

PUBLIC ADVISORY COMMITTEE MEETING MINUTES

WILMAPCO Conference Room, June 13, 2016

ROLL CALL

Members Present:

Wes Avera, Centreville Civic League
Dave Carter, Southern New Castle County Alliance
Darlene Cole, Elderly and Disabled Transit Advisory Committee
William Dunn, New Castle County Civic League
Pat Folk, Cecil County
Bill Lower, Committee of 100
Joe Mitchell, Cecil County
Jeff Peters, Pike Creek Valley Civic League
Tom Posatko, Delmarva Rail Passenger Association
Glenn Pusey, Bear Glasgow Council
Peggy Schultz, League of Women Voters
Gail Seitz, City of New Castle
Vic Singer, Civic League of New Castle County
Francis Swift, GHADA
Javier Torrijos, Delaware Hispanic Commission

Absent:

Bruce Brunozzi, City of Wilmington
Robert Cameron, Claymont Renaissance Development Corporation
Dick Janney, Southern New Castle County
Jim Lardear, DE State Chamber of Commerce*
Charles Shaw, AARP
Barry Shotwell, 7/40 Alliance
Dave Tancredi, Milltown-Limestone Civic Alliance
Antonio Valenzuela, City of Wilmington (Chair)
Frank Vari, Chesapeake City

* Reserve PAC Members

Staff Members:

Heather Dunigan, Principal Planner
Randi Novakoff, Outreach Manager
Bill Swiatek, Senior Planner
Tigist Zegeye, Executive Director

Minutes prepared by Janet Butler

Vic Singer, PAC Vice Chair, called the meeting to order at **7:00 PM**

1. Approval of Meeting Minutes **7:02 PM**

The following revisions to the minutes were presented:

- 1) On page 4 Mr. Singer requested to revise the fourth initiative to state, "the recommendation is not WILMAPCO's general land use policy, but a specific recommendation for the Route 9 Corridor."
- 2) On page 5, change "includes" to "include."

- 3) Mr. Singer said on page 5, under Task 2, “Expanding market realities and identifying opportunities for redevelopment,” reflects land use regulatory information. He requested to revise the minutes to say it is not statewide.
- 4) On page 7, under Other Business, in the last sentence of the first paragraph, “Mr. Singer requested to revise it to say, “whether the public is served best by the current split between spending for transit and spending for pavement.”

Dave Carter said he believes the Coastal Zoning Act issues are being pushed out of this study, and he warned the PAC attendees to be cautious of the motivations of one of the funding groups.

Bill Dunn asked if expanding market realities are based on market viability of surrounding properties, or based on present zoning, or comprehensive development planning. Tigist Zegeye said New Castle County looks at what is in the current zoning, and they look at what has happened over the years. Ms. Zegeye said at the next PAC meeting WILMAPCO staff will present the results from the public outreach process and the analysis of the Route 9 Corridor Master Plan.

ACTION: On motion by Mr. Carter seconded by Mr. Torrijos the PAC approved the April 18, 2016, meeting minutes, with revisions.
Motion passed **(6/13/16-01)**

2. Public Comment:
None.

7:05 PM

3. Executive Director’s Report:

7:12 PM

Ms. Zegeye said the WILMAPCO Council met on May 12, 2016. The Council elected John Sisson, Delaware Transit Corporation (DTC), to continue as Chair, and Bill Miners, Chesapeake City, to continue as Vice Chair. The Council also adopted the FY 2017 Unified Planning Work Program (UPWP). In addition, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) approved the FY 2017 UPWP. The Council amended the project prioritization process and approved the proposed prioritization of FY 2018-2021 Transportation Improvement Program (TIP) submissions. Presentations were given on Air Quality Public Outreach and the South Wilmington Planning Network (SWPN).

