

**JOINT TECHNICAL ADVISORY COMMITTEE AND  
AIR QUALITY SUBCOMMITTEE MEETING  
November 18, 2021**

A joint meeting of the Technical Advisory Committee (TAC) and the Air Quality Subcommittee (AQS) was held on Thursday, November 18, 2021, via video conference/conference call.

**1. CALL TO ORDER:** Mr. Matt Rogers, TAC Vice Chair, brought the joint TAC and AQS meeting to order at 10:01 a.m.

**2. TAC Members present:**

Tricia Arndt, Delaware Office of State Planning  
Cooper Bowers, Delaware Department of Transportation  
Nick Cannistraci, Town of Elkton  
Marvina Cephas, DNREC  
Dan Janousek, Maryland Department of Transportation  
Gwinneth Kaminsky, City of Wilmington Planning  
Matthew Littlejohn, Cecil County Division of Planning and Zoning  
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:**

City of Newark  
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

**TAC Ex-Officio Members absent:**

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

**Air Quality Subcommittee Members present:**

Cooper Bowers, Delaware Department of Transportation  
Marvina Cephas, DNREC  
Lindsay Donnellon, U.S. Federal Highway Administration  
Matthew Rogers, New Castle County Department of Land Use  
Catherine Salarano, Maryland Department of the Environment  
Jolyon Shelton, DNREC  
Catherine Smith, Delaware Transit Corporation

**Guests and Invitees:**

Tyson Byrne, MDOT  
James Coverdale, DNREC  
Diane Gunn, Century Engineering  
Matt Vincent, DeIDOT

**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**

a. The October 21, 2021, TAC Minutes were approved.

**ACTION:**

On motion by Ms. Gwinneith Kaminsky and seconded by Ms. Tricia Arndt the TAC approved the October 21, 2021, TAC minutes.

Motion passed.

**(11-18-21 - 01)**

b. The October 7, 2021, AQS Notes were approved by unanimous consent. **(11-18-21 – 02)**

**4. SUBCOMMITTEE UPDATES**

None

**5. PUBLIC COMMENT PERIOD**

None.

**ACTION ITEMS**

None

**PRESENTATION/DISCUSSION ITEMS:**

**6. Wilmington Transit Corridors**

Mr. Matt Vincent, Chief of Project Development with DeIDOT, said this information was presented at the public information session on November 3<sup>rd</sup>. This was put together as part of Wilmington Initiatives in partnership with the City of Wilmington, DART, WILMAPCO, and the design consultants, Ms. Diane Gunn with Century Engineering and RK&K Engineers.

The project area focuses on the central business district of Wilmington with Orange and King Streets, and 8<sup>th</sup> and 9<sup>th</sup> Streets. These are candidates for transit improvements, as well as reconfiguring Orange Street between Martin Luther King Boulevard and 10<sup>th</sup> Street. The project includes providing bump-outs for better bus access to reduce boarding and unloading times at transit stops, providing bus signs with real-time travel information, and newly designed bus shelters that provide weather protection and better ADA accessibility.

Ms. Diane Gunn said some travel lanes are being reconfigured on Orange Street. The first section on Orange Street is from Martin Luther King Boulevard to 4<sup>th</sup> Street, where pedestrian safety improvements are being made at the Del Tech campus. Parking will be moved from the west side of Orange Street to the east side. The Del Tech shuttle bus that goes between the Stanton and Wilmington campuses drops off students at 3<sup>rd</sup> Street, so the students have to walk across the street to get to the main building. The pull-off will be moved to the east side of the road, which will allow students to be dropped off directly in front of campus. There will also be oversized stop signs and larger pavement markings to ensure that everyone knows to stop there. There was a fatality near this location, so the team is trying to make sure that pedestrians have a shorter crossing distance with a bump-out in front of the main entrance.

Orange Street is going to narrow to one travel lane between 5<sup>th</sup> and 9<sup>th</sup> Street, which will provide room on both sides of the street for an additional forty-two parking spaces without losing loading zones. There will be bump-outs at the bus stops, along with real-time signs. The only bus stop changing on Orange Street is between 5<sup>th</sup> and 6<sup>th</sup> Streets. The development taking place there makes it a poor location for a bus stop so it will be moved to the far side of 6<sup>th</sup> Street.

All of the bus stops on King Street are staying in the same locations. The shelters will be replaced with a new style of DART bus shelter. Real-time signs will be installed. Bump-outs will be constructed at the bus stops. No parking spaces or loading zones will be lost on King Street.

