

# TECHNICAL ADVISORY COMMITTEE MEETING

January 21, 2020

A meeting of the Technical Advisory Committee (TAC) was held on Thursday, January 21, 2021, via video conference/conference call.

**1. CALL TO ORDER:** Mr. Michael Fortner, City of Newark, and TAC Chair, brought the TAC meeting to order at 10:02 a.m.

**2. TAC Members present:**

Tricia Arndt, Delaware Office of State Planning  
Ian Beam, Maryland Department of Transportation  
Cooper Bowers, Delaware Department of Transportation  
Alexandra Brun, Maryland Department of the Environment  
Jennifer Callaghan, Cecil County Department of Public Works  
Marvina Cephas, DNREC  
David Dahlstrom, Maryland Department of Planning  
Stacey Dahlstrom, New Castle County Department of Land Use  
Michael Fortner, City of Newark  
Gwineth Kaminsky, City of Wilmington Planning  
Jeanne Minner, Town of Elkton  
Brian Mitchell, City of Wilmington Department of Public Works  
Derrick Sexton, Maryland State Highway Administration  
Catherine Smith, Delaware Transit Corporation

**TAC Ex-Officio Members present:** None

**TAC Members absent:**

Delaware Division of Small Business, Development, and Tourism  
Delaware River and Bay Authority  
Maryland Transit Administration

**TAC Ex-Officio Members absent:**

Amtrak  
Diamond State Port Corporation  
U.S. Environmental Protection Agency  
U.S. Federal Highway Administration  
U.S. Federal Transit Administration

**Guests and Invitees:**

Nicholas Cannistaci, Town of Elkton  
Valerie Gray, DNREC  
Jolyon Shelton, DNREC  
Josh Thomas, DeIDOT

**Staff:**

Dan Blevins, Principal Planner  
Heather Dunigan, Principal Planner

Dave Gula, Principal Planner  
Randi Novakoff, Outreach Manager  
Bill Swiatek, Principal Planner  
Jacob Thompson, Senior Transportation Planner  
Dawn Voss, Administrative Assistant  
Tigist Zegeye, Executive Director

Minutes prepared by: Dawn Voss.

### **3. MINUTES**

The December 17, 2020 TAC Minutes were approved.

**ACTION:** On motion by Ms. Gwinneth Kaminsky and seconded by Mr. David Dahlstrom the TAC approved the December 17, 2020 TAC minutes.

Motion passed.

**(01-21-21 - 01)**

### **4. SUBCOMMITTEE UPDATES**

None.

### **5. PUBLIC COMMENT PERIOD**

None.

### **ACTION ITEMS**

None.

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

#### **6. Route 9 Video**

Ms. Randi Novakoff said WILMAPCO has been working for the past year on creating a series of videos explaining the planning process in a simple and easily understood way, as well as encouraging public engagement in the process. The five video topics are “Pedestrian and Bike Planning”, “Transportation Justice”, “Who is WILMAPCO?”, “How an Idea Becomes a Project”, and “The Route 9 Master Plan”. The videos are funded through a Federal Highway State Transportation Innovation Council Grant. Once completed, the videos will be posted on YouTube and shared with local libraries, schools, and civic organizations. They will also be shown at public workshops. Staff is still working on most of the videos, but we have a preview of the Route 9 video, which is six minutes long and features interviews with local community leaders and WILMAPCO staff who describe the master planning process. The TAC viewed the video. Ms. Novakoff said they are currently working to add Spanish subtitles and a final slide that includes all the logos and the website to show people where to go to get involved. This video is in an interview format as is the Transportation Justice video. The other videos are scripted and the video production company will do most of the voice work reading a script that the team has developed.

Ms. Gwinn Kaminsky said that was a really nice video and asked who produced it. Ms. Novakoff replied King Creative on Market Street produced it. They also do Tropo, the WILMAPCO mascot, who will be included in other videos.

Via chat, Ms. Tricia Arndt commented that the video is great and the Rt 9 efforts are phenomenal.

Via chat, Ms. Stacey Dahlstrom asked once the Rt 9 Video is complete, if New Castle County Land Use could provide a link to it on the Rt 9 MP part of their website. Ms. Novakoff replied absolutely.

## **7. Demographics Update**

Mr. Dan Blevins said the Delaware Population Consortium has released their annual projection series, and some projections from the Maryland State Data Center were received. This year the Consortium is working under Senate Bill 7, which formally recognizes the Consortium, its members, and work products. This codifies the data to be used in State and local planning. The data goes out to the year 2050. New this year, all municipalities and seasonal projections are included every year. Maryland data is released more sporadically. A series on households and population in was released in December 2020, but the latest employment data is from 2015. The Census was due at the end of the year. Block level data will be received at the end of March so all small area data will be available around April 1<sup>st</sup>. The U.S. population is growing, but it is slowing. The decade 2010-2020 has seen the slowest growth ever. Immigration is increasingly a large part of growth in the U.S. Deaths are catching up to births. All baby boomers will be 65 by 2034, which will be one in five people. Net Migration will overtake natural increase. In the next decade the 65+ population will be larger than Under 18 population, which will bring a host of problems in terms of workforce. The U.S. is in a Baby Bust due to COVID as people do not want to go into hospitals. Nationally, there are 300,000 fewer births expected, and that will extend into 2021 for various economic and health reasons. With the census there is congressional reapportionment. Ten states are projected to lose a congressional seat, and seven will pick up one to three seats each. This will affect the national dynamic in 2022.