Ms. Zegeye shared the following public outreach information:

- Staff coordinated with the City of Newark on activities for Bike Month in May.
- Staff is coordinating with the Newark Bike Project on the youth empowerment program.
- Staff held a visioning workshop for the Route 9 Corridor Master Plan on May 24, and 75 people attended. The Steering Committee met on June 9, 2016. Public outreach during the summer will include a community festival, a farmer’s market, and targeted outreach to seniors and youth.
- Staff coordinated Safe Routes to School (SRTS) Walk- and Bike-to-School Days and safety events for Stubbs, Downes, Claymont, and Elbert-Palmer Elementary Schools.
- Staff held a Public Workshop for the North Claymont Area Master Plan on June 6, and 130 people attended.
- Staff exhibited at the Platinum Picnic and 500 people attended.

- Staff will hold a Red Clay Scenic Byway Design Standards public workshop on June 16, 2016.
- Staff will participate in the Safe Kids Day event on July 13, 2016.
- The WILMAPCO Air Quality Subcommittee and Technical Advisory Committee meeting will be held at 10:00 a.m., and WILMAPCO's Summer Picnic will be held at noon, at Lums Pond State Park on July 21, 2016.
- The Newark Regional Transportation Center (NRTC) Study is on schedule.
- The Claymont Regional Transportation Center (NRTC) TIGER grant was submitted, and staff is waiting to hear about the application. The funding will be for final design and construction of the train station.
- A public workshop was held on the Route 141 Twenty-Year Land Use and Transportation Plan, the public comment period is open through June 25, 2016, and a final report will be prepared.
- Staff will coordinate with New Castle County Land Use and DeIDOT on a US 202 Master Plan. Improvements will probably focus on non-motorized transportation.
- Staff is waiting for the results to be circulated to member agencies regarding the Ridership Study from Baltimore to Philadelphia, coordinated with DTC, MTA, and SEPTA. The focus is on closing the rail gap between Perryville and Newark.

Mr. Singer said the scope of work for the Route 202 Master Plan should expand the application to include WILMAPCO's Congestion Management Subcommittee (CMS) work. For instance, on Route 141, the lesser expenditures for snow plowing enabled a savings of 15% improvement in travel time.

Pat Folk asked when the 55+ Lifestyles Expo in Cecil County is being held. Ms. Novakoff said the event is being held on Thursday, August 4 at Elkton High School and she will email additional details.

ACTION ITEMS:

None.

7:20 PM

PRESENTATION/DISCUSSION ITEMS:

4. South Wilmington Planning Network

7:30 PM

Mr. Swiatek said the South Wilmington Planning Network (SWPN) was formed in 2009, and has about 40 members including government, nonprofit, and private organizations, residents, and two university interns. Rysheema Dixon, Henrietta Johnson Medical Center, serves as chair and Bill Swiatek, WILMAPCO, serves as vice-chair.

The mission of SWPN is to serve as a vehicle to exchange information and leverage resources on collaborative projects to improve the quality of life for the South Wilmington community. The vision of SWPN is to be a place where ideas and information are shared and partnerships are created with the purpose of positively impacting South Wilmington and its communities. A recent survey showed that sixty-three percent of respondents strongly agree that life is better today than it was one year ago, while 22% agree and 11% are neutral.

Mr. Swiatek said the South Wilmington Neighborhood Plan needs to be updated, because the majority of the objectives have either been completed or are no longer applicable.

Various SWPN projects this past year have included the Southbridge Farmer's Market; community and youth gardens; and Southbridge Weekend. Flooding and wetlands project support and a commercial district affiliate have also been spearheaded by the Network.

Key transportation projects led or supported by WILMAPCO and the SWPN include a streetscape/repaving project at New Castle Avenue and Heald Street; Safe Routes to School (SRTS) events; Southbridge Signage Survey; and Riverfront connections, including the A Street Bike Lane. Most of these projects came out of the 2008 Southbridge Circulation Study. Phases one and two of the streetscape/repaving project involves improving pedestrian crossings, adding pedestrian scaled lighting, and adding a bicycle lane on New Castle Avenue.

