

PUBLIC ADVISORY COMMITTEE MEETING MINUTES
WILMAPCO Hybrid-format Meeting, February 13, 2023

Minutes prepared by Dawn Voss.

Mr. Mike Kaszyski, PAC Chair, called the meeting to order at 6:03 p.m.

1. ROLL CALL

Members Present:

Carlos de los Ramos, AARP
Patricia Folk, Cecil County
Richard Janney, Southern New Castle County
Mike Kaszyski, Delaware State Chamber of Commerce and PAC Chair
Bill Lower, Committee of 100
Glenn Pusey, Bear Glasgow Council
Joshua Solge, City of Newark
Dave Tancredi, Milltown-Limestone Civic Alliance

Absent:

Serene Abiy, University of Delaware
Mark Blake, GHADA
Tracy Chamblee, Southern New Castle County Alliance
Bill Dunn, Civic League for New Castle County
Mario Gangemi, Cecil County Chamber of Commerce
Ken Grant, AAA Mid-Atlantic
Deanna Murphy, Cecil County Board of Realtors
Anna Quisel, League of Women Voters of New Castle County
Gail Seitz, City of New Castle
Barry Shotwell, 7/40 Alliance
Vic Singer, Civic League for New Castle County

Staff Members:

Dan Blevins, Principal Planner
Heather Dunigan, Principal Planner
Randi Novakoff, Outreach Manager
Dawn Voss, Administrative Assistant
Tigist Zegeye, Executive Director

Guests:

2. Approval of the December 12, 2022 Meeting Minutes

ACTION: On a motion by Mr. Mike Kaszyski and seconded by Mr. Glenn Pusey the PAC approved the December 12, 2022 meeting minutes.

Motion passed

(02-13-23-01)

3. Public Comment Period:

None.

4. Executive Director's Report:

Ms. Tigist Zegeye shared the following public outreach information:

- Council met on Wednesday, January 17th. They approved a TIP amendment to fund transit vehicle replacement, hydrogen buses, and charging infrastructure, which was requested by DelDOT. Council released the Draft 2050 Regional Transportation Plan and the TIP Air Quality Conformity Determination as well as the Draft RTP for public comment. They adopted the WILMAPCO Safety Performance Measures for both Cecil County and New Castle County and endorsed the I-95 Cap Feasibility Study. There were two presentations including the Charlestown Walkable Community Workshop and a presentation on Demographics 2022 Projection Series Update. A Special Council meeting was held on February 7th to approve two TIP amendments that were requested by DelDOT. Council approved a TIP amendment to include increased funding for the I-95 and SR 896 Interchange Improvement Project as well as a TIP amendment to defer funds for the US 40 and SR 896 Improvements Project
- Staff presented to the New Castle County League of Women Voters on January 25th. The presentation was about what VMT is, and how it helps with climate change.
- Staff presented our climate vulnerability work at a University of Pennsylvania class on January 30th.
- The Arden Transportation Plan Steering Committee met on January 24th and a public workshop is scheduled for February 15th.
- Staff hosted the Our Town event on February 8th. Staff also hosted and participated in the American Planning Association Parking Forum on February 8th.
- DTC is having a public hearing and workshop on February 15th at the Newark Municipal Building, from 6 to 8 and again at the Wilmington Library on February 16th from 11:00 a.m. to 1:00 p.m.
- Staff will be participating in the Downes Family Fun Night on February 23rd.
- Staff will participate in the Southbridge Youth Engagement on March 2nd.
- A Newport Transportation Study Public Workshop will be held on March 7th.
- The Southbridge Transportation Action Plan Steering Committee will meet on February 28th, and a public workshop is tentatively scheduled for March 21st.
- A Churchmans Crossing Monitoring Committee meeting will be held on March 22nd.
- A Tropo video will be filmed on March 29th.
- Staff assisted the City of Newark with a Bicycle-Friendly Community application to League of American Bicyclists.
- Staff are resubmitting the 12th Street Connector for the 2023 RAISE grant.
- WILMAPCO is working with the Governor's Office, DTC, and the Dover-Kent MPO to create a grant application to consider the Delmarva Rail Corridor. This is for a Federal Railroad Administration proposal and funding opportunity identifying corridors.

