

**REGULAR COUNCIL MEETING
SEPTEMBER 8, 2022**

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

1. CALL TO ORDER: Mr. John Sisson, Chair, opened the meeting at 2:01 p.m.

2. ROLL CALL:

Members present:

David Edgell, Delaware Governor's Appointee
Antoni Sekowski, representing New Castle County Executive, Matthew Meyer
Michael Kline, representing Cecil County Municipalities
Tyson Byrne representing Heather Murphy, Maryland Governor's Appointee
Stephen O'Connor, representing Cecil County Executive, Danielle Hornberger
John Sisson, representing Delaware Transit Corporation
Pamela Steinebach, representing DeIDOT Secretary of Transportation, Nicole Majeski
Eric Thompson, Mayor of Elsmere, representing New Castle County Municipalities

Members absent:

Timothy Lucas, representing City of Wilmington Mayor, Michael S. Purzycki

Guests, Observers:

Cooper Bowers, DeIDOT
Mike Kaszyski, PAC Chair
Deanna Murphy, Cecil County Board of Realtors
Rashad Pinckney, MDOT
Kevin Racine, Citizen

Staff members:

Dan Blevins, Principal Planner
Heather Dunigan, Principal Planner
Sharen Elcock, Executive Assistant
Dave Gula, Principal Planner
Randi Novakoff, Outreach Manager
Bill Swiatek, Principal Planner
Jacob Thompson, Senior Planner
Dawn Voss, Administrative Assistant
Tigist Zegeye, Executive Director

Minutes prepared by Dawn Voss.

3. MINUTES:

ACTION: On motion by Mr. Stephen O'Connor seconded by Mr. David Edgell the Council approved the July 14, 2022, Council Meeting Minutes.

Motion passed with Mayor Michael Kline abstaining

(09-08-22-01)

4. PUBLIC COMMENT PERIOD:

None.

COUNCIL MEMBERS' AND DIRECTOR'S REPORT:

5. Chairperson's Report:

Mr. John Sisson said DTC received their fifth Low-No Program Grant from Federal Transit Administration a few weeks ago. It is an \$11 million grant to purchase two additional battery electric buses, two hydrogen fuel-cell buses, and some associated electric charging and hydrogen fueling equipment. It is their fifth grant overall with \$22 million awarded in total. DTC was supposed to implement their fall service change on September 11th, but it was postponed as there is no need for it yet.

Council Member's Reports:

Mr. Stephen O'Connor said next Friday, September 16th is the Maryland Consolidated Transportation Plan tour meeting at the Cecil County Administration Building.

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

- Staff attended the West Center City Community meeting on July 11th.
- Staff attended the Churchman's Crossing TID session on July 20th.
- Staff exhibited at the Hicks Anderson Open House on August 6th.
- The Ardens Walkable Community Workshop was August 8th with forty attendees.
- Staff began coordination with the town of Charlestown on Walkable Community Workshop that will be held October 12th.
- Staff presented the RTP and the TJ Plan to DART's Elderly and Disabled Transit Advisory Committee on August 10th.
- The Ardens Transportation Plan steering committee meeting was held on August 16th.
- Staff is supporting DART's Area of Persistent Poverty Grant award with the Route 9 Corridor and a path forward meeting was held on August 16th.
- The Route 9 Monitoring Committee meeting was held on August 18th.
- The Southbridge Circulation Study kickoff meeting was held on August 23rd as part of the regular South Wilmington Planning Network meeting.
- Staff attended the AMPO leadership forum on August 23rd.
- The North Claymont and Governor Printz monitoring committee meeting was held August 29th.
- The I-95 Cap Feasibility Study advisory committee met at 4:30 and the public workshop was at 6:30 on September 6th.
- Staff will be participating in the Delaware Freight Plan public meeting for New Castle County on September 12th.
- Staff will be participating with Cecil County MDOT CTP pre-tour meeting online this Friday, and then the actual tour meeting will be September 16th in person.
- Staff will be exhibiting at the Newark Community Day on September 17th.
- The Air Quality Partnership is planning for Air Quality Awareness Week. That is the week of September 19th.
- Staff is also planning to attend the Maryland MPO Roundtable that is scheduled for September 23rd in person.
- Staff attended the TAP overview meeting with DeIDOT on September 1st.

