

PUBLIC ADVISORY COMMITTEE MEETING MINUTES

WILMAPCO Conference Room, August 14, 2017

ROLL CALL

Members Present:

Mark Blake, GHADA
Dave Carter, Southern New Castle County
Carlos de los Ramos, AARP
Pat Folk, Cecil County
Mario Gangemi, Cecil County Chamber of Commerce
Ken Grant, AAA Mid-Atlantic
Dick Janney, Southern New Castle County
Barbara Mobarak, League of Women Voters
Bill Osborne, Delaware State Chamber of Commerce
Glenn Pusey, Bear Glasgow Council
Barry Shotwell, 7/40 Alliance (Vice Chair)
Dave Tancredi, Milltown-Limestone Civic Alliance

Absent:

Bruce Brunoizzi, City of Wilmington
Robert Cameron, Claymont Renaissance Development Corporation
Darlene Cole, Elderly and Disabled Transit Advisory Committee
Bill Dunn, Civic League for New Castle County
Maria Dziembowska, the Nature Conservancy
John Ford, Cecil Board of Realtors
Tom Fruehstorfer, City of Newark
Bill Lower, Committee of 100
Joe Mitchell, Cecil County
Jeff Peters, Pike Creek Valley Civic League
Tom Posatko, Delmarva Rail Passenger Association
Gail Seitz, City of New Castle
Vic Singer, Civic League for New Castle County
Javier Torrijos, Delaware Hispanic Commission
Antonio Valenzuela, City of Wilmington (Chair)
Frank Vari, Chesapeake City
Alison Windle, Neighborhood House

Staff Members:

Dan Blevins, Principal Planner
Heather Dunigan, Principal Planner
Randi Novakoff, Outreach Manager
Tigist Zegeye, Executive Director

Guests: Timothy Snow, DelDOT

Minutes prepared by Janet Butler

Barry Shotwell, PAC vice Chair, called the meeting to order.

6:30 PM

The following corrections were made to the June 12, 2017 minutes: page six, Transportation Improvement District (TID) not Transportation Oriented Development (TOD) and page one, Frank Vari was not present at the June 12, 2017 meeting and Francis Swift is deceased.

1. Approval of Meeting Minutes

6:32 PM

June 12, 2107 PAC Meeting Minutes were approved with corrections.

ACTION: On motion by Bill Osborn seconded by Dave Carter the PAC approved the June 12, 2017 meeting minutes with corrections.

Motion passed

(8/14/17-01)

2. Public Comment:

6:35 PM

Mr. Shotwell said his senator and state representative sent him a letter regarding the projects in the Christiana area, including Routes 1, 295, and 273, which he thought was important.

3. Executive Director's Report:

6:40 PM

Ms. Zegeye said at the WILMAPCO Council meeting on July 13, 2017 the Council amended the FY 2017-2020 TIP to add funding for a Cecil County bridge painting project and released proposed amendments to the FY 2018-2021 TIP, including use of CMAQ, STP, TAP, and Transit Urbanized Area and Transit 5310 Funds for FY 2018, for public comment. Presentations by WILMAPCO staff included proposed changes to CMS performance measures, Glasgow Avenue Planning Study, Ardentown Paths Plan, and Elkton Pedestrian Plan.

Ms. Zegeye shared the following public outreach information:

- Staff exhibited at the Southbridge Weekend event on July 15, 2017.
- Staff coordinated with Delaware Valley Regional Planning Commission (DVRPC) on the VW settlement case to guide implementation of electric vehicle charging stations in the Philadelphia metro area, which includes New Castle and Cecil counties.
- WILMAPCO and the Colonial School District are initiating a Safe Routes to School (SRTS) program to help implement the Route 9 Corridor Master Plan.
- Staff exhibited at 55+ Healthy Lifestyles Expo on August 10, 2017 at Elkton High School.
- The Elkton Pedestrian Plan open house will be held on August 28, 2017.
- WILMAPCO staff is helping New Castle County organize a meeting on August 31, 2017, with NAACP leaders regarding improving air quality along the Route 9 Corridor.
- On September 11, 2017 staff will hold a joint WILMAPCO and DeIDOT TIP Public Workshop at the Newark Library.
- Better Block Fourth Street will be held on September 16, 2017 in Wilmington.
- On September 18, 2017 staff will hold an SRTS workshop during Downes Elementary School open house.
- Staff is coordinating a Downes Elementary Walk-to-School Day October 4.
- Staff attended the Newark Regional Transportation Center (NRTC) ground breaking ceremony on June 17.

