

**REGULAR COUNCIL MEETING
NOVEMBER 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, called the meeting to order at 2:04 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
Stephen O'Connor, representing Cecil County Executive, Danielle Hornberger
Charuni Patibanda, representing New Castle County Executive, Matthew Meyer
Pam Steinebach, 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:

Jasmine Champion, Maryland FHWA
William G., Public
Mike Kaszyski, PAC Chair
Aviva Klugh, Maryland Department of Transportation
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. Stephen O'Connor seconded by Mr. Tyson Byrne the Council approved the September 14, 2023, Council Meeting Minutes.

Motion passed

(11-09-23-01)

4. PUBLIC COMMENT PERIOD:

None.

COUNCIL MEMBERS' AND DIRECTOR'S REPORT:

5. Chairperson's Report:

Mr. John Sisson shared that DART has launched their 26th Annual "Stuff the Bus" Thanksgiving Food Drive which consists of stuffing a bus mainly with canned and unperishable foods. Mr. Sisson, encouraged support to the drive and shared the locations of the bus starting with November 9th the bus will be at Rodney Square in Wilmington, following the Brandywine Commons on November 10th and stationed in the parking lot of the Four Seasons Shopping Centers on Saturday November 11th.

Council Member's Reports:

Mr. Stephen O'Connor shared that the East Elkton Traffic Circulation and Safety Plan first visioning workshop on October 26th was very successful, with great public attendance. He thanked WILMAPCO staff for all their hard work and support. In addition, he thanked staff for attending MDOT's Listening Tour on October 31st.

Ms. Pam Steinebach shared that DeIDOT is finalizing the compilation of comments for the Council of Transportation meeting. However, the agenda will be posted, and the invitation will be sent for a meeting on December 14th at 2PM both in-person and hybrid. Ms. Steinebach added that DeIDOT is also finalizing the first meeting for The Delaware Pedestrian Council, which is tentative for end of January, all representatives have been approved along with 6 citizens, therefore expect an agenda soon.

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

- On October 4th Staff participated in Walk to School Day at Downes Elementary School.
- On October 19th Staff participated in a University of Delaware Partnership for Healthy Communities Steering Committee.
- Staff will participate in planning an April conference on Equity Action spearheaded by Healthy Communities Delaware.
- Newark Bike Plan in collaboration with City of Newark and Bike Newark had an outreach event at the Newark Community Day and presented to the Conservation Advisory Committee and City Council.
- Staff continue to coordinate with DVRPC on a Climate Pollution Reduction Grant for the Philadelphia MSA.
- On October 21st, Staff hosted Women's Transportation Seminar, which is a youth event to educate the kids on the planet planning principles.
- Staff also met with researchers at the National Cooperative Highway Research Program about equity implementation implications of e-commerce and they showed interest in WILMAPCO's efforts to limit truck traffic in transportation justice communities. Staff were asked to present at a national peer exchange later in November.
- On October 26th staff and partners had a Public Workshop for the East Elkton Traffic Circulation Plan. The next Steering Committee meeting is scheduled for November 13th.

- Staff participated in Cecil County, MDOT Pre Tour meeting on September 20th and attended the MDOT Tour Meeting on October 31st.
- On November 1st Staff participated in Susquehanna River crossing pedestrian Bike Route stakeholder meeting.
- On November 8th Concord Pike Monitoring Committee held a meeting.
- On November 14th the Ardens Transportation Plan Monitoring Committee will have their first kickoff meeting, please let us know if you are interested in joining the committee.
- On November 17th the South Claymont and Philadelphia Corridor Master Plan will have a kickoff meeting.
- On November 28th staff will present TJ work to the University of Washington Health and Sustainable Transportation class.
- On December 7th the Newport Transportation Study Planning will hold its first Monitoring Committee.
- Staff scheduled the Kirkwood Highway Corridor Master Plan Visioning Workshop for December 11th.

Ms. Charuni Patibanda asked if staff can share more information on the equity implementations and e-commerce presentation. Ms. Zegeye responded that Staff is currently working on the presentation once completed it will be available for review.