ACTION ITEMS:

5. Approval of Public Outreach for the Draft 2050 Regional Transportation Plan (RTP) Update

Ms. Tigist Zegeye said staff began updating the long-range plan in June with the Progress Report and Public Opinion Survey. The Public Opinion Survey asked six hundred residents across our region about the transportation system. The Our Town event was on February 8th at the Embassy Suites. We also had more than twenty presentations to civic groups and local

governments. The first meeting was in August with the Elderly and Disabled Transit Advisory Committee at DART. Staff also met with the Town of Elsmere, Centerville Civic Association, Town of Middletown, Newport Town Council, Ardencroft, Wilmington City Council Public Works and Transportation Committee, Delaware City, the Committee of 100 Transportation Committee, the Town of Odessa, Arden, New Castle County League of Women Voters, City of New Castle, GHADA, Town of North East, Old Country Road, the Elkton Mayor and Commissioners, Cecil County Council, Town of Perryville, New Castle County Land Use Committee, and the Town of Charlestown. Staff participated in the Newark Community Day. We developed RTP flyers that were shared during several events and workshops. We issued press releases, posted frequently on social media, featured the RTP in several editions of the WILMAPCO Transporter and the in E-newsletter, which reaches more than eight thousand subscribers. The draft is out for public comment January 8th through March 6th. We are asking the PAC to recommend to Council that we have met the public outreach for the long-range plan. The TAC will give Council the technical assessment then, hopefully, Council will vote to approve it at their March meeting.

ACTION: On motion by Mr. Glenn Pusey and seconded by Mr. Richard Janney the PAC approved the public outreach for the Draft 2050 Regional Transportation Plan (RTP) Update.

Motion passed

(02-13-23-02)

PRESENTATION/DISCUSSION ITEMS:

6. 2022 Demographics Projections Update

Mr. Dan Blevins said at least once a year he updates everybody on our population projections and the census. With the 2020 census being out, this will focus on where we have been, demographics, and the projections looking at 2050. Nationally, the U.S. population is growing but slowing. The decade 2010 to 2020 had the second slowest overall population growth since the 1800s. The U.S. continues to gray. As a result of Covid, deaths caught up the births, which means we rely almost entirely on immigration for population growth, regardless of where we are in the country. Population will continue to grow however it will be uneven depending on economic and policy conditions. In 2019, pre-Covid, there were four states that had more deaths than births. In 2022, twenty-four states did. Covid affected that, but it illustrates that we are very close to natural increase no longer driving population growth.

There was a lot of growth in New Castle and Sussex Counties in the 1990s. Kent County saw a lot of growth in the 2000s. Delaware had the fastest percentage of growth in recent years between 1990 and 2000, but between 2010 and 2020 those overall growth started to decline. New Castle County has seen a reduction in its total population share throughout the State of Delaware as Sussex County is seeing an increase, and Kent is staying consistent. In 1980, New Castle County had two-thirds of the population. Now, New Castle County is below sixty percent and projected to be fifty percent over the next few decades. A major focus is the internal household changes. There are new households being built in certain parts of the county and the state, but the Delaware Population Consortium looks at how that population results in overall growth and change. The population numbers that go out to 2050 go into the RTP and help shape the transportation system. There are many questions about internal household changes that dictate what services they need such as household size, people in the labor force, the age of the population, and the part of the state in which they live.

Between 2000 and 2020 in Delaware the population changes are seventy thousand in New Castle County, eighty thousand in Sussex County and fifty-five thousand in Kent County.

Sussex has grown faster than New Castle over the last twenty years. Looking at the planning districts within the counties, MOT has grown the most since 2000, but the beach resort areas are seeing a large increase in population. In New Castle, eighty-eight percent of the population lives north of the canal. Each of the counties is seeing a larger share of population over sixty-five years old, and Sussex County went from eighteen to almost thirty percent. The resort areas around Bethany and Lewes are having a lot of growth, but the MOT area had just as much of an increase with 9,100 people over the age of sixty-five, which is very close to Lewes. The number of those who are eighty-five and older is doubling in Sussex County and greatly increasing in New Castle. The notable piece of this discussion is how many of these people are going to age in place. This can be dictated by where assisted living facilities are being constructed, so an area like Hockessin, where there are a few facilities, may drive those figures. Since 2000, Cecil and New Castle have seen a net decrease in the population under the age of eighteen, whereas Kent and Sussex have seen some growth but at a slower pace. In southern New Castle County, the under eighteen population has doubled, but north of the canal had a net loss of 9,200 people under the age of eighteen. That number is flat in Cecil County.