The Safe Routes to School (SRTS) Program at Elbert-Palmer Elementary School is considered a national best practice in a low resource community. Pedestrian crossings have been improved; sidewalks have been rebuilt and extended to reach surrounding homes, bus stops, community centers, and parks; stop signs and other signage has been placed to improve safety; and bike parking has been added at the school. Additionally, the school has implemented an annual Safety Day. Children are engaged regarding safe walking/biking safety by various organizations including: the Wilmington Police and Fire Departments, AAA Delaware, Al Dupont Hospital, DeIDOT, and Delmarva Power.

The SWPN also successfully petitioned DART to re-align the Route 8 bus, a recommendation of the 2008 Southbridge Circulation Study. The Route 8 bus provides access to the Port of Wilmington, downtown, and the Westside. DART has rerouted the Route 8 bus into Southbridge at the SWPN's request. There are now about 20 people boarding from Southbridge each day, making it one of the most successful bus stops on the route. This is an example of a ladder of opportunity project, because it provides low income residents with better access to jobs.

The SWPN also has supported flooding mitigation work. It encouraged action, supported city and state efforts, and empowered residents through awareness of the wetland redevelopment project. For more information regarding SWPN, please visit: www.SWPN.org.

Gail Seitz asked is Shoprite the main grocery store and do the residents have access to it. Mr. Swiatek said it was contentious when it was first built because there wasn't any bus access; however, now there is bus access, but it is at the far end of the parking lot. A SWPN project to place a bicycle lane along A Street will also improve connectivity to the supermarket.

5. North Claymont Area Master Plan

8:00 PM

Ms. Dunigan said the North Claymont Area Master Plan has a broad scope that considers land use and design, community and economic development, transportation, environment, and open space. The planning partners include WILMAPCO, New Castle County, Claymont Renaissance Development Corporation (CRDC), DeIDOT, Delaware Office of State Planning Coordination (OSPC), Delaware Department of Natural Resources and Environmental Control (DNREC), DART, and the Delaware Economic Development Office (DEDO).

The study area is located up to the Pennsylvania line and includes 1.5 square miles. It is dominated by industrial and former industrial uses. The project team is mainly focused on the area of the former Claymont Steel site and the Tri-State Mall, which is mostly vacant. The area also includes Northtowne Plaza and several residential areas.

The project team has met with a project management committee, advisory committee, and several stakeholder focus groups. Key issues included the need for more job access, protection of the historical resources, housing, business, and recreation including a destination for entertainment. Transportation concerns including highway access and considerations for the environment were also highlighted.

Two public workshops have been held with more than 100 attendees. At the first public meeting the team established the following goals: 1) Promote economic and business development; 2) Create a safe and welcoming community; 3) Improve transportation connections for all; 4) Increase the network of open space and recreation facilities; 5) Encourage design that enhances the existing community context; 6) Include development of housing for a variety of incomes; and 7) Plan for residential areas with views of the waterfront; and protect and restore the environment.

Concerns from citizens have centered on crime and safety, lack of visually appealing areas, and pedestrian connections. Other concerns include pedestrian access to the train station, public access to the Delaware River, and the condition of housing.

At the second public meeting, draft scenarios were evaluated. These include:

- Scenario 1: Base Case (Existing Land Use) includes relocating the train station with a path from the old station. This would be used as point of comparison for other scenarios.
- Scenario 2: Mixed Use Nodes includes a mix of uses in distinct nodes.
- Scenario 3: Waterfront Industrial includes intense industrial uses on the waterfront, with large retail and office areas.
- Scenario 4: Mixed Use & Industrial includes some industrial uses near the railway, with a mix of uses in other areas.

In addition, for each of the planning areas the team is conducting a data analysis to compare different scenarios. The team also looks at availability of jobs, the environment, and access to the Delaware River, the trail network, the East Coast Greenway, parks and recreation, housing and new development, traffic volumes and congestion, bicycling and walking, and driving access.

Transit-Oriented Development (TOD) is a major consideration because relocation of the Claymont Train Station presents a major economic development opportunity. The train station project seeks to improve passenger mobility through expanded service and reduced dwell times, provide multi-modal access to the station, improve safety and Americans with Disabilities Act (ADA) accessibility, and address parking needs. Three draft conceptual designs have been developed by DTC and were presented for feedback at the second public workshop.

