

# **PUBLIC ADVISORY COMMITTEE MEETING MINUTES**

WILMAPCO Conference Room, October 26, 2015

## **ROLL CALL**

### **Members Present:**

Wes Avera, Centreville Civic League  
Dave Carter, Southern New Castle County Alliance  
William Dunn, New Castle County Civic League  
Pat Folk, Cecil County  
Dick Janney, Southern New Castle 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  
Dave Tancredi, Milltown-Limestone Civic Alliance  
Javier Torrijos, Delaware Hispanic Commission  
Antonio Valenzuela, City of Wilmington (Chair)  
Frank Vari, Chesapeake City

### **Absent:**

Bruce Brunozi, City of Wilmington  
Darlene Cole, Elderly and Disabled Transit Advisory Committee  
Matthew Eskridge, AAA Mid-Atlantic  
Jim Lardear, DE State Chamber of Commerce\*  
Brett Saddler, Claymont Renaissance Development Corporation  
Gail Seitz, City of New Castle  
Charles Shaw, AARP  
Barry Shotwell, 7/40 Alliance  
Victor Singer, Civic League of New Castle County  
Francis Swift, GHADA

*\* Reserve PAC Members*

### **Guests:**

None.

### **Staff Members:**

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

Minutes prepared by Janet Butler

Antonio Valenzuela, PAC Chair, called the meeting to order at

**7:00 PM**

**1. Approval of Meeting Minutes**

**7:02 PM**

**Corrections/Comments:**

- Dave Carter said on Page 4 of the August 24, 2015 minutes, Heather Dunigan said the rest of the Chesapeake City Bike Trail will be completed by the end of summer. Mr. Carter asked if that is still true. Ms. Dunigan said the DelDOT portion is finished. Frank Vari said the bike trail is paved to the Maryland line; the only portion that is not paved is in Elkton around the spillway, which won't be paved for a while. He added there is a portion around summit that isn't paved; however, you can go from Delaware City to Chesapeake City.
- Bill Dunn said on Page 7 in the August 24, 2015 minutes, the George Washington encampment is not at Cooches Bridge; the encampments were set up in the Stanton-Marshallton area.

**ACTION:** On motion by Mr. Carter seconded by Mr. Peters the PAC approved the August 24, 2015, minutes with the above corrections.

Motion passed **(10/26/15-01)**

**2. Public Comment:**

**7:05 PM**

Peggy Schultz asked if WILMAPCO has been in communication with the House Concurrent 38 Task Force regarding the port expansion. Tigist Zegeye said no, we don't get involved with the House of Representatives bills or state legislation. However, if the City of Wilmington, New Castle County, or other member agencies request WILMAPCO's planning services, then we can provide technical assistance. Ms. Schultz asked since they are getting federal money aren't they obliged to ask for your input. Ms. Zegeye said yes, and stated that involvement usually happens when the project is needed to be included in the Long Range Plan and the TIP. Mr. Carter added New Castle County is going to provide some money for an environmental study. He said that he will speak to Tigist after the meeting regarding the study.

**3. Executive Director's Report:**

**7:10 PM**

Tigist Zegeye said the WILMAPCO Council met on September 10, 2015. Action items included amending the FY 2016 Unified Planning Work Program (UPWP) with Carry Over Tasks; amending the FY 2016 UPWP with Member Agency Tasks; amending the FY 2015-2018 Transportation Improvement Program (TIP), Cecil County Element; amending the FY 2016-19 TIP, Cecil County Element; amending the FY 2016-19 TIP, New Castle County/Delaware Statewide Elements; and approving the Public Advisory Committee (PAC) reappointments. Presentations included the Route 9 Walkable Community Workshop and the School Anti-Idling Campaign.

Ms. Zegeye shared the following public outreach information:

- Staff attended the Claymont Elementary School Open House, to promote the Safe Routes to School (SRTS) program.
- Staff attended the Cecil County Tour for the Capital Transportation Program (CTP).
- Staff attended the Wilmington Bike Share Feasibility Workshop.
- Staff attended the Route 9 Innovation Center Ground Breaking event. The Route 9 Corridor Master Plan Request for Proposal (RFP) was sent out and we expect submissions by November 5, 2015.