On 9<sup>th</sup> Street from Adam Street to Church Street, bus stops are being removed and added. Benches and trash receptacles will be installed at every stop. Bump-outs will be built at Monroe, Jefferson, West Street, and Clifford Brown Walk, and real-time signs will be installed. Two extra parking spaces will be added to 9<sup>th</sup> Street due to the reconfiguration of the bus stops.

DTC wanted to match some of the stops on 8<sup>th</sup> and 9<sup>th</sup> Streets. For example, if somebody boarded a bus at Jefferson Street in the morning, on their return trip they would again exit the bus at Jefferson Street, so some of these stops are being reconfigured. The stops that will remain are at Monroe, Jefferson, and then a new stop at West. On the east side of the city, the stops at Walnut Street and at Lombard Street will be removed, but they will be consolidated into a new stop at Clifford Brown Walk. The stop at Pine Street, which does not have much ridership, will be removed and the stop at Spruce Street will remain.

On 8<sup>th</sup> Street from Adams to Church Street, some bus stops are being removed and some added. Benches, trash receptacles, and real-time signs are being added. Bump-outs are going to be constructed at Adams, Jefferson, West, King, Walnut, and Lombard Streets. One parking space will be lost on 8<sup>th</sup> Street. The stops at Adams are going to remain and a new stop at Jefferson will be constructed at Morrow Street. The new stop at Jefferson Street will go in, but the stop at Washington Street will be removed. At West Street, the corner the bus stop is on will be changed. The Orange Street bus stop will be removed, as there is not very much ridership at that stop. On 8<sup>th</sup> Street at Lombard, the bus stop is being moved because it is located in a

school zone and the DART buses get mixed in with school buses, so the bus stop is being moved to the other side.

Mr. Vincent said they have been working on the final design through the fall and hope to have plans completed in the next month or two. Construction should begin in spring of next year. This project is being constructed in coordination with the Restore the Corridor project to avoid interfering with detour routes or alternates while work is being done on the viaduct. The link to the project website is <https://de.gov/wilmtransitcorridors>. An online public information session was ongoing with the live component held on November 3<sup>rd</sup>. The online information session closed on the 16<sup>th</sup>, but the information is still up on the website.

Ms. Tricia Arndt asked if the oversized stop signs at Del Tech require additional approvals or could a municipality decide that would be in their best interest, ask for one, and it gets installed. Ms. Gunn replied that they have been coordinating with Mr. Brian Mitchell, the traffic engineer for the city and they are in the MUTCD, so they are approved stop signs. Ms. Arndt asked if there is data to show that the bigger sign is effective. Ms. Gunn replied that she would have to check on that. A study was probably done, but she does not have the data with her.

Ms. Cathy Smith comments that they did a great job.

## **7. New Castle Draft FY 2023-2026 TIP Air Quality Conformity Analysis**

Mr. Bill Swiatek said the conformity analysis for the New Castle County 2023 TIP began over the summer and finished on October 5<sup>th</sup>. The air quality results were presented to the Air Quality Subcommittee at the October meeting. Today the conformity document is being presented so the results may be approved. Following this approval, the Air Quality Subcommittee will release the document for public comment at the December meeting. The public comment period will be in the January to February timeframe, and then adoption will be in the spring timeframe.

The first several pages of the document are background about the pollutants of interest, which are ozone and fine particulate matter, because New Castle County is in non-attainment for ozone and in maintenance for PM 2.5. Then the process of assembling the document is described, highlighting the coordination of the TAC and the Air Quality Subcommittee including the steps involved in comparing the analysis to the emissions budgets that are on record in New Castle County. The analysis years used were 2025, 2035, 2045, and 2050. More information is provided about the emissions including the travel demand methodology. DelDOT conducts this analysis for us with their consultants, WRA. A few items were shown as needing to be updated in the report. These updates are needed from WRA and/or DelDOT because the numbers may be somewhat old and a little off. Then the projects that were modeled are listed. These are the regionally significant projects that are basically expansion projects in both New Castle and Cecil Counties that are in the TIP. Then there is more information about methodologies, some graphics, and conformity results. Then the rest of the document goes over the modeling that went into the document, and the public participation process, which will run concurrently with the TIP. Finally, there are appendices with more information.

The ozone results for the conformity analysis were divided into two different emissions, VOCs and NOx. In both cases projected emissions in these years by the transportation network is modeled to be well under the budgets that are in place for VOCs and NOx emissions. PM 2.5 is also under budget. PM 2.5 is broken into direct PM emissions, which are the fine particles that are produced by engines and other things, and it is well under the emissions budget. There is also NOx, which is a PM emission as well, that must be tracked and, again, is well under the

budget. PM is evaluated annually and daily, and in both cases, it is well under the emission budgets that are in place. DNREC has taken a close look at these results and what we ask for today is concurrence from the subcommittee that we are okay with these emission results. Hopefully after the meeting, updates will be received for the portions that need updating from DelDOT. Then the document can be approved next month.

