

**REGULAR COUNCIL MEETING
MARCH 9, 2023**

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 2:02 p.m.

2. ROLL CALL:

Members present:

John Sisson, representing Delaware Transit Corporation
Tyson Byrne representing Heather Murphy, Maryland Governor's Appointee
David Edgell, Delaware Governor's Appointee
Michael Kline, Mayor of North East, representing Cecil County Municipalities
Timothy Lucas, representing City of Wilmington Mayor, Michael S. Purzycki
Stephen O'Connor, representing Cecil County Executive, Danielle Hornberger
Pamela Steinebach, representing DeIDOT Secretary of Transportation, Nicole Majeski
Eric Thompson, Mayor of Elsmere, representing New Castle County Municipalities

Members absent:

Antoni Sekowski, representing New Castle County Executive, Matthew Meyer

Guests, Observers:

Marc Coté, Rossi
James Coverdale, DNREC
Mike Kaszyski, PAC Chair
Deanna Murphy, Cecil County Board of Realtors
Derrick Sexton, Maryland State Highway Administration

Staff members:

Dan Blevins, Principal Planner
Heather Dunigan, Principal Planner
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 Ms. Pamela Steinebach the Council approved the January 17, 2023 and February 7, 2023, Council Meeting Minutes.

Motion passed

(03-09-23-01)

4. PUBLIC COMMENT PERIOD:

None.

COUNCIL MEMBERS' AND DIRECTOR'S REPORT:

5. Chairperson's Report:

Mr. John Sisson said Ms. Heather Murphy agreed to chair the nominating committee for the next cycle of officers along with Ms. Pamela Steinebach and Mayor Thompson from Elsmere.

DTC has been working with WILMAPCO, Dover-Kent MPO, the Governor's office, and RK& K to submit a grant application to FRA to look at downstate rail from Wilmington, Newark, through Delaware, to Salisbury, with other offshoots of that line as well. More than twenty letters of support were received. It is due March 27th. The last analysis of rail in Delaware was ten years ago. Through the Transit Reimagined studies, it was found that Salisbury is the second highest out-of-state destination for Delawareans, behind Philadelphia.

Council Member's Reports:

Mr. Stephen O'Connor said the Maryland APA will be having an event at the Philadelphia National Planning Conference on Saturday, April 1st, *Historic Places, Planning Spaces*.

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

- WILMAPCO participated in the Delaware APA Parking Forum on February 8th.
- WILMAPCO hosted the Our Town event on February 8th, with fifty attendees.
- The Ardens Transportation Plan Steering Committee met on January 24th. A public workshop and youth engagement was held February 15th, with sixty people attending.
- Staff presented *What is VMT?* to the New Castle County League of Women Voters.
- The I-95 Cap Feasibility Study is available on the website and a presentation was made at the DelDOT Winter Workshop on February 13th.
- Staff participated in the Downes Family Fun Night on February 23rd.
- Staff attended the Chester County Planning Commission Transportation Plan Workshop on February 23rd.
- Governor Printz and North Claymont Monitoring Committee partners met on March 1st.
- The Newport Transportation Study Public Workshop was held on March 7th.
- The Southbridge Transportation Action Plan Steering Committee met on February 28th. A public workshop is scheduled for March 21st. A youth engagement was held March 2nd.
- The Churchman's Crossing Monitoring Committee met on March 22nd, and a public workshop is scheduled for April 19th.
- Staff will be filming a Tropo music video with DTC on March 29th.
- Staff will attend the National APA Conference in Philadelphia April 1st through the 4th.
- Staff will lead a Mobile Workshop on April 3rd to review a recent planning work in Southbridge and the Route 9 Corridor.
- The Concord Pike Monitoring Committee will meet on April 5th and a public workshop is scheduled for May 3rd.
- The Air Quality Partnership will exhibit at the City of Wilmington Earth Day event with Tropo on April 21st.
- Staff assisted the City of Newark with Bicycle Friendly Community applications for the League of American Bicyclists.

