

# TECHNICAL ADVISORY COMMITTEE MEETING

January 20, 2022

A meeting of the Technical Advisory Committee (TAC) was held on Thursday, January 20, 2022, 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:**

Trisha Arndt, Delaware Office of State Planning  
Nicholas Cannistraci, Town of Elkton  
Marvina Cephas, DNREC  
David Dahlstrom, Maryland Department of Planning  
Michael Fortner, City of Newark  
Gwineth Kaminsky Rivera, City of Wilmington  
Matthew Rogers, New Castle County Department of Land Use  
Catherine Salarano, Maryland Department of the Environment  
Derrick Sexton, Maryland State Highway Administration  
Catherine Smith, Delaware Transit Corporation

**TAC Ex-Officio Members present:**

Lindsay Donnellon, U.S. Federal Highway Administration

**TAC Members absent:**

Cecil County Division of Planning and Zoning  
City of Wilmington Department of Public Works  
Delaware Department of Transportation  
Delaware Division of Small Business, Development, and Tourism  
Delaware River and Bay Authority  
Maryland Department of Transportation  
Maryland Transit Administration

**TAC Ex-Officio Members absent:**

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

**Guests and Invitees:**

Jane Dilley, League of Women Voters  
Jolyon Shelton, DNREC

**Staff:**

Dan Blevins, Principal Planner  
Heather Dunigan, Principal Planner  
Sharen Elcock, Executive Assistant

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

Minutes prepared by: Dawn Voss.

### **3. MINUTES**

Approval of the December 16, 2021, TAC Minutes / AQS Notes.

**ACTION:** On motion by Mr. Matt Rogers and seconded by Ms. Gwineth Kaminsky TAC approved the December 16, 2021, TAC minutes.

Motion passed.

**(01-20-22-01)**

### **4. SUBCOMMITTEE UPDATES**

None

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

None

### **ACTION ITEMS**

None

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

#### **6. 2022 Regional Progress Report**

Mr. Bill Swiatek said the Progress Report is the performance measurement document at WILMAPCO that tracks the progress of the RTP, looks at core trends in the region, and goes action by action to see how well each one is performing. Qualitative and quantitative indicators used, and progress is shown through red, yellow, and green lights. All of the national performance measures are also in the report. In the last Progress Report, in 2018, half of the action had green lights or good progress. In this latest iteration 60% of the actions have green lights, indicating that implementation of RTP has improved since the last report.

The measure of the regional road fatal crash rates by 100 million VMT is not one of the national performance measures. This is a local measure looking at per capita fatal crash rates and then comparing them to the targets that are in place. For Cecil County that is .99 and Delaware is 1.134. New Castle County is slightly under the Delaware target. It was reduced in Cecil County in 2019, but is still slightly off pace of the target for regional road fatal crashes.

Another measure looks at congestion mitigation and air quality (CMAQ) projects that are typically funded in Cecil County and New Castle County. This corresponds to the action to fund the CMAQ projects that have the greatest air quality benefits. The most cost-effective projects include things like idle reduction, diesel engine retro fits, car sharing programs. Each reduce air

quality at a better rate per money spent than other projects. The least effective types of CMAQ projects include subsidized transit fares and employee transit benefits. These cost a lot more to get the same air quality benefits. In New Castle and Cecil Counties the traditional projects selected for CMAQ are in the middle of the cost/benefit list. Among projects normally selected in New Castle County, incident management projects have the greatest per capita benefits. New Castle County also does a lot of bike/ped projects, which are among the less effective projects in terms of benefits to air quality. It shows that we could do better in both counties selecting projects with better cost benefits.

Ms. Tricia Arndt asked if the crash data includes pedestrian and bike interactions or are just vehicular. Mr. Swiatek replied that it would include everything. Ms. Arndt commented that it seemed a little low. Mr. Swiatek said we have another measure that just looks at the pedestrian and bike crashes.