The number of single person households in New Castle County has more than doubled since 2000. New Castle County has added a net of 33,000 new homes that are single person households. Fifty-five percent of that growth is in the Brandywine, Wilmington, and New Castle area. The number of single person households over sixty-five years old has increased in the Lewes area, southern New Castle County, and into many parts of New Castle County, which leads to the question of mobility impacts. Since 2000, there has been a decline in zero-car households and growth in households with three or more vehicles. This may be the result of the need to continue to drive even into the later years. A family household has two or more people who are related residing together, and non-family households are those living alone or unrelated people living in the same house. From 2000 to 2020, the non-family households have grown in each county, including Cecil. Roughly two-thirds of the new households in New Castle County are non-family. Family households are generally more than three people, whereas non-family households are between one and one and a half.

The Delaware Population Consortium takes this data and looks at what it indicates about natural increase, whereas migration can widely swing with some years having very robust growth and some years very little. The number actually went negative for a while in 2008 and 2009. Even discounting the Covid impacts, natural increase is declining throughout, and at some point, there will be a permanent end of natural increase and total reliance on migration. Our net growth toward 2050 continues to decline. According to the most recent population forecast done in October, Delaware has hit a population of one million, but the totals going out between 2030, 2040, and 2050 do not show much growth. New Castle County hits around 594,000 in 2040, then starts to decline between 2040 and 2050. Statewide, Delaware goes from 61,000 people added from 2020 to 2030, to 8200 from 2030 to 2040, to 400 from 2040 to 2050. Looking at the population by age, the eighty-five and older population in New Castle County is at 11,000 now and will increase to 26,000 by 2050. The sixty-five and older block is large as well. Our workforce size is stagnant, without much growth in the working age population over time. What does that mean for assisted living demands, school district sizes, and numbers of schools needed? A lot of that is driven by these forecasts. Some topics like employment projections, seasonal population, the small area projections, what the new census means that has come out with the new urban boundaries and things of that nature are things that we could be presented another time if there is interest.

Mr. Glen Pusey asked what percentage of the increase in population is due to people moving in because of low taxation and as retirees. Mr. Blevins said it is a large portion. We get information

about where people lived before and where they moved. There is a New Jersey and New York component, so that can be inferred. There is no actual question asking if people moved here because of taxes, but some people who are moving here are getting disbursements. They are getting money through some type of retirement funds. We can infer that is what a fair amount of it is, but we cannot be completely sure. Mr. Pusey asked, with the aging population, what the projections are for the need for increased services like DAST. Mr. Blevins said we put this together anticipating assisted living demand, and this is the kind of information that DART will use. Mr. John Sisson and Ms. Cathy Smith of DTC saw this presentation. A lot of this information will be factored into DART Reimagined.

Mr. Carlos de los Ramos asked if members will have access to this PowerPoint. Mr. Blevins said he can send the pdf out to the group.

Mr. Mike Kaszyski asked if the population projections through 2050 were correlated to what New Castle County completed with their 2050 Comprehensive Plan. Mr. Blevins said yes, and he was the chair of the Population Consortium and Mr. Matt Rogers of New Castle County was vice chair. Mr. Kaszyski commented that as the Consortium was working on this, the county was working at it, and this is going to all blend together. Mr. Blevins agreed. Mr. Kaszyski said this is projecting a decline in population which could correlate to possibly some decline in traffic, depending on how things progress with alternative employment and things like that. Also, there is a slide with the 2000 to 2020 population under eighteen, school-aged children, and it looked like 2000 to 2020 was relatively flat, which is interesting because the school districts want impact fees for projected students every time there is a residential project. Mr. Blevins said that could be its own topic of discussion. It is especially disjointed in New Castle County as far as where the school-aged kids are now and what has happened in the last twenty years. Many charter schools and other specialty schools have opened with the traditional schools that we have, and there are just not as many kids to fill each of them. In the Christina School District, they could easily fit the three high schools into two. This presentation is on the transportation side as far as how we arrive at our projections. Mr. Kaszyski said you definitely see the increases south of the canal in the Appoquinimink School District where they are building high schools every several years now. They just finished in Odessa. He expects they will be looking to build another one here soon. Mr. Blevins said they are building one across from the Summit Airport. Mr. Kaszyski said it was interesting because in pretty much every residential subdivision he has up and down the county, everybody is looking for money.