- Staff resubmitted the 12th Street Connector for the RAISE Grant 2023. The application was due on February 28, and was submitted on February 24th.
- We received a draft of our TMA Certification Review. FHWA and FTA found that the transportation planning process meets all federal planning requirements. There were nine noteworthy practices highlighted. There were five recommendations. There were no corrective actions. Once the report is signed, it will be sent to member agencies.
- Regarding the February financial report, we have expended sixty-one percent of the budget.
- After working at WILMAPCO for seventeen years, Ms. Randi Novakoff will retire. Ms. Dawn Voss will be promoted to Outreach Coordinator. A Receptionist and a Transportation Planner will be hired.

7. Public Advisory Committee (PAC) Report:

Mr. Mike Kaszyski said the PAC met on February 13th with eight members present. The single action item was the approval of the public outreach for the Draft 2050 Regional Transportation Plan. Ms. Tigist Zegeye provided a summary of the public outreach that was conducted, and the PAC voted unanimously to approve the Plan. Mr. Dan Blevins presented the 2022 Demographics Projections Updates. There was discussion regarding how DART would respond to the changing number of retirees, and how the results correlated with updates to the County Comprehensive Plan. Members discussed how public-school populations are declining, growth in the Sussex area, and the possible addition of a Congressional seat. Ms. Heather Dunigan presented New Castle County Safe Streets for All. One PAC member shared their experience with Montgomery County and how they proceeded. The PAC discussed various circumstances including causes of car crashes and potential solutions. There were also suggestions on how WILMAPCO conduct public outreach on this plan.

8. Technical Advisory Committee (TAC) Report:

Ms. Tigist Zegeye said the TAC met on January 19th. Action items included a TIP amendment to include increased funds for the I-95 and 896 Interchange Improvements and a TIP amendment to defer funding for US 40 and 896 improvements. Presentations included 2022 Demographics Projections, the Charlestown Walkable Community Workshop, and New Castle County Safe Streets for All. At the February 16th meeting, there were three action items. TAC recommended the adoption of the Regional Transportation Plan, recommended the RTP and TIP Air Quality Conformity Determination, and recommended a TIP amendment from Cecil County to increase funding for Mechanics Valley Road over the CSX bridge. The Ardens Transportation Plan Update was presented.

ACTION ITEMS:

9. To Adopt the Draft 2050 Regional Transportation Plan (RTP).

Ms. Tigist Zegeye said the plan must comply with the Federal Requirements which include Financial Constraint and Air Quality Conformity Determinations. WILMAPCO's regional progress report is used to ensure the objectives and actions are revised, added, or removed based on performance. Feedback is gathered from member agencies, government and civic representatives, and the public. A Public Opinion Survey was conducted. More than twenty presentations were made to civic groups and local governments in both Cecil and New Castle Counties. The public outreach included the Our Town event, a display at Newark Community Day, numerous flyers, press releases, social media, and several articles in the WILMAPCO

Transporter and eNews, reaching more than eight thousand subscribers. The official public comment period was January 18th to March 6th. Twenty-six pages of comments were received. Staff review the comments and will respond as appropriate. Comments targeted at member agencies are forwarded to the appropriate agency.