Another measure looks at the bridges that are in poor condition. This is a national performance measure that looks at both states. The percentage of bridges in poor condition in Delaware has gone from 6% to 2.7%, which is on target to meet the state's targets for both 2019 and this past year of 3%. In Maryland, only 2% of the bridges were in poor condition, but that is slightly off pace with the targets for that measure.

Another action in the Regional Transportation Plan is to reach a wide and growing public audience, which addresses public outreach measures. One measure looks at the subscribers to our electronic newsletter, and that has gone up from 1,400 people in 2013 all the way up to 4,820 in 2021. The percentage of people that are familiar with WILMAPCO in public opinion surveys was between 31% and 32% between 2006 and 2017. Early results from the current public opinion survey, which is ongoing, is showing that figure dropped to 27%. The 2021 figure incorporates only half of the data that has been analyzed, but we wanted to put something current in the progress report. The measure that looks at how well WILMAPCO achieves an early, ongoing, and transparent public dialogue in all projects looks at how well subregional studies are meeting the recommendations in the Public Participation Plan. It shows how well each of the subregional studies did with each of the different measures, including getting young people from the study area involved, having a representative cross section of community residents, and having a three-day public review of the plan. This time, a number of measures were identified as difficult to meet due to pandemic limitations, but most of the measures had met the recommendation of the PPP. Some work needs to be done to better engage young people more consistently in the in the planning process for all of the studies.

Another measure ensures that we use our approved project prioritization process to select projects for funding. That is done by comparing the technical score with the average median technical score for both the unfunded projects and funded projects in the TIP. In 2018 fifteen unfunded projects, which did not make it into the TIP, scored above the median technical score in the TIP. Then, eighteen projects were funded that had below that score. In 2020 the result was better with only eight unfunded projects having a high technical score, and nineteen projects were actually below the score.

Another measure that has proceeded well is managing congestion. The lockdown helped with this. This looks at the Philadelphia Metro Region's annual peak hours of excessive delay per capita, which is a regional measure. This is a national performance measure that includes the WILMAPCO region, but also a number of other counties around Philadelphia. That figure has dropped consistently since 2017 from 16.8 annual hours of peak excessive delay down to 7 in 2020. The target is 17 for 2021 so it looks appears the target will be met. More locally, we look

at is the number of expansion projects and management projects within our CMS corridors, which are corridors identified as being congested. This is an overlay looking at which of these corridors have active management expansion projects that may alleviate some of that congestion. Most of the CMS corridors have expansion and management projects in them, with the exception of SR 7 and US 202 in New Castle County and MD 213 in Cecil County.

The measure to streamline freight movement looks at the interstate truck travel time reliability index, which is a national performance measure. Both states are meeting those targets. Another measure for freight is looking at the freight bottlenecks that have been identified and then seeing which management and expansion projects correspond with those freight bottlenecks. There are projects in the corridors that have bottlenecks, with the exception of the SR 7 and SR 2 area and also a stretch of I-495 in New Castle County.

The next step for the Progress Report is a review of the draft document. Some minor updates to the Progress Report are being made and any feedback from the TAC such as recommendations for additional data, wording, and thoughts on how a measure should be graded would be welcome. We are looking for Council action on the Progress Report in March so next month it will be coming to the TAC for recommended adoption.

Mr. David Dahlstrom said he wanted to thank Mr. Swiatek as he did a great job on this report.

Mr. Swiatek posted in the chat:

Draft Progress Report - <https://wilmapco.sharefile.com/d-s19dff10d2cf44d6eb18d0fe7683aea36>

## **7. I-95 Cap Feasibility Study**

Mr. Dave Gula said DelDOT asked WILMAPCO to work with them to consider putting a cap over sections of I-95 as an improvement to the community that has had I-95 passing through it since the 1960s. When the I-95 rehabilitation started, the community had questions about Improvements that were not part of a rehab project, so a dialogue between DelDOT and the community began. This is an opportunity for the State of Delaware to look at the impacts I-95 has had on the local residents. What was done in the past cannot be undone, but improvements can be made. There is a lot of green along Adam and Jackson Streets and down towards I-95, but it is not useful to the community, so the goal of this study is to try to create some space that will benefit the community.