Mr. William Lower asked to revisit the slide showing percentage of population in New Castle County going from 67% down to 58%. He would have never anticipated that, but he does not see the explosion of growth in Sussex County abating. He knows the focus was on transportation issues, but he has seen some speculation that by 2030, if this trend continues, that Delaware could gain a second congressional seat, which would be extraordinary. For the first time in Delaware history, we would have two congressmen instead of one. Mr. Blevins said when you talk about the growth, the actual 2020 urban boundaries were very close to having enough contiguous population in Sussex County to form its own MPO. The area around the beach did not meet the 50,000 criteria, but the new rule they have for urban boundaries actually reduced the size of the Salisbury MPO, whereas near the Delmar area, the two do not touch each other. So, the MPO-influenced urban areas in Sussex actually got smaller. That addresses the level of density down there. Ninety-four percent of the population in New Castle County lives in an urban area. It is only fifty-eight percent in Sussex. The way they are growing is one thing, but the development patterns, not so much. Mr. Lower said that is going to shift west in Sussex County over the coming decade, because eastern Sussex County is becoming less and less affordable. If you want access to the beach and only be forty-five

minutes away, that area is going to continue to grow as well. Mr. Blevins said they also require more year-round workers. The Georgetown, Seaford, and Selbyville area are more affordable for the working population, so roads like Routes 24 and 26 will see the daily stresses as a result of the changing patterns.

Mr. Glenn Pusey said we hear a lot about immigration these days and asked if there is any indication that some of the growth is from folks that are foreign born moving into Delaware. Mr. Blevins said there is international migration. We get the stats for domestic migration, and there is also international. It is a smaller component for Delaware. There are stats at the state level of those coming directly from foreign countries. However, if you move from another country and go to a different state, then to Delaware, that would be considered domestic migration. So, they get blended there a little bit. They are all in the projections. Depending on the policy at the time, that number could shrink or grow, and makes it more difficult to say how many people will be here by 2050. Mr. Pusey asked if they tracked the growth in foreign-born nationals in the Georgetown area. Mr. Blevins said there are areas you can see where there are possible concentrations of that. The census data does more of that reporting from place to place. We use the American Community Survey, so the data source has a question about where people come from the year before on top of the IRS data. That gets into some of the EJ work that Mr. Bill Swiatek does.

7. New Castle County Safe Streets for All

Ms. Heather Dunigan said staff started developing a Safe Streets for All Plan for New Castle County. Staff have been working for a number of years with Cecil County on their plan, which they call the Strategic Highway Safety Plan, which assesses where there are concentrations of crashes within the county and identifies how to make the problem less severe, with the goal of eventually eliminating all fatalities and high injury crashes. There has been a national focus on the Vision Zero plans, because across the globe we are experiencing unprecedented numbers of fatalities and serious injuries on roadways. It has been getting worse lately. In fact, in 2022 Delaware matched the record number of fatalities set in 1988. Comparing the cars in 1988 versus what the cars now, there were no airbags, electronic stability control, blind spot detection and other high-tech features, and yet the number of fatalities in 2022 matched those in 1988. These are not just points on a map. These are peoples' lives that have changed. For every one of these dots, families of the victim and the person who initiated the crash had their lives changed. Every one of the dots that we can change from a fatality to an injury crash or from an injury crash to a very minor injury is what we are seeking to do. Best of all would be no crash at all. Through our plan we will look at why crashes are occurring, and what we can do about it.

The safe systems approach that we will be following is a paradigm shift that says that any fatalities on our roads are not acceptable. Humans make mistakes, drive too fast, wear dark clothes when walking at night, and we are vulnerable. The population is getting older, and older people are more likely to be seriously injured in a crash. People walking and biking are vulnerable because they are not protected by a vehicle. Blaming the people involved in the crash is no longer responsible. In fact, we are all responsible. To do the safe systems approach, we need enough redundancy so that people do not die if something goes wrong. As part of this new culture of safety, we will focus on designing the streets better, promoting safer speeds that are appropriate to the surrounding land uses, and safer vehicles. Everyone is part of this in terms of policymakers making policy prioritize better roadway designs; users following the rules of the road; and then when crashes do happen, making sure that appropriate emergency response policies are set up; and have an understanding of why the crash happens, so we do not have repeated crashes in the location.