EDTAC asked why WILMAPCO does not cover Sussex County. Elsmere is concerned about bus stops and lighting on Kirkwood Highway. Centreville and Ardencroft are concerned about speeding and safety. Middletown looks forward to the project map. Newport wants the Newport Train Station to move forward. Wilmington City Council, Public Works and Transportation Committee asked about the designation of the TIA map and projects in the city. Delaware City had a process question. The Committee of 100 are interested in projects in the Churchman's Crossing area, the road diet in Wilmington, the new Claymont Train Station, and ask that traffic data be available. Arden had no comment. The League of Women Voters asked about spending on expansion projects, and suggested reducing VMT should have a central role in the RTP. Ms. Steinebach said one of the things that they tried to push was that VMT does not necessarily mean congestion. If they were worried about more congestion. Charleston asked about the Transportation Alternative Program. Old County Road want their project on the Constrained List. Cecil County Council asked about the implementation date of the I-95 expansion project, the East Coast Greenway phases one and two, and EJ communities in Cecil County. A resident suggested extending the Arden project. A resident is concerned about how emissions from new warehouses are affecting air quality. An Our Town attendee suggested that WILMAPCO expand jurisdictional and land use coordination, and integrate rail, air, and port into the studies. They like the 12th Street project, but not the I-95 cap. An Our Town attendee said the goals of the plan are not being practiced because mixed use is allowed where we know there is pollution, such as mixing residential with industry, and they are concerned about vacant commercial properties. Bike Newark wants the Wyoming Road bike improvement moved to the Constrained List. A Concord Pike resident is concerned about noise pollution. A resident wants City of New Castle projects funded. A residents suggested advertising commuting by train and likes the idea of a separated bike lane on Delaware Avenue. Bike Delaware likes projects for active transportation to be financially constrained and listed projects to be added. The East Coast Greenway Alliance expressed support for sixteen projects. The East Coast Greenway in Cecil County supports the Susquehanna River Pedestrian/Bicycle Crossing and recommends additional projects.

DeIDOT emailed concerns about in-service dates and the year of expenditure costs. To address that, language was added to the RTP to explain the relationship between the TIP and the RTP. The RTP is a twenty-seven-year plan. Things will change. However, when the TIP is assembled, because it is a shorter period, the projects are more defined. New Castle County supports the goals and objective of the RTP, for the most part. They agree that the Transportation Investment Area is consistent with the state strategy, however, moving forward, they ask that some of the TIA in the RTP be revised. There are several studies where WILMAPCO works with DeIDOT, WILMAPCO, or New Castle County, but the County will make a list and advocate for projects that implement the New Castle County Comp Plan, specific to projects that they would like in the RTP document as funded and also on the Aspiration List for future funding. They provided a list of projects that could be done if the Bridge 234 on Kirkwood Highway is moved to the Aspiration List. The specific recommendations have been addressed in the RTP.

The PAC recommended adoption of the public outreach component of the RTP. The TAC, Nonmotorized Transportation Working Group, Air Quality Subcommittee, and WILMAPCO staff recommended adoption of the draft RTP.

ACTION: On motion by Mayor Michael Kline seconded by Ms. Heather Murphy the Council adopted the Draft 2050 Regional Transportation Plan (RTP).

Motion passed.

(03-09-23-02)

10. To Adopt the Draft 2050 Regional Transportation Plan (RTP) and FY 2023-2026 Transportation Improvement Program (TIP) Air Quality Conformity Determination.

Mr. Bill Swiatek said this determination shows that the draft 2050 RTP: 2023 Update and the FY 2023 to 2026 TIP meet all the required air quality conformity budgets for New Castle County and Cecil County. The air quality conformity determination was developed through an interagency consultation process. DelDOT and MDOT did the modeling work. It was released for public comment from January 18th through March 6th, and it was featured at the Our Town public event held on February 8th. No substantive air quality comments specific to this document were received. The PAC did not take action on this agenda item. The TAC did recommend Council approval at their February 16th meeting. The Air Quality Subcommittee recommended Council approval at their March 2nd meeting. WILMAPCO staff recommends Council approval. There would be one minor change to both documents, which is changing the start of the public comment period from January 16th to when it actually started, which was January 18th.

ACTION: On motion by Mr. Stephen O'Connor seconded by Ms. Pamela Steinebach the Council adopted the Draft 2050 Regional Transportation Plan (RTP) and FY 2023-2026 Transportation Improvement Program (TIP) Air Quality Conformity Determination pending the stated correction.

Motion passed.