Delaware is similar to the national average. Sussex hit the natural increase break point in 2013, so they are already at the birth-death inflection. New Castle County will hit that point in seven years and Kent in 2031. Population growth is slowing. From 2000-2010, population grew by 113,000. In the last decade that was down to 80,000. In 2020-2030 an increase of 44,000 is anticipated, then 26,000 in 2030-2040. The Consortium released their figures in October. The projections at the county-wide level show that the population in New Castle is around 559,000. This will increase until 2040, then begins to decrease. Sussex is growing based largely on migration. Employment changed as well. Between automation and other factors there is very little growth. New Castle County in 2020 hit around 289,000 jobs, which was the number the County had in 2000. New Castle County has been on a downward trend for quite some time. For municipalities, Newark and Middletown have seen increases in last decade that will continue for the next several iterations of the Consortium.

Cecil County had some growth in the early 2000's, but it has been flat since 2009 at about 102,000 total population. There has been a drop in migration. Net migration drives population growth. It dropped off dramatically and was negative in the last decade. Cecil County's population is about 103,000 now and projected to increase to 131,000 by 2045. The older series that the Maryland Department of Planning released in 2009 forecasted population of 155,000 by 2030, but the most recent series forecasts a much lower number. A BRAC base realignment was done. Because of BRAC Cecil County's forecast in 2007 indicated population was going to be around 132,000 by 2017, which is now the number being forecasted for 2045.

In New Castle County, Planning Districts are used to look at subarea studies to get to traffic zones for modeling. Household growth, aging population, household structure, birth rate, and other factors are affecting household growth in more urbanized areas. North of Route 40, Brandywine, Lower Christiana and Pike Creek are seeing lesser occupied households throughout this decade than in 2000. MOT had most of the new household growth over last 17

years. Household growth in New Castle County is slowing down. In the 1970's and 80's, the County was adding 20-25,000 occupied households per year. From 2010-2017, the net growth was around 3,000. There are more vacancies now, not just from sales or rentals, but houses caught in legal issues such as estate sales. Internally factors that impact households and population include renter versus owner, what we call a non-family household, and single-person households. Houses are being built, but the number of people within those houses has changed steadily within different parts of New Castle County. The aging population is continuing to shape that change creating a potential bubble in vacancies over the next decade and a half.

Mr. Mike Fortner asked if Newark's projected increase in growth as New Castle County's decreases is due to student housing development with no anticipation that college enrollment will go down. Mr. Blevins replied that when you look at the household construction and growth over time, the non-family household size is relatively large in Newark, so even as more housing is being developed, there is still a robust number of people in those households. The trend has been from 2010-2020 that there were some increases there. From 2000 to 2017 New Castle County has netted 5,100 family households, which is two or more related people, and 11,000 non-family households consisting of someone living alone or unrelated people sharing a house. A family household has 2.6 people per household, where a non-family household has 1.29. So, As the number of houses grow, the number of people living in them is a different story.

## **8. Goods Movement Studies Update**

Mr. Dan Blevins said three new freight planning studies in the UPWP are beginning. In 2015 the FAST Act was signed into law. The Act set dedicated funding rules and ten parameters for what needed to be in the State freight plan. So, in 2015 with the Freight & FAST Act, work began on a list of projects looking at economic vitality; safety and security; and system management.

The Impacts/Benefits analysis of Truck Access Improvements around the Port of Wilmington Area takes recommendations out of recent plans including the Port of Wilmington Truck Parking Study, Wilmington Comprehensive Plan, Route 9 Master Plan, and Southbridge Circulation Study, which had a lot of ideas about how to move freight in and out of the south Wilmington area. This is more of a technical report to look at proposed ideas to see what will work and then analyze cost benefits and make recommendations for those projects. For example, one idea from the Route 9 Plan, the extension of Pigeon Point to I-295, is being evaluated to see how well it will work and what it will cost. This project will take ideas from these other studies and plans and see what can be measured from them, like changes in in truck volume along Route 9, intersection LOS, travel speeds, air quality and environmental impacts. This project has an eight- to ten-month time frame. A workshop and focus group meetings are being scheduled in February and April. Tonight Mr. Blevins will update the Route 9 Corridor Monitoring Committee on the projects and ask if any members will participate in the focus group.

