

**REGULAR COUNCIL MEETING**  
**SEPTEMBER 14, 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, called the meeting to order 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  
Matthew Littlejohn, representing Cecil County Executive, Danielle Hornberger  
Charuni Patibanda, representing New Castle County Executive, Matthew Meyer  
Todd Sammons, representing DelDOT 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  
Richard Mahan, Charlestown Commissioner, Cecil County Municipalities.

**Guests, Observers:**

Robin Bullock, Resident of Holloway Terrance  
Jasmine Champion, Maryland FHWA  
Mike Kaszyski, PAC Chair  
Stephanie Johnson, DelDOT  
Vincent Meconi, Delaware River Bay Authority  
Rashad Pinckney, Maryland Department of Transportation  
Catherine Salarano, Maryland Department of the Environment

**Staff members:**

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

Minutes prepared by Elizabeth Espinal.

**3. MINUTES:**

**ACTION:** On motion by Mr. Tyson Byrne seconded by Mr. Eric Thompson the Council approved the July 13, 2023, Council Meeting Minutes.

**4. PUBLIC COMMENT PERIOD:**

None.

**COUNCIL MEMBERS' AND DIRECTOR'S REPORT:**

**5. Chairperson's Report:**

Mr. John Sisson said DART has been busy with the DART Reimagined Study. They're in the midst of their community workshop, they had already covered community outreach meetings in Georgetown and Newark. Their upcoming schedule includes a visit to the Wilmington Public Library on September 20th, followed by a virtual meeting on September 26th, for all those that have not been able to attend.

**Council Member's Reports:**

Mr. Tyson Byrne shared an update on MDOT, saying they just completed their first Pre-Tour Meeting (Annually, the Maryland Department of Transportation (MDOT) meets with each County in the State of Maryland, along with Baltimore City, to share the Draft Consolidated Transportation Program (CTP)). All meetings are scheduled virtually every Tuesday until the actual in-person County Tour Meeting, which is scheduled on Halloween, Tuesday October 31<sup>st</sup> at the Cecil County Building Administration.

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

- Staff participated in the FRA Long-Distance Study Northeast Working Group Meeting in Philadelphia on July 25th.
- Staff participated as a panelist at AMPO Data Interest Group meeting on August 24th covering Performance Management, available data sources and shared best practices.
- Wallace Montgomery was selected to lead the East Elkton Traffic Circulation and Safety Plan. A kickoff meeting was held on August 22. The first Steering Committee meeting is scheduled for September 26 and a public workshop scheduled for October 26.
- Kittelson & Associates was selected to lead the South Claymont/Philadelphia Pike Corridor Master Plan.
- RK&K was selected to lead the SR2-Kirkwood Highway Corridor Land Use and Transportation Study.
- Hurley Franks & Associates was selected to lead the Rising Sun Mobility Friendly Development Guidelines.
- Staff continue to coordinate with DVRPC on a Climate Pollution Reduction Grant for the Philadelphia MSA.
- Staff met with researchers at Rowan University to discuss best practices in transportation equity measurement on August 30th.
- WILMAPCO Staff and DelDOT hosted a joint TIP/CTP public meeting at the Newark Free Library on August 30th.
- Staff discussed the Transportation Justice Bus Connectivity Analysis at the APA Delaware Chapter's monthly Lunch and Learn meeting on August 31st.
- WILMAPCO is applying for the Neighborhood Access and Equity Program funding for "Reducing Truck Traffic in the Southbridge Neighborhood: A Feasibility Study of Alternative,

More Efficient Routes” as recommended by the Southbridge Transportation Action Plan (STAP).

- Staff are assisting DeIDOT and their consultant applying for Reconnecting Community and Neighborhoods Program funding for the I-95 Cap in Wilmington.
- The Village of Ardentown met on September 11 and endorsed the Ardens Transportation Plan by a vote of 34 to 7.
- WILMAPCO will have a table at Newark Community Day on September 17th.
- Staff will participate in the MDOT Pre-Tour virtual meeting on September 20th. The actual tour meeting is scheduled in person on October 31st at the CC admin building.
- Join APA Delaware for a walking tour of STAR Campus development and a networking event at Grain Exchange on September 27. Another networking event on October 12 will feature a walking tour and discussion of the Ardens Transportation Plan at the Candlelight Theater. Check the APA Delaware website for details.
- With regards to the August Financial Report, we have spent about 14% of the budget.

