

PUBLIC ADVISORY COMMITTEE MEETING MINUTES

WILMAPCO Conference Room, December 18, 2017

ROLL CALL

Members Present:

Bill Dunn, Civic League for New Castle County
Pat Folk, Cecil County
Tom Fruehstorfer, City of Newark
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
Jeff Peters, Pike Creek Valley Civic League
Tom Posatko, Delmarva Rail Passenger Association
Glenn Pusey, Bear Glasgow Council
Gail Seitz, City of New Castle
Barry Shotwell, 7/40 Alliance (Vice Chair)
Vic Singer, Civic League for New Castle County
Javier Torrijos, Delaware Hispanic Commission
Antonio Valenzuela, City of Wilmington (Chair)

Absent:

Mark Blake, GHADA
Robert Cameron, Claymont Renaissance Development Corporation
Dave Carter, Southern New Castle County
Darlene Cole, Elderly and Disabled Transit Advisory Committee
Carlos de los Ramos, AARP
Maria Dziembowska, the Nature Conservancy
John Ford, Cecil Board of Realtors
Bill Lower, Committee of 100
Dave Tancredi, Milltown-Limestone Civic Alliance
Frank Vari, Chesapeake City
Alison Windle, Neighborhood House

Staff Members:

Randi Novakoff, Outreach Manager
Tigist Zegeye, Executive Director

Guests: Philip Barnes, UD IPA
Tim Snow, DeIDOT Planning

Minutes prepared by Janet Butler

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

6:30 PM

Approval of Meeting Minutes

6:32 PM

The corrections to the minutes include: 1) On page 4, Delmarva Passenger Rail Association should be: Delmarva Rail Passenger Association; and 2) On page 5, Elkton Pedestrian Plan, top line, should be: Mr. Thompson said Elkton in Cecil County,

Maryland has a population of 15,443 as of 2010, located along the I-95 Corridor and Northeast Corridor rail line.

The October 23, 2107 PAC Meeting Minutes were approved with corrections.

ACTION: On motion by Mr. Gangemi seconded by Mr. Torrijos the PAC approved the October 23, 2017 meeting minutes.

Motion passed **(12/18/17-01)**

2. Public Comment: **6:35 PM**
None.

3. Executive Director's Report: **6:40 PM**

Ms. Zegeye reported that at the WILMAPCO Council meeting on November 9, 2017 the Council endorsed the Ardentown Paths Plan and accepted the 2017 Delaware Statewide Freight Plan Addendum. Staff presentations included the FY 2018 Unified Planning Work Program Member Submissions; the draft FY 2019-2022 Transportation Improvement Program (TIP) Update; and the Federal Performance Measure Requirements.

Ms. Zegeye shared the following public outreach information:

- In November 2017, staff held the Ardentown Public Workshop; participated in Trope assemblies at Stubbs, Elbert-Palmer, and Mt. Pleasant Elementary Schools; presented the North Claymont Area Master Plan to Delaware County; attended the AARP Livable Community Conference in Dallas, Texas; attended the Union Street Better Block celebration in Wilmington; and participated in the Wilmington Comprehensive Plan meetings.
- In December, 2017 staff participated in the Delmarva Freight Summit and the Route 896/I-95 Public Workshop.
- Staff will present the Elkton Bike Plan at the Mayor and Commissioners meeting on January 10, 2018 and staff will attend the January 17, 2018 Elkton Bike Plan Public Workshop.
- The Route 9 Master Plan Monitoring Committee meeting is scheduled for January 23, 2018.
- The joint WILMAPCO and DeIDOT TIP Public Workshop will be held on February 26, 2018 from 4:00 p.m. to 7:00 p.m., at the Newark Free Library.
- The WILMAPCO 2017 Progress Report was sent out for public comment.
- The eighth meeting of the SR10 Special Committee on truck traffic on Routes 41, 48 & 7 was held last week. The final meeting will be held on January 10, 2018. There were 88 total recommendations. The final 24 recommendations will be sent to DeIDOT and the General Assembly on January 12, 2018.

Bill Osborne asked if the draft report will be circulated with the PAC. Ms. Zegeye clarified it would be shared with the Senate Resolution Special Committee members. She said the draft report will also be on WILMAPCO's website. Vic Singer asked if an e-mail could be sent to PAC about the schedule regarding when the report will post to the website. Ms. Zegeye said the E-news captures everything on a monthly basis and should be a sufficient source of information.

