

# TECHNICAL ADVISORY COMMITTEE MEETING

**November 19, 2020**

A meeting of the Technical Advisory Committee (TAC) was held on Thursday, November 19, 2020, via video conference/conference call.

**1. CALL TO ORDER:** Mr. Mike Fortner, City of Newark, brought the TAC meeting to order at 10:05 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  
Nick Cannistraci, Town of Elkton  
Marvina Cephas, DNREC  
Michael Fortner, City of Newark  
Gwineth Kaminsky, City of Wilmington Planning  
Derrick Sexton, Maryland State Highway Administration  
Catherine Smith, DTC

**TAC Ex-Officio Members present:**

**TAC Members absent:**

Cecil County Department of Land Use  
City of Wilmington Department of Public Works  
Delaware Division of Small Business, Development, and Tourism  
Delaware River and Bay Authority  
Maryland Department of Planning  
Maryland Transit Administration  
New Castle County Department of Land Use

**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:**

Bruce Allen, DelDOT  
Virginia Burke, MDOT  
Mike DuRoss, DelDOT  
Toria Lassiter, MDOT  
Jane Dilley, LWV  
Jolyon Shelton, DNREC  
Josh Thomas, DelDOT

**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, Transportation Planner  
Dawn Voss, Administrative Assistant  
Tigist Zegeye, Executive Director

Minutes prepared by: Dawn Voss

**3. MINUTES**

The October 15, 2020 TAC Minutes were approved.

**ACTION:** On motion by Ms. Tricia Arndt and seconded by Ms. Gwinn Kaminsky the TAC approved the October 15, 2020 TAC minutes.

Motion passed.

**(11-19-20 - 01)**

**4. SUBCOMMITTEE UPDATES**

None.

**5. PUBLIC COMMENT PERIOD**

None.

**ACTION ITEMS**

Due to technical difficulties, Ms. Toria Lassiter presented before Mr. Mike DuRoss.

**6. To recommend adoption of Maryland Transportation Performance Measure Targets**

Ms. Toria Lassiter of MDOT State Highway Administration Office of Preliminary Planning and Engineering Innovative Planning and Performance Division said the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) included provisions to transform the surface transportation program. PMs focus on achievement outcomes with the intention of providing efficient investment of Federal Transportation Funds refocusing on national transportation goals, increasing accountability and transparency, and improving decision making through performance based planning programming. The three categories of performance measures are TPM 1, Safety Performance; TPM 2, Infrastructure Conditions, which includes pavement and bridge conditions; and TPM 3, System Performance which include travel time and freight reliability, congestion management, and air quality.

With TPM 1, MDOT is required to submit safety performance targets to FHWA by August 31<sup>st</sup> annually as part of its Highway Safety Improvement Plan. Maryland follows a towards zero deaths target set methodology with the ultimate goal of reducing overall fatalities and serious injuries by half by 2030. In order to fix set interim targets, an exponential trend line was fitted between 2004 and 2008 baseline data and a fixed 2030 end goal. Five-year rolling averages are used to calculate projections, and the targets are taken from the mid-point of that average.

The five safety measures include the number of fatalities, the number of serious injuries, the fatality rate, the serious injury rate, and the number of non-motorized fatalities and serious

injuries. In review of actual performance, Maryland did not meet 2019 fatality targets, seeing a 3.5% increase in the number of fatalities and a .02 increase in the fatality rate between 2018 and 2019. Maryland did exceed 2019's serious injury targets both for the total number of serious injuries and the serious injury rate. Statewide, non-motorized fatalities and serious injury targets were not met, but there was a 7.8% reduction between 2018 and 2019.