7. Public Advisory Committee (PAC) Report:

Mr. Dave Gula shared that PAC met on October 16, 2023, and 7 members attended, they did not meet a quorum which is 8 members. Without a quorum, the minutes for the June 12 and August 14 meetings could not be approved. Dave Gula stated that staff would send those minutes to all PAC members for an email vote for approval.

Mr. Gula added that there were no members of the public in attendance, and no action items on the agenda. After the Executive Director's Report, there was a question regarding the meeting schedule for the Kirkwood Highway Corridor Master Plan, and staff addressed the question during the UPWP presentation.

The first presentation was for the update to WILMAPCO's Transportation Planning Public Guide by Ms. Dawn Voss, which was last updated in 2018. A PAC member asked if this is the guide that is distributed at our public events, which it is. Other PAC members requested for the Guide to be translated to Spanish, and for it to be a downloadable document on the website, which is already available with the current guide.

The second presentation was for WILMAPCO's UPWP Studies for FY 2024. This update included the East Elkton Traffic Circulation and Safety Study presented by Mr. Bill Swiatek, the Rising Sun Mobility Friendly Development Guidelines, the South Claymont/Philadelphia Pike Corridor Master Plan, the Newark Bicycle Plan Update presented by Ms. Heather Dunigan, and Mr. Dave Gula presented the Kirkwood Hwy Corridor Land Use and Transportation Plan. There were a several questions from PAC members specific to the 5 projects, which staff answered.

Mr. Gula shared that the final presentation was for the Southbridge Transportation Action Plan Update by Mr. Bill Swiatek. There were no further questions from the PAC members. There was no other business, and the PAC meeting was adjourned.

Ms. Charuni Patibanda mentioned there is a Language Liaison resource available that is great for public outreach, if needed she can make the connection.

8. Technical Advisory Committee (TAC) Report:

Ms. Heather Dunigan shared that the September 21st TAC meeting was held jointly with the AQS. Ms. Cathy Smith provided an update on DART Reimagined and WILMAPCO staff gave updates on the new UPWP projects.

At October 19th meeting, TAC recommended Council approval of the prioritization for the Delaware Bike/Pedestrian Program Candidate projects. They made one recommendation to add 2 points for the community center in the Commons Blvd pathway project, considering the presence of the Hope Center. TAC also recommended TIP amendments for the replacement of the Belvidere Road Bridge over the CSX Railroad presented by Cecil County, revised funding for the Rehabilitation of I-95 from I-495 to North of the Brandywine River Bridge and the I-295 northbound project, and deferred funding for the SR4 Harmony Road Intersection Improvements and the Cedar Lane project, between Marl Pit Road to Boyds Corner Road.

During the meeting, TAC also viewed two presentations: The Maryland 2050 Transportation Plan by Aviva Klugh and the Newark Bicycle Plan Update by Ms. Dunigan. Ms. Dunigan mentioned that the TAC meeting has frequently lacked a quorum.

ACTION ITEMS:

9. To Approve the Prioritization of the Delaware Bicycle and Pedestrian Program Candidate Projects.

Ms. Heather Dunigan reviewed applications and draft prioritization criteria scoring for the statewide bicycle pedestrian funding pool.

Seven applications were received and ranked based on the TAP prioritization process criteria, with five from New Castle County, one from the Jefferson Street Center and Urban Bike Project, and one from the Town of Townsend. The draft scoring is Washington Street Bicycle and Pedestrian Improvement (30 points), Foulkstone Pathway (16 points), Hockessin Colored School #107 Pathways (16 points), Glasgow to Lums Pond Pathway (14 points), Townsend Walkability Improvements (11 points), Commons Boulevard Pathway Phase IV (10 points), and Southern Park to Cedar Lane Pathways (9 points). TAC recommended that a 2 points score be added to the scoring of Commons Blvd to reflect the Hope Community Center placing it under Item #5 instead of #6.

Mr. Tyson Byrne asked if the safety criteria reflect crashes between bikes and pedestrians or just cars and pedestrians. Ms. Dunigan responded that there are very few bike and pedestrian incidents, but they do incorporate any crashes involving bikes or pedestrians.

Mr. Stephen O'Connor noted the population employment density area and raised a question about what is considered a dense area. Ms. Dunigan responded that it is a composite of population and employment data by TAZ.