- The deadline for New Castle County TAP and the Bike/Ped Pool submission is September 23rd.
- Staff will be attending the Southbridge Wetlands Park Grand Opening September 27th.
- Regarding August financials, our expenditure year to date is \$272,688.57, which is about 15% into our budget.
- The federal self-certification review is scheduled for November 9th.

7. Public Advisory Committee (PAC) Report:

Mr. Mike Kaszyski said the PAC met on August 15th with ten members present. There were three presentations and no action items. Mr. Dan Blevins presented the Delaware State Freight Plan. One member asked a question regarding Senate Resolution 10, and how it related. Mr. Blevins shared that many of the recommendations in that plan have already been implemented. There was a question about climate change which Mr. Blevins said was integrated into the plan. There was a question about the status of the dormant Newark freight line which Mr. Blevins said would be addressed in the state's rail plan, which is overdue. Mr. Bill Swiatek presented the Regional Transportation Plan Update. Members were happy to see that the VMT reduction goals were included the plan update. Ms. Randi Novakoff presented an update on the Public Opinion Survey. Members discussed COVID's influence and some of the past surveys.

8. Technical Advisory Committee (TAC) Report:

Ms. Tigist Zegeye said the TAC met July 21st. They had one action item, which was to recommend amending the FY 2023-2026 TIP to include planning and design for the Belvidere Road Improvement Project. They had three presentations including the MDOT SHA Pedestrian Safety Action Plan, the Delaware FY 2022-25 CMAQ On-road Mobile Emissions Target Methodology, and the 2050 Regional Transportation Plan Update. The TAC and Air Quality Subcommittee met jointly on August 18th. They had four action items including to recommend amending the UPWP, to recommend use of Federal STBG, CMAQ, FTA Urbanized Area, FTA 5310, and TAP funding for FY 2023, to recommend endorsement of the City of New Castle Transportation Plan, and to recommend endorsement of the 2022 CMAQ Performance Plan. Mr. Bill Swiatek presented the project list for air quality modeling.

ACTION ITEMS:

9. To Amend the FY 2023 Unified Planning Work Program (UPWP)

Ms. Tigist Zegeye said this is to amend the FY 2023 UPWP. The UPWP was approved by Council on May 12, 2022, and it was approved by both Federal Highway and Federal Transit Administrations effective July 1st. The UPWP may be amended by Council to add or modify work tasks. Staff is requesting that Council amend the UPWP to avoid federal funds from lapsing. There is about \$265,000 that needs to be programmed and these funds are exclusively Delaware FHWA, FTA, and State. The breakdown is \$180,000 for FHWA, \$31,000 for FTA, and \$53,000 for State. This funding must be programmed before the end of the current federal fiscal year which begins October 1st. Staff is proposing to add these funds to the MPO 23-10, which is RTP Update and Implementation. The TAC recommended that Council amend the UPWP at their August 18th meeting, and staff recommends amending the UPWP to add the \$265,000 to MPO 23-10, which is the RTP Update and Implementation task.

Mr. Stephen O'Connor asked if this was just left over from past years or how this happened. Ms. Zegeye said we have the money, but we did not know that we have three or four years to spend

it. We were under the assumption that the money will be there, and whenever we need it, we can ask for it for a project, but this was discovered by FTA that was about to expire.

ACTION: On motion by Mr. Tyson Byrne seconded by Mr. David Edgell the Council amended the FY 2023 Unified Planning Work Program (UPWP).

Motion passed.

