

**REGULAR COUNCIL MEETING
NOVEMBER 14, 2019**

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 4:03 p.m.

2. ROLL CALL:

Members present:

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

Members absent:

Dave Warnick representing Cecil County Municipalities

Guests, Observers:

Tom Fruehstorfer, WILMAPCO PAC Chairperson
Ken Grant, AAA Mid-Atlantic

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
Tigist Zegeye, Executive Director

Minutes prepared by Sharen T. Elcock

3. MINUTES:

The September 12, 2019 meeting minutes were approved.

ACTION: On motion by Mr. Sennstrom seconded by Mr. Spencer the Council approved the September 12, 2019 Council Meeting Minutes.

Motion passed.

(11-14-19-01)

PUBLIC COMMENT PERIOD:

None.

COUNCIL MEMBERS' AND DIRECTOR'S REPORT:

4. Chairperson's Report:

DART's winter service change will take place on December 15, 2019, with adjustments to some routes and elimination of bus stops that aren't being well utilized.

The "Stuff the Bus" campaign will have two upcoming stops: November 15th at the Shop Rite on Concord Pike and, November 16th at the Glasgow ShopRite. They have had very generous corporate donations this season, including \$6,000 in food donations from Chesapeake Gas, Sharpe Energy.

John Sisson and Tigist Zegeye attended the ongoing Pedestrian Council meetings.

The DART App was updated with two new features: 1) paratransit customers can log on and track their bus to check arrival status and, 2) they have the fare payments portion of the app for zone 2 and 3 tickets on the fixed routes and paratransit tickets as well. According to Mr. Sisson customer feedback has been good.

- Council Member's Reports:

Mr. Spencer mentioned that he met with DeIDOT regarding Bridge 159 on November 13th and thanked the County for working with DeIDOT and the Town on this project. He stated that the Bridge is anticipated to be complete in 2022.

Mr. Spencer also asked Mr. Sisson to look into the bus #18 Route, specifically the traffic light at Limestone Road and Milltown Road. He stated that the light does not stay green long enough.

Ms. Holland thanked WILMAPCO staff for their contribution to the Population Consortium legislation which is now law. She also stated that the Office of State Planning's annual report went to the Governor on October 15th.

Ms. Trabelsi said that the Green Initiative has draft legislation in progress. There is a workshop on December 4 and there is an ordinance relating to Smart Growth issues and septic and sewer policies.

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

- On November 7th staff presented the 2019 Transportation Justice Plan at the Delaware Chapter of the American Planning Association (APA) annual meeting. The Plan will be also featured in National APA's "State of Transportation Planning" report next year.
- On December 5th there will be a workshop on the Concord Pike/US 202 Master Plan, to update the public on ongoing traffic and land use analysis.
- A kickoff meeting for the Newport Transportation Plan was held on September 24th. On October 29th there was a walking tour and advisory committee meeting. A community visioning meeting is being scheduled for January.
- The Governor Printz Blvd. project kickoff meeting was held on October 4th, an advisory and bus tour was held on November 6th and a community visioning meeting will be scheduled after the holidays.

- WILMAPCO staff is helping with the Walkable Bikeable summit, with a focus on transit. This will be held in May.
- Delmarva winter freight meeting will be at Chesapeake Utilities in Dover on December 4th.
- The next TAC meeting is on December 19th, followed by the TAC/AQS holiday luncheon.
- The Churchman's Crossing project Request for Proposals (RFPs) are out. They are due by December 9. Interviews will be scheduled for some time in January.
- Janet Butler has retired. Ae in January.
- Janet Butler has retired. WILMAPCO is actively looking for her replacement.
- Through the first quarter WILMAPCO is well under its financial budget.

7. Public Advisory Committee (PAC) Report:

Mr. Tom Fruehstorfer, PAC Chair, said the PAC met on October 28, 2019, with no action items. There were two presentations: Anson Gock of DeIDOT presented DeIDOT's Proposed Project Prioritization Process and the Southern New Castle County Master Plan was reported on by WILMAPCO staff.