(03-09-23-03)

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

Ms. Heather Dunigan said Cecil County requested that we amend the 2023 to 2026 TIP to include the Mechanics Valley Road Bridge over CSX. This was previously in the FY 2020 TIP, but the implementation schedule was slower than expected, so this will be added back in. The project is \$11 million. Eighty percent are federal funds, and the remainder are from Cecil County. This was recommended for approval by the TAC. The Air Quality Subcommittee found that it did not trigger a new conformity analysis.

ACTION: On motion by Mr. Stephen O'Connor seconded by Mayor Michael Kline the Council amended the FY 2023-2025 Transportation Improvement Program (TIP).

Motion passed.

(03-09-23-04)

PRESENTATION/DISCUSSION ITEMS:

12. FY 2024 Unified Planning Work Program (UPWP)

Ms. Tigist Zegeye said the FY 2024 UPWP included about \$3.3 million from the Delaware side and \$163,000 from the Maryland side. The total amount for the proposed FY 2024 funding is about \$3.4 million. Member agencies were asked to submit projects for consideration. There are five submissions from member agencies, and two proposed by staff. New Castle County submitted the South Claymont/Philadelphia Pike Corridor Master Plan at a cost of \$200,000.

Staff recommend including this in the FY 2024 UPWP and will work with New Castle County staff to put together a scope of work. Cecil County submitted a Muddy Lane/Delancy Road Corridor Study at a cost of \$125,000. WILMAPCO staff recommend its inclusion pending Council approval. Once approved, staff will put together scope of work with Cecil County, MDOT, and SHA. Cecil County submitted a Maryland Route 272 Corridor Study at a cost of \$125,000. SHA is working on part of the corridor, so staff recommends that this be a future UPWP submission. The Town of Elkton submitted the Belle Hill Road Safety Audit at a cost of \$60,000. The proposal will be included in the UPWP, pending Council approval. The Town of Rising Sun submitted the Rising Sun Mobility Friendly Development Guidelines at a cost of \$75,000. Staff recommend including this in the UPWP. WILMAPCO staff submitted the SR 2 / Kirkwood Highway Corridor Land Use and Transportation Plan to create a twenty-year land use and transportation plan for the corridor. This area has not been looked at since 1996. Staff will work with several member agencies. The request is \$200,000, which will not cover the entire transportation plan, but hopefully this will be done in phases. Staff submitted the Newark Bicycle Plan Update. This will update the 2014 plan. Staff will work with member agencies. This will be done in house without consultant support.

We propose that \$1.5 million out of the \$3.4 million would be work with consultants and mostly for member agencies. Staff will continue the work we have been doing along with the new projects. The UPWP will be presented to the TAC in March. A draft will be out for a public comment period in April. In April, the TAC and PAC will be asked to recommend endorsement. Then, at the May Council meeting we hope the UPWP will be adopted.

Ms. Pamela Steinebach asked if it was normal that none of the seventeen municipalities submitted new planning projects. Ms. Zegeye said it was not normal. Ms. Steinebach asked if there was any sunset for the monitoring support. Ms. Zegeye said technically it should not finish until all the projects are implemented. For example, Route 40 has a twenty-year plan, so the goal is to monitor, and if there are any triggers, the needed counts and analysis would be done. Some of the projects might not continue, but we hope that the larger ones will have monitoring activities. Mr. John Sisson said Route 202 is more than monitoring right now. It is active. Ms. Zegeye said the 202 and Churchman's projects are active, but eventually we will scale down. Mr. Dan Blevins added that Route 40 used to have more meetings and a workshop every year. We are modeling Churchman's and 202 like that.

Mayor Michael Kline asked about the Maryland Route 272 Corridor Study not being listed in the summary. Ms. Zegeye said we are proposing that be included in a future UPWP. MDOT SHA is working on the corridor but not the entire section requested by the county. The other project is a priority for them. We can start with that one, and then add the Route 272 Study in the future.