(09-08–22-02)

10. To Amend the FY 2023-2026 Transportation Improvement Program (TIP)

Ms. Tigist Zegeye said this request is from Cecil County to amend the TIP to include planning and design for the Belvidere Road Improvement Project. A future amendment will consider the additional engineering and construction funding pending an air quality conformity analysis. The TAC recommended approval at their July 21st meeting. The Air Quality Subcommittee reviewed this at their July 7th meeting and found that it will not trigger an air quality conformity issue. Staff recommends that the Council amend the TIP to include the Belvidere Road Improvement Project funding.

ACTION: On motion by Mr. Stephen O'Connor seconded by Mayor Michael Kline the Council amended the FY 2023-2026 Transportation Improvement Program (TIP).

Motion passed.

(09-08–22-03)

11. To Approve Use of Federal STBG, CMAQ, FTA Urbanized Area, FTA 5310, and TAP Funds in FY 2023

Ms. Tigist Zegeye said every August DelDOT sends this recommendation to use the Surface Transportation Block Grant Program; CMAQ; FTA Urbanized Area (5307); FTA 5310, which is the Elderly and Persons with Disabilities Program; and TAP funds. We have a letter outlining what DelDOT is proposing for our approval. For projects listed under the Surface Block Grant Program, \$21.2 million is being proposed. FTA 5307 has \$15.3 million listed for a number of projects which include preventative maintenance in New Castle County, the Claymont Train Station, US 13 Southbound Bus, Bike, Right-turn (BBRT) Lane, Paratransit, and the Churchman's Crossing Fairplay Station. For CMAQ, there is the Statewide Rideshare; the Statewide Bicycle and Pedestrian Improvements; US 13 Paving and Pedestrian Improvements; SR 9, New Castle Avenue, Landers Lane to A Street; and the Statewide Transportation Management Improvements for a total of \$11.7 million. The FTA 5310 is for Statewide Transit Vehicle Replacement for a total of \$458,596. For the TAP, there are two programs, FHWA and FTA, totaling \$5.4 million. There are no construction projects in New Castle County for the Statewide Bike/Ped Program, however there are four final design projects, which include the Augustine Cut-off Pathway; the School Lane bike/ped facility; Old Baltimore Pike side path, Salem Church to SR72; and East Coast Greenway, SR4 side path gap. CMAQ has the use of ITMS technologies for \$1.2 million; CMAQ ITMS Field Devices and Support for Traffic Signal Systems for \$400,000; and ITMS Field Devices and Support for Traffic Detection and Travel Times for \$561,867. The TAP and Safe Routes to School have a number of projects within the City of Wilmington including the Old Brandywine Village Streetscape Improvements, phase two and three; and Lovering Avenue and North Dupont Street Triangle Reconfiguration. This is not just the project list, but the status of TAP and Safe Routes to School Programs. The PAC did not take any action on this item. The TAC recommended approval at their August 18th meeting. The Air Quality Subcommittee reviewed it at their August 18th meeting and concurred with the use of CMAQ funds. The Nonmotorized Transportation Working Group reviewed both the TAP

and CMAQ funded bicycle and pedestrian projects via email. Staff recommends that Council approve the proposed Federal Fund for FY 2023.

ACTION: On motion by Mr. David Edgell seconded by Mr. Eric Scott Thompson the Council approved the use of Federal STBG, CMAQ, FTA Urbanized Area, FTA 5310, and TAP Funds in FY 2023.

Motion passed.

(09-08-22-04)

12. To Endorse the City of New Castle Transportation Plan

Ms. Tigist Zegeye said this was a request by the City of New Castle through the UPWP to update the 2009 Transportation Plan. The plan updates the 2009 plan and builds on the 2020 Comprehensive Plan. The planning was led by WILMAPCO, the City of New Castle and DelDOT with an advisory committee and four public workshops. Preferred concepts were selected based on community feedback and technical analysis, and address speed management and traffic calming, capacity enhancements, intersection improvements, bicycle/pedestrian connections, parking, stormwater management, and gateways. The PAC did not take action on this item, but they did have a presentation on the recommendations and public outreach at their June 13th meeting. The TAC recommended approval of this item at their August meeting. The Nonmotorized Transportation Working Group reviewed the draft recommendations at the February 1st meeting. The report has been reviewed by the planning partners and will be presented to the City of New Castle Council on October 11, 2022. The staff recommends that Council endorse the City of New Castle Transportation Plan.