There are a few elements that have been identified as being part of the Vision Zero commitment. It needs a policy commitment from top leadership. Then, an action plan needs to be developed to identify who is responsible for making things happen and make sure we get good data analysis and can track the outcomes. We need to be equitable in terms of making sure some populations are not impacted more than others, with numbers of crashes and fatalities. The plan needs to be data driven to find the right solutions for the problem. Then, we need to have a public dialogue about how to fix problems and how everyone can be part of the solution. This includes collaboration between the public, planners, engineers, and policymakers, and making sure the data is available to the public in a way that is easy to digest.

There is federal money available to help find solutions. A new program called Safe Streets and Roads for All is part of the bipartisan infrastructure law. Two types of grants are available at a level of about \$1 billion per year over the next five years. State DOTs are not eligible, however, MPOs and multi-jurisdictional groups, including local governments, are. Two types of grants are action plan grants and implementation grants. It is not a good use of our time to do a grant application to do a plan. So, we are doing that in-house. An action plan must be in place before applying for other grant programs, including the implementation grants and supplemental planning grants. The Federal Government requires as part of a comprehensive safety action plan that it specifically has a goal of zero deaths, good data analysis of where and why the crashes are happening, a comprehensive public input process, and data-driven solutions to the recommendations. We hope to have a plan in place for local governments or WILMAPCO to apply for implementation or supplemental planning grants in the next round. Information about the Grant should be released this spring with a grant deadline probably in September.

The safety analysis is going to be the foundation of our work. We will take locations of crashes on the map and make it useful for analysis. We will analyze what these locations have in common with each other and what the concentrations of different types of crashes are. We will determine if there are certain times a day where the crashes are worse at some locations and if certain demographics are impacted in certain locations. The more we narrow it down, the better it is for decision-makers and policymakers, and the better to identify projects in these areas. Finding visual ways to get the information out to the public is going to be one of the strategies. Graphics can help illustrate that each crash does not happen for just one reason. The more redundancies we have to address crashes, the better, because crashes do not usually occur for just one reason. We started looking at equity through our Transportation Justice Plan. As part of this, we did not look exclusively at fatality and injury crashes, but all the crashes across the region. Pedestrian crashes and bicycle crashes were far higher in areas of Black concentration than in other demographic areas. This is something to tackle as part of this plan. Many of the areas with a high number of crashes among Black concentrations are focused in Wilmington and along the Route 13 and 40 corridors. Stakeholder engagement is another key part of this. It may be challenging to have public workshops where the topic is fatalities on the roads, so the more PAC members can help us be part of their groups' agendas the better. We would appreciate working with these groups to get the word out. There will be online engagement options, including surveys and an interactive map where people can mark their areas of concern. PAC members' input on how to get those materials out will be appreciated.

Once the data is analyzed and feedback from the community is received, that will be used to develop recommendations which will be divided among the policy and process changes needed, areas that need more planning, and implementation projects to address crashes. Finally, part of the plan will recommend how to monitor things. This is not going to be a static plan. We need to continually look at the data and reassess what is needed in a way that is accessible for the public and policymakers to understand. We are not starting from scratch with

the implementation of projects. There is a lot of national research about what types of solutions work well for different types of crashes. There are many things that have been done very affordably with safety cameras, adjusting speed limits to be appropriate for the land use, and other measures that are not expensive. We have many local resources, including analysis that DeIDOT did on state roads and local comp plans that talk about safety issues. We will be working with the University of Delaware, who will do a lot of the crash analysis. We will draw on all these resources as well as others that may come up.