#### **7. Public Advisory Committee (PAC) Report:**

Mr. Mike Kaszyski said the PAC convened on August 14th with five members in attendance. No action items were on the agenda for that meeting. During this meeting, Ms. Cathy Smith, representing the Delaware Transit Corporation, delivered an informative presentation on the DART Reimagined study. She elaborated on the study's purpose, its process, and the public outreach initiatives she had undertaken. Subsequently, the discussion revolved around the evaluation of the transit system, the development of additional park and ride facilities, and their potential alignment with ADA requirements at bus stops.

Following this presentation, Mr. Dave Gula, who presided over the meeting that evening, assumed the role of presenter and provided an update on the Newport Train Station Project Update. Mr. Gula outlined the growth and redevelopment in the area, emphasizing the desired downtown walkability that a train station could facilitate. Mr. Gula also addressed the challenges related to rebuilding the old train station, considering it as a potential centerpiece for the project. Mr. Gula discussed the existing track layout, its potential modifications, and the anticipated ridership. Mr. Gula further explained the ongoing coordination between Amtrak, MARC, and SEPTA in the context of their presence in or potential passage through that area.

The meeting concluded with inquiries from PAC members, such as the timing of the next monitoring committee meeting. The second question pertained to the local business community's awareness of the project and the preferences of retailers involved. The final question raised regarded the suggestion of future investments in the 141 corridors and their potential contributions to ridership at the station.

#### **8. Technical Advisory Committee (TAC) Report:**

Ms. Heather Dunigan said TAC met on August 20th, the TAC nominated the members for various positions. Mr. Matt Rogers, representing New Castle County, was nominated to serve another term as the chair and for vice chair, Ms. Tricia Arndt of the Office of State Planning. Additionally, they recommended an amendment to the Transportation Improvement Program (TIP) and funding for the Mid County Driver Training project. Although Action Items were not voted on during this meeting, a follow-up email was discussed, and recommendations were made via email. TAC also suggested amending the UPWP describing unused funds and utilizing federal funding as recommended. Furthermore, the TAC put forth recommendations for endorsing the Southbridge Transportation Action Plan and the New Castle County Safe Street for All Action Plan.

**ACTION ITEMS:**

**9. To Amend the FY 2024 Unified Planning Work Program (UPWP).**

Ms. Tigist Zegeye said Staff is requesting an amendment of the FY 2024 UPWP to include fundings for projects that were not completed by the end of the FY 2023 UPWP. The total sum of fundings to be incorporated into the FY 2024 UPWP amounts to \$150,000 dollars. Total funds from Delaware are \$142,856 dollars, and an additional \$7,144 dollars from the Maryland side. This aggregates to approximately \$150,000 in available funds to be utilized on MPO 24.10 which is RTP implementation for consultant support. The PAC took no action on this item. The TAC recommended approval of this amendment. Staff recommends Council approval.

**ACTION:** On motion by Mr. Tyson Byrne seconded by Mr. Matthew Littlejohn the Council approved the amendment of the FY 2024 Unified Planning Work Program (UPWP).

Motion passed.

(09-14-23-02)

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

Ms. Heather Dunigan said DTC and DeIDOT are requesting that the TIP be amended to add a \$2.2 million dollars funding for the Mid-County Driver Training Facility Project to implement training classrooms and expand offices. This is split between two phases: PE FY2024 and Construction FY 2025. The TAC recommended the amendment at their July meeting and the Air Quality Subcommittee found that it does not trigger a revised air quality conformity analysis. Staff recommends Council approval.

**ACTION:** On motion by Mr. Eric Thompson seconded by Mr. Todd Sammons the Council approved the amendment of the FY 2023-2026 Transportation Improvement Program (TIP).

Motion passed.