- Staff coordinated public outreach for the Wilmington Wetlands Restoration Public Workshop, and 80 people attended.
- Staff participated in the Newark Bike Safety Checkpoints.
- Staff participated in the Cleveland Avenue Multi-Modal Improvement Field Review.
- Staff attended the Delaware Avenue Cycle Track Feasibility Study.
- Staff coordinated the Claymont Elementary Walk to School Week.
- Staff attended the Delaware Coalition for Healthy Eating and Active Living (HEAL) and Healthy Kids Delaware workshop.
- Staff attended the Delaware Hispanic Commission meeting.
- Staff participated in the Route 141 Public Workshop on October 20, 2015, and 54 people attended; we expect to have a presentation to PAC at the next meeting.
- Maple Lane Elementary School is holding a Walk to School Day on October 27, 2015.
- Staff is presenting the SR 9 Walkable Community Workshop results to the Routes 9 and 13 Alliance on October 28, 2015.
- Staff is hosting the Mid-Atlantic Regional Planning Roundtable Conference on October 29, 2015, at the Chase Center. Registration is available on the WILMAPCO website.
- The Delaware Transit Corporation (DTC) January Service Change Public Information Sessions will be held on November 9, 2015, at the Wilmington Library and on November 10, 2015, at WILMAPCO.
- The Newark Regional Transit Center (NRTC) Study has developed a concept plan that was presented to the City of Newark staff and to the Newark City Council. The study will be on the agenda at the next PAC meeting.
- Regarding the Wilmington Transit Moving Forward (WTMF) project, we are looking at corridors including 12<sup>th</sup> Street, Walnut Street, Fourth Street, MLK and Front Street, and Rodney Square to finalize the study and submit for a potential TIGER grants. Mr. Valenzuela said the new Christiana Fashion Center has opened, but, there is no pedestrian or transit access. He asked when and how will these transportation issues be addressed. Ms. Zegeye said WTMF is addressing transit issues in the City of Wilmington; however, a good place to bring up these issues is at the DTC Open House at the Wilmington Library on November 9; or at the DTC Open House at WILMAPCO on November 10.
- The Glasgow Avenue Planning Study recommendations are being finalized. DelDOT is helping with the modeling and will be going out to the community before the holidays.

Mr. Dunn asked if WILMAPCO does its own modeling. Ms. Zegeye said that we use a consultant to do our modeling in addition to using DelDOT's resources.

Mr. Carter asked what the criteria were for the Route 9 Study. Ms. Zegeye said we wanted to study the entire corridor, but because of funding restraints, we focused on the unincorporated area of New Castle County from the Wilmington city limit to New Castle city limit. Mr. Carter asked what the plan's scope is. Ms. Zegeye said she can send it to him and it can also be found on the WILMAPCO website.

Mr. Valenzuela asked what the Bike Share Feasibility Study Open House was about. Ms. Zegeye said the idea was to have bike sharing in the City of Wilmington, similar to what is in Newark. They will determine if it is feasible or not in Wilmington.

Mr. Tancredi asked what's happening with Newark's Bike Share program. Ms. Dunigan said the University of Delaware (UD) took the lead. Since the Newark Bike Plan was adopted a year ago, UD has contacted vendors for bike share equipment. The project started with a limited number of bicycles and the city expects to add to the program every year. The City of Newark hopes to be the model for other bike share programs in the area. They are looking at it as part of their transportation system. He asked if they have completed an economic analysis. Ms. Dunigan said the funding comes through sponsorship and the first four hours are free. After four hours the cost is \$5.00 for 24-hours.

Mr. Carter said he has a concern about the economic empowerment zones. He wants PAC to be aware of and watch for development and zoning issues. He said WILMAPCO needs to play the advocacy role because although it may be wonderful for development, the underserved community may be at risk. This could lead to gentrification and displacement. Mr. Carter is concerned that the development plan hasn't been reviewed by County Council.

Mr. Dunn said the Civic League also has concerns about the ordinance. Potentially, it could be very positive, but there are massive holes in the way the ordinance was written, because it invites abuse.

Ms. Zegeye said the project was submitted as a request from New Castle County for the Unified Planning Work Program (UPWP). Mr. Swiatek said we are going to be conducting multiple visioning workshops and extra public outreach to make sure everyone's voices are heard and to find out what people want done. Mr. Carter said he wants PAC to be updated on this project at each PAC meeting because he has an environmental justice concern. Mr. Valenzuela said he wants to be updated regarding the Wilmington Bike Share program. Ms. Zegeye said the best way to get information is to sign up for WILMAPCO's E-news.