Mr. John Sisson shared curiosity regarding rankings for Bike and Ped projects and raised a question about earning points alongside bike routes or greenways, especially if those facilities already exist. Ms. Dunigan said areas with existing bicycle lanes earn points as project convert routes into lower stress facilities.

Ms. Charuni Patibanda asked if the mobility challenge criteria are based on GIS layering. Ms. Dunigan responded affirmatively and added that GIS information can be found on the WILMAPCO website.

Mr. Sisson mentioned that DART is examining the transit connectivity to the Hope Center. A challenge DART faces is the restriction to travel in one direction due to unsignalized sightline issues when attempting to turn left on Commons Blvd from Airport Road. Neither DART nor the Hope Center is comfortable with this route, and they feel passengers would be inclined to turn right and execute a U-turn somewhere. Ms. Patibanda suggested that Penns Way might be a more suitable route for the transit connection. Mr. Sission acknowledged there is potential for additional solutions to enhance pedestrian access and alleviate traffic issues.

Ms. Charuni Patibanda raised concerns that the technical scoring might not account for the benefits of the Commons Blvd. path to the Hope Center. She highlighted the importance of safe pathways for residents, especially considering their mobility challenges. Ms. Patibanda pointed out that critical aspects, such as the presence of children, healthcare resources, and the role of the Hope Center as a transitional facility, were not adequately reflected in the current scoring system. She suggested adjusting the scoring to better account for these factors. Ms. Dunigan noted that the technical score is data driven but that Council may rank projects using other considerations as well. Other council members proposed an overall change in the project's ranking, urging an explanation for the recommendation to modify both the ranking and scores. Ms. Patibanda questioned the probability of DeIDOT approving all the projects, and Ms. Dunigan replied that DeIDOT typically funds one or two projects in New Castle County annually. Mr. O'Connor inquired about the scoring tie between Foulkstone and Hockessin Colored School, both scoring 16, inquiring if it's an overlap and which one is more pragmatic to exclude. Ms. Dunigan noted that DeIDOT will evaluate the submissions and score them using additional analysis to make final funding decisions.

ACTION: On motion by Ms. Charuni Patibanda and seconded by Mr. Stephen O'Connor the council approves the Technical Scoring Prioritization with the modification requests to move Commons Blvd from rank #5 to #2 in the prioritization.

Motion passed.

(11-09-23-02)

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

Ms. Heather Dunigan said that Cecil County is requesting that the TIP be amended to add preliminary engineering and right-of-way funds for the replacement of the Belvidere Road Bridge over CSX Railroad. The amendment relates to the ongoing partnership between Cecil County and MDOT on the new Belvidere Road I-95 interchange and upgrades to Belvidere Road to connect with a nearby industrial park.

ACTION: On motion by Mr. Tyson Byrne seconded by Mr. Stephen O'Connor the Council approved the amendment of the FY 2023-2026 Transportation Improvement Program (TIP) to include the Belvidere Road Bridge project.

Motion passed.

(11-09-23-03)

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

Ms. Heather Dunigan stated that DelDOT has requested four TIP amendments, two with cost increases and two with deferred funding to maintain financial constraint. The first increases funding for the Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge Project.

Mr. Sisson inquired about any inclusion of explanations for the significant increase, and Ms. Dunigan responded, stating that they are highway projects, which naturally involve substantial costs.

ACTION: On motion by Mr. Eric Thompson seconded by Ms. Pamela Steinbach the Council approves the amendment of FY 2023-2026 TIP to revise funds for the Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge project.

Motion passed. (11-09-23-04)

12. To Amend the FY 2023-2026 Transportation improvement Program.

Ms. Heather Dunigan said that DelDOT is requesting that the TIP be amended to add funding for the I-295 Northbound, SR141 to US13 project.

ACTION: On motion by Ms. Charuni Patibanda by Mr. Eric Thompson the Council approved the amendment of the FY 2023-2026 TIP to revise funds for the I-295 Northbound, SR141 to US13 project.

Motion passed. (11-09-23-05)

13. To Amend the FY 2023-2026 Transportation Improvement Program

Ms. Heather Dunigan said that DelDOT is requesting that the TIP be amended to defer funding for the SR4 Harmony Road Intersection Improvements project.