The Delaware Statewide Parking Study is taking a two-part approach to truck parking. In the beginning the team will address MAP-21, all of the federal mandates, Jason's Law, and all of the truck parking on the interstate system. Then the team will look at local conditions with truck parking and staging, overnight parking, and what Delaware's issues with truck parking are. The team will determine if Delaware has an hours of service problem or if trucks are congregating in areas in anticipation of the opening of the facility they are trying to enter. This project is a third of the way completed. Much of the project is number crunching, looking at designated truck parking locations, and how well are they being used. This project is taking advantage of new data sources available, such as Trucker Path App, which is very accurate about where truckers are and communicating where truck parking is or is not available. Streetlight is a new data source similar to INRIX that tracks duration, location, frequency of trucks using a spot, and

concentration of vehicles. The INRIX data and the ELDs on trucks show where trucks are and when they stop for at least thirty minutes. For example, overnight parking analysis of the Maryland House shows that though a parking lot is available, there are only fifty-five spots in the lot, and many trucks are not using it. In Northern New Castle it was found that there are trucks concentrated in non-designated areas from 12-6 a.m. This data indicated areas that need more investigation. This project is on a twelve- to fourteen-month schedule. A technical memo process will be used because there is much information to release. The Paper #1 is almost complete. Focus groups will be used to get into the trucking industry. The team has heard from members of the public, but also want to hear from people in the industry. Through work with the Delaware Motor Truck Association, they are reaching out to truckers to see why they are parking where they are at a constructive level. The focus group will be meeting in mid-February. If anyone is interested in participating, they should contact Mr. Blevins to receive an invitation to the call.

The First and Final Mile Freight Network Development is a statewide effort focused on mostly local collector roads, near residential areas with poor geometry, poor drainage, and lack of lane width. These segments support multiple users including passenger vehicles, bicycles, and pedestrians. The conflict of freight and other movements cause delays, cost money, and cause safety issues. Examples include south of Newark off 896 going through a residential area to a large commercial area. Just outside of Newport, Twinco actually posted signs with how they think trucks should leave in response to neighbors' complaints about trucks speeding and running stop signs. The goal is to get a greater understanding of Delaware's first/final mile connections that link businesses to the larger network, help stakeholders understand how to maintain them, and balance the needs of other users on the system. The project seeks to determine what tools are available and how can these segments be improved and maintained. The schedule is roughly twelve months for this project. Wikimap is being use for an outreach effort. The freight community, shippers, and residents are invited to indicate on the map where there is a mobility, safety, road condition, or land use conflict issue dealing with this topic. There will likely be a very similar effort and similar pool of respondents for the truck parking study. Webpages for each project are accessible through the WILMAPCO website.

Mr. Brian Mitchell of the City of Wilmington said this is great information, then asked with the February 12<sup>th</sup> beginning of the viaduct project, if there is any way to use this information to address truck issues within the city. The Wikimap reporting site is a good resource. Mr. Blevins replied that cycle will likely be missed since it is beginning in about three weeks. There is a large cluster of those links in Wilmington that are being called a final mile, but if there is something specific, let him know. Mr. Mitchell said he will delve into the sites. One of the things for which we could get some feedback from the community is where the detour routes from I-95 are going to probably take some truck traffic. He could see the reporting of those things as the project starts, probably in the summer and beyond once people are expected to be back commuting to work. Mr. Blevins said there was a focus group for the first/final mile on January 7<sup>th</sup> with a good turnout. Folks from Purdue and higher- level industry participated. They want to be efficient, but also safe. Everyone is encouraged to take a look and provide feedback.

## **INFORMATION ITEMS**

### **9. Staff Report**

Ms. Dunigan reported the following updates:

- At the January Council meeting there were five actions items: The Performance Measure Targets for both Maryland and Delaware were adopted for use by WILMAPCO; the Governor Printz Corridor Study, the Newport Transportation Plan, and the 5-Points Intersection Study were endorsed. These are all available on the WILMAPCO website.

- The initial modeling results are completed for the Churchmans Crossing Plan and the team is preparing for a public workshop on February 24<sup>th</sup>.
- The Union Street Reconfiguration project team is planning an Advisory Committee meeting and public workshop in February.
- The Route 9 Corridor Monitoring Committee is meeting this afternoon.
- Staff will be presenting to the New Castle County Youth Planning Board on January 29<sup>th</sup> about our environmental sustainability work.
- Staff is supporting the Community Well Being Ambassador Initiative with data from our Social Determinants of Health.
- Staff participated yesterday in a workshop on the State Health Improvement Plan.
- Air Quality Partnership is planning a Virtual Wilmington Earth Day Event for 2021.
- The City of New Castle has a public workshop scheduled for February 10<sup>th</sup>.
- The New Castle County Transportation Alternatives Program applications were due on January 15<sup>th</sup> and six were received. They are working on prioritizing them and they should be brought to the next TAC meeting for review.

**OTHER BUSINESS:**

None.

**ADJOURNMENT:**

**ACTION:** On motion by Ms. Gwinneth Kaminsky and seconded by Ms. Jeanne Minner the TAC adjourned at 10:50 AM.

Motion passed.

**(01-21-21 - 02)**

The TAC adjourned at 10:50 AM

**Attachments (0)**