The Advisory Committee is made up of elected officials from state, federal, and local levels including New Castle County, DelDOT, and the State of Delaware. Community outreach is being done through work with the neighborhood planning councils as well as the actual neighborhoods. The goal is to have a community plan moving forward to try to have consensus on what to do with this project. The consulting team consists of Hargreaves Jones as the lead with Mr. Kirt Reider as the point of contact, Ms. Toyin Ojunfolaju from Jacob Engineering as meeting facilitator, Johnson Mirmiran & Thompson (JMT) as technical consultants with Ms. Angie Hernandez as the contact there. Hargreaves Jones has a national reputation for these kinds of projects. JMT is a team that brings engineering and some local knowledge to the project. Ms. Ojunfolaju has worked with DelDOT as a facilitator for other projects.

The project focus area includes I-95 between Delaware Avenue and 6<sup>th</sup> Street bridge. The boundaries of the project are the curb lines of Adams and Jackson Streets. The team reached out to neighborhoods in the area to encourage participation in the Advisory Committee and the public workshops. When I-95 was built in the 1960s, 370-400 structures through the study area

were removed, which caused an impact through 4<sup>th</sup> Street and Hedgeville. The study is focused on areas that are below grade, which are 6th Street through Delaware Avenue connections. The area around I-95 has always been densely populated and it continues to be so to this day. We would like some sort of public space but have not directly planned anything yet. The team is exploring what can be built based on federal policies for air rights over I-95. Most of the discussion is about public community space, like parks or centers for activities. The idea is to let the community guide this, so the team came in with no real conception of what to build. There is a park to the west of I-95, but to the east there is only one playground in the area. Neighborhoods between I-95 and Center City do not have much park access.

Similar projects have been completed in other cities. The Plaza in Richmond, Virginia was built over I-195. Kyle Warren Park in Dallas, Texas was built over a state highway. There are a lot of municipal uses around those areas, but here there are neighborhoods directly adjacent to the study area. That will affect the work with the community and the plan for this study because the impacts of building something community based is different from something that is a regional draw. A nearby project is the Penn's Landing project over I-95 and Columbus Boulevard in Philadelphia. The city is looking to make a cap connection from Front Street through Penn's Landing to the river. Hargreaves Jones led the design work on that project, so the team has a lot of experience doing this kind of work. Also, JMT was involved and had to design the deck structure to accommodate large trees. We have access to teams that have done this kind of work in the past and will go through the process to make sure that whatever is decided will be feasible to build.

This is an opportunity to reconnect the neighborhoods divided by I-95. The community has been engaged through work that was done by the United Neighbors group who painted three of the bridges over I-95 to make them more decorative. The bridges need better lighting, but that could be done before this project begins. The team wants to work with people in the community that are already engaged to help determine what is best for the area. The team will work with residents to determine what would work best for them and what is feasible. There is history in this area and some division. The team needs to be sensitive to what happened in the past and build trust among members of the community by demonstrating that they are listening as designing concepts begins. The goal is to see what people want, what obstacles arose from the existence of I-95, how the unique, local historical and cultural identity can be incorporated into the area, and what is needed to bring the stakeholders together. Whatever is designed must be sustainable and useful.

The project team will have eight site visits. A local contingent will be here regularly and out meeting with the community as much as possible. There will be six Advisory Committee meetings and four community workshops. The visioning task has been completed, and the first concept design options are underway, and will be presented to the AC and the community next. Then, the feasibility of the option or options selected will be determined, and then a final design made. Key points that were mentioned include that I-95 is not being removed or rerouted. It is not going to be signed as a business route. In working with DeIDOT, these parameters were decided in advance. There will be no closures as part of this project, other than potential partial closures for construction. No residents will be displaced, moved, or impacted by this project as far as private property being taken. Our goal is not to go into the neighborhoods to annex any other property. The work will be within the existing right-of-way. There has been a lot of talk about economic development improvements and removal of properties, but the funding for this project is coming from transportation, so it is limited to the corridor of I-95. Some project partners may get involved with some other things, but the goal of this project is not to displace residents.