Between 2017 and 2018 the WILMAPCO region in Maryland saw a reduction in fatalities. The number of fatalities went from 31 to 26 and the rate went from 2.33 to 1.98. Serious injuries increased from 76 to 90 and the rate went up from 5.71 to 6.86. The number of non-motorized fatalities and serious injuries increased from 9 to 16. State targets reported for the calendar year 2021 for these five measures are 420.6 fatalities, 2905.8 serious injuries, 0.742 fatalities rate, 5.075 serious injury rate, and 467.7 non-motorized fatalities and serious injuries. For calendar 2021, targets for the WILMAPCO region are 14 fatalities, 76.3 serious injuries, 1.062 fatality rate per 100 million VMT, 5.761 serious injury rate per 100 million VMT, and 8.8 non-motorized fatalities and serious injuries.

MPOs may adopt the State's target for these measures, develop their own targets, or use a combination of both. Last year, WILMAPCO adopted the State's target. MPOs have 180 days from August 31<sup>st</sup>, which would be February 27<sup>th</sup>, to adopt the State targets or send alternate targets. Those targets should be recorded in the Long-Range Transportation Plan. Under the Federal TPM program State DOTs must meet biennial performance reporting requirements. In 2018 the performance baseline was set and the DOTs and MPOs set two and four-year performance targets. In this report they recorded those targets; the methodology for setting those targets; and plans, projects, and investments to the achieve those targets. The mid period progress report is due October 1<sup>st</sup>. In 2022, the four-year performance evaluation against the four-year target will be due. MDOT in coordination with WILMAPCO and other MPO's reported 2-year condition performance, progress in achieving targets, significant progress, provided a discussion for NHPP and NHFP targets, extenuating circumstances for why certain targets were not met, discussion of target adjustment, investment strategies, congestion at truck freight bottlenecks, and WILMAPCO drafted and submitted a CMAQ Performance Plan.

For the TPM 2, pavement conditions measures include the percentage of interstate and non-interstate in good and poor condition. MDOT evaluated two-year performance, expected available funding, and pavement projects through 2022 against the four-year target. Because the percentage of interstate in good condition is 6.3% less than the four-year target, and expected funding was reduced, the four-year target was adjusted to 50%. The non-interstate in good condition did not meet the two-year target achieving 32.2% compared to the target of 35%. Due to expected reduced funding, the four-year target was reduced to 30%. The non-interstate in poor condition is .2% better than the two-year target. Not only did they reduce the non-interstate in poor condition by 0.2%, but they maintained over 90% of the system in good or fair condition, which is consistent with the State of Maryland's ten-year performance objectives. TPM 2 also includes bridge measures. Maryland's two-year performance on deck area in good condition is lower than the baseline and the four-year target. It is anticipated the current construction on twenty-four bridges will help achieve the four-year target, so the four-year target is changing from 27% to 28.4%. The two-year target of 2% of deck area in poor condition was not met with performance of 2.7%. Bridge construction is planned so the four-year target will change from 5% to 2.4%.

TPM 3 measures include system performance, freight reliability, congestion management, and air quality. The two system performance measures include the percent of person-miles

traveled that are reliable on the interstate and non-interstate NHS. For the two-year target, the reliability of the interstate was 72.1%, but actual performance was 69%. This difference is attributed to changes in the TMC network and negative impacts from construction on Maryland's I-74. It should be noted that performance calculation methodology appears to differ between FHWA and UMD's CATT Labs tool, and the calculations performed in house for this measure. They decided not to change the target as COVID-19 traffic impacts has improved system reliability. Percent of non-interstate reliability has exceeded both the baseline performance of 82% and the four-year target of 81.7% so the four-year target was adjusted to 82%. The truck travel time reliability measure was a 0.1% improvement over the two-year target, so the target is unchanged. The two congestion management measures include annual hours of peak-hour excessive delay and percent of non-single occupancy vehicle travel for the Philadelphia urbanized area. It was agreed by all agencies that fall under that area the annual hours of peak hour excessive delay four-year target would remain 17.2%. Similarly, the coordinated non-SOV travel four-year target will remain 28.1%.