ACTION ITEMS:

4. To recommend release of the Draft FY 2019-2022 Transportation Improvement Program for Public Comment **6:50 PM**

Ms. Novakoff said the TIP is the list of projects that are proposed to be funded for the next four years, which gets updated annually. The public comment period will run from January 22 through February 28, 2018. A joint WILMAPCO and DeIDOT TIP public workshop will be held on February 26, 2018 from 4:00 p.m. to 7:00 p.m., at the Newark Free Library. WILMAPCO partners with DeIDOT on the workshop because they provide more details about the projects.

Ms. Novakoff discussed public outreach materials for the TIP. She said the flyer publicizes the workshop and staff welcomes PAC's feedback. News articles are published in the E-news and sent to approximately 2600 people. Articles are also published in the Transporter newsletter, and a press release is sent to various media outlets. Occasionally there is an article in the News Journal, and a News Journal e-blast goes out to 10,000 emails. WILMAPCO's website features TIP pages and interactive mapping that allows people to click on the projects for more information. WILMAPCO also provides 30-second radio spots to WDEL and WXCX, and a large number of people hear the spot at different times of the day. WILMAPCO features a Facebook event page and a legal notice is sent to the News Journal and the Cecil Whig.

The TIP Quick Guide was developed with the help of the PAC. The TIP Quick Guide defines the TIP and features a two-page map in the center of it. The back cover provides a basic understanding of the types of projects by mode and category, how the projects are funded, and where they come from. The TIP Guide is also on the WILMAPCO website. Ms. Novakoff invited PAC's input regarding additional outreach methods.

Bill Dunn said there are a few corrections to the TIP Guide. Regarding project number 20, SR 4 and SR 7, based on what is proposed, is just a change by Christiana where Route 7 and 4 overlap at the intersection, but it has nothing to do with Limestone Road Route 7 and Main Street-Stanton. It is only on the southern end, and the northern end has more problems than the southern end. He also said regarding project number 13 at Old Capital Trail: Newport Road-Stanton Road, the defined project was finished in 2013. Ms. Zegeye said if there is any funding between 2019 and 2022, we have to show it in the TIP. She said you can get more information on WILMAPCO's interactive web pages, where you can click on a project and get a project description. The public workshop is also a good source of information to get questions answered. Ms. Novakoff reminded PAC members that they could submit comments on the WILMAPCO webpage or via email regarding projects that will become part of the official record.

ACTION: On motion by Bill Dunn seconded by Vic Singer the PAC recommended release of the public outreach portion of the FY 2019-2022 Transportation Improvement Program (TIP) for public comment.

Motion passed

(12/18/17-02)

PRESENTATION/DISCUSSION ITEMS:

5. Autonomous Vehicles in Delaware

7:10 PM

Philip Barnes, University of Delaware Institute for Public Administration (IPA), said DeIDOT approached IPA in late 2015 to investigate Autonomous Vehicles (AV). IPA researched the state of the AV technology, reviewed academic studies/models, considered the Delaware context, and anticipated possible impacts. Impact areas included safety, ownership, parking, VMT, congestion, development patterns, infrastructure design, jobs/economy, municipal budgets, modal shifts, fuel economy/emissions, and equity.

The stakeholders include planners, administrators, legislators, and the public. The final report, "Autonomous Vehicles in Delaware: Analyzing the Impact and Readiness for the First State" was published in April, 2017, which summarizes recent relevant research.

Driverless Cars are new technology in the sense that they are operating on the roads. Connected Vehicles communicate with each other and through various technologies such as roadside equipment, including traffic signals, lights, and signs. Mr. Barnes said the technology allows a vehicle to perceive itself within an environment.

The Society of Automation Engineering (SAE) Taxonomy System of Levels includes: Level 0: No Automation; Level 1: Driver Assistance; Level 2: Partial Automation; Level 3: Conditional Automation; Level 4: High Automation; and Level 5: 100% full-automation. In the Autonomous Vehicles in Delaware report, Mr. Barnes looked at fully automated vehicles only because the intermediate levels have too many liability issues. Mr. Barnes also said certain manufacturers such as BMW, Mercedes, and Volvo support Level 5 (100% full-automation).