ACTION: On motion by Mr. Stephen O'Connor seconded by Mr. David Edgell the Council endorsed the City of New Castle Transportation Plan.

Motion passed.

(09-08-22-05)

13. To Endorse the 2022 CMAQ Performance Plan

Mr. Bill Swiatek said this report addresses the federal requirements to incorporate performance measurement into congestion, mitigation, and air quality (CMAQ) planning and programming. It is divided into two sections. The first addresses the first performance period, a baseline report, and tracks our performance related to that. The second section establishes a new 2022 baseline report for CMAQ emissions and congestion goals over the next performance period. The first period Full Performance Period Progress Report and CMAQ Performance Plan and the second period Baseline Performance Period Report and CMAQ Performance Plan are due October 1, 2022.

For the first performance period, four-year condition and performance was calculated for a couple of measures with congestion, the first being peak hour excessive delay. This is a regional measure for the Philadelphia Metro Region. The baseline was 16.8 and the target was 17.2. The actual measured condition shows the pandemic had a profound impact on excessive delay, and we easily met the target. Regional non-SOV travel is the same. The baseline was 27.9% for the Philadelphia Metro Region. The four-year target was 28%, and from 2016 to 2020 we had 30.6% driven by numbers from 2020. Looking at 2020 alone, the number is 38%. CMAQ emissions benefits from CMAQ projects are also tracked. In New Castle County, we exceeded the targets for VOC, NOx and PM2.5 with the CMAQ projects funded during this period. In Cecil County, we did not meet the targets established for the four-year period. There was only one

project that was listed during that time in Cecil County but moving forward more CMAQ projects will hopefully be funded in Cecil County.

The next section of the plan is for the second performance period. For the Philadelphia Metro Region, the peak hours of excessive delay were considered to establish targets based on those numbers as well as traffic increasing with the economy reopening. This time around we also had to look at the Aberdeen and Bel Air South and North Urbanized Areas. This work was led by BMC and targets were set for the two and four-year periods. For Non-SOV, the baseline is 30.6%, and the targets for the two- and four- year periods are both 30.0% for the Philadelphia Metro Region. The baseline is 16.1% for the Aberdeen region and the two- and four-year targets are both 16.8%. On-Road Mobile Source emissions targets for two and four years are based on projects that are expected to receive CMAQ funding in Delaware. On the Cecil County side, the baseline is set where they were the last four years, and then the two- and four-year targets are based on projects that are coming.

The rest of the report looks at a potential CMAQ projects that can be funded. MDOT and SHA are looking to fund some ped/bike projects, as WILMAPCO called for a few years ago in Cecil County. That will hopefully help Cecil County meet emissions targets next time around. The chart of Potential CMAQ Projects in Cecil County will have a small change. The MD 213 projects are in Chestertown, so they will be taken out of the final draft. A list of CMAQ projects in Delaware that are expected to receive funding was shown including traffic flow projects, ITS projects, bicycle and pedestrian projects, and Rideshare. The PAC did not take any action on this item, but the TAC and the Air Quality Subcommittee both recommended Council endorse it at their joint August 18th meeting. Staff recommends Council endorse the 2022 CMAQ Performance Plan.

ACTION: On motion by Mr. Tyson Byrne seconded by Mr. Eric Scott Thompson the Council endorsed the 2022 CMAQ Performance Plan.

Motion passed.

(09-08-22-06)

PRESENTATION/DISCUSSION ITEMS:

14. Delaware Statewide Freight Update

Mr. Cooper Bowers said they are seeking approval of the 2022 Delaware State Freight Plan next week. The plan is required by all state DOTs and is updated every four years. The 2022 plan has many goals including looking at the freight system and discussing what it needs; the opportunities that are available; the strategies and tasks that DelDOT and the rest of the state is going to use to accomplish those; and looking at five specific goals. For context, in 2015-2017, the Delmarva Freight Plan was part of the FAST Act. In 2019, the State of Delaware published their Innovation in Motion Plan, which is the State of Delaware long-range transportation plan. NFSP, the National Freight Strategic Plan was published in 2020, and the Infrastructure Investment and Jobs Act (IIJA) was passed in 2020.