Ms. Virginia Burke, of the MDOT Secretary's Office, said the air quality measures look at VOCs and NOx because those are ozone precursors. The baseline for these two pollutants is 13.3 kg per day for VOCs and 140 kg per day for NOx, based on the years 2014-2017. Their two-year target was 6.728 for VOCs and 88.88 for NOx. Performance exceeded this target at 145.481 for VOCs and 335.66 for NOx, as well as the four-year target of 8.129 for VOCs and 123.961 for NOx. The air quality is measured with a specific project list for which emissions reductions can be quantified. Only one of the projects from 2018-2019 was in the WILMAPCO area. Most of Maryland's funding goes to transit improvements. The next highest in terms of dollar amount goes to ridesharing projects, then congestion reduction and traffic slowing improvements, and finally bicycle facility improvements.

Ms. Lassiter said MDOT proposed to change some Infrastructure Condition and Reliability targets. The mid-performance is a chance for MPOs to review the performance and choose to adopt the State's targets or adopt their own. If MPOs change their targets, they have 180 days from October 1<sup>st</sup>, which is March 30<sup>th</sup> to make changes to their four-year targets.

Mr. Ian Beam said thank you to Ms. Lassiter, Ms. Burke and Ms. Hill and their team for a fantastic job and presentation.

**ACTION:** On motion by Mr. Ian Beam and seconded by Ms. Cathy Smith the TAC recommended adoption of the Maryland Transportation Performance Measure Targets.

Motion passed.

**(11-19-20 - 02)**

**7. To recommend adoption of Delaware Transportation Performance Measure Targets**

Mr. Mike DuRoss of DelDOT said conversations DelDOT has been having with Mr. Dan Blevins of WILMAPCO about methodology drove some variations in numbers reported on the TPM website. In preparing the STIP this year, FHWA noticed those slight variations, and in working through those variations a change in method was discovered. Having that information now informs the process and should not affect the interpretation of future trends.

PM 1 is Safety. FHWA endorsed DelDOT's two-year safety targets. DelDOT is on track for all five of the Safety criteria.

PM 2 is the asset management for pavement and bridge inventory, which is managed by a Bridge Management section separate from Planning in Dover. Their annual bridge reporting systems inventory bridge decks, superstructures, and subsurface infrastructure. Those three annual inspections are translated into performance data as good, fair, and poor. In the WILMAPCO region, the performance report shows 1% poor, most are fair, and 17% are good or better. For pavement, a biannual system collects data on surface condition which is translated into a process assessing road segments according to good fair or poor. That is loaded into GIS and summarized in percentages based on the road segment lengths. The WILMAPCO area is doing well with 2% poor 48% fair and 50% good.

PM 3 is the planning criteria. Travel Time Reliability for the interstate and non-interstate systems measures the relationship between an average condition and a near-peak condition for each segment of the data. All of the PM 3 for reliability come from the NPMRDS. The data are captured by a private sector vendor from the movement within the national system. FHWA returns a version of that data to the states and MPOs for use in assessing the performance measurement for their areas. DeIDOT is keeping all the two and four-year targets 2018 baseline report except the CMAQ numbers. For the Interstate Reliability, DeIDOT anticipated the targets in 2018 based on the upcoming major reconstruction project on I-95 in and just south of Wilmington, so the targets were set assuming the reliability would decrease.

Non-Interstate Reliability uses the average speed of vehicles gathered through the NPMRDS system and compares average travel time to a near peak travel time to assess overall reliability. The trend on this one is fairly flat. There are a lot of segments, and so a lot of data points. It takes a lot of change to affect these numbers. The software that is used to access the performance data has a lot of visual features, and Mr. Blevins has pulled this data into GIS and between his efforts and some efforts at DeIDOT, this NPMRDS data can support other planning studies and efforts to visualize some of the trends. This data is used by making a ratio taking the average (50%) and the near peak (90%), attaching these numbers to each road segment, and summing up the ratios over time.