The area is 2,500 feet long from 6th Street bridge to Delaware Avenue and 300 feet wide from curb to curb on Jackson and Adams Street. There are bridges at 6th, 7th, 8th, 9th, and 10th Streets. Also, a ramp comes off of southbound I-95 and connects over I-95 to 11th Street. The total study area is twelve acres. There is a 6.7% slope from Adams down to Jackson at 7th Street, and at 10th Street it is a 3.6% slope. The bus routes on 8th and 9th Streets are neighborhood connectors that connect the West Side with Downtown. There are many bus routes on Delaware Avenue, some of which use I-95, and there is a bus route on 4th Street. There is a lot of transit use in the area, which should not be affected. The area has been considered as part of the bike plan. Streets that are more of a neighborhood street are 8th, 9th, and 10th Streets. The team is reviewing the city's bike plan and working with the Wilmington Planning Department to see if there are any bicycle improvements that need to be added to this project. Within one mile of the project site there are five museums, five libraries, eleven schools, twenty or more places of worship, four community centers, seven landmarks, and ten parks. Connectivity is a major theme in this project, not just reconnecting the neighborhoods, but connecting them to other destinations.

The first Advisory Committee meeting on September 30th was in person with thirty people in attendance. Some people indicated they were not comfortable being in public with the pandemic, so a follow-up online Advisory Committee meeting with another thirty people was held on November 2nd. Attendees were asked questions about what will make the project successful. The themes that emerged were restoring the community and the connection between the community; everything should be connected. The bridges over I-95 are not well lit, and most are two lanes. The traffic does not necessarily warrant two lanes, so the bridges not affected by this cap could be improved as pedestrian and bike connections. People in the Advisory Committee meetings absolutely did not want retail, but in the workshops that idea was a little more well received. Most people agreed with naming the project, "Bridging I-95: Reconnecting the Community". The community gave a lot of feedback about opportunities and challenges. When asked what kind of spaces the participants want to see and did not want to see here, much was said about sports courts as not the most important thing for this area. Flexible lawns came up. Similar questions were asked at the online Advisory Committee meeting. At both meetings people were asked to draw on a board where they were trying to get to and from. There were many diagonal connections drawn that spanned much of I-95. Many people were trying to get downtown or to Cool Springs Park. There were many responses when people were asked for their vision for the area. A very similar series of questions was used in the workshops. One workshop was in person on November 17th, and the other was virtual on January 12th. Sixty people attended the in-person workshop in the community. Both the workshop and the Advisory Committee were held at the Trinity Church at the corner of Adams Street and Delaware Avenue. The virtual workshop had another sixty attendees. All the community feedback from the meetings, workshops, and surveys, including an online survey is being compiled to help the team put together concepts of what is feasible and what people want.

The next step is to draft initial concepts and present them to the Advisory Committee in March. Then the ideas will be presented to the community to get the consensus of what people prefer. The Advisory Committee will make the decisions on what should be in this space. Task 1, Visioning, is concluding. Task 2 is beginning. There will be a couple of Advisory Committee meetings the workshop. Task 3 is Assessing the Feasibility of the Concepts, which will narrow down what can be done and what people like the most. The final task will be a deeper analysis of the final concept and creating a report. This was an unfunded project. Now, there is a piece in the infrastructure bill for funding for Reconnecting Communities and that is something to be

explored. Local people are saying the President United States is from our area so that will help with funding, but that is not guaranteed. The team needs to put together something that the community wants, but also something that we can actually find the funding to complete. The website is <http://www.wilmapco.org/i95cap/>. There was some publicity this morning in the Delaware State News, and so the survey we be available for another week, until January 28<sup>th</sup>.

Ms. Tricia Arndt commented that she would not have thought that this is possible, but this is the coolest project she has seen in a long time, and it is looking great. She is excited for what is going to come out of it.