Mr. Stephen O'Connor said to be aware that Rising Sun's Comprehensive Plan and the Cecil County's Comprehensive Plan, particularly heading east on Route 273, are not working together at this point. Each plan has a different vision, so be aware of that as that project begins.

Ms. Steinebach said we did that truck parking study, and then she thinks they are going to be doing a statewide one and asked if that needs to be in the UPWP? Mr. Blevins said that is staff hours to update the data that was in the Truck Parking Study, which used 2019 data. Staff will look at 2022 data coming out of the pandemic to see if all still makes sense. There are monthly meetings and Mr. Mark Luszczyk is still doing some of the freight activities. Mr. Sisson said truck parking might be something to look at next year. DelDOT is looking at potential larger projects that need to be done. Mr. Blevins said they are in contact with CDCS. Ms. Steinebach said

Smyrna is full. Mr. Sisson said the I-95 Welcome Center is full and Dover is looking at what makes sense for truck facilities.

13. New Castle County Safe Streets for All

Ms. Heather Dunigan said fatal crashes in Delaware and across the country are trending in the wrong direction. There is a national movement to tackle this problem and a paradigm shift towards Vision Zero. The Safe System Approach known as Vision Zero asserts that these deaths and serious injuries are not acceptable. There has been focus on education, but humans make mistakes. People are vulnerable, particularly people who are walking and biking. Elderly and people with pre-existing conditions are far more likely to be killed when in a crash. It is not just users of the transportation system that need to do better. Everyone needs to work together professionally to design the roads with appropriate speeds for the surrounding land use, be proactive to prevent crashes with road design, have appropriate provisions in place, have good emergency response time and care, and make sure that people get equitable access to that. Multiple safeguards are needed to prevent fatal and injury crashes. The goal is not to stop all crashes, but to turn fatalities into injury crashes and injury crashes into minor incidents. The priority is safer speeds, because at lower speeds you are far more likely to survive a crash. Self-enforcing streets using Complete Streets and electronic enforcement can get people to go the right speed and enforcement must be done equitably. People need safe transportation options. Education and enforcement alone are not enough. Policymakers need to set the standard from the top that this is a priority across the system. Planners need to make sure funding and design decisions are prioritizing safety over other measures.

The bipartisan infrastructure law has \$1 billion per year in funding for this. There are two types of grants. One is for the action plan. The second type of grant is for implementation, or supplemental planning. We are doing the study in-house to set up local governments and other eligible entities to apply for grant money by having this action plan in place. Another round of grant money for Safe Streets for All should be available in April, and the deadline will be late summer or early fall. The plan should be in place by midsummer. The team is currently working on data analysis and have launched public outreach. Once public input and the data analysis is done, recommendations will be made. The safety analysis looks at places where there are high instances of crashes with fatalities or serious injuries and determines what factors contribute to those crashes. The analysis shows the highest concentration of serious/fatal crashes are where there are a greater numbers of pedestrians. There is a concentration of pedestrian serious/fatal crashes in areas of high transit use, as transit users are also pedestrians. Equity is included in the analysis. This is also addressed in our Transportation Justice Plan. In areas where there is a concentration of Black population, there are far greater numbers of pedestrian crashes and bicycle crashes versus other ethnicities.

Stakeholder engagement has begun. A survey to ask the public what they think the problem is and what solutions they prefer is being beta tested. There is an interactive map where people can identify locations and describe their concerns. From the data analysis and public outreach, recommendations will fall into categories, including policy and process changes, additional planning, and implementation. There is a lot of national research about the best types of treatment for different types of crashes. We will be relying on solutions that are cost effective and proven to reduce crashes.