(09-14-23-03)

**11. To Approve Use of Federal STBG, CMAQ, FTA Urbanized Area, FTA 5310, and TAP Funds in FY 2024.**

Ms. Heather Dunigan said DeIDOT's recommended use of federal funds for FY 2024, noting that WILMAPCO approval of certain categories of funds is needed based on the WILMAPCO and DeIDOT MOU. The projects identified include local and statewide initiatives, Supplemental details were shared regarding use of funds for the Bicycle and Pedestrian Program, Transportation Alternatives Program, and ITMS program. The content of this letter outlines the specific utilization of funds for various categories, such as transit, urbanized areas, CMAQ, and health programs for the elderly. The NMTWG concurred with the use of funds for bicycle and pedestrian projects. Staff expressed concern about the eligibility of the ITMS telecommunications generator project for CMAQ funds and intended to discuss this with the Air Quality Subcommittee and FHWA for clarification. Unfortunately, staff did not receive a respond from the FHWA leaving the eligibility of the ITMF funds uncertain. The Air Quality Subcommittee suggested that the ITMF Telecommunications Hub upgrades be removed from the CMAQ funding request, allowing it to be flexible rather than tied to CMAQ funds. DeIDOT concurred with these changes.

Ms. Charuni Patibanda asked for clarifications regarding how this will be funded. Ms. Heather Dunigan clarified that the funds in question were of a flexible nature and not CMAQ funding.

**ACTION:** On motion by Mr. Tyson Byrne seconded by Mr. David Edgell the Council approves the Use of Federal STBG, CMAQ, FTA Urbanized Area, FTA 5310 and TAP Funds in FY 2024.

Motion passed.

(09-14–23-04)

## **12. To Endorse the Southbridge Transportation Action Plan.**

Mr. Bill Swiatek introduced the Southbridge Transportation Action Plan (STAP), which outlines recommended mobility improvements in the Southbridge neighborhood. This plan builds off several local planning efforts, especially the 2021 Southbridge Neighborhood Action Plan. The South Wilmington Planning Network (SWPN) functioned as an advisory committee, streamlining work, and encouraging more resident participation.

Mr. Swiatek further highlighted the plan's community engagement process. To ensure residents' active involvement, three individuals were hired, including one responsible for surveying, and two appointed by the Civic Association to serve as community liaisons. Multiple community workshops were conducted, along with two community surveys, including an extensive door-to-door effort. These efforts revealed support for proposed alternatives. A parallel process engaged young residents through focus groups.

The STAP offers a range of short, medium, and long-term recommendations and projects, with the aim of reducing traffic speeds in Southbridge, lowering heavy truck traffic, enhancing walkability, and lighting, and improving bus connectivity, particularly to grocery stores and jobs. Proposed projects include street reconfigurations, road diets, raised intersections, intersection reconfigurations to redirect through trucks, and potential truck bypass routes for future study. Walkability enhancements were proposed to better connect with surrounding parks and future trails. Seventeen recommendations were aimed at improving street lighting, based on community surveys, and an evening audit. Additionally, recommendations to enhance bus services, such as Sunday service to a nearby supermarket and the potential rerouting of nearby bus lines, were part of the plan.

The Draft STAP was presented during the July 7<sup>th</sup> Southbridge Civic Association meeting and received public support without negative comments during the subsequent comment period through August 6<sup>th</sup>. Mr. Swiatek noted that one of the projects, the Alternative Truck Route Feasibility Study, had a revised cost estimate of \$300,000, an increase from the original estimate of \$200,000. The TAC recommended Council endorsement of the STAP.

Ms. Charuni Patibanda asked a series of questions. The first question inquired about the timeline for implementing short-term recommendations regarding truck traffic, such as installing no parking signs. Mr. Bill Swiatek response indicated that many recommendations were submitted to the City in February. They can be done immediately but are awaiting resource allocation and funding from Public Works. Additionally, Representative Frank Cooke has expressed interest in potentially using state funding to support these initiatives.

Ms. Patibanda's second question related to lighting recommendations, specifically whether they had been received. Mr. Bill Swiatek noted that some of the lighting recommendations addressed non-operational lights or issues related to vegetation covering them. Delmarva Power has fixed the lights under their jurisdiction, while City Public Works has received the report about their lights. Additional lighting enhancements might be funded through future Transportation Alternatives Program (TAP) project phases, and DelDOT could support further lighting enhancements with other future projects in the area.