Mr. David Tancredi said he has recently been looking at a few things related to this, specifically Montgomery County, Maryland. He just went to the Delaware Transportation Public Crash Data Map, which says the view count is two-hundred and fifty-four. He does not know how much public awareness there is that this map exists. He does not like this map. It could be revised heavily for communities to look at it, because it has data points going back years. It has so much data that a glance at the map is just a bunch of blue dots. It really needs to be set up so you can filter it by years, and it needs to highlight the different types of crashes; if it was a fatality, if a pedestrian was involved, if it was just a fender bender. In comparison, Montgomery County did a five-year study on crashes within their area, and they posted a nice interactive map where, if a fatality is shown as a big red square, an injury is a red circle, etc. They color coded it well, so you can zoom in at a glance and see where the accident was, what type of accident, and look at the report to see information like the weather conditions. Ms. Dunigan said she has been gathering Vision Zero plans from across the country. She loves the Montgomery County report and their interactive dashboard. That is exactly what we are trying to do. Very recently DeIDOT put their crash map out publicly. It used to be difficult to get that information, so posting a map and GIS format of all the crashes is progress. However, it has not been analyzed. It is just dots on a map at this point. We want to decipher those dots so the general public will understand it, and when they look at the recommendations, they will see the problem and the solution. Mr. Blevins said the data is in there, but it is just not user friendly for those who do not know the report types. You would have to extract the data then do the GIS analysis. Ms. Dunigan said it is not a user-friendly format. If she put something online, and PAC members tell her it is too jargony, the team will work on it. Mr. Tancredi said his work requires that he travel to Montgomery County and Prince George's County. One of his criticisms of the Montgomery County plan is that the concept was they do this five-year study and make improvements, but he has found in practice they reduced many roads from forty-five miles per hour to thirty-five, and they put hidden speed traffic cameras to enforce that thirty-five mile per hour segment. However, he has looked at where these locations are in comparison to their site maps. His criticism of their approach is that they say it is data driven, but the locations where they are doing this are high income areas and majority White where people can make noise about speed. There is a specific location in front of a golf course in a community that is majority White and high-income, and they have a stretch of roadway where there have been a few fatalities over the last five years, but one of the primary reasons was that there is heavy tree cover which hides the roadway. The accidents are people hitting the trees, but they reduced the speed limit to thirty-five then used one of the trees to hide the speed camera instead of addressing the problem of roadway design, because that would cost money. Instead, they use it as kind of a revenue generator. Farther down the road, where there is no tree coverage, the road goes back to forty-five miles per hour, but the data indicates there are significantly more fatalities and accidents on that stretch of roadway than on the stretch that is basically a speed trap. As we go through this, he recommends we are sure to include areas of low income and color, and we do not use this as an excuse to reduce the speed of the roads and put in speed trap cameras. If people are going slower, that will reduce the problem somewhat, but it does not address the core problems. In some of those streets it is a simple solution that becomes a revenue generator, then not much improvement is made. The people who live in Montgomery County

warned him that there are speed cameras everywhere. They reduced the speeds in a number of areas, where it suddenly goes from forty-five to thirty-five for two miles and they put the speed camera in the middle. Their argument is that there is evidence of fatalities there. He finds in the data from their map that the areas before and after the speed zone are worse, but that was the convenient place to put the camera, or the community was there to complain according to the people who work and live in Montgomery County. Ms. Dunigan said speed limits are certainly part of the solution toolbox. There are places where you have a walkable, pedestrian-oriented, heavily transit-used corridor with fifty mile an hour speed limits. That might not be compatible. We do get communities, and they are often more affluent communities asking for more speed enforcement and lower speed limits, which are part of the toolbox. We want to use the data to make sure we are not just going where people are the loudest. Lowering the speed limit with a sign is not going to change people's behavior if a road is designed for people to go fast. Ms. Dunigan likes radar speed enforcement. Our police are overworked, overburdened, and anything we can do to lighten their load is wonderful. We also, unfortunately, know there are some uneven racial disparities with enforcement, and there have been some really tragic national examples of things that can go wrong with electronic speed enforcement. She likes putting electronic speed enforcement where it is needed the most regardless of the income level of those communities. That tool is not currently legal in Delaware. They used it on a trial basis along I-95. DeIDOT is looking to have state law changed to allow it to be expanded because it is an effective tool. But again, if you have a road that is designed for people to speed with inappropriate adjoining land uses, you will still have a problem, even with electronic speed enforcement. Mr. Tancredi said in appropriate situations speeds need to be changed and possibly enforcement cameras could be used to help. At Holy Angels, they put in a new stop light, and everybody is used to going fifty miles per hour down that road. He could see if people are still driving at fifty, putting an enforcement camera there so people slow down because it is a school and a church. He can see appropriate reasons for it. He just does not want it to be all over the county. Ms. Dunigan said she cannot guarantee that our ideas will be implemented the way WILMAPCO intends, but our intent is to put the right solution for the right problem. Ideally, you do that, and the number of crashes and fatalities go down in these problem areas.