Mr. Gula thanked Ms. Arndt and agreed that this is project is big. The good news is we are getting a lot of participation from the community. Convincing them that this is actually going to be something that we are going to try to do is half the battle. They want to make sure we are not just wasting their time. We certainly think about it as we go forward to make sure that we end up with something that is feasible, fundable, and can move forward.

### **8. Union Street Reconfiguration and Streetscape Improvement Study**

Mr. Dave Gula said the Advisory Committee consists of neighborhood groups, community advocates, property and business owners, city and state elected officials, and our state agency partners. The consultant team is JMT. Outreach is key. During the visioning, people were asked about themselves including what brings them to Union Street and how they get there. The majority drive. Many go to Union Street for the restaurants, many of which were cited by name. The public were asked how close they live to Union Street and if they go to businesses or just drive through. They were asked how they would like to get to Union Street. The first choice, with 67%, was to walk. Another 63% would drive. Biking would be higher than is currently the case, with 42% hoping for that option. Transit was preferred by 15%. People would want to use all the modes. People were asked to show where they go to the most, and what they think about the different sections of Union Street. At the time of the workshop, the intersection at Union and Pennsylvania Avenue had not been reconfigured with a new traffic and pedestrian signal. It now has a pedestrian crossing island and a signal both southbound and northbound at Union Street. Hopefully that intersection will no longer be as dangerous and confusing as it had been.

On Union Street below 10<sup>th</sup> Street not all the crossings are signalized and not all signalized crossings meet ADA standards. Below 4<sup>th</sup> Street, people say it becomes more of a black hole. This area has the most traffic and at some of the fastest moving traffic because it starts to slope downhill. It has not been good for businesses in that area. Below Lancaster, it becomes a speedway, because the two lanes are very wide. At that point, it is more residential. People love outdoor dining. Some people hate angled parking. Some love the angled parking. Everybody agrees that it is dangerous to bike because of the speeds on the roadway. The crossings are not safe for pedestrians. Traffic calming has become the key because it is not a good pedestrian environment. Many comments were received. When asked what they would like to see in the future and what would make it more of a destination, 69% of participants want to support the businesses and see growth. Another 62% want to improve the appearance of the street. 53% want to make it easier and safer the walk. 44% want tree-covered green space. No one polled indicated they want to drive faster on Union Street. 15% of the people want to see wider sidewalks, but 12% do not want wider sidewalks. 70% want to see outdoor dining. 19% want to see more tree cover. This is the information that was used for the draft purpose and need statement.

The second workshop was held on October 27 with thirty attendees. The survey that accompanied the workshop had one hundred responses. The purpose of the project is to transform Union Street into a Main Street corridor that supports the multimodal mobility and connectivity needs of the local business community and other residents in the surrounding area. The need is: transportation and streetscape improvements are needed along Union Street between Pennsylvania Avenue and Sycamore Street to better function as a Main Street corridor, (a) balancing moving cars while functioning as a place for residents and neighbors to shop, dine, work, recreate, socialize, and play, and (b) improve the multimodal mobility and connectivity. On the survey, 87% agree with the draft purpose and need statement. The main concern was less about cars, or at least to put the pedestrian functions ahead of the cars. Pedestrians are saying they cannot do what they want to do, because it does not feel safe, and is not comfortable crossing the street. It would be a challenge to lead a family on bikes.

The draft measures of effectiveness were built from the purpose and need statement. Because of desire to have Union Street function as a Main Street, green space, shade trees, public gathering space, business frontage space, streetscape, and lighting are included. Scores were given for pedestrian improvements, sidewalks space, space for transit amenities, space for delivery and pickups, level of service for vehicles, on-street parking capacity, and bicycle level of comfort. It is not weighted, but the points that are most important relate to making it more multimodal. The public were asked about the measures of effectiveness, and there were no comments. This scoring was used for the six alternatives that were carried forward. There were three more alternatives presented to the public, but those alternatives did not move the curb and kept the roadway at fifty-six or more feet. Currently, the two travel lanes are each wider than twelve feet, another lane functions as a bike lane, and then there is open space for either parallel parking or back-in angled parking, which comes out to the bike lane. On the west side of the street there are areas where there is a gap between the parallel parking and the bike lane. There is a lot of roadway, which encourages speeding. People were asked about the six design concepts. Alternate A and B scored the best.