The IIJA essentially doubled the number of federal requirements for state freight plans. The document is designed to have the main portion of it in chapters. Then, the analysis and technical information was placed in the appendices. The first five chapters are mostly background and what the infrastructure and the transportation network looks like now. Chapters six and seven describes how to move forward. Chapter one is the introduction, which is the purpose, context, and requirements. Many of the building blocks for the plan come from the

National Freight Strategic Plan, as well as Delaware's long-range transportation plan. The five goals are Safety and Security; Economic Vitality; System Management, Operations, and Maintenance; Freight Connectivity, Accessibility, and Mobility; and Resilience, Sustainability, and Environmental Stewardship. There have been many recent plans developed having to do with freight or mobility such as the Delaware Statewide Truck Parking Study and the First and Final Mile Freight Network Development Study. These reports informed this plan.

Chapter two looks at the economy and freight network. There are pipes, rail, and some multimodal, but seventy percent of freight in Delaware is moved by truck in terms of tonnage. That trend is expected to continue. Because ninety percent of Delaware freight moves within five hundred miles, it is truck dominated. A lot of the tonnage is AG products and petroleum and some of the value comes in pharmaceuticals and mixed freight. The plan identified freight intensive sectors, which are areas that have concentrations of employment that generate a high amount of truck traffic. Sussex County is more agricultural, while New Castle and Kent Counties are more manufacturing. The national multimodal freight network, as well as the national highway freight network are listed in the plan. The Delaware First and Final Mile study identified all of these segments in Delaware, which helps identify the needs for the first end or final mile of where a truck is either picking up or delivering. Finally, the rail, port, and waterway, are described as they also have important freight impacts.

Chapters four and five, look at performance, and trends, as well as needs and opportunities. This describes some of the key data and program resources, many of which have to do with the IJJA emphasis areas. The plan takes the approach to match the existing plans and studies to the emphasis areas that were required. Quite a few of these requirements were already done in completed freight studies, and one is currently being done with the Air Force Base Compatibility Study. Early outreach methods were developed based on feedback at freight forums. A WikiMap was used to kick off a meeting in June 2021 to capture the needs and issues from the freight community. Using that feedback, areas of concern were identified like truck parking and truck bottlenecks. Opportunities identified include east coast connectivity, which is being studied or the possibility of rail in some areas. The plan took a high-level look at scenarios, but that is part of a future conversation about freight impacts that will have to involve every agency that deals with transportation. The implications for freight from the growth technology scenarios will be considered, then the best course of action will be decided.

Chapters six and seven gets into the action chosen using the analysis and context in the first few of chapters looking at the Freight Investment Plan and the Freight Strategic Plan. The project screening is used to prepare a list of projects to move into the next phase as well as understanding their suitability as new and existing grant opportunities open up, whether through the IJJA or individual federal grants. The team looked at one hundred and twenty projects through DeIDOT's CTP and WILMAPCO's MPO RTP looking at freight relevance. They then looked to see if these projects were part of a prior study or part of the National Strategic Highway Network to narrow it down. This list of programs is part of the requirements, but they are also opportunities. There is the National Highway Freight Program and the IJJA funding. There are many competitive grants available, including RAISE grants. Some have already been applied for or obtained through DeIDOT's DTC.