Ms. Charuni Patibanda's last question concerned the alternate truck routes, particularly considering concerns directly from local legislators about increasing truck traffic due to the development of warehouses in industrial zones. Mr. Swiatek mentioned the map on page 51 of the document that highlights the proposed alternate truck routes. The goal is to reroute trucks around the Southbridge community, where currently about 450 trucks pass through daily. The recent Port Truck Access study found that the truck reduction benefit of already planned projects (Garasches Lane Extended and Pigeon Point Road Extension) benefited communities south of Southbridge, but not Southbridge itself. So, the STAP proposes a route for trucks to efficiently navigate around Southbridge. It proposes conceptual routes along rail lines, existing streets, or the right-of-way of the Interstate to achieve this.

Robin Bullock inquired about the truck traffic on New Castle Ave (Route 9) and its impact on Lambson Lane, on the entrance to a residential community. He asked whether there were plans to reroute the trucks or prevent them from traveling down Lambson Lane. Mr. Swiatek responded that the Route 9 Master Plan and Port Truck Access Study identified projects that would actively reduce truck traffic on Route 9, and thereby Lambson Lane. One key one is the proposed Pigeon Point Extension, a \$20 million project in the long-range plan. Additionally, legislative efforts were mentioned in relation to better enforcement in the short-term. Mr. Bill Swiatek will connect Mr. Bullock with individuals involved in addressing the issue.

**ACTION:** On motion by Ms. Charuni Patibanda by Mr. Todd Sammons the Council endorsed the Southbridge Transportation Action Plan.

Motion passed.

(09-14-23-05)

### **13. To Endorse the New Castle County Safe Streets For All Action Plan.**

Ms. Heather Dunigan reported that the New Castle County Safe Street For All Draft Plan was available for committee review from July 5th through July 20. Minor comments were received, leading to some clarifications and expansions in the recommendations. During the August 1st-31st public comment period very few comments were received, all of which were favorable and did not necessitate changes to the document.

The Draft Plan sets ambitious goals, aiming to reduce fatal and serious crashes by 50% by 2030 and eliminate them by 2040. The plan aligns with the guidelines for the Safety Action Plan outlined by the Federal Highway Administration, making it applicable for local governments in their applications for planning and implementation grants under various national grant programs.

The report provides an overview of the Safe System Approach, a comprehensive data analysis, and supplemental data on various crash types. It also includes details of stakeholder engagement. The plan itself outlines priority actions, with those enjoying strong public support and quicker implementation timelines, as well as supporting actions, which might be more challenging to implement or have moderate levels of public support. Each recommendation is

categorized by the type of safety concern it addresses, such as safe speed, safety for pedestrians, safety for vehicles, or safety for emergency response vehicles.

Ms. Dunigan mentioned that the plan would undergo periodic updates and that the committee would continue monitoring progress, with plans for one to two meetings each year to ensure alignment with future grant applications and to make any necessary adjustments to the recommendations. Ms. Dunigan further explained that all committees have reviewed the Draft Plan and are seeking Council endorsement of the plan.

Mr. John Sisson said that the past year marked the deadliest on Delaware's roads in recent decades. Mr. Sisson added that although there has been a 7% improvement in road safety so far this year, he shared the concern about the 8 fatalities that occurred in the last two weeks. Mr. Sisson emphasized the need for intensified efforts in addressing this issue. Ms. Dunigan restated her belief in the importance of focusing on the human aspect rather than solely relying on data, as it can serve as a powerful motivator for taking action. In addition, Mr. Sisson highlighted recent legislation passed, which centers on monitoring speeding on highways. Mr. Sisson proposed that this legislation could provide a practical framework for implementing measures, such as improved cycle helmets and other initiatives designed to penalize reckless driving.

**ACTION:** On motion by Ms. Charuni Patibanda seconded by Mr. Eric Thompson the Council endorsed the New Castle County Safe Streets For All Action Plan.

Motion passed.