Freight Truck Travel Time Reliability (TTTR) is similar. The 2018 and 2019 actuals are a slightly lower than the forecasted trend, but the two and four-year targets will remain the same. The I-95/I-495 Interchange and I-95 near Route 1 are less reliable. The regional measure is for the DVRPC area. These numbers do not change much as these are across the entire Philadelphia Metro area, which is three million commuters, five or six counties in Pennsylvania, five or six counties in New Jersey, New Castle County, and Cecil County. Over the summer there was a meeting of regional agencies where it was decided to retain the four-year target. Excessive delay is measured at this regional level. The data showed some movement driven by changes to traffic counts, but the four-year target was retained.

They are recommending changing the targets for CMAQ emission for the PM 3. Some guidance as to how to quantify some of the CMAQ targets was released just after the submission of baseline targets. Based on that guidance, the way emissions reductions are quantified changed for some projects in the CMAQ program. There was also a change to the list of CMAQ projects for VOCs. Also, one or two projects were shifted from the qualitative assessment to a quantitative assessment.

They will continue working with the NPMRDS data and anticipate that the two-year requirement for performance reporting will continue. This report for October 2020 was done with DeIDOT and WILMAPCO and they expect that it needs to be part of their biannual work

program to take a consistent snapshot to make sure we are all reporting the same number from the same time and including that in the TIP, STIP, and TPM website.

**ACTION:** On motion by Ms. Tricia Arndt and seconded by Ms. Gwinn Kaminsky the TAC recommended adoption of the Delaware Transportation Performance Measure Targets.

Motion passed.

(11-19-20 - 03)

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

#### **8. Newport Transportation Plan**

Mr. Dave Gula said this study began with a kick-off meeting with the Project Management Committee (PMC) in October 2019, the Advisory Committee meeting in November, and the project team hosting a public workshop on January 27, 2020. The emphasis at the workshop was on smart growth. People ask for walking and biking, growth downtown, water access, and bus and rail options. A 2012 WILMAPCO study looked at restoring rail service in Newport. There was a rail station in the 1980's, but there has not been service for a while, though Septa passes through the town on the way to Newark. Visioning results included multimodal connections from residential areas to the center of town, area schools, parks, the proposed train station, and First State Plaza.

The second workshop was on September 30<sup>th</sup> with twenty-eight attendees. There was representation at the local, county and state level including Mayor Michael Spencer, Representative Kim Williams, and County Executive Matt Meyer. Most of the feedback was positive with 76% saying the study meets the future growth needs and 88% support the recommendations. Eighteen people responded to ten poll questions. Most respondents support pedestrian and bicycle improvements, and many want a train station. Most want a pedestrian connection between downtown and Boxwood Road for the Amazon facility being constructed.

The study area stretches from Newport east to the Banning Park area, north to the Boxwood Rd logistics center and west to include First State Plaza. Cost estimates have been created. The cost of extensive sidewalk and curb improvements downtown is estimated to be \$2,480,000. Intersection improvements near Route 141 to fix challenges with pedestrian crossing are estimated to cost \$390,000, and a pedestrian connection under SR 141 to connect to the bus stops on Market and Justis Streets is estimated to be \$400,000. Connection to the train station and waterfront where the future Newport River Trail will come in is estimated to cost \$240,000. Truck traffic on MacArthur Drive has been an issue for a long time. A connection in a nearby complex to Sears Boulevard could be made at an estimated cost of \$500,000. DelDOT has been working with the complex owners to try and make this connection through private property, to no avail. The legislators want to keep this in the study because they want to continue the effort to convince the private owners that the truck connection is necessary. A recommended connection to First State Plaza so pedestrians do not have to walk on Newport Pike is estimated to cost \$500,000. A small area of sidewalk on Maryland Avenue is recommended to make shopping area access easier at an estimated cost of \$16,000.