The five overarching goals of the freight plan to help the freight transportation network move forward in Delaware include Safety and Security, which includes truck parking; Economic Vitality; Freight Connectivity, Accessibility, and Mobility; System Management, Operations, and Maintenance; and Resilience, Sustainability, and Environmental Stewardship. The environmental aspect has recently been the focus of DeIDOT and many other agencies. These

goals are split into ongoing tasks. Ongoing tasks include truck traffic trend analysis using Wavetronix data application; grant pursuits, which is trying to decide what is best for applying for grants; and rail corridor preservation and education, which is an annual program. Procedural tasks require formal agency coordination with stakeholders and include the Critical Urban Freight Corridors (CUFC), Critical Rail Freight Corridors (CRFC), Strategic Highway Network (STRAHNET), and the National Multimodal Freight Network (NMFN). Short-term tasks are identified in the plan. Truck parking info systems will continue the work as part of DeIDOT's Smyrna pilot follow-up. Truck parking data updates will update the data from the Delaware Truck Parking Study, so it is ready for potential projects. Supply chain studies are determined by which county is the focus. Land use agency coordination is important, especially for first and final network planning. Local freight planning is working with municipalities and other agencies. Work on truck parking facilities is continuing through DeIDOT, DTC, and other means. First and final mile network refinements will be done. System resilience planning will look at freight impacts. Long-term tasks are beyond four years out and include looking at energy supply chains like rail, port, and refinery. Also there are many feasibility studies for which we need additional guidance from the General Assembly, or a state working group on these Senate Resolution 10 projects such as the US 1 and I-95 bypass, a dedicated freight line between Perryville and Newark, and other large projects. The full document is on DeIDOT's website.

15. I-95 Cap Feasibility Study

Mr. Dave Gula said this project looks at I-95 within the City of Wilmington. This is a community of neighborhoods that are separated by the canyon made by I-95. Through outreach, the team reached out to the neighborhoods through pop-ups at neighborhood events. United Neighbors is a very active local civic group. They are responsible for the painting of the bridges over I-95. This year they are doing 9th and 10th Streets. They are going to have students from the school on 10th Street participate in painting the 10th Street bridge. Sixty people attended the first workshop in person, and about twenty-two of them were within a twenty-minute walk of the project. At the Zoom meeting in January, fifty percent of attendees were within a twenty-minute walk of the project area. Attendance was lower at the April meeting, but more than sixty percent of the people who attended last Tuesday's workshop are within a twenty-minute walk of the project. The team is having some success getting people who live there to participate.

There is a chance that there could be some kind of development, though not necessarily private. That is not our role. The team is working with the community to tell us what should be there. People have expressed negative feelings about sports courts. Their point is sports courts can only be used for that sport. The idea is to have more flexible spaces for different events. There has been no push for retail or housing. Similar projects in other states have been shared relative to the twelve acres available here. A presentation to the public was made in April, and attendees were asked what they want to see, but that question has been asked throughout the process. The idea of a regional draw was not eliminated, but public feedback calls for a community space. A big event facility is not welcome in the middle of a neighborhood. People want smaller things like some kind of performance space and a pollinator garden. The city recommended a dog park. Multiple modes of traffic also need to be protected. This area is car dominant. Pedestrian areas are not highly accessible, and there are safety concerns because the lighting is poor, and sidewalks are not always complete. People want this space to be accessible. In April, three types of approaches were shared. Keeping all the streets open creates a series of outdoor rooms. To make a continuous green, some of the streets need to be closed. The Commons showed continuity through the area even if no streets are closed. People like the continuous green the most. The workshops were set up to be interactive to encourage

people to talk to team members one on one as much as possible. Tables were used so people could gather around maps and share their thoughts.