Next steps for the North Claymont Master Plan consist of selecting a preferred scenario and a final public workshop during the fall of 2016.

Mr. Carter asked about the impact of the project on the coastal zone and if there will be changes. Ms. Dunigan said that the recommendations are assuming coastal zone will stay as it is, and are considering manufacturing and light industrial since these uses are permitted. Mr. Carter reiterated we have a responsibility to pay attention to the Coastal Zone Act issues, and not to suppress the information from the public. Ms. Dunigan said she will try to find out more information about the Coastal Zone Act as it relates to the project.

Mr. Singer said his perception is that it is not a priority for the owner of the steel site to develop the Port of Wilmington. Ms. Dunigan said that in the short-and medium-term the Port of Wilmington is not interested in expansion of the port in Claymont; however, the owner of the Claymont site is interested in port expansion. She added if they want to have a port facility there, they will need to dredge. Mr. Singer said it would also be good to look at other uses of the site besides the port.

Ms. Schultz asked if residential is included in the discussion of mixed use. Ms. Dunigan said yes. Ms. Schultz asked the size of the entire space. Ms. Dunigan said it is about 1,000 acres or 1.5 square miles.

6. Red Clay Valley Scenic Byway Design Standards Overlay

Ms. Dunigan said the guiding principle of the Red Clay Valley Scenic Byway Design Standards Overlay project is to protect and enhance the intrinsic qualities of the byway. The project partners include New Castle County, Alliance for the Red Clay Valley Scenic Byway, DelDOT, and WILMAPCO. Implementation will include design guidance, zoning options, regulatory tools, and monitoring and management programs.

The project scope encompasses public outreach throughout the process, develops menu tools and techniques, researches best practices, reviews the Comprehensive Master Plan (CMP), develops a menu of strategies, identifies implementation techniques, and authors a report and recommendations for the Unified Development Code (UDC).

The first public workshop was held on February 12, which was a roundtable format, including discussions on special places, hopes and fears, and what is appropriate for the area. The second workshop, held on May 18, included a presentation of tools and techniques, a hypothetical parcel, and a sticker survey.

The third workshop is being held on June 16, at Ashland Nature Center, where the team is presenting the draft Scenic Byway Overlay Design Guidelines for public review.

Ms. Dunigan said the Scenic Byway Overlay Design Guidelines not only helps to preserve and enhance scenic features and resources, but minimize grading, tree removal, signage, and changes to the character of roadways; reduce visual intrusions that are not compatible with the byway; design improvements to preserve, complement, and enhance views; and assure that development and other changes are compatible with the byway.

The design team looked at best practices from all of the states and narrowed the list down to include:

- Preserving scenic viewsheds
- Regulating scenic roadways using the Design Review Advisory Committee (DRAC)

- Linking view preservation with environmental protection and signage regulations.
- Implementing overlay zoning with protective easements

Mr. Dunn asked why historic road classification is not included. Ms. Dunigan said we left that aspect to the future, because there is no official classification within the New Castle County Code. We thought it was more appropriate to apply it to byways rather than develop a new definition for historic roads.

Ms. Dunigan continued the scenic viewshed includes all land and existing improvements visible from the scenic byway roadway network, as measured from multiple observation points along the roadway. As you go back further from the road, the design guidelines become less strict.

Ms. Dunigan said the design team divided roads and buffers into sub-districts within the viewshed including sub-district 1, which is the right-of-way; sub-district 2, which is up to 200 feet from the road (inner corridor); sub-district 3, which extends out to 1,000 feet from the road (outer corridor), and sub-district 4, which are all areas of the overlay district that do not fall into districts 1, 2, or 3.

Next steps for the design guidelines are to incorporate input from the third public workshop, finalize the Overlay District Standards and Design Guidelines, and prepare the Final Report. Proposed changes to the UDC would then go through the county public process.

Mr. Dunn said there are many historic properties that are not being considered for registration as historic properties. The only citizen interests that were considered during the 2008 Scenic Byway Study were for the Ashland and Greenville areas. Ms. Dunigan said she doesn't know why those boundaries were selected. She suggested that he contact the Alliance for the Red Clay Scenic Byway and attend their meetings.