- The Wilmington Initiatives (WI) public workshop was held on June 21, 2017 and 50 people attended the workshop. Staff has also been meeting with the Mayor and his senior staff to identify top transportation projects priorities.
- Regarding the MARC/SEPTA ridership modeling, staff has been working with DTC and MTA on ridership analysis between Baltimore and Philadelphia. The final report is available on WILMAPCO's homepage.
- The Federal Railroad Administrator (FRA) released the Record of Decision for the Northeast Corridor (NEC) Future, which is available on their website: www.necfuture.com.
- Regarding the SR10 Special Committee that studies truck traffic on Routes 41, 48, and 7, 100 people attended the meeting on July 12, 2017 and the second meeting also had good attendance on August 9, 2017. The SR10 Committee will meet on the second Wednesday of each month until January 2018.
- Regarding the upcoming 2050 WILMAPCO RTP Update schedule distributed to PAC, staff is reviewing the questions for the WILMAPCO Public Opinion Survey. TAC members will form a working group with staff, and PAC members are invited to participate.
- The FY 2018 Unified Planning Work Program (UPWP) was approved by FHWA and FTA. There were carry over funds and staff will be sending letters to member agencies to solicit projects.

ACTION ITEMS:

4. Approval of Draft FY 2018-2021 Transportation Improvement Program Amendments Public Outreach Component 6:50 PM

Ms. Dunigan discussed the TIP Quick Guide and spreadsheet reflecting the projects. She said the TIP represents the first four years of the WILMAPCO Regional Transportation Plan (RTP). The WILMAPCO FY 2018-2021 TIP is posted on the website and there is an interactive map that shows the projects and funding. There is a 10% increase in funding that is different from the TIP version approved in March 2017. There are also no new projects, but some funds were shifted. One change is that WILMAPCO is consolidating the bridge and safety projects to match changes made by DeIDOT to their document.

The back of the TIP Quick Guide lists major changes, describes how to comment, maps major projects, and summarizes funding information. Funds by category are 46% preservation, 27% management, 20% expansion, and 7% other. Funds by mode are 53% road, 19% multimodal, 14% other, 12% transit, and 3% bicycle/pedestrian. Federal funds are 50% of the total, Delaware/Maryland state funds are 46%, and 4% of funds are from other sources. By location, 55% of the funds are Delaware statewide, 42% are for New Castle County specific projects, and 3% are for Cecil County projects.

The TIP was released for public comment with the amendments on July 24, 2017, and will be out for public comment through September 13, 2017. The joint WILMAPCO and DeIDOT TIP/CTP Public Workshop will be presented in conjunction with information about the New Castle County Bicycle Plan. The workshop will be held on September 11, 2017, at the Newark Free Library.

Mario Gangemi expressed his concerns about the low funding amount for Cecil County. In addition, Cecil County has raised taxes and also does not have enough funding to

match funds. Mr. Gangemi said the State of Maryland does not give Cecil County any funding from the fuel tax. He asked how the funding amount is decided.

Ms. Dunigan responded that funding is allocated throughout Maryland by the Maryland Department of Transportation. One more easily accessible funding pool is the Transportation Alternatives Program (TAP), which often provides funding for sidewalks and bike lanes, and has some funds specifically suballocated to Cecil County. Cecil County or municipalities would need to submit an application and a match is required. WILMAPCO is happy to help with the application. Mr. Gangemi said he believes Cecil County needs to become more educated regarding the funding process.

Ms. Dunigan continued on the spreadsheet for the FY 2018-2021 TIP projects, those highlighted in green indicate an increase in funding; pink indicates less funding; purple indicates where bridge projects are grouped; and those highlighted in yellow are the projects that used to be classified as safety. In addition, blue indicates projects that were merged into the New Castle County Safety category, and peach indicates no funding in the TIP.

Dave Carter said he would like more information on multi-use pathways in southern New Castle County. Ms. Dunigan said most of southern New Castle County projects are based on developer activity. They include developer contributions and multi-use pathways that will eventually become a network. Mr. Carter said he needs information on Cedar Lane and if it will include a bike lane or is just the intersection. Ms. Dunigan said the project includes a 10-foot multi-use pathway and 8-foot shoulder, which she assumes will be a bike lane. Mr. Carter said he would still like more information. Ms. Dunigan said she would find more details of the projects.

Ms. Dunigan said regarding public outreach, it is hard to get the word out about the TIP, because people are mostly interested in what is happening in their own backyard. Anything that PAC members can do to spread the word about the TIP in their organizations is most welcome. Ms. Dunigan encouraged PAC members to attend the TIP workshop where you can learn more about all of the projects and interact with DeIDOT project managers. All of WILMAPCO's workshop displays are also posted on the TIP webpage.

Ms. Dunigan added that WDEL radio broadcasts news bulletins, Delawareonline sends out e-mail blasts to 10,000 subscribers and WILMAPCO posts as a Facebook event.