ACTION: On motion by Ms. Charuni Patibanda seconded by Mr. Eric Thompson the Council approved the amendment of the FY 2023-2026 Transportation Improvement Program (TIP) to revise funds for the SR4 Harmony Road Intersection Improvements project.

Motion passed. (11-09-23-06)

14. To Amend the FY 2023-2026 Transportation Improvement Program

Ms. Heather Dunigan said DelDOT has requested that the TIP be amended to defer funding for Cedar Lane Road between Marl Pitt Road and Boyds Corner Road Project; this amendment defers all funding. Many members expressed concerns regarding the deferred allocation for this entire project. Mr. O'Connor questioned whether WILMAPCO staff influenced the decision-making for this. Ms. Dunigan responded that the decision to defer these projects made by DelDOT. Ms. Patibanda inquired about the timeline for a decision and asked if a vote could be held by email after further information is provided.

ACTION: This item was tabled by Council with a request for further information

Amendment was approved via an email vote with two abstentions.

Motion passed. (11-09-23-07)

PRESENTATION/DISCUSSION ITEMS:

15. 2050 Maryland Transportation Plan

Ms. Aviva Klugh, the Strategic Planning Manager for the Maryland Department of Transportation in the Office of Planning and Capital Programs at the Secretary's Office, shared highlights about the Maryland Long Range Transportation Plan, known as the 2050 MTP, that is currently available for public comment until November 20th.

Ms. Klugh introduced the updated MTP titled, "The Playbook," with the tagline "Strategic Moves and Effective Results." The decision to rebrand the plan was influenced by the goals of the new administration and Secretary's initiatives, emphasizing that it was not just another routine update. The presentation outlined the plan's structure, divided into four sections: "Coaches Corner" for introduction, "Scouting Report" for data and trends, "Game Plan" for strategic direction, and "Team Record and Player Stats" for performance reporting. Four MTP goals were identified: enhancing safety and security, delivering system quality, promoting environmental stewardship, serving communities, and supporting the economy. Aviva elaborated on the MTP goals and the associated guiding principles, which included equity, resilience, preservation, modernization, and experience.

Key multimodal projects, referred to as "game changers," were highlighted as important projects requiring coordination and cooperation across various jurisdictions and agencies. Ms. Klugh provided the website (MDOT.Maryland.gov/MTP) as a resource for downloading the Draft Plan and submitting comments. Ms. Aviva explained that feedback received during the public comment period would be incorporated into the plan in November and December. The plan was scheduled for publication in January 2024.

Lastly, Ms. Aviva also mentioned that a separate update for the 2050 Maryland Bicycle and Pedestrian Master Plan was in progress and encouraged the audience to provide comments for that plan as well.

16. 2023 Population Projections

Mr. Dan Blevins conducted a comprehensive presentation on the recently adopted 2023 Delaware Population Consortium population projections. Also included in the presentation was a recap of the 2020 urbanized areas recently released by the Census. The focus initially shifted towards the significant changes in the definition of Metropolitan Planning Organization (MPO) boundaries because of the new urbanized boundaries. Mr. Blevins added that this is due to the shift to housing units as the basis for defining boundaries, while shedding light on the resulting alterations in urbanized areas, often referred to as "mini areas." These changes had a profound impact on MPO sizes and boundaries in Delaware, bringing about a doubling of population density. WILMAPCO's 2020 MPO qualifying population size was outlined as 534,880, accompanied by specific changes in urban areas for different portions, such as a change of 12,462 in the New Castle County portion and a decline of -7,897 in the Cecil County portion for WILMAPCO.

Mr. Blevins continued with details on the newly adopted data released by DPC in October 2023, providing statewide population projections and impacts that recent migration patterns have had on the forecasts. Notably, Delaware had already reached a million in population by 2021, contrary to the initial projection for 2030. The presentation covered Sussex County's remarkable net migration and population growth from 2020, projecting a notable increase from 237,378 to 365,362 by 2050. The examination of age structures and their influence on demographic shifts was a key aspect of this discussion.

