

TECHNICAL ADVISORY COMMITTEE MEETING

April 20, 2023

A meeting of the Technical Advisory Committee (TAC) was held on Thursday, April 20, 2023, at WILMAPCO, 100 Discovery Boulevard, Suite 800, Newark, DE 19713 and via video conference/conference call.

1. CALL TO ORDER: Mr. Matthew Rogers, New Castle County Department of Land Use, 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
Cooper Bowers, Delaware Department of Transportation
Davis Dahlstrom, Maryland Department of Planning
Michael Fortner, City of Newark
Quinn Krenzel, Town of Elkton Planning
Matthew Littlejohn, Cecil County Division of Planning and Zoning
Deanna Morozowich, DNREC
Lisa Nissley, Maryland Department of the Environment
Matthew Rogers, New Castle County Department of Land Use
Derrick Sexton, Maryland State Highway Administration
Catherine Smith, Delaware Transit Corporation

TAC Ex-Officio Members present:

TAC Members absent:

City of Wilmington Department of Public Works
City of Wilmington Planning
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 Highway Administration
U.S. Federal Transit Administration

Guests and Invitees:

Deanna Murphy, Cecil County Board of Realtors

Staff:

Dan Blevins, Principal Planner
Heather Dunigan, Principal Planner
Sharen Elcock, Executive Assistant
Dave Gula, Principal Planner
Bill Swiatek, Principal Planner
Jacob Thompson, Senior Planner

Dawn Voss, Outreach Coordinator

Minutes prepared by: Dawn Voss.

3. MINUTES

Approval of the March 16, 2023, TAC Minutes.

ACTION: On motion by Ms. Cathy Smith and seconded by Ms. Tricia Arndt TAC approved the March 16, 2023, TAC minutes.

Motion passed.

(04-20-23-01)

4. SUBCOMMITTEE UPDATES

a. Nonmotorized Transportation Working Group

Ms. Heather Dunigan said the Nonmotorized Transportation Working group met on April 4th. Presentations included New Castle County Safe Streets for All, the Maryland Bicycle and Pedestrian Master Plan, and the New Castle County Transportation Alternatives Program. All of the TAP submissions for this year's funding were approved. Bike Delaware presented about their next Everyone Gets Home Summit on May 4th, featuring a guest speaker from the Minnesota Department of Transportation.

Ms. Tricia Arndt asked where the bike summit will be held. Ms. Dunigan thinks it will be on the Legislative Green.

5. PUBLIC COMMENT PERIOD

None

ACTION ITEMS

6. To Recommend Adoption of the FY 2024 Unified Planning Work Program

Ms. Heather Dunigan said the UPWP is out for public comment from April 3rd to May 2nd. So far, no comments have been received. The draft document is posted on the WILMAPCO website. The document includes the new proposals as well as the funding share information including the anticipated Federal PL funds and the matches for the different agencies including Delaware, Maryland, the City of Wilmington, New Castle County, and Cecil County.

ACTION: On motion by Mr. Michael Fortner and seconded by Ms. Cathy Smith TAC recommended adoption of the FY 2024 Unified Planning Work Program.

Motion passed.

(04-20-23-02)

7. To Recommend Adoption of Delaware and Maryland Transportation Performance Measure Targets.

Mr. Dan Blevins said we are seeking the adoption of both Delaware and Maryland Performance Measure targets. These targets include the PM 2 segments, which are bridge and pavement condition; and PM 3, which is congestion, CMAQ, and transit assets. The summary shows details related to base condition and either two- or four-year targets set for each of those

performance measures. PM 2 is bridge and pavement conditions: good, fair, and poor on the NHS system. Congestion includes interstate, non-interstate, and freight. For CMAQ, we look at non-SOV targets, peak hours of this excessive delay, and transit assets. We had one-hundred and eighty days to agree with targets set by MDOT and DeIDOT or set our own. With this resolution WILMAPCO seeks to adopt the statewide standard measures that were set by the states.

ACTION: On motion by Ms. Tricia Arndt and seconded by Mr. Matthew Rogers TAC recommended adoption of Delaware and Maryland Transportation Performance Measure Targets.

Motion passed.