Mr. Tancredi asked about City of Wilmington Bus Stop Beautification and if it is the same project that included changing curbs about six months ago. Ms. Zegeye said yes, it is part of the Rodney Square improvement project that includes establishing bus shelters throughout the city.

Bill Osborne asked about why Tweeds Mill parking was listed as a bridge. Ms. Dunigan said in order for WILMAPCO's document to match DeIDOT's we had to list it the same way DeIDOT does.

Mr. Osborne also asked why Grubb Road sidewalks have a red line through them. Ms. Dunigan said that the Grubb Road sidewalk project has been unfunded for three years. We want to keep it in the document because there is a demand for those improvements, but we also want to make clear that they are not funded.

ACTION: On motion by Pat Folk seconded by Dave Carter the PAC approved the public outreach portion of the FY 2018-2021 TIP.

Motion passed

(8/14/17-02)

PRESENTATION/DISCUSSION ITEMS

5. New Castle County Bike Plan

7:10 PM

Ms. Dunigan said unlike the DelDOT bike plan that was developed ten years ago the statewide plan that is currently being developed is not project-specific. The development of the New Castle County Bicycle Plan was included in the Unified Planning Work Program (UPWP) to provide countywide, project-specific recommendations that supplement DelDOT's plan.

Staff has been working with the Nonmotorized Transportation Working Group (NMTWG) to develop the draft scope of work. The group sees the new plan as building on prior planning efforts. Staff will work with a partnership to establish recommendations for: improved safety, access, and comfort of bicycling; prioritize infrastructure improvements; and identify programs and policies for education, enforcement, and encouragement.

The bicycle plan had a series of public workshops and out of those workshops the vision for a bicycle-friendly Delaware was developed. The vision states "Everyone in Delaware has front-door access to a bicycle network that is safe, comfortable, and conveniently connected to places people want to go. This will be a seamlessly integrated transportation and land use decision-making process, with many partners working together, and encourage a culture where people choose bicycling in their daily lives for transportation, recreation, and improved health." The NMTWG suggests using this vision for the New Castle County Bicycle Plan as well.

To develop this bicycle plan the team is referencing the First State Trails and Pathway Plan, and the Newark and Wilmington Bike Plans. Many municipal comprehensive plans also provided bike recommendations, as well as sub-regional transportation plans, to help us create a network-based bicycle plan. The benefits of developing the bicycle plan include transportation that is affordable, improves health and quality of life, improves the environment, and contributes to overall economic development.

The objectives include: 1) Identify a bicycle transportation network; 2) Provide equitable bicycle access to transit; 3) Encourage adequate and secure bicycling through design, maintenance, and enforcement practices; 4) Incorporate bicycle elements into land use and development planning; 5) Establish collaborative strategies to collect and share data; and 6) Develop implementation and evaluate the plan.

Ms. Dunigan said the target audience is broad, including those who are interested in bicycling but don't necessarily consider themselves bicyclists. Through community and agency outreach involvement the team's timeline includes the following schedule: Project initiation and review of existing conditions (July-October 2017); Goals and objectives (September-November 2017); Recommended bicycle network, programs and policies (November 2017-April 2018); Prioritization, funding, and implementation (April-May 2018); and Identify Performance Measures (May-June 2018).

The project team is also evaluating existing conditions that includes existing plans, routes and uses; bicycle crashes, challenges, i.e., DeIDOT's Bike Plan Wikimap, congestion; demographics and equity; and key destinations.

Next steps are to establish and meet with the Advisory Committee and Focus Groups, which includes New Castle County, DeIDOT, municipalities, Delaware Greenways, Bike Delaware, Delaware Bicycle Council, Nemours, Delaware HEAL Delaware Center for Health Innovation, Delaware Sierra Club, Clean Air Council, AARP, League of Women Voters, and youth. The project team is happy to hear to the PAC's ideas on other ways to conduct public outreach. Ms. Dunigan said with that input, we will host larger workshops to help develop the bicycle network. To reach a broad audience we will seek to coordinate with other meetings and events.

Mr. Osborne asked if White Clay Bicycle Club is part of the team. Ms. Dunigan said yes, they are already part of the NMTWG and they will be a key group. Mr. Osborne asked if the interactive map that DeIDOT uses addresses issues where bicyclists are not safe on some of the roads. Ms. Dunigan said focus groups will be held and she expects that the various organizations' involvement in the process will help to improve those situations.

6. Elkton Pedestrian Plan

7:30 PM

Ms. Zegeye said Jake Thompson is absent; therefore, the Elkton Pedestrian Plan presentation is postponed until the next PAC meeting.

7. Congestion Management Process (CMP)

7:32 PM

Dan Blevins said the CMP is a systematic and regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs.