A traffic study was done to see if it is possible to close a bridge. The counts were done while school was in session to make sure they are valid. The study looked at individual streets, paired streets, Adams Street, Jackson Street, how much traffic they carry, and what barriers they are to the public. The study looked at how to make these streets easier for people to cross. The main finding of the study is that two bridges can be closed, because the traffic volumes are low. The bridges are wider than they need to be, so even bridges that remain open to vehicular traffic could still be narrowed to be more pedestrian friendly. Two bridges can be closed and with signal adjustments it would not impact traffic very much. The delay increases were ten seconds or less on Jackson or Adams Street. Removing signals through here was modeled, but the signals will not be removed. Removing the signals at 7th or 9th Streets creates unsignalized crosswalks, which is not advised. The goal is to make the new public space as accessible as possible. Each one of these intersections needs to be improved so that pedestrians and bikes can cross safely. The team is also looking at traffic calming and a road diet. Jackson Street does not carry enough volume to require two traffic lanes. One of the things to look at is potentially devoting one lane to parking. There is also the suggestion that either Adams or Jackson or both, could be a two-way cycle path if one lane is removed. Adams and Jackson Streets can be shown as north-south connection for bikes through this area, and three of the bridges are part of the larger bike network in Wilmington. Even 6th and 7th could facilitate bike traffic more smoothly. The consultant team was asked to consider a road diet on Adams Street. Adams Street tends to have more traffic as it has the exit ramp from I-95 North on 9th Street and entrance ramp to I-95 North on 10th Street. The goal is to make it feel like a residential street, while managing the traffic that needs to travel there.

The team explained the traffic piece to the community and brought new designs based on the extended greenway with 7th and 9th Streets closed. This addresses the desire for more continuous space where possible. The next version will show how those intersection treatments look. The first design has a small amphitheater, a green lawn space, a play area, pollinator garden, a water play area, and the potential for some development, which could be some seating or a multi-use space or restrooms and a cafe. The idea is to create livable spaces for the community. The second concept moved around of some of these pieces. A space was left open to the north, and some of the advisors asked why this was left open. Some of these advisors are the people who will help fund the project, so it is encouraging that they want to do the whole thing. Lewis Elementary School on 10th Street is where the workshops are held, and they have limited access to some green space at Cool Spring Park. Having that school right there would be wonderful access for the children. Again, the crossings have to be safe so that a child can cross, or a class of children can cross with teacher supervision. That brings us back to the need to calm those streets. Concept B1's main difference is at the Delaware Avenue end where there is some limited development.

There must be a program to maintain and manage the space. A coalition or coordinating group is needed, so that the community and people funding the space are working together. There is talk that there could be some art spaces. If so, someone has to program them and maintain them. People at the workshop were encouraged to say what they like and what they do not like from each concept so that can be brought together into a preferred concept. Once the preferred concept is created based on community feedback, it will be refined. Some of that refinement will occur after the next public workshop, which hopefully will be in November. Then the final report will be brought to the TAC in December, and to Council in January. The team is waiting for the secondary traffic study to see what can be done on Adams Street. The recent public workshop

shared the feasibility of street closures. People were given two additional weeks to review it online. Lewis Elementary School is sending the link home to parents and everyone on the project contact list received it, so hopefully more comments will be received in the next two weeks. Then after the final workshop the final report will be put together.

Mr. Dave Edgell said he was at the Tuesday workshop and was wondering what Mr. Gula heard from the community and if the community gravitated to one of the three options. Mr. Gula said he did not hear any negative comments, though he understands some people made a few negative comments. He thinks some of it is just people do not necessarily like change, and some of it is when you start talking about closing or narrowing streets. There is a segment of Delawareans that are not interested if it does not have cars. They are always worried that they will not have good access, but they can go anywhere in their cars. Some people do not want to change streets because they are afraid traffic bedlam would occur, but we have the traffic study. We are coordinating with Public Works and City Public Safety. We talked to the fire department and the police department, who assured us that if we close two streets and they know well in advance, they can reroute their responses and their response time will not suffer. Working with Public Works, we can do a pop-up and close a bridge for two months to study the traffic and see where the cars that use that bridge go. A bigger concern is who is going to maintain this? That is harder to pinpoint, because we are early in the process. The advisory committee is made up of future stakeholders. We have a good anchor with the community in a group called United Neighbors, which brings together all the neighborhoods around the area. They are organized. The question becomes who is going to manage this space and how? They need a budget for it. Crime is a worry, but a lot of times crime comes from having nowhere to go and nothing to do. If you are going to build a very large park space you have to find a way to manage it, patrol it, and keep it secure. Some of these things can be done before there is funding for the main part. Road diets do not have to wait for the big project, because it is going to be better for people right away. That is another comment we hear. You tell people that this could be a ten-year process, and they ask why you are telling them about it now. If we do not go out now and then put a plan together, we may guess wrong about what the community needs. We can find things we can improve right away like improving lighting on the bridges. People also comment that we are going to make it a really nice here, but what about their neighborhood? There may be some streetscape improvements needed. There may be some mobility improvements where sidewalks do not follow through. They can help us to put together something in the short term. For the most part, we are getting a positive response. There is still some questioning if this is going to happen. It is a big project, but the Secretary of Transportation is attending the advisory committee in person and the governor of Delaware is very interested in it, and that is who may help fund it. When the funding people are involved and know where we are getting our information, things go more smoothly.