Mr. Sisson said this is the top priority for DelDOT right now. The Secretary starts off every presentation with fatality information. Tens of millions of dollars are going to be spent on safety measures to combat behavior. There were seven wrong-way crashes last year with twelve

fatalities where people are driving the wrong way on roads like I-495. The speed cameras on I-95 during construction reduced speed and reduced accidents, but they clocked someone through that work zone driving over a one-hundred miles per hour. Ms. Dunigan said she is glad the Secretary makes it a priority. It really needs to come from the top because we need a broad tent. Some of the crashes are essentially suicide or they are drug related. We have a mental health crisis in the country, and we have a substance abuse crisis, and to seriously tackle this, we need to go beyond DeIDOT. Mr. Sisson said the Secretary is trying to push legislation through. Delaware still has no open container law and no helmet law for motorcyclists. Ms. Steinebach said they have been trying different ways of engaging the public, like when Ms. Dunigan went to Art on the Green with the New Castle Plan Update. Ms. Steinebach asked if there will be a similar grassroots effort. Ms. Dunigan said she would like to do that. There will probably be an online workshop at some point, but she thinks most people would not want to come to a workshop to talk about crashes. People do care, almost everyone knows somebody was in a serious car crash at some point, so if we catch people at an event, we will be better received. Ms. Steinebach suggested the Glasgow Farmer's Market and places where people are. Mr. Sisson suggested asking people if they feel speeding is an issue there, or if they feel safe crossing the street. Mr. Stephen O'Connor said people know the roads and neighborhoods, so try to get them to identify some of the spots. He saw in the Cecil County Safety Plan, working on the roadway safety audits, that it is easy to see what the problem is and the way they are going to fix it. Mr. Sisson said he does not think we have enough data yet to highlight some of the projects that have been done to help with this. Ms. Dunigan said one area where they had success is the road diet. The analysis shows that they work. We know the types of crashes that are bad and preventable. There are situations where we are relying on better emergency response, because we cannot always prevent human error. There are things that DeIDOT has done that help and some are not that expensive. Ms. Steinebach said even DSP, when they do the initial report, do not have the specific information yet, so they may put inattentive or reckless driving, but trying to make sure that the data is captured would help. Ms. Dunigan said she started the analysis of the crash data and found the cause of crashes was not reliable. Mr. Sisson asked if that was the data that they are just starting to publish online. Ms. Dunigan said they take out all the fields that are personal information. Mr. Sisson said you do not have the last six or twelve months of data. Ms. Steinebach said the police have enough to do trying to keep everybody safe. It could be like funded positions in other state agencies to process quicker and make sure that the reports are accurate. Ms. Dunigan said to go through the accident reports to try and reclassify them for this round of study would be too much, but it could be a future study item.

14. Ardens Transportation Plan Update

Mr. Bill Swiatek said this is a study of Arden, Adrencroft, and Ardentown to address transportation issues including traffic calming, and access and safety of active transportation. The Steering Committee consists of DeIDOT, DART, all three villages, and New Castle County. Part of the study is a piece of unincorporated land with a dozen homes that is part of New Castle County. The team went through a phase of gathering initial public input and existing conditions, then developed concepts based on that. The team is now in the phase of determining a preferred alternative, then will move into prioritization. By the summer timeframe, an implementation plan will be developed.

Speeding is the number one concern. From the survey, sixty-seven percent of people are very or extremely concerned about speeding on Harvey Road, about half are concerned about speeding on Veale Road, and about a quarter for Marsh Road. Speed counts were done, which validated the residents' concerns. Harvey Road's posted speeds are about twenty-five or thirty-

five. The actual 85th percentile speeds are in the forties up to fifty. People were asked what amenities they would like on Harvey Road. The main one is pedestrian crossings to connect to the trail networks. Other ideas were better bus shelters, public art, and street lighting. From all that information, plan goals were developed, which are manage the travel speeds and employ safety countermeasures; develop a bike/pedestrian network to traverse the Ardens; provide enhanced pedestrian crossings; and enhance transit and school bus stops. To select preferred alternatives, a second survey is underway. Seventy-nine people have participated so far, which is a good number for a community of one thousand people. A second community workshop was held along with some youth-centered planning, which includes a survey and a workshop.