The broader perspective on Delaware's population projections highlighted the pivotal role played by migration and the aging population in shaping future demographics. Maps illustrating Domestic Net Migration trends nationally were presented, with a specific focus on areas experiencing positive and negative migration from 2020 to 2022. Mr. Blevins provided valuable insights into the sources of migration to Delaware, identifying Maryland, New York, Pennsylvania, New Jersey, and Virginia as major contributors.

The presentation concluded with a detailed discussion on age structures, emphasizing the growing 65 and over population and its implications for future demographic trends. Mr. Blevins anticipated positive birth rate changes beyond 2040, offering a glimpse into the evolving demographic landscape in Delaware by county up to the year 2050. This comprehensive and insightful presentation provided an understanding of the multifaceted factors influencing Delaware's population dynamics.

Mr. John Sisson inquired about the impact of COVID on average life expectancy. He wondered if it is rebounding or adjusting and how it fits into the larger puzzle of year-over-year age structures. Mr. Dan Blevins provided insights on the impact of age distribution on life expectancy. He highlighted the ongoing interest in this demographic shift, particularly its implications for transportation services. Mentioning IPA's involvement and collaboration with the Department of Health and Social Services, he emphasized the importance of understanding these trends for future planning. Mr. Tyson Byrne touched upon issues related to housing, workforce challenges, and the evolving nature of residency patterns, especially in Sussex County. The conversation delved into considerations of second homes, workforce housing affordability, and the broader effects on transportation and services in the region.

Mr. Stephen O'Connor observed the slide, noting the orange areas representing a decrease in migration, particularly from the Great Lakes areas like New York. This was the first time he had noticed this trend, specifically in the megalopolis area between DC and Boston. Mr. Blevins credited the recent census data, highlighting the high migration from states such as New York, Massachusetts, and New Jersey. While acknowledging the ongoing housing challenges in rural Sussex County and beyond, he speculated that remote work opportunities and the ability to work from anywhere could be contributing factors to people leaving the Northeast megalopolis. The anecdotal evidence suggests that individuals with jobs allowing remote work might be opting for locations that offer a better quality of life.

Mr. John Sisson and Mr. Stephen O'Connor inquired about the tax structure, the conversion of office space to residential use in Wilmington, and the trends in business relocation. Mr. Blevins highlighted challenges with unused office spaces and ongoing lease payments, expecting this issue to persist for the next few years. The suburban areas of Newcastle County were noted as relatively favorable in terms of commercial vacancy rates. Mr. Sisson further explored the importance of job access in migration patterns, using the example of Nashville's job-centric development. Mr. Blevins suggested that variations in migration could be linked to factors like energy considerations, citing Texas, Arizona, and the Carolinas as examples.

Ms. Charuni Patibanda raised a point about the Biopharma industry in NCC, mentioning the potential creation of 2,300 jobs in the next 5 to 10 years. She highlighted the unique nature of this industry, focusing on personalized medicine production rather than traditional mass manufacturing. Ms. Patibanda expressed a need for changes in immigration rules, citing requests for work visas in the Southern regions to address challenges in hiring seasonal workers. How might these developments impact the local job market and immigration policies.

Mr. Blevins acknowledged the complexity of predicting future population numbers, highlighting the challenge of forecasting in the year 2050. He emphasized the shifting dynamics where migration, driven by economic conditions and global factors, plays a more significant role than traditional demographic factors like birth and death rates.

17. WILMAPCO FY 2024 UPWP Project Updates

Mr. Dave Gula began this series of presentations with the **Kirkwood Highway Corridor Master Plan**, indicating that the project is in its early stages. The initial market analysis draft is underway, and the team is preparing for the first community workshop on December 11th. One of the focal points of the study is the intersection of Kirkwood and Limestone, a pivotal point for various aspects of the analysis. Key areas of concern include accessibility, particularly for biking and pedestrians, and the impact of parking on the study.

Tasks completed so far include the initial market analysis, and upcoming activities involve community workshops, discussions on assumptions, land use scenarios, modeling, and public engagement. The study has identified different traffic volumes along the corridor, prompting the division of the study area into three sections for better presentation and targeted outreach. An interesting finding is that the Kirkwood Highway is not primarily a through corridor, with a substantial number of people entering and leaving at different points. Mr. Gula mentioned the effectiveness of DART Rt 6 bus as one of the most prominent routes statewide.