A multi-use path along Boxwood Road is recommended, but it cannot be on one side of the road all the way to Maryland Avenue, so there will have to be a signalized crossing near the Amazon facility. A shared use path near the Amazon facility would cost \$900,000. The shared use path the rest of the way down Boxwood Road would cost \$2,000,000, then crosswalks at side streets along Boxwood Road would cost \$82,500. It makes sense to do all of this at the same time. Some of Conrad's grounds are open to the public when school is not in session, but

there are no sidewalks which makes them difficult to access, so a shared use path around Conrad is recommended, which costs an estimated \$1,500,000.

In the Banning Park area, some goat paths can be made into multi use paths from Forest Drive at an estimated cost of \$275,000. Sidewalks to Richardson Park Elementary School for an estimated \$600,00 and a shared use path to Delaware Military Academy at an estimated \$212,500 would connect them to the park and provide sidewalk access to the schools. New Castle County has a project to improve the entrance to Banning Park along Middleboro Road and they may be looking at some of these connections. A connection from the neighborhood to Powell Ford Park is estimated to be \$500,000, and a shared use path to the entrance would cost an estimated \$2,640,000. Side paths leading to DelCastle High School on Kiamensi Road are estimated to cost \$400,000 and from Meadowbrook Avenue to DelCastle High School, \$750,000. A shared use path along Market Street to Boxwood Road would cost an estimated \$2,640,000. This would be the connection requested from the proposed train station and downtown Newport to the under-construction facility.

These recommendations were taken to the project Management Committee on November 10<sup>th</sup>. They had no objections so the next step is to go to the Advisory Committee on November 30<sup>th</sup>, and they will help with prioritization of these projects. The final report will include the existing conditions, the purpose, and need. There is a PEL (Planning Environmental Linkages) checklist to help DelDOT with the groundwork for NEPA. The PEL report will document the work that was done up to this point and identify where permits are needed. Some of the park connections may have wetlands issues. There was a question about new sidewalks, because currently in Newport property owners are responsible for the maintenance of sidewalks. In the past, when DelDOT has done streetscape improvements, people did not understand that even though they did not pay for the sidewalk, they are responsible for its maintenance. That needs to be noted in the report. Transit recommendations such as improvement to bus stops will also be in the report. Also included are pedestrian and bicycle infrastructure and wayfinding signs. The train station is important. A lot of the conditions are unchanged since the 2012 report, but the ridership projections are even higher than they were in 2012. The town is concerned about parking, but that is contingent on the development downtown. The freight concern is ongoing.

An Advisory Committee meeting will be held on November 30<sup>th</sup>. A Public Workshop is being planned for December 16. It should be an Action Item at TAC in December, then go to Council in January.

## **9. Five Point Intersection Safety & Capacity Improvement Study**

Mr. Dave Gula said the Safety & Capacity Improvement Study for 5-Point Intersection or the Maryland/Monroe/MLK Study is in Wilmington at Maryland Avenue, Madison Street and Martin Luther King, Jr Boulevard. This has become a two-phased project with a roadway study and a DART operations improvement study. The Criteria Matrix with four roadway alternatives showed some alternatives did fairly well, but it worked best by making Monroe Street two-way traffic, which adversely affects DTC operations.

Alternative A, with Monroe Street two-way, was the best option but it has challenges. Currently, Monroe Street is one way, so buses leave DART's Operations and Maintenance Center onto the two lanes. This alternative directs traffic coming in on Maryland Avenue onto Adams Street and some of DTC property would be taken to create two right turn lanes for that traffic to turn right onto MLK Blvd. Only traffic from the I-95 ramp would travel to Monroe Street along that stretch, and the five-point intersection would be reconfigured with the removal of Maryland Ave.

Chestnut Street would be extended to Madison Street. This creates a better street grid, solves the traffic issues caused by the five-point intersection, and provides a more useful parcel.

Alternative B leaves Maryland Avenue all the way to the five-point intersection. Madison Street would be one-way southbound, which affects Delmarva's operation. It does not affect DTC as Monroe Street remains one-way. It also directs inbound Maryland Avenue traffic onto Adams Street.