Alternative A undergrounds the utilities. This was not something the public requested in advance of putting together the alternatives. It will be much more expensive. This alternative keeps the bike lane southbound on the east side. There is not a lot of sidewalk width on the west side right now. This alternative reduces the roadway to forty-six feet, which includes the bike lane that is raised at the curb level. It maintains two lanes and parallel parking but no back-in angled parking. It provides a much wider sidewalk on the west side with room for outdoor seating and maintains or expands the sidewalk on the on the east side with room for outdoor seating. Some outdoor seating now has been built in parking spaces. On a slow street, that is challenging, but on a street with fast-moving traffic, more solid structures are needed, and there is still some level of concern for diners' safety. One of the shops that had outdoor seating in a parking space said in the summer on Saturdays when there is less traffic it did very well, however, there were people who just refused to sit on that street. Unfortunately, one overnight car did go into that parking space, but no one was using it at that time. During COVID, the outdoor seating became very popular so that is why these designs really reflect what people want to see. People like this alternative. Some said if you are going to do this, do it all and spend the money on undergrounding utilities. Mostly the feedback was that it is really great for pedestrian movements, and it makes the bike lane much more viable than the existing bike lane. There are concerns about the lengthy construction time, and some people still want two-way bike lanes. This was discussed at the Wilmington Initiatives meeting, and the bike lane is not the top measure of effectiveness. One block over, Bancroft Parkway is a slow, divided-median roadway, which is comfortable for people to ride their bikes. Some who advocate for bicycling say you could use Bancroft Parkway. In the conversation with Wilmington Initiatives, it



was mentioned that if someone wanted to go to Union Street on a bike, they would not be able to move down Union Street to destinations. Having at least one bike lane would help people who are using their bikes to access shops and restaurants.

Alternative B does not underground the utilities. There are two pole lines. Based on other recent work in the city, moving utilities underground costs \$1 million per block. With pole lines on both sides of the street, that is \$2 million per block, and there are sixteen blocks. That adds about \$32 million to this project. The State of Delaware, DelDOT, does not use transportation funds to underground utilities. Because of the way the pole lines are situated, and to make sure that there is enough sidewalk for both walking and outdoor dining, the bike lane is on the west side of the street. With the bike lane on the west side, floating bus stops will be needed so the bike lane will pass between the pedestrian space and the bus stop rather than the travel lane and the bus stop. People like this alternative because it creates a lot of room for green space, for pedestrians, for outdoor dining, and it does protect the bike lane. It will not be as expensive, and the construction will be a little shorter without undergrounding the utilities.

The project team had many internal discussions about which alternative to move forward to investigate costs and apply to each block. It was discussed at the Wilmington Initiatives meeting, and if the city had pushed to underground utilities, alternative A would be more viable, but no one is stepping forward with the money necessary to underground utilities. Because it is such a large funding lift, alternative B will be recommended. The difference between the two alternatives will be explained in the text of the report. It will be noted that alternative A was very popular. In the time between the final report and when design begins, if someone talks to Delmarva to see if there is a partnership or to legislators to see if funding can be found, the alternatives can be switched before until the team begins design. That is the most flexible path forward at this point.

Other things to note, parking is always a challenge. Going from back-in angled parking back to parallel parking will lose about nine spaces over the course of the sixteen blocks. It is not much parking to lose, and the majority of complaints are about back-in angled parking. Also, the design impairs the ability for outdoor dining on whichever side we chose. A number of people mentioned that if parking spaces are designated along the parallel parking, there may be a few more spaces because people park badly in unmarked spaces. People are saying traffic calming is needed, so narrowing the lanes and creating bump outs at the corners will make it safer for pedestrians. Having a designated buffered bike lane encourages cycling on Union Street.