(09-14-23-06)

#### **14. To Approve the Proposed Public Advisory Committee (PAC) Member Reappointments**

Mr. Dave Gula presented the renewal of members on the Public Advisory Committee (PAC), a group that assists in reviewing core documents and supports public outreach for various community projects. The PAC, which meets six times a year, currently comprises 23 organizations, primarily civic groups, business organizations, municipalities, and advocacy groups. Mr. Gula highlighted the renewal of four members for another three-year term. These members included Mr. Mark Blake representing the Greater Hockessin Area Development Group, Mr. Carlos de los Ramos representing AARP, Mr. Mike Kaszyski with the Delaware State Chamber of Commerce, and the Mr. William Lower representing Committee of 100. Mr. Gula added that all four members have been active and engaged participants in the committee's work. Mr. Gula mentioned that PAC nor TAC took action on this item as PAC is Council subcommittee therefore seeking Council's approval for the renewal of these four members on the PAC.

Mr. Tyson Byrne inquired about the tenure of the PAC members and whether they were serving their second term or had been involved for a longer duration. In response, Mr. Dave Gula mentioned that all of the members had been part of the PAC since 2017. He emphasized their experience, especially their service during the pandemic. The presence of these four members was highly appreciated as they not only represented the PAC effectively but also garnered national attention through organizations like AARP. Ms. Tigist Zegeye added that the represented agencies are part of the Bylaws of the PAC and had maintained their involvement over an extended period, emphasizing their continued commitment and contribution to the group.

**ACTION:** On motion by Mr. Tyson Byrne seconded by Mr. Todd Sammons the Council approved the proposed Public Advisory Committee Member Reappointments.

Motion passed.

(09-14-23-07)

## **PRESENTATION/DISCUSSION ITEMS:**

### **15. The Delaware River Bay Authority's Capital Program**

Mr. Vincent Meconi, a representative from the Delaware River Bay Authority (DRBA), delivered a presentation in which he introduced himself and provided an overview of the authority's work and Capital Improvement Program (CIP). He began by discussing his extensive career in public service, highlighting his unique experience of working in all three branches of Delaware's state government. Mr. Meconi then delved in and explained that the authority is responsible for multi-modal transportation in the region and has a governance structure involving commissioners appointed by the governors of Delaware and New Jersey. The authority is primarily funded by user fees, including bridge tolls and airport rents, with some federal grant assistance for capital projects. Mr. Meconi also mentioned the unique aspect of the DRBA's involvement in sports betting and civil air terminals. He also clarified that the authority primarily relies on discretionary grants rather than formula funding from the state. He outlined the DRBA's core responsibilities, which include managing the Delaware Memorial Bridge, a portion of I-295, and various airports and facilities in Delaware and New Jersey including the New Castle Airport, the Cape May-Lewes Ferry, the Forts Ferry and more.

Mr. Meconi highlighted the importance of maintaining and improving aging infrastructure. He shared details about various completed and upcoming projects, such as bridge painting, steel repair, ship collision protection systems, and fall prevention measures, particularly related to suicide prevention at the Delaware Memorial Bridge. Mr. Meconi elaborated on the DRBA's five-year CIP with a budget of \$700 million, with most of the funds coming from the Authority itself and some from external sources, primarily federal grants. He explained the prioritization process for capital projects, emphasizing the need to manage the limited budget effectively. Mr. Meconi shared explicit details related to bridge painting, steel repairs, "Pinning Link" replacement, ferry dry dock and vessel repairs, and road resurfacing. He provided details about the ship collision protection system which the DRBA calls "Dolphins" designed to safeguard the bridge against potential ship collisions.

Mr. Meconi shared information on fall prevention fencing, a suicide prevention measure on the bridge. Mr. Meconi discussed the significance of these measures and the ongoing feasibility study for implementing a preventive system. The DRBA aims to prevent suicides and direct individuals toward proper treatment. He also highlighted the value of collaboration with law enforcement in these efforts. Mr. Meconi touched upon airport improvements at the Delaware-Wilmington International Airport (ILG) and the efforts to position it as a more convenient and cost-effective alternative to Philadelphia International Airport (PHL) with the partnership of Avelo Airline. Mr. Meconi mentioned improvements that have been completed which included the Airport Entrance and parking improvements. He added that the next steps involve parking lot expansion and a new terminal at a cost of about \$13 million dollars.