Alternative C makes Maryland Avenue two-way in and out. This does not solve the five-point intersection and related phasing problem that backs up traffic. All traffic flowing off the I-95 ramp would be directed onto Adams Street.

Alternative D was not seriously considered due to the high cost of building a new ramp off I-95 and having it bridge over some properties that are probably considering future development.

All alternatives show a multiuse path along the Amtrak corridor that connects to Beech Street and the neighborhood beyond. Alternatives A, B, and C are in the \$7.6-8.4 million range. Alternative A seems to offer the best solution to the traffic problems, but it significantly impacts DTC. The team began to think about restructuring DTC parking to create some new parcels to mitigate the impact to DTC's operations. DTC has over one hundred and twenty buses parked in four lots that are fueled, washed, and empty their fare boxes in the operation center every day. Most buses stage at the operations center and begin their route by turning south on Monroe Street, which would be difficult if Monroe Street is two-way. It would be better if bus parking, and daily operations were separate from regular maintenance, so staged buses do not block maintenance bays. Covered parking for the one hundred and twenty-five buses is preferred to keep snow from accumulating on the buses. Parking needs to be provided for DTC employees, DTC support vehicles, the Medical Examiners Office and Delmarva employees. A deck structure could consolidate the parking. Larger bus bays, tire storage, break and locker rooms, and some administrative space are needed for a new operations and maintenance center. Four concepts were created based on Alternative A. Some public streets would need to be decked over, and the proposed building would have a 27,000 square foot footprint.

Concept 1 would have decking over Monroe Street to connect two blocks. All washing, fueling, and the vault would be on the second floor of the operations center. Parking is split between upper and lower decks across Monroe Street. This makes two-way Monroe street workable. Delmarva is not affected. The challenge is doing the roadwork first and keeping the facility open while under construction. Concept 2 extends the garage deck across Chestnut Street. The maintenance facility would be built on one side of Chestnut Street and fueling and the vault on the other side. However, there is not enough space for parking, and it would displace Delmarva, so this concept was abandoned. Concept 3 builds a garage on privately owned land south of the new Chestnut Street with the maintenance on the ground floor. This would require trading with the owner of this privately owned land, so they could build on the parcel of the current DTC center. This is the easiest to build without disruption of DTC service. The major challenge is the property is privately owned. Concept 4 keeps operations at ground level. If a roadway is created next to the ground level lot with a signalized intersection with Monroe Street, the buses could move more cleanly between the parking and the maintenance center. It still takes some of Delmarva's parking, so a garage may still be needed on their lot.

Concept 1 is the preferred option but would cost an estimated \$100 million. The team considered bus parking on the bottom to get closer to the needed amount of parking. That affects employee parking for both DTC and Delmarva, but it does lower the cost to \$77 million.



Concept 3 was presented to the stakeholders. Reybold owns the piece of property and they plan to submit plans for a hotel development on that spot, so this concept is unlikely plus, the cost is not much less at, \$93 million. Concept 4 is much cheaper without a garage at \$45 million. There would be more bus parking but there is still a challenge with employee parking. This was the most recent concept, and it is feasible, but still needs work to accommodate the necessary parking, and if a garage is needed the cost goes to \$63 million. DTC is not planning to spend this money at this time; they will not be ready to move for another 10 years.