The team just finished the public workshop and is moving into the preferred concept. There will be a feasibility analysis of the preferred concepts. It will be applied to each block with much more detail, and then there will be an Advisory Committee meeting probably in March. After that, there will be a public workshop. Hopefully, the Advisory Committee will give their full approval and then final concept can be presented and final report submitted.

Mr. David Dahlstrom asked on the issue with the underground utilities if there is much redevelopment potential on that corridor. Mr. Gula said the northernmost stretch of the corridor has some car related businesses. They are not likely going anywhere, but there certainly could be redevelopment there. A large piece of property was redeveloped on the other side of the railroad tracks within the last couple of years. You have some suburban-style development with parking lots in front of it along some of the buildings in that stretch. Then, it is more dense, mixed-use where there is a small building with ground-floor retail and some upper-story residential that may or may not be used. The southern end is all residential. There is probably room for some infill throughout this stretch. Because it is individual buildings through the

bulk of it, it is not really seen as a place where somebody is going to buy a bunch of properties and then redevelop something. If the car dealerships ever decide to go that is where you would probably see the most potential movement. Mr. Gula does not know that there is a big push to redevelop along there. Mr. Dahlstrom said if there was a push to put a little more height in density there, then perhaps you would want to take a little more of a look at the undergrounding of the utilities. When Mr. Dahlstrom has seen high rises and then the utilities running through it other places, it just does not seem to work as well. When the buildings are the one or two stories, having overhead power lines really does not interfere with anything.

## **INFORMATION ITEMS**

### **9. Staff Report**

Ms. Dunigan reported the following updates:

- At the January 13<sup>th</sup> Council meeting, Council approved two amendments to the TIP. The first amendment was to fund the replacement of the Belvedere Road bridge over CSX and the other was for paratransit validators statewide in Delaware. The Council also voted to release the Draft Air Quality Conformity Analysis for public comment. Because the TIP is being delayed a Council voting cycle, that data will coincide with the TIP public comment period which we anticipate will run from March 18<sup>th</sup> through April 29<sup>th</sup>. Council endorsed the Churchman's Crossing Plan, which can be found on the WILMAPCO website, and the monitoring process for that plan is getting started now.
- The I-95 Cap Feasibility Study held an online Visioning Workshop with about sixty attendees on January 12<sup>th</sup>.
- The Town of Newport Transportation Study Monitoring Committee is getting started. There will be a partner's meeting and Monitoring Committee meeting scheduled for early February. A briefing will be given to Newport Town Council on January 20<sup>th</sup>.
- The Concord Pike Master Plan Monitoring Committee has started. There was a partner's meeting on January 14<sup>th</sup> to work out the next steps.
- Staff is supporting planning for Phase 3 of a TAP Streetscape Project in Southbridge. A Community Walking Tour was held on December 21<sup>st</sup>.
- Staff will be meeting with representatives from the Ardens to discuss interest in a traffic circulation study.
- Staff is presenting at the Delaware Nature Society meeting about some of our recent planning efforts for their youth trail ambassadors on January 21<sup>st</sup>.
- Staff attended Maryland outreach meetings, including the Maryland Pedestrian Safety Action Plan meeting on December 16<sup>th</sup>. Materials from that meeting can be found on their website. Staff also attended the Maryland Statewide Transit Plan Stakeholders Meeting on January 18<sup>th</sup>.
- Safe Kids of New Castle County is creating safety videos, including one for bicycle and pedestrian travel.
- The Air Quality Partnership is working with the Partnership for Delaware Estuary on Wilmington Earth Day for this April.
- WILMAPCO is partnering with the University of Delaware on a National Science Foundation grant application looking at equity for sustainable shuttles particularly for people traveling to the University of Delaware from the City of Wilmington.

### **OTHER BUSINESS:**

**ADJOURNMENT:**

**ACTION:** On motion by Ms. Tricia Arndt and seconded by Ms. Gwinn Kaminsky the TAC adjourned at 11:13 a.m.

Motion passed.

**(01-20-22-02)**

The TAC adjourned at 11:13 a.m.

**Attachments (0)**