8. Technical Advisory Committee (TAC) Report:

Ms. Dunigan said the TAC met on September 19, 2019. The TAC recommended that Council amend the Transportation Improvement Program (TIP) to include three transit projects. There were two presentations by DeIDOT staff. Paul Moser presented the Bicycle Level of Traffic Stress and Connectivity Analysis, Anson Gock presented the Proposed Project Prioritization Process. Randi Novakoff gave an update on the Public Participation Plan development. At the October 17, 2019 TAC meeting action items approved included the use of federal funds for FY 2020 and, TIP Rail Safety Crossing. WILMAPCO staff members Dan Blevins and Dave Gula gave a presentation on the Southern New Castle County Master Plan.

ACTION ITEMS:

9. To Amend the FY 2020-2023 Transportation Improvement Program (TIP) – Transit Vehicle Replacement (4) 40' Electric Buses Statewide

Ms. Dunigan said DeIDOT has requested that the FY20-23 TIP be amended to include funding for Transit Vehicle Replacement of (4) 40' Electric Buses Statewide. Funding will increase the project by \$4.34 million in FY 2021.

Ms. Dunigan said the PAC took no action on this item, the TAC recommended Council approval of the amendment, and the AQS reviewed the amendment at their November 14th meeting and found that it would not trigger a new air quality conformity analysis.

Ms. Trabelsi asked how it is determined where the buses will be used. Mr. Sisson responded that these buses were part of grant funding by the FTA for electric buses. There were buses that were specifically requested for Kent County, New Castle and Sussex Counties. These latest four were requested for statewide usage. Mr. Sisson said that the request not only gives DTC more flexibility on where to use them but, that it ties into the replacement schedule.

ACTION: On motion by Mr. Spencer seconded by Mr. Boyce the Council Amended the FY 2020-2023 TIP for the Statewide Transit Vehicle Replacement.

Motion passed. (11-14-19-02)

10. To Amend the FY 2020-2023 Transportation Improvement Program (TIP) – Transit Vehicle Replacement (21) 40’ Low Floor Buses in New Castle County

Ms. Dunigan said DeIDOT has requested that the FY 2020-2023 TIP be amended to include funding for Transit Vehicle Replacement (21) 40’ Low Floor Buses in New Castle County. Funding will increase the project by \$11,352,915 in FY 2021. The PAC did not take any action on this agenda item, the TAC recommended Council approval of the amendment, and the AQS reviewed the amendment and found that it would not trigger a new air quality conformity analysis.

ACTION: On motion by Mr. Herb Inden seconded by Mr. Eric Sennstrom the Council Amended the FY 2020-2023 TIP for the New Castle County Transit Vehicle Replacement and Refurbishment.

Motion passed. (11-14-19-03)

11. To Amend the FY 2020-2023 Transportation Improvement Program (TIP) – Beech Street Maintenance Building

Ms. Dunigan said DeIDOT has requested that the FY 2020-2023 TIP be amended to include funding for the Beech Street Maintenance Building. Funding will increase for Transit Facilities Preservation in New Castle County by \$247,827 in FY 2020, \$3 million in FY 2021 and, \$3 million in FY 2022. Ms. Dunigan stated that the PAC did not take any action on this agenda item, the TAC recommended Council approval of the amendment and, the AQS reviewed the amendment and found that it would not trigger a new air quality conformity analysis.

Mr. Sisson stated that DTC needed this project because their buses are currently spread out all around Wilmington and the goal is to consolidate their operations. He said that the buses and operators will be consolidated at the Beech Street location.

ACTION: On motion by Ms. Connie Holland seconded by Ms. Andrea Trabelsi the Council Amended the FY 2020-2023 TIP for the Beech Street Maintenance Building.

Motion passed. (11-14-19-04)

12. To Amend the FY 2020-2023 Transportation Improvement Program (TIP) – Rail Crossing Safety project

Ms. Dunigan said DeIDOT has requested that the FY 2020-2023 TIP be amended to include funding for the Rail Crossing Safety Project. Funding will increase the project by \$11,352,915 in FY 2021. The PAC did not take any action on this agenda item, the TAC recommended Council approval of the amendment, and the AQS reviewed the amendment and found that it would not trigger a new air quality conformity analysis.

ACTION: On motion by Mr. Michael Spencer, seconded by Mr. Herb Inden the Council Amended the FY 2020-2023 TIP for the Rail Crossing Safety project.

Motion passed.

