

PUBLIC ADVISORY COMMITTEE MEETING MINUTES

WILMAPCO Conference Room, October 28, 2019

ROLL CALL

Members Present:

Mark Blake, GHADA
Carlos de los Ramos, AARP
Bill Dunn, Civic League for New Castle County
Pat Folk, Cecil County
Tom Fruehstorfer, City of Newark (Chair)
Mario Gangemi, Cecil County Chamber of Commerce Givvel Marrero,
Delaware Hispanic Commission
Glenn Pusey, Bear Glasgow Council
Barry Shotwell, 7/40 Alliance (Vice Chair)
Vic Singer, Civic League for New Castle County
Dave Tancredi, Milltown-Limestone Civic Alliance
Dwight Walters, Delaware State Chamber of Commerce

Absent:

Kevin Caneco, SNCC
Katherine Caudle, Pike Creek Civic League

Ken Grant, AAA
Dick Janney, Southern New Castle County
Bill Lower, Committee of 100
Tom Posatko, Delmarva Rail Passenger Association
Gail Seitz, City of New Castle
Eugene Truono, Centreville Civic Association
Norman Wehner, Cecil Board of Realtors

Staff Members:

Dan Blevins, Principal Planner
Dave Gula, Principal Planner
Randi Novakoff, Outreach Manager
Tigist Zegeye, Executive Director

Guests:

Cooper Bowers, DeIDOT
Marvina Cephus, DNREC
Anson Gock, DeIDOT

Minutes prepared by Janet Butler from recording.

Tom Fruehstorfer, PAC Chair, called the meeting to order.

6:00 PM

Mr. Fruehstorfer requested that two changes be made to the August 26, 2019, PAC Minutes:

- 1) On page 6, the sixth paragraph states: "Initial recommendations for UNICITY are to combine UNICITY with University of Delaware Bus Service, and get N1 realigned as bi-directional service." This is incorrect. It should say: "A

recommendation was made for University of Delaware Bus Services to get N1 realigned.”

- 2) On page 6, the ninth paragraph states: “WILMAPCO knows what the current saturation of bus racks is on DART buses.” The words, “current saturation” should be changed to “current situation.”

1. Approval of the August 26, 2019 Meeting Minutes

6:02 PM

ACTION: On motion by Pat Folk seconded by Barry Shotwell the PAC approved the August 26, 2019 meeting minutes including corrections.

Motion passed

(10/28/19-01)

2. Public Comment Period:

6:05 PM

None.

3. Executive Director’s Report:

6:10 PM

Ms. Zegeye said the WILMAPCO Council meeting was held on September 12, 2019. The Council endorsed the 2019 Transportation Justice (TJ) Plan and approved the Public Advisory Committee (PAC) Reappointments for three members. Presentations included the New Castle County Bicycle Plan Update; U.S. Bicycle Route Planning; and Public Participation Plan Update.

Ms. Zegeye shared the following public outreach information:

- The Bayard School Safe Routes to School (SRTS) planning team met on September 24, 2019. The next meeting is scheduled on December 10, 2019. Staff is also participating in the Downes Walk-to-School Day events.
- Staff is meeting with the Northeast and Mid-Atlantic MPOs on the best way to support transportation climate initiatives.
- A Newport Transportation Plan Kick-off meeting was held on September 24, 2019, and the Advisory Committee Meeting and a walking tour are scheduled on October 29, 2019.
- Staff attended the Elsmere Planning Commission meeting, with DeIDOT and IPA, on October 1, 2019, to discuss municipal and safety information and perform Bike Safety Checks.
- The Governor Printz Kick-off meeting was held on October 4, 2019. A bus tour and an advisory meeting will be held on November 6, 2019.
- The Southern New Castle County (SNCC) Master Plan Workshop was held on October 7, 2019.
- Staff participated in the first Northern Delaware Trails Coalition Steering Committee meeting on October 15, 2019.
- Route 9 Master Plan Monitoring Committee met on October 15, 2019, and the next meeting will be held on November 19, 2019.
- Route 9 Master Plan was presented to the Collins Park Civic Association on October 16, 2019.
- Staff attended the Delaware State Health Improvement Plan meeting on October 23, 2019.
- Staff is helping to plan the Bike/Transit Summit in May

- Flyers were distributed to PAC regarding the November 1st Urban Bike Project fund raising event; and the November 7, 2019; APA Delaware Annual Meeting. Registration is open.
- The Maryland, Monroe & MLK Safety Improvements project team is working on refining alternatives and will schedule a public workshop and a presentation at a future PAC meeting.
- The US 202 Corridor Master Plan team is working on Land Use and Transportation Scenarios and expect to have a presentation ready during the first week of December 2019.

ACTION ITEMS:

4. None.

PRESENTATION/DISCUSSION ITEMS:

5. DelDOT Proposed Project Prioritization Process

6:20 PM

Mr. Anson Gock, DelDOT, said the current project prioritization process was adopted in December 2013. Since then, we have invested in better data collection methods and ways to assess various traffic conditions including Level of Service (LOS) and safety. Other criteria has also become more prominent including health and economic development so a prioritization process modification was needed.

The prioritization process revisions include increasing priority for Safety from 33% to 35%, which includes the Crash Index, Safety Scores, and the State Highway Safety Program (SHSP). System Operating Effectiveness is currently 24.8%. It is proposed to change to 19.1% including the existing Congestion Level from TMC data. Safety and LOS remain big concerns.

Multi-Modal Mobility Flexibility and Access is 15.6%; the proposed is 11.85%. Revenue Generation Economic Development Jobs and Commerce is 8%, the proposed is 13.11% for Economic Impact. TREDIS software is used to determine the economic impact.