Ms. Tricia Arndt asked if the analysis takes the shift to electric vehicles into consideration over time. Mr. Swiatek deferred the question to Mr. Jolyon Shelton. Mr. Shelton said that he does not think it takes electric vehicles into account, because they are a very small percentage of the fleet and MOVES does not allow us to model the electric buses. At the moment it is less than 1% so the VOCs and NOx might be slightly less than this, but in the grand scheme of things it is really small.

Mr. Swiatek asked if we are okay with the emission results. There were no objections.

## **INFORMATION ITEMS**

### **12. Staff Report**

Ms. Dunigan reported the following updates:

- At the November 4<sup>th</sup> Council meeting, a series of action items were approved including amending the carry-over tasks to the FY 2022 TIP. An updated copy of the TIP can be found on our website. Two TIP amendments for DART were approved for the onboard information system, as well as electric vehicle replacement. The project prioritization for the bike and pedestrian programs was also adopted. This list was sent for DelDOT's analysis. Council also approved PAC member reappointments.
- The Churchman's Crossing Plan held a public workshop on October 25<sup>th</sup>. A draft of that report is on the WILMAPCO website. The comment period is open through November 22<sup>nd</sup>.
- The Union Street Reconfiguration Study held an advisory committee meeting October 13<sup>th</sup> and a virtual public workshop on October 27<sup>th</sup> where different alternatives were presented to the community. A public survey is available online until November 26<sup>th</sup>.
- The I-95 Cap Study held a virtual meeting on November 2<sup>nd</sup> with the advisory committee and discussion of the project. There was an in-person community visioning workshop on November 17<sup>th</sup> at the Trinity Episcopal Church.
- Concord Pike Master Plan Monitoring Committee scheduled their initial meeting on December 8<sup>th</sup>.
- Route 9 Monitoring Committee will meet this afternoon.
- APA Delaware will have their annual conference on December 1<sup>st</sup> and 2<sup>nd</sup>. This will be two half-day virtual sessions with themes related to COVID and implementing equity in planning. Registration is available on their website.
- Staff attended the Delaware Clean Cities Coalition meeting on November 8<sup>th</sup>.
- The Delmarva Winter Freight Meeting will be on December 7<sup>th</sup> and registration is now open.
- Staff will attend the Delaware Sustainable Communities League Conference on December 7<sup>th</sup> and 8<sup>th</sup>.
- Wilmington Earth Day will have their planning kick-off on December 8<sup>th</sup>.
- The City of New Castle Transportation Plan had an advisory committee meeting on October 26<sup>th</sup>. An in-person public workshop with the City of New Castle Council was held on November 9<sup>th</sup>. A focus group with public safety officials from the town is planned for this afternoon.
- On October 13<sup>th</sup>, the September 11<sup>th</sup> Trail, which goes through both Cecil County and New Castle County, was designated as a National Memorial Trail by unanimous bipartisan

legislation. Staff is working on signage and trail development as a participant on their advisory board.

Mr. Bill Swiatek typed into the chat:  
APA Delaware conference registration: <https://delawareapa.wpcomstaging.com/events/>

Ms. Tricia Arndt asked about the turnout for the I-95 Cap workshop last night. Ms. Dunigan replied that it was good. She was not there, but Mr. Gula said it was a good turnout and it definitely is different having an in-person meeting. The same can be said for the City of New Castle workshop. The turnout was excellent and there is a different energy in the room in-person. Ms. Dunigan thinks there will probably be a lot of hybrid type events in the future to try to go in-person, but also offer a separate virtual workshop for people. Ms. Arndt said she likes the hybrid idea. She wanted to attend but was unable to make the hour-long drive. Ms. Gwinneeth Kaminsky added that she wanted to go to but is not going to be in a group setting like that yet. Ms. Dunigan said there will be virtual events coming up, but the virtual is just not accessible for people who are not tech savvy or do not have a good internet connection. She understands as she definitely does not feel very safe in a big group setting, but last night the team really tried to manage it by having the tables very spread out.

Mr. Dave Gula typed into the chat: We had about sixty people last night at the I-95 Workshop.

**OTHER BUSINESS:**

None.

**ADJOURNMENT:**

**ACTION:** On motion by Ms. Gwinneeth Kaminsky and seconded by Ms. Tricia Arndt the TAC adjourned at 10:31 AM.

Motion passed.

**(11-18-21 - 03)**

The TAC adjourned at 10:44 PM

**Attachments (0)**