(11-14-19-04)

13. To Approve the Use of Federal Funds

Ms. Dunigan said that this approval normally takes place in September with the annual TIP amendment process following the Delaware Bond Bill. However, DeIDOT has moved to a biennial Capital Transportation Program (CTP) Process and WILMAPCO has altered the TIP schedule this year. The funding letter lays out specific categories of federal funding and how DeIDOT intends to use the funds. It has been reviewed by the TAC and Air Quality Subcommittee.

ACTION: On motion by Mr. Herb Inden seconded by Mr. Boyce the Council Approved use of Federal Funds in FY 2020.

Motion passed.

(11-14-19-05)

PRESENTATION/DISCUSSION ITEMS:

14. Auto Technology and Pedestrian Safety

Ken Grant discussed AAA's analysis of automobile technology and pedestrian safety. AAA has been around for over 100 years and, was founded by auto enthusiasts. AAA promotes transportation safety. Part of this is keeping an eye on the new automobile technology and testing it out to make sure that it is workable and people understand it.

Newer model cars have a lot of added technology, i.e. blind spot warnings, the automatic emergency braking and, dynamic parking assistance. Mr. Grant stated that AAA works to continue alerting drivers to be more aware of what technology their vehicles have and, how to use it properly and, to maintain constant vigilance when behind the wheel.

One of the systems Mr. Grant discussed was the pedestrian detection braking systems. AAA tested the systems, in various vehicles to assess how well they operated in ideal and less than ideal conditions at both 20 and 30 mph. These were some of the findings:

- On a clear day with 100% visibility a collision with a pedestrian is avoided 40% of the time at 20 mph in ideal circumstances.
- When a child darted out between two cars at 20 mph, a collision occurred 89% of the time and, at 30 mph none of the drivers were able to avoid the collision.
- When a vehicle making a right turn at both speeds with a pedestrian crossing the road none of the automatic braking systems worked.
- With 2 adults standing in the middle of the roadway – at 20 mph a collision occurred 89% of the time at 30 mph only 1 of the test vehicles avoided collision.
- Nighttime testing proved even more fatal.

All systems proved to be completely ineffective. So, AAA is advising drivers not to rely on these systems and to be sure drivers remain focused on the road. Mr. Grant said a problem lies in the marketing of the systems as being able to detect and brake for

pedestrians adequately. AAA encourages the auto manufacturers to continue to work on this technology to improve it.

Ms. Zegeye asked if AAA is at liberty to disclose or provide results of the test findings to the manufacturers whose vehicles were part of the study. Mr. Grant stated that AAA is in regular contact with the manufacturers. He stated that the manufacturers understand that the study is looking at the technology not the vehicles themselves and they are appreciative of the feedback.

Mr. Spencer asked if the information provided could be broken down to list where the pedestrian crash hotspots in Delaware are. Mr. Grant said that the information is not broken down. However, he thinks Delaware hotspots include Kirkwood Highway, Routes 13 & 40, Route 13 in Dover and, Route 1 along the beach resorts.

15. Southern New Castle County Master Plan Update

Mr. Gula said we have been working on SNCC Master Plan since last October. The purpose of the SNCC Master Plan is to establish a long-term, publicly supported vision for land use and infrastructure in Southern New Castle County (SNCC), which helps provide updates to key planning documents such as the WILMAPCO Regional Transportation Plan (RTP), the Transportation Improvement Program (TIP), and the New Castle County (NCC) Comprehensive Plan. It also captures some of the key points of previous efforts.

Work on the SNCC Master Plan has included various public sessions and meetings. These included an Issues and Constraints Information Session (October 2018) and Community Visioning Workshops in January and March 2019. Currently, the team is working on Land Use Scenario Development (June 2019), Scenario Modeling and Analysis “What Ifs” (October 2019), and a preferred alternative and report.

Current conditions include sprawling development patterns, lack of clarity regarding areas for planned sewer expansion and timing, growth versus preservation, lack of land preservation program, and many approved, but unbuilt subdivisions. Three scenarios are being reviewed: 1) Business as Usual; 2) Villages, Centers, and Hubs; and 3) Town Infill in Southern New Castle County.

The SNCC project team is interested in making the following improvements: 1) Better Quality of Life/Health: for residents to have access to the amenities and services that help to have a higher quality of life. 2) Environment: better environmental protection, farmland preservation and access to trails, parks, and other natural spaces. 3) Community Character: includes development and redevelopment to enhance the existing community character. 4) Transportation: better and more diverse transportation modes including car, public transportation, walking, and bicycling to reach destinations in a safe, comfortable, and convenient manner. 5) Economy/Jobs: the need for a strong and diversified economy.