#### **ACTION ITEMS:**

##### **4. PAC Chair Nominating Committee Report**

**7:20 PM**

Mr. Dunn reported that the Nominating Committee, who included Bill Dunn, Brett Saddler, and Javier Torrijos, nominated Victor Singer as the Vice Chair.

**ACTION:** On motion by Dave Carter seconded by Pat Folk, the PAC approved Victor Singer as the PAC Vice Chairperson.

Motion passed **(8/24/15-02)**. Three were opposed.

#### **PRESENTATION/DISCUSSION ITEMS:**

##### **5. Northern Claymont Area Master Plan**

**7:30 PM**

Ms. Dunigan said the scope of work of the North Claymont Area Master Plan includes the following assignments: Task 1: Identify issues, opportunities, and constraints; Task 2: Community visioning; Task 3: Define assumptions and potential land use and transportation scenarios for analysis; Task 4: Model land use and transportation scenarios and compare results of the analysis; and Task 5: Select preferred alternatives and prepare a final report.

In addition, the planning team will complete extensive community visioning. The planning team includes the following partners: WILMAPCO (project manager), New Castle County, Claymont Renaissance Development Corporation (CRDC), Delaware Office of State Planning Coordination, Delaware Department of Transportation (DelDOT), Delaware Transit Corporation (DTC), Delaware Department of Natural Resource and Environmental Control (DNREC), and Delaware Economic Development Office (DEDO).

An Advisory Committee will include local property owners, civic groups, and other local agencies. Delaware Valley Regional Planning Commission (DVRPC), Delaware County, and Marcus Hook areas will also be included in the project because the project area borders the Pennsylvania line. The project also encompasses the following businesses and residential areas: Hickman Row; Analine Village; Knollwood; Addicks Estate; Northtowne Plaza; Tri-State Mall; Sunoco; Honeywell; General Chemical; Oceanport; and Claymont Steel.

Ms. Dunigan reviewed existing and planned land uses for the study area, Delaware State Strategies for Spending Map, and conceptual plans for the Claymont Steel site. The property owner of the Claymont Steel site has developed a concept called the First State Crossing Master Plan, but plans have not been formally submitted to New Castle County yet. First State Crossing is proposing to include a First State Corporate Center, First State Employment Center, First State Transit Center, and First State Logistics Center.

The real estate/economic assessment is being conducted to determine the potential of the area with a market assessment of retail, residential, mixed-use, office/research, and industrial uses to understand the study area's potential. The analysis will indicate what would be the highest and best realistic uses, new or burgeoning sectors within the local/regional marketplace, and compatibility with the proposed First State Crossing development.

In addition, Ms. Dunigan reviewed existing and forecasted demographics, transportation, freight, and environmental and cultural assets and constraints. WILMAPCO has hired the consulting firm of Rhodeside and Harwell to assist with future phases that will involve extensive community outreach.

Mr. Tancredi asked why the walkways and greenways on the land use conceptual maps are near the waterways. Ms. Dunigan said they have been talking about putting some of them by the water, such as along Naamans Creek, as well as more trails in more natural non-paved surface to allow for better drainage. She added separate from our study, DNREC met with WILMAPCO and Claymont Renaissance Development Corporation about conducting a feasibility study for a trail along the Delaware River, from the current Claymont Train Station to Fox Point State Park.

Mr. Dunn asked if Sunoco is still operating there. Ms. Dunigan said yes they are expanding. Mr. Carter said he would like Ms. Dunigan to keep him informed about what is going on with the parameters of coastal zoning. Ms. Dunigan said DNREC has been very good with keeping us informed regarding the restrictions. Mr. Valenzuela said he hopes the planning includes multi-modal transportation such as pedestrian and transit access.

The North Claymont Master Plan development schedule includes the following tasks:

1) Completing a scope of work/request for the proposal to be developed by Rhodeside and Harwell who were hired; 2) Completing an analysis of existing conditions (fall 2015); 3) Establishing a community visioning process with stakeholder interviews and focus groups; 4) Forming an advisory committee; 5) Producing an interactive web site; 6) Completing a visioning workshop; and 7) Conducting other on the ground public outreach and conducting a second workshop.