The CMP must include these six elements: 1) Develop congestion management objectives; 2) Establish measures of multimodal transportation system performance; 3) Collect data and system performance monitoring to define the extent and duration of congestion and determine the cause of congestion; 4) Identify congestion management strategies; 5) Implement activities, including identification of an implementation schedule and possible funding sources for each strategy; and 6) Evaluate the effectiveness of implemented strategies.

Highlights of the current WILMAPCO CMP includes Section 1: Congestion Performance Measures that identify congested corridors and isolated locations of congestion; Section 2: Intersection Operational Analysis that reviews the volume-based Level of Service Analysis (LOS) analysis to determine whether the intersection has sufficient capacity remaining after signal timings have been maximized; Section 3: Strategy Evaluation that determines other mitigation measures that apply to each corridor; Section 4: System Monitoring that tracks trends and changes; and 5: Data Collection and Inventory that is ongoing.

The CMP has been a requirement of Transportation Management Associations (TMAs) since The Transportation Equity Act for the 21st Century (TEA-21) for Metropolitan Planning Organizations (MPOs) over 200K-population. The Federal Highway Administration (FHWA) requirements and performance data are evolving. Several

changes have been made during the decades, starting with the “59 Intersection List” from the 2000 WILMAPCO Regional Transportation Plan (RTP).

The current WILMAPCO Congestion Management System (CMS) is still a best practice with FHWA. It was included in a recent SHRP-2 Report for WILMAPCO’s data usage and project prioritization efforts. However, new data technology improvement and FAST Act emphasis areas require changes to the way we do business.

There are three major factors driving the current spotlight on travel-time reliability:
1) Customer expectations; 2) Roadway expansion constraints; and 3) FAST Act emphasis on CMPs that incorporate reliability provide a pathway to developing the performance-based planning and programming elements. Therefore, it is time to move on from traditional methods. Bluetooth data is now being used for travel time measurements.

Bluetooth operates by sending and receiving radio signals from one Bluetooth device to another. For a Bluetooth device to be recognized by another Bluetooth device, a code or Mac address is assigned to each device. Through pairing, Bluetooth devices “remember” these Mac addresses so that the devices may be interconnected. In Delaware, there are 70 New Castle County devices, 27 Kent County devices, and 34 Bluetooth devices. Once paired, there are 146 segments in New Castle County, 55 in Kent County, and 87 in Sussex County.

Mr. Shotwell asked if there are any public GPS systems that are tied to these Bluetooth devices. Mr. Blevins said no, but the information is public and could be requested from navigation companies.

Three sets of variables are given for each 15-minute interval: 1) Number of observations; 2) Mean travel time; 3) Median travel time; and 4) Gives us materials for Travel Time Reliability or “Driver Experience;” and 5) We need 24/7 data collection to capture recurring patterns and frequency of incidents.

The pros and cons of travel time measures include travel time reliability is becoming the new “normal”, it removes efforts to maintain changing speed limits along arterials, data is available 24/7; therefore, there are multiple days, weeks, or months that can be analyzed, which aims to be consistent with other efforts being developed.

Mr. Blevins said there can be too much data; therefore, it is important to understand all required needs and options to use the best data and parameters. He said we make decisions on exactly how travel time data is to be applied as a performance measure.

Proposed changes to the CMP Performance Measures include: 1) Addressing the need to incorporate reliability measures; 2) Creating synergy and consistency between similar efforts; 3) Making traffic volumes a factor in problem assessment and possible solutions; and 4) Formally adding the most recent analysis tools to the process.

Sussex County data is measured during summer weekends only. In some areas, traffic will take five to six times the uncongested travel time in high-demand conditions. Cecil County uses the annual AM/PM Peak Hour Congestion Maps; INRIX data, analyzing 7:00-8:00 a.m. and 8:00-9:00 a.m. peak hours (AM); and 4:00-5:00 p.m. (PM); and match intersection crash analyses.

Mr. Tancredi asked regarding uncongested travel time, if the more congested the road is the more the travel time shifts. Mr. Blevins said yes. Mr. Osborne asked if E-Z Pass uses Bluetooth technology. Mr. Blevins said no.

Mr. Blevins said this marks the end of GPS travel time collection funded by WILMAPCO. The timeline for the Congestion Management Process (CMP) Report includes the following tasks: June/July-Discussions with CMS Subcommittee, TAC, and Council; Late July-Respond to feedback and revise accordingly; August-PAC presentation; and work with CMS Subcommittee for final version; fall 2017 – Work with TMC and other agencies on data collection efforts and LOS analysis. The goal is to produce the updated CMP report by mid-2018.

8. Other Business

8:00 PM

Mr. Gangemi asked about the status of a project that had been brought up about two years ago regarding the pedestrian plan on High Street in Elkton. Ms. Zegeye said that work was completed. WILMAPCO helped the town put together a Transportation Alternatives Program (TAP) application, but the town pulled the application.

9. Adjournment

8:10 PM