so many driveways close together the road could perform better. Mr. Inden does not find the route performs that poorly.

Mr. Spencer verified that the Concord Pike Commercial Property and Business Owner's Meeting that is happening on Monday is not sanctioned by WILMAPCO, that it is something the representatives are doing. Mr. Spencer continued that WILMAPCO's next workshop is in March. Mr. Gula said that is the assumption, and that we need the time to finish the modeling and continue analysis. Mr. Spencer commented that once this plan is wrapped up with the public hearings, the public will get a sense of how congestion is going to be when the viaduct gets started in 2021.

Mr. Inden asked about the controversy involving Brandywine Boulevard. Mr. Blevins indicated that some people misunderstood the purpose of public meetings, thinking they were about the Incyte Property purchase or the Brandywine Country Club plans. Mr. Gula added that even after the topic was explained, some attendees asked about projects outside the scope of this master plan and a few people did leave.

Ms. Trabelsi mentioned that the County is focusing on public engagements with the upgrade. They are setting up a website and the first public engagement will be coming up soon with a "Planning 101" element to explain these types of topics, such as how by-right development works and the value of comp planning.

Mr. Blevins said some residents heard incorrect information about the workshop second hand. Mr. Boyce suggested a get-together with Senator Cloutier regarding her op-ed critical of the Master Plan. Ms. Trabelsi asked if the senator was there and Ms. Zegeye said that she was. Mr. Gula added that if anyone has an issue, they should talk to us and we can eliminate the disinformation. Mr. Boyce doesn't want a knee-jerk legislative

action that requires DeIDOT to do something out of the process. Ms. Zegeye added that she would like to think that if there was a serious issue, an elected official would come and talk to the project team. Mr. Spencer acknowledged that the senator is getting pressure. The client base where you are affects your approach. Mr. Gula mentioned opposition was anticipated, but most conversations were civil exchanges of information. There's a small number on social media that oppose loudly. There will probably be two more public workshops, though there are budget issues. Design Collective and Toole are the consultants

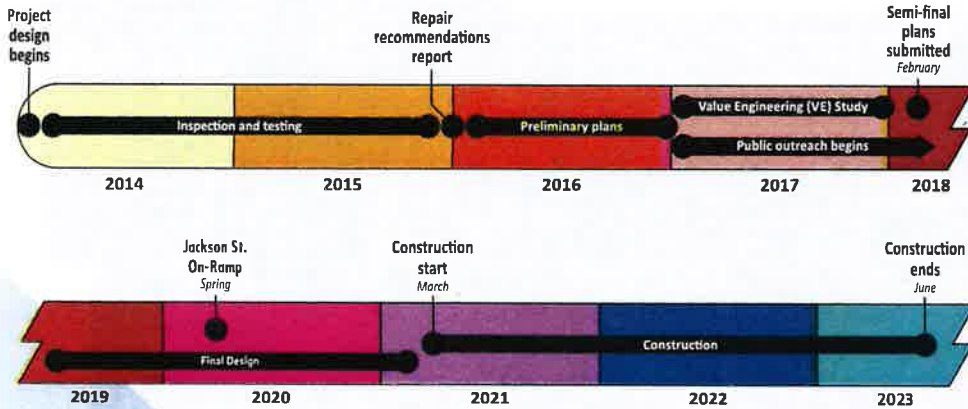
INFORMATION ITEMS:

None.

ADJOURNMENT: Mr. Spencer made a motion to adjourn, Mr. Inden seconded the motion. The meeting adjourned at 11:18 a.m.

ATTACHMENTS: (1)

Project Schedule



An active traffic management system will be in place at the start of construction and will provide motorists real-time traveler information so they can make informed travel decisions. As part of this system, portable changeable message signs will provide motorists approaching the work zone real-time travel conditions so they can choose to divert to an alternate route. The real-time traveler information will also be available via other media outlets including the Delaware Department of Transportation's website (delDOT.gov) and mobile app. DeIDOT is also working with the City of Wilmington to upgrade traffic signals to better manage diverted traffic.

DeIDOT understands this project will be disruptive to residents, businesses, and travelers. We encourage you to take time to review how the project will impact you and consider what your alternate travel routes will be during this multi-year project. **DART, RideShare Delaware, and SEPTA** will all be ready to accommodate new customers who are seeking to avoid construction-related delays.

For more information on the project, visit de.gov/i95rehab or contact DeIDOT **Community Relations** at 302-760-2800, or dotpr@delaware.gov.