The results of the team's research included the following various possible impacts (at level 5):

- Roadway Safety – decrease accidents, injuries and fatalities: Confidence level, High.
- Ownership – decrease of percentage of Delawareans owning a vehicle: Confidence level, Medium-High.
- Parking Demand – decrease in demand for parking: Confidence level, Medium.
- Vehicle Miles Traveled (VMT) – increase state-wide vehicle miles traveled: Confidence level, Medium.
- Congestion/Capacity – increase highway capacity and urban core congestion: Confidence level, Low.
- Development Patterns – increase sprawl and urban densification: Confidence level, Medium.
- Infrastructure Design, decrease lane width, increase roadside technology: Confidence level, High.
- Jobs/Economy – decrease driving-related jobs, short-term/long-term increase in overall economic activity, Confidence level: High/Medium-Low.
- Fiscal Impacts – decrease revenue for state and local governments: Confidence level, Medium-Low.
- Modal shifts – decrease use of public transportation: Confidence level, Medium
- Fuel Economy/Carbon Emissions – Increase fuel efficiency/decrease carbon emissions: Confidence level, High/Low.
- Equity– increase transportation inequities: Confidence level, Medium-High.

Mr. Osborne asked Mr. Barnes to talk about the fiscal aspects of autonomous vehicles. Mr. Barnes said local municipalities and governments receive a fair amount of revenue from people making bad decisions behind the wheel that results in traffic tickets. In addition, the AV tax will be a user tax based on the number of miles you travel instead of a tax on how much gasoline you use.

Mr. Barnes said the ride share services such as Uber and Lyft are investing in this technology because they will become more in demand, and vehicle ownership will decline. This will also free-up more parking spaces for parks and recreation spaces.

Mr. Barnes said one important issue is equity. The purchase of the autonomous vehicles will begin with upper income people. If you have a dedicated AV transportation infrastructure and another infrastructure with a slower transportation system, it will result in a two-tiered transportation network based on economic needs.

Mr. Janney asked when we would see the AVs on the roads. Mr. Barnes said there will be some commercial AVs on the roads within six years. Manually operated vehicles will still be on the roads until around 2065 when AVs will become about 90% fully automated. Mr. Barnes said the Governor of Delaware has created an AV Advisory Council that meets once a month.

6. Public Opinion Survey

7:30 PM

Ms. Novakoff said WILMAPCO last updated the Public Opinion Survey in 2006. WILMAPCO has conducted the survey every four years in New Castle County and every year in Cecil County. However, the two surveys are now being combined into one survey that will be conducted every four years to inform Regional Transportation Plan (RTP) updates.

The Survey Subcommittee began meeting in August 2017. The subcommittee includes five TAC members, two PAC members, and two staff members. Sample surveys were reviewed and survey goals were developed.

The National Research Center (NRC) is helping to develop the new combined survey script for Cecil and New Castle Counties. A lot of the existing questions were kept, but some of the redundant questions were removed. Demographic quotas are included in the survey, which helps to make sure respondents are represented in different segments of the population.

Ms. Novakoff said we removed questions with high “other” responses, such as a question that asked the most critical issue in the region. We changed the question to what is the biggest transportation problem faced.

Mr. Singer asked if the survey can be answered via e-mail. Ms. Novakoff said this survey is conducted by telephone on a landline and cell phone.

There are new questions on mobility regarding those who report not walking or biking; and a new question regarding how often lack of transportation prevents activities. Regarding funding priorities, a new question asks if respondents support various funding mechanisms or not.

Regarding the planning process, new questions were added including I am aware of how transportation projects are selected: agree, disagree; I am aware that WILMAPCO, DelDOT, and MDOT have Regional Transportation Plans; and I am familiar with the Transportation Improvement Program.

A new question asks how likely you would be to engage with WILMAPCO in various ways (very, somewhat, or not at all). We ask respondents if they would provide comments through social media, communicate with staff via telephone or e-mail, attend public, web-based, telephone, Council, other public meetings, or participate in an online or mailed survey.

Regarding demographics, new questions include the number of working bicycles in the household; difficulty walking or climbing stairs; interest in receiving a copy of survey results via email; and the web address will now be provided at the end for those wanting more information.

Javier Torrijos asked if there are surveys for Spanish-speaking residents. Ms. Novakoff said yes, if someone speaks Spanish they are transferred to a Spanish-speaking surveyor.

Mr. Grant said question numbers 63-72 could be eliminated completely because you are reaching an older demographic by telephone; therefore, what is asked regarding social media probably does not matter very much. If people are interested they will attend outreach events.

Mr. Dunn suggested that perhaps questions 63-72 could be boiled down to one or two questions, such as would you prefer to do one of the above. Mr. Dunn also suggested a gift card could be an incentive for people to answer the telephone and take the survey.

Pat Folk commented that question number 25 is rather long and it must be hard to get through. Ms. Novakoff agreed. Ms. Folk asked if people mind asking questions that are more personal such as the number of people in your household. Ms. Novakoff said people can refuse to answer questions they are not comfortable with.

8. Other Business

7:50 PM

None.

9. Adjournment

8:00 PM