Mr. Tyson Byrne inquired if Avelo Airlines would be covering the costs of the project. In response, Mr. Vincent Meconi clarified that Avelo Airlines would make some contributions, but the primary investment would be funded by the DRBA. He explained that the DRBA can utilize



bridge tolls to leverage federal grants and invest in airport capital projects, including those at ILG and other airports. Mr. Byrne further inquired about the allocation of costs, particularly how much of the \$13 million project expenses would be covered by the airline as opposed to the authority. Mr. Meconi mentioned that, historically, Avelo had not contributed to such projects. He expressed hope that they would provide a substantial amount for the project, but, ultimately, the funding primarily comes from the DRBA. He emphasized that Delaware was the only state without commercial air services, making the investment in the project a crucial step for the region.

Mr. John Sisson asked if with the new ferries, they would look at technologies to reduce emissions. Mr. Meconi explained that the DRBA had already embarked on repowering the ferries, which involved replacing the engines in the gears of old Fairbanks Morse engines dating back to World War II. He highlighted the significant reduction in pollutants achieved through this upgrade. Mr. Meconi detailed that the new generation of engines would begin with hybrid options and potentially transition to all-electric solutions as technology evolves. The aim is to adapt to the expected 40–50-year life span of the equipment while prioritizing cleaner and more efficient technologies.

Mr. Robin Bullock asked about the presence of the Philadelphia name in the airport's title as per discussed during the meeting. In response, Mr. Meconi clarified that the inclusion of Philadelphia in the name is a strategic marketing move. Avelo references Philadelphia in its area search name, as part of the Philadelphia Wilmington International Airport to attract travelers who typically use the Philadelphia International Airport (PHL). This approach encourages passengers to consider ILG as a viable alternative to PHL when booking flights. This marketing strategy has contributed to the success of the Wilmington Airport in attracting travelers who may otherwise choose PHL for their journeys.

Ms. Tigist Zegeye raised a question about the possibility of changing the name of the airport, particularly the three-letter code, as it didn't seem to align with the airport's description and didn't include any reference to Delaware. In response, Mr. Meconi provided historical context, explaining that the airport's name had changed several times over the years. He mentioned that there was a previous attempt to name it after our President before their presidency, but that proposal didn't materialize. He noted that while the airport's three-letter code (ILG) was in the process of being changed, the assignment of such codes often had no direct correlation with the airport's name or location.

Mr. Bullock asked if Avelo owned the airport. Ms. Char Patibanda, representing New Castle County, clarified that New Castle County is the owner of the airport. She mentioned that while the county owns the land, the operation, fiscal management, and Federal Aviation Administration (FAA) sponsorship are handled by the Delaware River and Bay Authority (DRBA). This distinction extends to all five airports within DE and NJ.

## **16. DeIDot Equity Analysis**

Ms. Stephanie Johnson, the Assistant Director of Delaware Division of Transportation, Resilience and Sustainability, said the Delaware Equity Analysis Tool aligns with the department's mission statement, which focuses on ensuring that transportation decisions consider “Everyone, Every Trip, Every Mode, and Every Dollar”. The department needs to meet the requirements of the Justice 40 initiative, where 40% of the benefits from federal funds received should be allocated to disadvantaged communities. The presentation outlined how the department aimed to identify these communities more accurately than existing federal tools and develop a strategy for better public engagement.

Ms. Johnson explained the process of developing their own equity analysis, which involved copying and adjusting existing methodologies from WILMAPCO and one from Massachusetts. Like these methods, DeIDOT's approach included median household income and language isolation, the aging population, public housing locations, and included areas with several indigenous and Native American households and mobile home parks.

DeIDOT applied this methodology across Delaware and created interactive maps to visualize these areas. Ms. Stephanie shared the process of refining their analysis through collaboration with stakeholders and receiving feedback on identified areas. This involved verifying and updating data points, such as removing non-residential polygons and correcting irregular areas like cemeteries or student housing being counted as equity focus areas. Several supplementary datasets, such as aging population distribution and mobile home park locations, were included to enhance the tool's functionality and assist project managers and program managers in decision-making and outreach strategies.