Delaware Department of Transportation

de.gov/i95rehab



I-95 Wilmington Corridor Improvements

From I-495 to North of Brandywine River Bridge

ATTACHMENT A



Delaware Department of Transportation

PROJECT OVERVIEW

The Delaware Department of Transportation (DelDOT) is in the final design phase of a significant project to rehabilitate Interstate 95 (I-95) from Interstate 495 (I-495) to north of the Brandywine River Bridge. Upon completion, improvements to the bridges and roadway will extend the service life of the I-95 Wilmington Corridor. Construction on the three-year mainline project is set to begin in 2021.

Originally built in 1964,

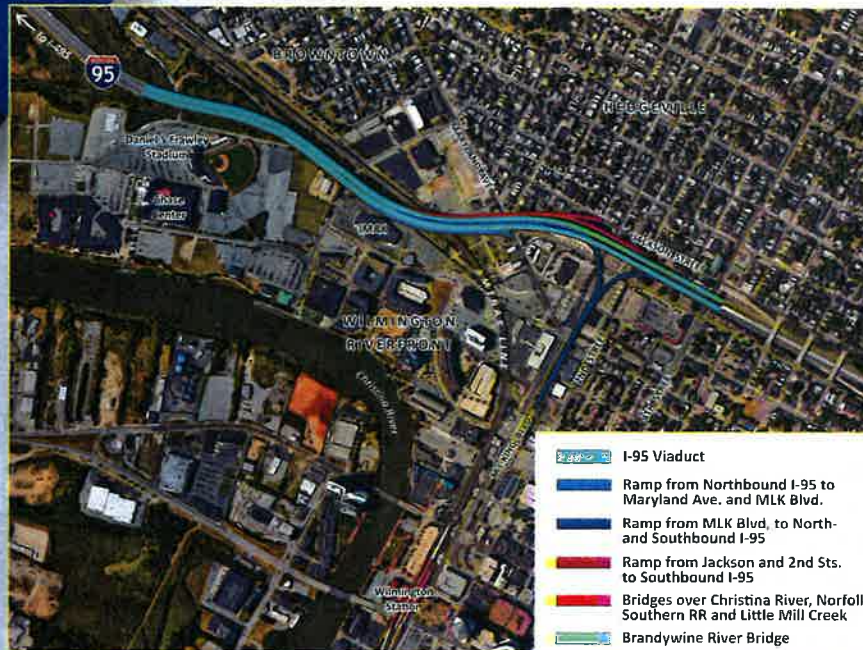
I-95 runs through downtown Wilmington. Portions of the roadway and bridges were widened in 1978 at which time several on and off ramps were constructed. The project includes numerous bridges including the mile-long Wilmington Viaduct which spans the Riverfront area, arterial and local streets, and a bridge over the Amtrak rail lines. The project continues north and includes repair of the Brandywine River Bridge.

Improvements will extend the life of the bridges for a minimum of 30 years

DelDOT is committed to maintaining and preserving its bridges. Delaying this bridge work could result in more costly and extensive repairs, in turn creating more severe and longer traffic impacts and delays to the public. After completing detailed engineering studies, DelDOT determined repairs are needed to extend the bridges' service life and avoid major and costly rehabilitation work for a minimum of 30 years.

Planned construction includes the repair of 19 bridges, I-95 pavement, and ramps within the project limits. The scope of work includes:

- removing and replacing the top two inches of concrete on the bridge decks to maintain the integrity of the underlying structural concrete
- roadway resurfacing and repairs
- replacing deteriorating concrete traffic barriers and roadway expansion joints
- painting the overpass bridges north of the Wilmington Viaduct
- completing steel and concrete repairs



Along with this work, DelDOT will reconfigure a portion of the Wilmington Viaduct to construct a longer acceleration lane on I-95 southbound. The existing on-ramp from S. Jackson Street will be eliminated and a new on-ramp from West 2nd Street will provide access to I-95 southbound. This reconfiguration will provide motorists with better sight distance to merge more safely onto I-95. This project will begin in early 2020.

Advance projects and real-time traveler information will help lessen traffic impacts on commuters and travelers

During construction, at least one lane in each direction on I-95 will remain open always, and ramp closures will be staggered to continuously maintain access in and out of the city. Major traffic impacts will be limited to two years of the three-year contract. However, other construction-related activities will commence in 2020 prior to the main I-95 work.

Given the high volume of traffic that uses I-95 daily and the adverse impacts lane reductions will have on this roadway and the local city streets, many advance projects will be completed prior to beginning work on I-95:

Christina River Bridge and Approaches	May 2017 – Fall 2020
I-495 and I-95 Southbound Merge Lane Extension	Completed in 2018
BR 1-577 on N050 Northeast Blvd. over Brandywine River	Nov. 2018 – Fall 2019
I-95 and Carr/Marsh Road Interchange	June 2018 – Fall 2020
Walnut Street, Front Street to 4th Street	Sept. 2018 – Fall 2019
Jackson Street On-Ramp	Beginning Spring 2020