Mr. Mike Kaszyski said there was a slide that had percentages of crashes not between two vehicles, but one vehicle and an animal or tree and veering off the road. That seems to be a speed issue. Speeds are going up on roadways here. The turnpike commission in Pennsylvania increased speeds to seventy and he would not be surprised if Pennsylvania raised their interstate speed limits to more than seventy in the future. He also thinks fifty-eight percent under the influence seems like a high number. You can design a road, but you have people out there who should not be out there, unless you are talking about something on the vehicle itself that immobilizes it, and you cannot turn the key. People who have broken laws have equipment like that in their vehicle. We can have something like that where the vehicle has a built-in governor that is based on the speed limit on the road. You are talking about other industries and everybody getting involved. Ms. Dunigan said one of the things she likes in the Cecil County example is that it is an interagency effort. The committee is actually co-chaired by the Director of Public Works and the Police Chief. Enforcement has to be part of our toolbox. For example, just down the street from the WILMAPCO office a bar temporarily lost their liquor license because they overserved somebody who was in a fatality as a result. We need to stop being so lenient with businesses that are allowing people to leave their premises drunk. Obviously, they are not all cases of intoxicated driving, but the level of intoxication is a serious problem, particularly with nighttime crashes. Single vehicle crashes are a high number. The data does not provide a reason for it, whether it is speed, or an obstruction in the road, site distance issues, or pavement friction issues. We want to understand why that is occurring. Mr. Kaszyski said when in land-building projects that touch major intersections, especially signalized intersections,

DeIDOT has been asking them to look at the lighting for the intersection itself, and the lighting more and more is insufficient on these intersections. DeIDOT has been out recently throwing out fixtures that he would have never imagined. Ms. Dunigan said she noticed that too. Among the nighttime crashes, the fatalities at unlit locations are higher than lit locations. Adding better lighting is one of the strategies being done along US 13. Knowing that it is far between pedestrian crossings, there are many bars, and people walking around, lighting makes sure that they are visible to traffic. Mr. Kaszyski said some of that with pedestrians goes back to the prior governor's Complete Streets program, and where you have these intersections to provide for the pedestrian facilities, not just crosswalks, but signalization. Private interests are coming in, and they are looking to develop a piece of ground, but to go forward with that they have to contribute to this or possibly upgrade.

Ms. Dunigan asked the PAC members, as people who love transportation and love talking about it, how to get the typical member of the public to come and talk about this and provide feedback. Mr. Kaszyski said you have areas with high incidence rates. You put out something in those areas saying you would like to have a discussion on these areas within your community, in your neighborhood, with outreach. You probably have a lot of people who are out there saying they have to do something about this. They have an intersection right here where my kids walk. That is another thing we have is Safe Routes to School, which is becoming a larger and larger program. It has all that stuff tied to it and you are talking about a very vulnerable age group. Urban areas and inner cities, because that is where you are more apt to walk versus being driven either by the school bus or parents. Mr. David Tancredi said we have so many commuters in the state that commute up to Pennsylvania to work. He suggests using the signs where the state puts those different slogans like make sure you wear your seat belt to put something like "In Delaware the last five years there were this many fatality crashes. Go to this website to see where they were". that might raise awareness for commuters in the state. There will probably be hundreds of thousands of people passing that do not care, but maybe it will reach people that live in the state. Mr. Carlos de los Ramos suggested instead of asking them to come to you to get this information, go to the groups that already exist like civic associations, commissions, and community groups, and ask to be a guest at their meetings. That way you can present to them and engage them in this conversation. Asking to have another meeting might be more difficult to get people. Ms. Dunigan agreed and said if members know of groups that she should contact, please let her know. We are happy to go to as many different groups as will have us.

8. Other Business

9. Adjournment

ACTION: On motion by Mr. Glenn Pusey and seconded by Mr. Richard Janney the PAC adjourned at 7:27 p.m.

Motion passed

(02-13-23-03)

Attachments: (0)