Ms. Stephanie Johnson discussed the next steps, including making the tool publicly available for use, updating it with new data as it becomes available, and utilizing the equity focus area data for infrastructure and capital project decision-making. Stephanie expressed gratitude for all the contributors, including WILMAPCO who helped make this tool possible and offered her contact information for further inquiries.

Mr. John Sisson expressed that he appreciates that this tool validates which areas are equity areas. Ms. Johnson said the tool doesn't replace the need for project managers and program managers to engage with the community. She noted that the tool serves as a valuable resource to understand the potential impact on various communities, providing a head start for their outreach efforts.

### **17. North Claymont Area Master Plan/Governor Printz Blvd Study Monitoring**

Ms. Heather Dunigan explained this is two monitoring studies, the North Claymont Area Master Plan and the Governor Printz Corridor Study, combined into one monitoring effort. These studies involved similar stakeholders from state, county, and local agencies, aiming to monitor and adapt to changing circumstances over time.

The North Claymont Area Master Plan was a comprehensive plan covering land use, community development, economic development, crime and safety, and more. The Governor Printz Corridor Study, on the other hand, was primarily transportation-focused, involving infrastructure and transportation linkages. There was a significant gap in time between when the study work was conducted and when active monitoring began, which required adapting to changes in land use and demographics. Ms. Dunigan stressed the importance of involving community stakeholders and the public in the monitoring process through focus groups, online engagement, and committee feedback. The monitoring process aimed to keep an eye on land use and transportation and ensure efficient collaboration among different entities.

Ms. Dunigan detailed the changes in land use recommendations and developments in the area, emphasizing mixed-use development and adapting to current trends, such as increased warehousing. She discussed transportation recommendations and ongoing projects, including improved access to State Parks and the potential for a new rail station.

Ms. Heather Dunigan highlighted the use of interactive maps for monitoring, allowing stakeholders and the public to continually access updated data. These maps provided detailed

descriptions of monitoring metrics, data sources, and agency roles. Ms. Dunigan also noted the feedback received from the community, addressing concerns related to truck traffic, parking, speeding, safety, and noise pollution.

Overall, Ms. Dunigan emphasized the importance of adapting plans and recommendations to current conditions, maintaining engagement with the community, and keeping the monitoring process transparent and interactive. The ongoing work to update data and start the next phase of the study was also mentioned.

Mr. John Sisson acknowledged Brent Sadler's interest in preserving the old station at the trailhead. However, he expressed that while this idea is intriguing, it may not be as feasible. He pointed out that the new station can serve the same purpose effectively. In response, Ms. Dunigan agreed with Mr. Sisson's perspective, especially regarding residential or park development along the riverside. Mr. Sission emphasized that there would be ample parking available in the vicinity for people to cross over to the new station. He highlighted the excitement surrounding the new station's inclusion of the trail, offering a more seamless experience compared to the old station's location, which required crossing tracks to access the park and the residential area on the opposite side. Ms. Dunigan expanded the discussion by mentioning that they had received inquiries and comments from the public. Many community members expressed their desire to have an underpass for maintaining a connection to the old station. However, she noted that the challenge lies in the financial aspect, as someone would need to cover the costs of building and maintaining such infrastructure. This led to the consideration that it might become an infrastructure requirement in the future, given its potential expense.

Mr. John Sisson expressed his point of view on the positive ongoing developments, particularly in the context of warehousing growth. However, he raised questions about the land use issue related to these developments, specifically inquiring if there were requirements for truck queueing areas at these sites. Mr. Sisson noted the challenges faced by county elected officials in managing truck parking in various communities. Mr. Dan Blevins referenced WILMAPCO's Truck Parking Study. He mentioned that they had compiled a checklist of criteria that should be integrated into the impact assessment of these locations. He explained that some sites already incorporate a specific number of truck parking spaces during their construction to mitigate potential problems.

Mr. Robin Bullock requested the information he inquired about earlier during the meeting be emailed to him and requested contact information.

**INFORMATION ITEMS:**

**18. DeIDOT's Administrative Modification Request Letters**

**ADJOURNMENT:**

**ACTION:** On motion by Mr. Tyson Byrne seconded by Mr. Eric Thompson the Council adjourned at 4:02 p.m.

Motion passed

(09-14-23-08)

**ATTACHMENTS: (0)**