Mr. Singer asked if the strategy is to make the roadway invisible by hiding it with plantings. He asked if you build something in the green area and plant trees around it would it be acceptable. Ms. Dunigan said yes, that is the strategy, and yes, building in the green area and planting trees around it would be acceptable.

Mr. Peters asked beyond protecting the existing vistas, what else the study does. Ms. Dunigan said the primary purpose is to protect and enhance the intrinsic qualities of the byway. Mr. Peters asked what makes that historic. Ms. Dunigan said it is not an overall conservation plan, but rather, it is a conservation plan for the scenic byway. Ms. Dunigan encouraged the PAC members to attend the upcoming public workshop at the Ashland Nature Center.

7. Other Business:

8:50 PM

Mr. Carter said the bike trail in Delaware City is officially opening on June 15, 2016.

8. Adjournment:

9:00 PM

PUBLIC ADVISORY COMMITTEE MEETING MINUTES

WILMAPCO Conference Room, August 22, 2016

ROLL CALL

Members Present:

Darlene Cole, Elderly and Disabled Transit Advisory Committee
Pat Folk, Cecil County
Joe Mitchell, Cecil County
Glenn Pusey, Bear Glasgow Council
Peggy Schultz, League of Women Voters
Vic Singer, Civic League of New Castle County
Francis Swift, GHADA
Javier Torrijos, Delaware Hispanic Commission

Absent:

Wes Avera, Centreville Civic League
Bruce Brunozi, City of Wilmington
Dave Carter, Southern New Castle County Alliance
Robert Cameron, Claymont Renaissance Development Corporation
William Dunn, New Castle County Civic League
Dick Janney, Southern New Castle County
Jim Lardear, DE State Chamber of Commerce*
Bill Lower, Committee of 100
Jeff Peters, Pike Creek Valley Civic League
Tom Posatko, Delmarva Rail Passenger Association
Gail Seitz, City of New Castle
Barry Shotwell, 7/40 Alliance
Dave Tancredi, Milltown-Limestone Civic Alliance
Antonio Valenzuela, City of Wilmington (Chair)
Frank Vari, Chesapeake City

*** Reserve PAC Members**

Staff Members:

Heather Dunigan, Principal Planner
Randi Novakoff, Outreach Manager
Bill Swiatek, Senior Planner
Tigist Zegeye, Executive Director

Minutes prepared by Janet Butler

Vic Singer, PAC Vice Chair, called the meeting to order at **7:00 PM**

He said there is no quorum; therefore, the PAC Minutes will need to be approved at the next meeting.

1. Approval of Meeting Minutes 7:02 PM

2. Public Comment: 7:05 PM

None.

3. Executive Director's Report:

7:12 PM

Ms. Zegeye reported that the WILMAPCO Council met on July 14, 2016. The Council amended the FY 2016-19 Transportation Improvement Program (TIP) to reflect a change in funding for the MARC Maintenance Facility project; to reflect change in scope for BR 714 on Chapman Road over I-95; and reflect an increase in funding for the Industrial Track Greenway project. Council also approved the project prioritization for the FY 2017 Transportation Alternative Program (TAP) projects, and released the proposed amendments for the FY 2017-2020 TIP. Presentations included the Route 9 Corridor Master Plan, SR 141 Corridor Land Use and Transportation Plan, North Claymont Area Master Plan, and Red Clay Valley Scenic Byway Design Standards Overlay.