Many years ago, points of consensus were developed between the Ardens and Claymont Fire Dept. that included no vertical calming features, using only horizontal calming features, complying with DeIDOT standards, low-level landscaping, and ensuring features will be traversable for emergency vehicles and buses. The consultants were asked to maintain these points of consensus while accomplishing the goals. Pedestrian crossings can include rectangular rapid flashing beacons, gateways on both sides of the community, mini roundabouts, chicane, bump outs, or bioswales. In the survey and public workshop different ideas, sometimes more than one, were suggested for different intersections. The concept is to have a traffic calming measure every five-hundred feet or so along Harvey Road to slow traffic. There were a lot of crashes coming off of the interstate at Harvey Road, as well as high speeds from there entering the Ardens. This area could potentially be reconfigured to be one lane instead of two. This would have to be modeled to move forward. Veale Road was the second most concerning road. The team proposes different medians along the way to reduce speed and offer crossing opportunities. The team is developing a bicycle and pedestrian network. The first option is based on the existing trail network and provides connections and key crossings. Another option puts sidewalks and bike lanes on Harvey Road, though the first alternative is expected to be the preferred alternative when the survey is done. The team is prioritizing the crossings and relying on the different engineering standards for what the exact treatment should be at each crossing. To enhance transit stops, the bus stop maps were put out there to allow the residents to prioritize the stops and say the type of stop they prefer, whether the traditional stop provided by DART or a special bus stop that the community is responsible for. We also looked at bus connections. The Route 11 goes north from Wilmington into the Ardens. Residents prefer to have some more east-west connections, however, according to surveying. Forty-three percent would like a connection to Concord Pike. Seventy-five percent would like a connection to the Claymont Train Station. There is an opportunity to examine this through DART Reimagined.

The public workshop and youth events were well attended. The alternatives were presented to the community at the workshop and feedback was collected. The team had a meeting with the Claymont Fire Company and discussed traffic signal pre-emption, which they do not have installed on their fire trucks. There is no room for cars to pull over on Harvey Road. The cost of signal pre-emption equipment is being researched. A survey is out until next week. The Steering Committee will meet on the 21st where the preferred alternatives will be discussed. From there the team will move into developing an implementation plan.

Ms. Steinebach said she is sure Mr. Paul Moser would be happy to help with the connections. DeIDOT is looking at ways to get bikes out of the roadway and onto a dedicated shared path. She also said that is a lot of input for that small community. Mr. Swiatek said he thinks we set a record with participation rate. Mr. Sisson said he appreciates the transit connection to the new Claymont Train Station. DTC is looking at that through DART Reimagined and asked if residents are also looking for bike/pedestrian connection. One of the things in the long-range

plan was about East Coast Greenway. He sees it shaping longer, more connected systems. This seems like a logical thing that we need to look at, perhaps beyond this study. Ms. Heather Dunigan said the update to the Claymont Study may look at that gap between Arden and the Claymont Station. Mr. Swiatek said there are trails in the Ardens, but they lack connectivity from one end to the other. It would be an off-road connection that will come out of this study. Once you get beyond the Ardens, then we will have to see. Mr. Sisson said we are going toward these regional connections. The Markell Trail is more than a little local trail. They are going to continue to look at that type of connection. Ms. Steinebach said the Markell Trail is a flagship project. We have over three thousand people every day. Those bigger trails that are for movement, not just for recreation. Mr. Swiatek said the Bike LOS data that Mr. Moser created was used to start it, but we could look again to get a number in terms of the benefit from some of the connections.

INFORMATION ITEMS:

15. DeIDOT's Administrative Modification Request Letters

ADJOURNMENT:

ACTION: On motion by Mr. Stephen O'Connor seconded by Ms. Pamela Steinebach the Council adjourned at 3:45 p.m.

Motion passed

(03-09-23-05)

ATTACHMENTS: (0)