Safety considerations, particularly concerning crashes, are a significant focus, with attention given to areas prone to accidents. Mr. Gula introduced the selected consulting team, RK&K, in partnership with Kramer Associates Renaissance Planning and Qua Marketing.

Mr. Gula emphasized that this project is substantial, with a projected duration of 18-month endeavor, with workshops and deliverables planned throughout, extending into 2026 for the project's completion. In collaboration with these teams, especially Qua Marketing, there is a plan to reach diverse communities, breaking through language barriers and enhancing engagement with the community through workshops, surveys, and public outreach. Furthermore, he shared the breakdown of each task throughout this extensive project.

- Task 1 focuses on identifying issues, opportunities, and constraints, including a market analysis by 4ward Planning to understand potential growth areas.
- Task 2 involves community visioning, where input from the Advisory Committee and the public is crucial for successful outcomes.
- Task 3 aims to define public priorities and explore potential land use and transportation scenarios.
- Task 4 involves testing and modeling different alternatives along the corridor, considering varying traffic volumes and safety concerns.
- Task 5 includes presenting the best-fit model to the public based on community feedback, ensuring a collaborative and consensus-driven approach throughout the study.

Mr. Gula concluded the presentation by reiterating continuous public engagement and outreach efforts. He mentioned that the website is available, and the first visioning workshop is scheduled for December 11th.

Ms. Heather Dunigan presented three upcoming UPWP projects. The first project is the **South Claymont Master Plan**. This area is a focus for analysis due to existing commercial spaces, older and newer residential areas, and the proximity to previous studies. New Castle County requested this project, and collaboration includes Claymont Renaissance Development Corporation, DelDOT, DART, and a steering committee with various local stakeholders. The

analysis of existing conditions is near completion, covering transportation, land use, environmental constraints, historic resources, and factors like environmental justice considerations.

The second project is the **Rising Sun Mobility Friendly Design Guidelines**, requested by the town of Rising Sun, with collaboration from Cecil County. The team of consultants' features, Hurley Franks & Associates and Susan Henderson, they will assess development opportunities on the edges of the municipality and potential annexation areas, ensuring that the code aligns with existing land uses and community character.

The third project is the **Newark Bicycle Plan** update to the 2014 document. The new update will incorporate developments since 2014, focus on equity, incorporate Vision Zero and safety measures, and integrate sustainability practices. Ms. Dunigan emphasized the city's proactive approach to plan implementation.

Mr. Bill Swiatek reviewed the **East Elkton Traffic Circulation and Safety Plan**. He mentioned that the study is in its early stages. Two UPWP requests were received: from Cecil County and the Town of Elkton, focusing on specific corridors -- Belle Hill Road, Muddy Lane, and the Delancy Road Corridor. To enhance efficiency and avoid confusion, both requests were combined into a single study. The consulting group selected, Wallace Montgomery, is actively involved. A diverse Steering Committee, including local town and transportation perspectives, has been established.

The plan's goals encompass understanding and documenting existing traffic movements, exploring potential roadway realignments, working to resolve land use conflicts near the MD 279 interchange, addressing road safety improvements, and enhancing walking and cycling connectivity. The planning process involves examining existing conditions, visioning through surveys and workshops, proposing recommendations, and concluding with a selection of recommendations.

Mr. Swiatek provided an update on the planning process, highlighting the completion of the existing conditions report, covering traffic, land use, demographics, and more. The report is accessible on the website. The visioning is nearly complete, including a survey with 121 participants and a workshop. The next steps involve youth outreach workshops, focus groups, and drafting recommendations based on outreach outcomes.

Mr. Swiatek added that further public engagement, including workshops and surveys, is planned for the Spring, with the aim of selecting recommendations and preferred alternatives. Mr. Swiatek encouraged the Council to explore the study's website for detailed information and expressed anticipation for future discussions with the Council.

INFORMATION ITEMS:

18. DeIDOT's Administrative Modification Request Letters

ADJOURNMENT:

Meeting adjourned at 3:58p.m.

ATTACHMENTS: (0)