Scenario development has been informed by the issues and constraints data, which is built on the community vision, and developed and reviewed by the staff and advisory committee. It tries to answer questions such as, “Can the towns take more growth?” and “What is the potential for employment growth in southern portion of the study area?” It further explores the capacity of the existing infrastructure (water, sewer, roads, etc.), and

traffic congestion and transportation that are of concern for Scenario #3, which includes various towns in Southern New Castle County (SNCC).

Mr. Blevins said the three land use scenarios went through a high-level analysis using the DeIDOT Travel Demand Model. However, the intersection level analysis will be done later in a more thorough transportation analysis. The link-level Traffic Analysis Zones (TAZ) data showed that transportation concerns were similar in each scenario. The TAZ-level households, population, and employment were adjusted to simulate changes made by the desired scenario outcomes. It assumed all transportation improvements are currently in the TIP/CTP and in the WILMAPCO RTP constrained project list.

Mr. Blevins also discussed various scenario comparisons, and how well they support the goals and the objectives of the SNCC Master Plan. He explained that the areas on the map such as Route 299, Route 301 Spur, Easttown/Westtown Transportation Improvement District (TID), and Central Core TID were analyzed. In addition, a Transit Suitability Analysis (Portable Transit Scores) was also used and other land-use based analyses including land consumed, wastewater produced, and units that were built in resource areas.

Mr. Gula said on October 7, 2019, WILMAPCO held a public workshop to review the three scenarios that had approximately 80 attendees. The workshop included a presentation and the opportunity to visit information stations around the room, which featured topics such as 1) Scenarios, 2) Quality of Life/Health, 3) Environment, 4) Community Character, 5) Transportation, and 6) Economy/Jobs.

Participants viewed information, asked questions, and shared thoughts and ideas. Their comments were posted on the WILMAPCO website. In addition, DART has been working on concepts and ideas that were included in the workshop and planned a Community Conversation Workshop for October 30. The information on public transportation, as well as better walking and bicycling helped to set the stage DTC's workshop.

Mr. Gula referred to a chart that showed the Goals, Strategies, and Recommendations, and the needed actions regarding, "Where we want to be," "Where we are," and "How to get where we want to be."

Details are listed for each category. For instance, there are challenges for the Economy and Jobs category, such as bringing in another operation similar to the Amazon warehouse that has many jobs, but it would be difficult to implement it in SNCC. However, adding density around Middletown, where there is a lot of land that is waiting to be developed, should not be a challenge. In addition, for the Quality of Life category, there is a goal from residents to have access to more amenities and services, have more walkability, village centers, and "place making."

Many people in SNCC are interested in biking and walking south of the Canal. The New Castle County (NCC) Bike Plan is being updated, and this information was communicated at a public workshop. It shows where the gaps are in the existing network.

New Castle County put together a story map which is online. The Advisory Committee met and reviewed the comments received from the workshop. A rough draft plan was made available on November 4th, with comments being accepted until December. There

is a link on the WILMAPCO website. There are preliminary recommendations. The modeling will start soon. A Public Workshop will be scheduled for January or February and; a final plan should be completed in the spring of 2020.

Ms. Holland commented that with the agriculture situation the Office of State Planning has been talking to the County for the last decade and to the local municipalities for some time to look at an agricultural industry. She also mentioned that the Office of State Planning has met with the County recently to discuss sewer in relation to roads because, the installation of sewer lines ultimately changes road confirmation, for the state to wrap up their state strategies.

Mr. Inden asked, where is the commitment from the participants, to do something with the plan once it's complete? Is NCC going to adopt it into their Comprehensive Plan? Ms. Trabelsi said that once complete, the County intends to proceed with formal adoption/comp plan amendment. She also stated that the County is aware of the issues and the challenges involved with agricultural aspects. She said that 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.

14. INFORMATION ITEMS: Administrative Modification Request Letters.

ADJOURNMENT: Mr. Boyce made a motion to adjourn, Ms. Trabelsi seconded the motion. The meeting adjourned at 5:15 p.m.

ATTACHMENTS: (0)