**6. Beyond the Walkable Community Workshop (WCW):**

**8:00 PM**

Ms. Dunigan said WILMAPCO has been working on Walkable Community Workshops (WCWs) for ten years. This has included National Center for Bicycling and Walking (NCBW) Boot Camp in California (2005); NCBW Train the Trainer (2008); and EPA Building Blocks Training (2014). UD IPA uses the WCW process whenever they are working in the community to conduct a comprehensive development plan. What came out of the 2014 training was several ways to bring the newer interactive techniques to our WCWs.

The WCW teams educate the communities on accessibility, welcoming, convenience, safety, and walkability criteria. They also include a mapping exercise. After the presentation they walk and become much more aware of issues such as the cracks in the sidewalks. Then they develop a report summarizing the recommendations made during the workshop and mapping session. Ms. Dunigan said when we started conducting public outreach we broadly advertised with flyers. We've found that word-of-mouth is also very effective, and we use additional proactive outreach techniques and marketing.

Examples of the WCW recommendations include: 1) incorporate traffic calming; 2) improve bus stop shelters; 3) improve business facades; 4) enforce speeding; 5) synchronize traffic lights; 6) repair overhead lighting; 7) connect future development; 8) add pedestrian style lighting; 9) start a Safe Routes to School (SRTS) program; 10) implement planned greenways; 11) improve crosswalks and Americans with Disabilities Act (ADA) ramps, 12) install banners; 13) paint murals; 14) repair broken sidewalks; 15) formalize goat paths; 16) install bicycle parking; and 17) explore active recreation.

In addition, transportation recommendations include better connections; maintenance of infrastructure; transit access; and parking. Land use recommendations include appropriate development regulations, both cultural and historical. Environmental recommendations include enhanced greenspace. Place-making recommendations include enhanced gateways and civic spaces; and community development includes improving physical appearance and supporting access to businesses.

WILMAPCO's 16 workshops over the past ten years have included more than 100 plus residents, produced 170 recommendations, and resulted in three SRTS programs. In addition, two bus routes were realigned for enhanced access, 15 bike racks were installed at elementary schools, two trail connections were made, and strategic partnerships were formed, with projects in both Environmental Justice (EJ) and Transportation Justice (TJ) communities.

Resources for funding have included Transportation Enhancements (TE) and Transportation Alternatives Program (TAP); however, these federally funded programs have decreased. Some of the funds have also come from Community Transportation Funds. Various transportation improvements have been accomplished through several

programs such as the Sidewalk Retrofit Program, grants, and Public Works. A number of challenges to the implementation of the WCWs have included turn over in community staff, reductions in SRTS and TAP infrastructure funding, accountability and tracking, and targeting workshop outreach.

Mr. Tancredi asked how wide an area is looked at for a WCW. Ms. Dunigan said we usually look at a small area. Our hope is that once the community learns what the tools are and how to apply them, then the community will reach out and try to expand the program. The workshops empower the communities.

Mr. Torrijos said during the 4<sup>th</sup> Street workshop that he attended, where the biggest organization, the Latin American Community Center (LACC) is housed, no Latinos were in attendance. That needs to be improved. Ms. Novakoff said we did reach out to LACC and were counting on them to reach out to the Latino community, but that strategy was not as successful as we hoped.

Mr. Tancredi also asked about the Kirkwood Highway walkability area. Ms. Dunigan said there was a walkability assessment done with DeIDOT as a technical exercise that didn't involve the public. She said she will try and find out more information about the timing for the Kirkwood Highway implementation.

Ms. Dunigan also said the Nonmotorized Transportation Group (NMTWG) was working on pedestrian priority areas, including a technical assessment of land use, crashes, and a demographic matrix with data points. They used them as a tool to reach out to civic associations and local government to help reduce crashes in the area.

## **7. School Anti-idling Campaign:**

**8:30 PM**

Mr. Swiatek said WILMAPCO has been working with Nemours regarding reducing vehicle idling for the last several years. Asthma is a chronic disease that tightens air ways. The disease is aggravated by fumes from motor vehicles. About 9.5 percent of New Castle County residents have asthma. Nationally, asthma is more common among children, women, blacks, Puerto Ricans, and low-income individuals. It is also the leading cause of emergency department visits both nationally and locally.