Ms. Zegeye shared the following public outreach information:

- The Red Clay Valley Scenic Byway Design Standards Overlay report is expected to be completed soon.
- On August 30, 2016, the Management and Advisory Committees for the North Claymont Area Master Plan project met.
- Staff and the Newark Bicycle Committee are planning an information tent to welcome University of Delaware (UD) students to promote bike safety, and a bike ride on August 28, 2016.
- On August 31, 2016, a joint DeIDOT CTP/WILMAPCO TIP public workshop will be held at the Newark Public Library.
- Staff exhibited at the Southbridge Weekend on July 16, 2016.
- The Elkton Pedestrian Plan Steering Committee met on July 27th. Staff is working with the town to map sidewalk and intersection conditions.
- The American Planning Association (APA) Maryland/Delaware Regional Planning Conference is on October 15-16, 2016, in Townson, Maryland. Registration is open.
- The Newark Regional Transportation Center (NRTC) project team is holding weekly conference calls with project consultants and FTA to address issues as they arise and to keep the project on schedule.
- The Wilmington Transit Moving Forward (WTMF) Advisory Committee meeting was lightly attended so staff sent a follow-up message to all members with a request for their comments and a link to the presentation.
- The Claymont Transportation Center has received a 10-million dollar TIGER Grant for the Claymont Train Station. Mr. Singer asked if the TIGER grant funds need to be paid back. Ms. Zegeye said no.
- Staff is presenting the vision and goals to the New Castle County Council land use committee of the SR 141 20-Year Transportation and Land Use Plan.
- The Route 202 Master Plan Marketing Analysis will be completed soon.
- The DTC and SEPTA Ridership Analysis is being reviewed by member agencies.
- Ms. Zegeye distributed three documents: 1) e-mail from AMPO regarding the proposed rulemaking for the Metropolitan Planning Organization Coordination and Planning Area Reform notice of Proposed Rulemaking (NPRM), which proposes one Metropolitan Planning Area (MPA) including WILMAPCO, Delaware Valley Regional Planning Commission (DVRPC), and South New Jersey Transportation Planning Organization (SJTPO). She added if the Delaware and Maryland governor's agree that it is not necessary to combine the MPOs into one MPA, then it won't happen; 2) a letter from John Sisson, WILMAPCO Council Chair, in response to the proposed rulemaking, which lists why WILMAPCO opposes the USDOT proposal including there already is a

cooperative working relationship between WILMAPCO and the other regional MPOs; and 3) a letter and map showing the regional MPO areas, to US DOT from DVRPC and WILMAPCO with responses that also oppose the US DOT proposal.

Ms. Zegeye said that public outreach would be difficult with one MPA. She asked the PAC for their input regarding the USDOT MPO reform proposal. Mr. Singer said the public outreach for an area that large would be impossible. You would have to have separate meetings in different areas and you would have to make it look like the present arrangement still exists.

Mr. Torrijos said it would work best if local planning would stay local and WILMAPCO would continue to coordinate with the surrounding MPOs. It is hard enough to try to coordinate planning in the local area. Mr. Swift said that USDOT is probably restructuring to include rail service as part of everyone's transportation plans.

Mr. Singer asked what the difference is between the USDOT August 20, 2016 deadline and the August 26, 2016 deadline. Ms. Zegeye said the August 20, 2016 deadline is for the CMAQ, freight, and congestion management performance measures. That comment period has been closed with 8,800 comments submitted to FHWA. However, the deadline regarding MPO Coordination and Planning Area Reform is August 26, 2016.

Mr. Singer said at the WILMAPCO Congestion Management Subcommittee (CMS) meeting he had mentioned that he had seen this kind of reorganization in the aerospace business, where it occurs for the purpose of creating paperwork to keep federal employees busy who expect job cuts.

Ms. Schultz said perhaps the federal government is thinking that it is more likely to implement best practices in land use and transportation and get those initiatives done on a grand scale. For instance, California has legislation for encouraging walkable communities and reduction of greenhouse gases. The old template was based on Level of Service (LOS) and speed was the most important issue and now the emphasis is on cutting emissions and having a livable, walkable community. Perhaps the federal government is thinking we could implement some of these practices if we work on a larger scale.

Ms. Zegeye said that type of planning in California is at the state level; however, coordination here would involve seven states. We are asking to keep our structure the same so that we can better influence the region.

Mr. Singer said if the MPOs are combined into one MPA the increase in the cost of staffing would go up for the local MPOs and in Washington, D.C. Ms. Schultz said staff travel budgets would go up because they would need to transport staff to these different locations to be in close contact with each other. Ms. Zegeye said it is already costing a lot of money just to coordinate the comments in response to US DOT's proposed rulemaking.