The impact on the Environmental Justice (EJ) is 7.2%; however, 8.28% is proposed. Environmental Impact is 6.5%; however, the projected 6.6% has no technical changes. System Preservation will be deleted from the process (5%) and replaced with State and Local Priority based on Statewide Strategic Investment Levels and Local MPO Priorities. The COT directed DelDOT to change the percentages based on a cross pier voting tool called Decision Lens.

There have been some changes to methodology. In the past, if the project was given a safety score it was scaled into a point system that only covered 20% of projects. Now with the revision to using the Crash Index (CI), all projects are scored. The CI now includes the number of fatal crashes, the number of injury crashes, and the number of property damage only crashes.

Mr. Gock discussed the potential Capital Transportation Program (CTP) Project Prioritization Criteria map that includes the system operating effectiveness of DelDOT's TMS Operations Data, which shows stop- and go- conditions in red; major delays in orange; delays in yellow, no delays in green, and no data in purple. There were 23 projects from FY 2020-2025 that used the TMC data, while, 11 of 22 remained the same,

10 of 22 improved, and two of 22 have worsened. Mr. Gock said the TMC does not cover the entire state of Delaware, but it covers the major routes.

The TREDIS Travel Demand Model output shows changes in Traffic Volume, Vehicle-Miles Traveled (VMT), and Vehicle-Hours of Travel and Volume/Capacity Ratio. These data will be inputted into TREDIS to determine the ranking purposes. TREDIS translates changes for costs, reliability, safety, and traffic volumes. It incorporates the full industry structure of IMPLAN, an economic input-output model of industry relationships among producers, consumers, and institutions for ranking purposes.

Social and Health elements include the EPA EJ screens demographic indicators. The existing weight for EJ is 7.2%; and the proposed change is 8.28%. In addition, the Social Determinants of Health (SODH) data use a scale for the 50-100 percentiles.

Mr. de los Ramos asked if the density of the population is considered when deciding the safety percentage. Mr. Gock said traffic volume was used as a factor rather than population density.

Mr. Gock said TMC data that wasn't available several years ago will now be used. Mr. Fruehstorfer asked if cell phone tracking data is used. Mr. Gock said no, sensors are used to collect data. Mr. Dunn asked which data collection systems are being used. Mr. Gock said traffic impact studies and TMC data from sensor plates at intersections are used. Mr. Dunn asked if different sources of data are combined. Mr. Gock said yes, various sources will be used.

Mr. Singer asked if a cost comparison is done to determine total cost of congestion for different levels of service to the public. Mr. Gock said a cost comparison isn't conducted for prioritization, but different levels of congestion are examined to determine prioritization. Mr. Singer said that means you don't make a comparison of benefits and costs to the public of congestion. Mr. Gock said the finance department comes up with project costs. Mr. Fruehstorfer said the cost to the public is not calculated here.

We also added an economic impact feature which comes from the Council on Transportation. We use traffic modeling to see the travel time changes and other factors to get data to input into TREDIS to estimate the number of jobs and GDP. Mr. Singer said that's benefit oriented, but where is the burden dealt with. Mr. Gock said there are several safety projects and Highway Safety Improvement Projects to try to address burdens. Mr. Singer said the slope of the shoulder of the Southbound 896 exit ramp is downward, so if someone is slides off, they aren't able to stop. If the slope of the ramp were changed it would be easier for someone to stop if they slid out of the travel lane. He asked why drainage is prioritized over safety in this case. Mr. Gock said he would find out an answer to that question.

Mr. Dunn said he's very interested in the redevelopment sites along the Delaware River. Redevelopment creates jobs, yet there is no projects currently planned to expand Route 9 and address redevelopment in the area. Mr. Fruehstorfer said we're here to discuss the proposed project prioritization process, not specific projects.

Mr. Singer noted that the example given focuses on benefits and neglects dealing with burdens. Ms. Zegeye suggested that feedback is provided to DelDOT as an official

public comment. Mr. Gock said public comment period will end sometime in the first two weeks of December and there is an email on the website where the public can comment.

6. Southern New Castle County (SNCC) Master Plan

6:50 PM

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

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

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

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

Scenario development has been informed by the issues and constraints data, which is built on the community vision, and developed and reviewed by the staff and advisory committee. It tries to answer questions such as “Can the towns take more growth?” and “What is the potential for employment growth in southern portion of the study area?” It further explores the capacity of the existing infrastructure (water, sewer, roads, etc.), and traffic congestion and transportation that are of concern for Scenario #3, which includes various towns in Southern New Castle County (SNCC).

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

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

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

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

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

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

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

Next steps for the Southern New Castle County (SNCC) Master Plan include: 1) Create a story map from online feedback through October 18, 2019. 2) The Advisory Committee will meet to review the plan on October 23. 3) A rough draft is planned for November 1. 4) A public workshop to review the draft is planned for early 2020. 5) The plan should be completed by the spring of 2020.

Ms. Folk asked what kind of jobs were studied. Mr. Blevins said the jobs for modeling purposes were jobs that already exist in SNCC such as education, health, and leisure and hospitality. In addition, some headquarters are coming to Middletown. Ms. Folk asked what impact studies were done with the schools. Mr. Gula said we brought district officials into the Advisory Committee so that they could talk about the effect of growth in the area.

Mr. Singer said it would be nice to put a price tag on each of the three scenarios. Mr. Singer also asked is WILMAPCO concerned with water transportation. Ms. Zegeye said yes, but we cannot use our funds for anything but surface transportation.

7. Other Business

7:20 PM

None.

8. Adjournment

7:30 PM

Attachments: (0)