Nemours had first led asthma action planning across Delaware, and the work was targeted to zip codes 19801 and 19802 in Wilmington. These places are home to a higher than average rate of asthma. Nemours also received a Center for Medicare and Medicaid Innovation (CMMI) grant to conduct this work. WILMAPCO became involved through the South Wilmington Planning Network (SWPN).

The plan targeted both indoor and outdoor asthma triggers. In terms of outdoor triggers, reducing school bus idling was identified as an easy first step. Key idling facts that are presented include: 1) environmental—caused by ozone formation and haze; 2) health—caused by diesel exhaust: direct links to asthma, suspected links to cancer; and 3) economic—one school bus idling for 30 minutes per day equals \$175.95 fuel expense per year. Last year, WILMAPCO coordinated a driver idling/safe cleaning education campaign with the Christina School District.

The CMMI funding has ended. WILMAPCO is now leading the anti-idling work. WILMAPCO has expanded the efforts for school bus driver education/awareness, and added private vehicle idling reduction. The current campaign partners include

WILMAPCO, Nemours, DNREC, American Lung Association, and Air Quality Partnership of Delaware. School Bus Driver/Awareness Training was provided in August 2015 to 70 drivers at the Colonial School District and 31 contracted drivers in Christina School District.

As part of the campaign, a toolkit has been developed to reduce private vehicle idling at schools. The toolkit includes a range of options for schools, including: school-wide awareness including presentations at assemblies; air quality mascot, Tropo, appearing at assemblies; school anti-idling policy signage was put up around the school, and an ozone raised flag program. More in depth work could target science/health classes with an asthma/anti-idling curriculum, presentations from experts; interactions with air quality monitoring equipment; and mock enforcement and encouragement of the anti-idling policy. Measurements of the program include air quality monitoring of pre- and post-program rollout and surveys. Video production is also proposed to help document the work and promote at other schools.

This work is tied to Next Generation Science Standards; schools choose their level of involvement; and funding is proposed to be obtained from Diesel Emissions Reduction Act (DERA) grants, WILMAPCO, and in-kind work. The program is open to all schools; however, the work is still focused on zip codes 19801 and 19802. Potential participants in the program include Howard High School, Elbert-Palmer Elementary School, and Stubbs Elementary School. For more information, the website is: [www.troponose.org](http://www.troponose.org).

Ms. Schultz said she saw in the newspaper that a skating park is being built near the turnpike, and it is really not a very good location for people with asthma. Mr. Swiatek agreed with Ms. Schultz. Mr. Dunn asked what features the state has looked into for their annual purchase of (school) buses. Mr. Swiatek said the state is proud of their school buses. However, they have been a little hesitant to use alternative fuel buses because of maintenance issues. Mr. Swiatek also said he has been trying to work with Christina to get the newer buses with less emissions used in higher pollution areas. However, it is a political issue for them because the bus drivers want to drive the new buses.

Mr. Carter asked if WILMAPCO is allowed to get “settlement” dollars for anti-idling programs. Ms. Zegeye said only if they go through member agencies.

#### **8. Other Business:**

**8:50 PM**

Mr. Tancredi said he has an ongoing concern about the intersection at the main entrance of the Christiana Mall. He believes Randi had contacted DelDOT about the issue and he is sure DelDOT is aware of the problems because they have added barriers and stoplights. However, during the last two Thanksgiving holidays, there have been major accidents there. The main stoplight is at an angle; and some people don't see it and go right through it. He asked PAC members to be aware and see if there are any more crashes at that intersection between now and the next PAC meeting.

Mr. Venezuela agreed with Mr. Tancredi. He said during the holidays DART makes the bus riders go to the bus stop on the outskirts of the parking lot when there is heavy traffic. He wonders if there could be a presentation to the PAC about transportation projects around the mall.

Ms. Schultz asked if these issues are for the TAC instead of the PAC. Mr. Tancredi asked how to make the public more aware of the changes in the roads. Mr. Carter said if it is a legitimate transportation issue we can raise it as a public concern to the PAC and the TAC; however, he doesn't want to use private money to fix public issues, which is a regulatory issue that land use should be handling. He added we need to ask why this issue wasn't addressed during the planning process.

**9. Adjournment:**

**9:00 PM**