Ms. Schultz announced that League of Women Voters is sponsoring a series of mayoral candidate discussions on environmental issues in Wilmington on August 25, 2016, August 30, 2016 (Lt. Governor's Forum), September 8, 2016 and another activity (statewide) on October 26, 2016 in Dover.

Mr. Singer announced that the New Castle County Land Use Department will provide updates to the Unified Development Code (UDC) on September 13, 2016 (1:00-2:15 p.m.) and September 14, 2016 (8:30-9:45 a.m. and 10:00 a.m.-11:15 a.m.).

Ms. Folk asked when the USDOT proposal would be finalized. Ms. Zegeye said all of the MPOs will be submitting their comments by August 26, 2016. By fall 2016 US DOT will publish the final changes and by fall 2018 all of the MPOs would have to comply.

ACTION ITEMS:

4. PAC Chair Nominating Committee Appointment

7:20 PM

The PAC Chair Nominating Committee Appointment will be presented at the next PAC meeting. Mr. Singer said when Ms. Novakoff asked him to preside at this evening's PAC meeting, he said he would, but he also requested that she ask Antonio Valenzuela if he was willing to serve next year as PAC Chair. Mr. Valenzuela told Ms. Novakoff he is willing to serve as Chair if that is what the group wants.

**5. FY 2017-2020 Draft Transportation Improvement Program (TIP) Amendments
Public Outreach Component**

7:30 PM

Ms. Dunigan distributed copies of the DeIDOT CTP/WILMAPCO TIP flyer for the August 31 public workshop and the WILMAPCO TIP Quick Guide. She said there is a 6% increase in funding in the draft amended FY 2017-2020 TIP, which is a total of \$2.3 billion for the next four years. The DeIDOT CTP/WILMAPCO TIP public workshop will be held on August 31, 2016 at the Newark Public Library. The TIP is out for public comment until September 6, 2016.

New projects in the TIP include three bridge preservation projects, I-495 Lane Extension, Slope Stabilization program, and SEPTA's new payment technology. Projects that do not have funding include the Grubb Road pedestrian project and the U.S. Route 13/Philadelphia Pike Claymont Transportation Plan.

The TIP Quick Guide breaks down the funding by mode (57% road, 10% transit, 18% multimodal, 13% other, and 2% bike/pedestrian) and by category (40% preservation, 27% expansion, 26% management, and 7% other). Overall, there is 48% New Castle County, 47% Delaware Statewide, and 5% Cecil County funding. Ms. Dunigan also noted regarding the road category, Route 301 has used up a lot of the TIP funding.

Ms. Dunigan said to date, public outreach efforts resulted in two News Journal articles and one comment. In the first article, there is a summary of projects in the TIP the Quick Guide is included in the online version. Ms. Dunigan also distributed copies of the TIP public comment that requests a traffic light synchronization program. Ms. Dunigan noted that project and funding is already included in the TIP.

Ms. Dunigan distributed the TIP summary spread sheet, which indicates projects by year, and projects are shaded to indicate new projects, projects without funding, and projects with changes in funding.

Ms. Schultz asked what can be done about getting the transit percentage to go up since the national average is around 20%. Ms. Dunigan said we can convey that to the Council. The multimodal number is quite strong, which does include bicycle, pedestrian and transit improvements.

Ms. Folk asked if the Delaware and Maryland total amount of \$940 million in the TIP can be broken down for each state. Ms. Dunigan referred to the TIP spreadsheet which totals funding for Cecil County by year and funding source.

Ms. Cole asked what the total amount is for Paratransit. Ms. Dunigan said it has been shrinking. Ms. Dunigan said there is a list of how much is being spent by type of bus in the document. For replacement vehicles there is \$10 million; and for fixed route there is \$45.2 million.