Mr. John Sisson said he is fascinated that the community does not want sports courts, and to say it is because they only have one use when you can say same thing about a pollinator garden. The idea that you are looking for something to do, when you walk around the green space there is only so much you can do, when in fact the basketball courts further south underneath the viaduct are not the best situation, but it is what the neighborhood wants. Mr. Gula said people can toss a baseball or kick a soccer ball on a big lawn. It gives more options. He is surprised that there has been no call for any kind of sports space. Mr. Sisson said it is a lot of space, and you can put pickleball, basketball, or whatever. They put them in the county park, and they get used. The dog park makes sense. Mr. Gula said he is trying to get a copy of a federal list of amenities missing from area parks compared to other cities our size.

Mr. Tyson Byrne asked if there was any thought about adding parking to a section. Mr. Gula said there has not. They are going to apply for many federal grants and does not think it will look good if they apply for a grant to build parking over I-95. He does not think that will be successful. When we say we need parking we are talking about a couple additional spaces on each block. Taking a travel lane for parking may fulfill that need. Mr. Sisson said people can get active transportation to come do active things. Mr. Gula said we have a bus route that passes in both directions. If we can get a bus through the area, we would have really good bus service and amenities set up. There is one person who is vocal about adding parking. Mr. Sisson said you can bring in some food trucks with the design and things like that. Mr. Gula said the covered seating areas are something you can use year-round.

16. 2050 Regional Transportation Plan 2023 Update

Ms. Tigist Zegeye said staff completed the Regional Progress Report in March and the Public Survey was completed. The project list was put together. Ms. Zegeye thanked MDOT and DeIDOT for their help with that. The technical assessment and agency coordination is underway. For the budget issue, we do have numbers for New Castle County. We will be programming about \$4.5 billion in the next twenty years. That is in the year of expenditure so not just this year but factoring what year the project will actually be in service. We have it in short, medium, and long term. We would appreciate if we could get the MDOT numbers as well, because we will be going to do outreach, and the audiences usually want to know what projects are budgeted.

The Air Quality Conformity began in August for both counties and will be completed in the next few months. It will be reviewed by the Air Quality Subcommittee, TAC, and Council. For outreach, we will be going to civic associations, municipalities, New Castle County and Cecil County. We have scheduled about twelve presentations between now and early November. We will continue to do that. We will be coming to each of your organizations to go over the document and would like to meet with your staff. In the past for Cecil County, the County, MDOT, and municipalities have met at the County Building to avoid having multiple meetings. Ms. Zegeye will be contacting members. Good feedback was received when members had the draft document first, and then we spoke to staff members. The draft will be provided to Council members. Based on the RTP and Air Quality Conformity, we hope to release the draft for public comment at the January Council meeting. The Our Town, or RTP Public Workshop, will be February 8th. STAR Tower is not available, but it will be held at Embassy Suites, which is less expensive. We hope to have PAC and TAC recommend approval in February and Council adoption in March.

INFORMATION ITEMS:

17. DeIDOT's Administrative Modification Request Letters

ADJOURNMENT:

ACTION: On motion by Mr. David Edgell the Council adjourned at 3:22 p.m.

Motion passed.

(09-08-22-07)

ATTACHMENTS: (0)