Currently, the five-point intersection works well with traffic reduced by the COVID pandemic to about 85% during the peaks. Since the traffic is not backing up, DelDOT is not as concerned about safety on I-95 as they were with pre-COVID congestion. This study was presented at WILMAPCO Council, where Mr. John Sisson, Executive Director of DTC and also Council Chair, said DTC may be ten years from having to replace that maintenance facility. The roadwork cannot be done until the garage is ready as the impact on DTC operations is too great. This intersection is not a priority for the City of Wilmington as there is less traffic since COVID. In February 2021, construction on I-95 will restrict lanes to one lane in each direction. It will not be a good time to count traffic in this intersection. The new Margaret Rose Henry Bridge provides an alternate route to downtown without going through this five-point intersection. The final recommended is that Alternative A is the preferred roadway alternative with the caveat that something has to be done to preserve the operations at DTC's maintenance center. DTC and the Wilmington Initiatives Partners said option 4 would also be fine as a preferred option if parking can be squared away. Option 1 would be good except for the cost is more than DTC could fund. A draft report will be created and reviewed by Wilmington Initiatives, which is the Management Committee for this project, before coming back to TAC for action.

#### **10. Governor Printz Boulevard Corridor Study**

Ms. Heather Dunigan said that she last briefed the TAC on this study in August and WILMAPCO will present it to TAC for action at the next meeting. Governor Printz runs parallel to I-495 north of Wilmington to Claymont. The purpose of this study is to evaluate current and future transportation needs and collaborate with area stakeholders to look at options to improve use of the road. It is a four-lane road with very light traffic and no comfortable options for walking or biking. The planning partners are DelDOT, DTC, New Castle County, and Delaware Greenways, and the Advisory Committee consists of various stakeholders along the corridor. An analysis of existing conditions and a community visioning process was completed. The last few months were spent developing alternatives and evaluating their feasibility. Now the report is being drafted.

Last fall, the advisory committee went on a bus tour to experience conditions on the ground. Then there was a public workshop where people worked in small groups to identify priorities for the corridor. This was supplemented by an online survey. A series of objectives was created and grouped by different modes. For walking and biking, the priorities are continuous pathways and access to Fox Point Park and nearby destinations. For transit, the priorities are additional bus stops and shelters. There is limited transit at the southern end, and it is often a long walk to destinations. Improved access to the Claymont Train Station is also needed. For drivers, it was noted that there is a lot of speeding traffic on the corridor. At the workshop, there was interest in a road diet, but the online survey participants did not support that, so the team is looking at a variety of roadway cross sections. For all modes, it was mentioned that the corridor has poor lighting, is unattractive, and floods.

At the June Advisory Committee meeting, seven alternatives were presented. These were narrowed down to three alternatives, with two offering mirrored image options. At a virtual

workshop on September 21<sup>st</sup> with sixty-seven attendees, twenty asked questions in the Q&A. The recording of this meeting is on YouTube. The survey was available until October 21<sup>st</sup>.

Ms. Dunigan reviewed the draft Alternatives. The existing conditions show a four-lane road with high speeds and a median. There are bike lanes, but they are considered high stress due to fast moving traffic with no separation. Alternative 1 keeps the four lanes. Alternative 1a places a multiuse pathway on the east (river) side of the road. Alternative 1b is the mirror image of that with the pathway on the west (neighborhood) side of the road. Alternative 2 is a road diet that shifts the lanes to one side of the road to allow space for a multiuse path. With promenade. Alternative 2a places the path on east side and alternative 2b places the path on west side. Alternative 3 is the preferred concept. It is a road diet option with a path on both sides of the road. It maintains the median, which provides space for left turn lanes and breaks for side streets. Alternative 3 requires only a small amount of the right-of-way from the pavement edges to make room for the multiuse pathways, so it is relatively easy and affordable to implement.

During the workshop, people preferred Alternative 3, with Alternative 2 also well favored. The online survey was less helpful as all alternatives were ranked very similarly except leaving Governor Printz as it is now, which had less support.

All of the alternatives were evaluated looking at different criteria, which will be helpful for the PEL documentation to help move the project from the study phase to design and implementation. There were concerns that traffic from the road diet would be an issue. The traffic analysis showed that it currently takes about four and a half minutes to travel the corridor. Alternative 3 would add four seconds southbound and twenty-four seconds northbound in the morning. In the evening, Alternative 3 would add eighteen seconds southbound and sixteen seconds northbound. The Advisory Committee debated which side the path should be on. An east side path gives uninterrupted access along the corridor and direct access to Claymont Transportation Center and Edgemoor, but requires crossing Governor Printz, which would require building crossings along the way. A west side path gives direct access to neighborhoods and Bellevue State Park, but there are fifty-seven driveways and twenty-six unsignalized cross streets that would need enhanced crossings.