PRESENTATION/DISCUSSION ITEMS:

6. Route 9 Master Plan

8:00 PM

Mr. Swiatek said the Route 9 Master Plan involves a three-mile stretch of Route 9 between the cities of New Castle and Wilmington. The master plan has the following goals: 1) improve access to jobs, healthy foods, recreation, community services, education, and affordable housing; 2) promote mixed-use and mixed-income redevelopment; 3) mitigate environmental and health concerns; 4) examine land uses and recommend zoning adjustments; and 5) recommend roadway improvements that promote the use of alternative transportation and manage truck traffic.

The Steering Committee is made up of New Castle County; State of Delaware; all Neighborhood Civic Associations within the study area; Rose Hill Community Center; New Castle Prevention Coalition; Colonial School District, Nemours, and DE HEAL. The Advisory Committee and Management Committee both dissolved in May 2017 and were reformed into one Steering Committee to improve transparency.

The Route 9 Corridor Master Plan includes the following project tasks: Task 1: background; Task 2: economic assessment; Task 3: visioning; Task 4: develop alternatives; and Task 5: complete the report. Mr. Swiatek reviewed various socio-economic conditions. The population along the corridor is expected to decline and employment to rise; neighborhoods are often distinct by race/income/housing type; there are incompatible adjoining land uses; the Route 9 traffic moves well; and much of the study area is a food desert.

A market assessment of housing and development identified the following:

- For sale is a moderate opportunity, given the prevailing household growth and propensity to choose for-sale products in the primary market area.
- For rent is a low opportunity. The data demonstrates that the majority of the area's rental households will choose existing rentals based on age and income levels.
- Senior housing is a viable, naturally occurring opportunity that can be supported without major investment by state, county, and local funding sources. In addition, library development has spurred senior housing development.
- Retail markets have struggled. A solution is to offer support to retail operators.
- Office development should wait for the upturn in economic conditions (2020+) and proceed only when there is outside investment in the area.
- Industrial opportunity: A key driver of success will be the expansion of the Port of Wilmington. The port expansion should be monitored. Efforts to tie that expansion to corridor economic development initiatives including retail, office, and industrial, should be made.

Visioning efforts included reaching out to key stakeholders such as government, business leaders, and faith leaders. At Public Workshop #1, held at the Rose Hill Community Center, 75 people attended.

Attendees discussed what is special about the Route 9 Corridor. Responses included appreciation of community amenities, neighborhood parks, life-long residents, family-oriented and close-knit, affordable, close proximity to destinations, easily traveled, and historic and cultural heritage.

The greatest challenges to the Route 9 Corridor were also discussed. Feedback included environmental/health concerns, zoning (industrial near residential), safety, streetscape unification, development (lack of retail, increase in vacant properties, absentee landlords, low-budget housing materials).

Website and Facebook outreach did not yield many responses; however, summer outreach engaged 184 people in the following events: Unity Day, bingo (seniors), kickboxing (adults), basketball (teens), park program (kids); mobile (van) to a shopping center, farmer's market, and hotels.

Questions on the public survey focused on where residents live, work, and play. Crime and transportation safety were key issues. Additional concerns were traffic congestion and road construction. In addition, youth from the basketball and park program responded that crime was their number one concern. They also said they need more parks and more activity spaces.

Next steps for the Route 9 Corridor Master Plan are to study the results of the visioning work and bring back plan alternatives for the corridor. A second public meeting is planned in the fall. Following that a report with recommendations and a preferred plan will be produced.

Mr. Singer commended Mr. Swiatek on exemplary public outreach coverage and suggested that it should be publicized. Ms. Schultz concurred that the Route 9 Corridor Master Plan outreach methods are remarkable, especially regarding how Mr. Swiatek reached out to so many diverse people.

7. Other Business

8:50 PM

Ms. Folk asked if there is a similar event like the 55+ Lifestyles Expo in Elkton, Maryland that is in Delaware. Ms. Novakoff said yes WILMAPCO has a booth at the Platinum Picnic in Wilmington and about 500 people usually attend. Mr. Singer said he attended the WILMAPCO TAC/AQS Annual Picnic at Lums Pond State Park in July.

8. Adjournment

9:00 PM