At the workshop, the public preferred paths on both sides. On the online survey a variety of written comments were received including concerns about speeding, traffic, lighting, the topography of the area making transit difficult, complaints about the ongoing construction, concerns about impacts of a road diet, and some requests for beautification and amenities.

People want a connection to Fox Point Park, which is challenging. To the north there is a culvert under Amtrak and Norfolk Southern facilities and I-495, but it floods twice a day. Also, it has very little overhead clearance. Edgemoor and Lighthouse roads have limited right of way, but there is potential to coordinate with the Gulftainer Port project that is currently in the planning phase. The sidewalks along Edgemoor Road could be improved. There is limited space along Lighthouse Road, but an elevated pathway could be possible. It is hoped that something can be worked into Edgemoor redevelopment with the port. The port's employee parking is located near the entrance to Fox Point State Park, so they need pedestrian facilities as part of their plan. The Port is also interested in crosswalks at Governor Printz and Edgemoor Road, which we also show.

The final report should go to the Advisory Committee later this month for their review. Then it can be released to the public in December. It will then hopefully come back to TAC for adoption in December and to Council in January.

## **INFORMATION ITEMS**

### **11. Staff Report**

Ms. Dunigan reported the following updates:

- The Council met on November 12<sup>th</sup>. Action items included two TIP amendments in Maryland, one for Belvidere Road I-96 Interchange Project and the other for the Enhanced Mobility Pilot Program as part of the Transit System Project. Council endorsed the Concord Pike Master Plan as well as reappointments to the Public Advisory Committee.
- WILMAPCO is working on outreach videos. Interviews for the Route 9 video were recently conducted, and scripts are being developed.
- Proposals for outreach training for social justice are being reviewed. It is hoped that training will be scheduled in the spring.
- Staff will be participating in the Everyday Counts Virtual Summit on December 8<sup>th</sup>.
- The Transportation Alternative Program is currently accepting New Castle County applications through January 15, 2021. This is funding for bicycle improvements. The Cecil County applications are typically due in the spring.
- Staff participated in the MDOT Cecil Tours Meeting on October 16<sup>th</sup>.
- The kickoff Management Committee meeting for City of New Castle Transportation Plan was on October 21<sup>st</sup>. The Advisory Committee meeting is being planned for December.
- WILMAPCO was the guest lecturer for the University of Maryland Urban Design Class on October 22<sup>nd</sup>.
- Churchman's Crossing will have their first Advisory Committee Meeting on December 2<sup>nd</sup>.
- The Union Street Reconfiguration Project had a Management meeting on October 21<sup>st</sup>. The first Advisory Committee meeting will be in early December.
- The next Newport Advisory Committee meeting will be on November 30<sup>th</sup>.
- WILMAPCO continues to support a Healthy Community Delaware grant project on Route 9 and Southbridge. Both Studies have selected consultants.
- Staff presented on the Route 9 Master Plan at a University of Delaware sociology class on November 9<sup>th</sup>.
- Staff continues to collect responses to the survey for the Route 9 Paths Plan.
- WILMAPCO is partnering with the Colonial School District to engage students along the corridor.
- Staff presented at the 2020 Northern Transportation Air Quality Summit that was held earlier this week.

### **OTHER BUSINESS:**

None.

### **ADJOURNMENT:**

**ACTION:** On motion by Ms. Gwinn Kaminsky and seconded by Mr. Michael Fortner the TAC adjourned at 11:17 AM.

Motion passed.

**(11-19-20 - 03)**

The TAC adjourned at 12:03 PM

**Attachments (0)**