(04-20-23-03)

8. To Recommend Approval of the Technical Scoring for Project Prioritization for FY 2025-2028 Transportation Improvement Program (TIP)

Ms. Heather Dunigan said the project prioritization process began with screening potential projects to ensure they are consistent with the long-range transportation plan. From the list of projects, staff calculates a technical score. The criteria include air quality, which is the expected impact based on the type of project. Environmental Justice scores are based on if a project is located in an EJ area and how affects the area. Safety refers to the frequency and severity of crashes. Social Determinants of Health scores projects based on the impact on areas with a potential health concern. For congestion, we draw from our Congestion Management System and it is based on whether projects are within an identified corridor for the CMS or if they are identified as level of service E or F, but not part of one of the corridors. Busy corridors receive additional points based on traffic volume. CMS Transit is scored based on the average load factor versus available seats for the buses along the corridor. MC is based on concentrations of for mobility challenged population in an area. Pedestrian priority scores use our pedestrian priority analysis process and are based on anticipated pedestrian uses. Freight scoring looks at bottleneck locations. Transportation Investment Area scoring is based on location within a center or core T. I.A. There is additional funding under the funding match based on the per-year share of private and local funds going to a project. The first section of the project list is projects from the current TIP. Then there are projects that are not in the TIP. The active transportation category was not scored as it should be funded, based on the pedestrian priority analysis and DeIDOT's level of traffic stress. The TID implementation was not scored as that is triggered by the individual funding agreements and processes set up between the individual TIDs and DeIDOT. The Aspirations List was not scored.

Ms. Tricia Arndt asked that the scoring method be shared. Ms. Dunigan posted it in the chat.

Mr. Bill Swiatek said this is an outline of projects in the TIP that are prioritized for CMAQ spending for DeIDOT to consider. We look at the projects the State DOTs submit to the FHWA CMAQ database. The cost effectiveness of tens of thousands of projects is calculated in this database. The FHWA periodically puts together tables with the dollar per ton of different pollutants that are pulled out, which allows you to see which type of project generates the most benefit per dollar. Our region is concerned with PM2.5, NOx, and VOCs. Projects in the TIP that are CMAQ eligible are first sorted by project type. Then within those project types, the projects are sorted based on their air quality technical score from our prioritization process, and then those that are tied are sorted by overall technical score. Thirty-four projects in the TIP are CMAQ eligible. They are ranked with projects related to heavy vehicle equipment programs and transit vehicle replacements generally being at the top if they include engine replacements.

Transit Service expansion was the Newark Regional Transportation Center so that came in third. Roundabout projects in Route 9 and Marshallton were next, followed by transit amenity projects, then rideshare program, and then bike and pedestrian improvement projects including the multimodal projects. AQS still needs to review this, so we ask for TAC approval contingent on AQS review.

ACTION: On motion by Ms. Tricia Arndt and seconded by Mr. Michael Fortner TAC recommended approval of the Technical Scoring for Project Prioritization for FY 2025-2028 Transportation Improvement Program (TIP) contingent on AQS approval.

Motion passed.

(04-20-23-04)

PRESENTATION/DISCUSSION ITEMS:

9. Churchmans Crossing and Concord Pike Monitoring Update

Mr. Dave Gula said the Concord Pike and Churchmans Crossing Plan monitoring are built off of the monitoring work done for US 40 Project. Regular communication with the community is important as the project goes forward to provide information about changes in the study area, to follow up on recommended projects, ask the committee for help with prioritization, make changes to the plan as needed, and provides agency and public coordination. The two committees each include stakeholders, residents, business owners, property owners, elected officials, community leaders, and advocacy groups. The committee members attend three meetings and one public workshop per year. The projects follow similar schedules. Data is collected in the summer and analyzed in the fall. Then the first monitoring committee meeting is set. The monitoring report is released in the spring, then another committee meeting and the public workshop. A final monitoring committee meeting is held to review the comments.

The Concord Pike Study was more of a corridor with over one hundred and seventy-seven projects recommended. Many projects were small improvements to bike and pedestrian connectivity. Mr. Paul Moser from DelDOT provided in-depth analysis of the benefits of these projects. The projects were bundled so people could see the benefits, and that helped prioritize them. The residents are active with strong opinions. At Churchmans Crossing, more projects are already funded or soon will be funded in the CTP. There are larger projects in Churchmans Crossing. There is also a TID process in Churchmans. Many of the stakeholders are in the business and commercial community. We are taking a more active approach in presenting the data to the committees and public. The categories covered include land development, traffic, highway safety, transit service, and implementation status of the projects. The outreach is in a digital Story Map format, which allows people to click on data points, intersections, or crash locations and get data. This also allows you to refresh the data. Links to the newsletter and the monitoring reports are on the website.

Mr. Dan Blevins said the reports are digital. People are comfortable with tech and want to know what is happening in their immediate area. On each of the webpages for Concord Pike and for Churchmans is a Story Map, which has display boards in pdf format, but also all of the introductory information, recommendations, and interactive maps. The list at the top of the page allows people to navigate to whatever is of interest to them. Different traffic pieces and transit information are available, and it is more interactive and uses animation. As data changes, this is updated. As these two monitoring efforts roll out, this will continue to build over time. Not only can people dig more deeply into the data, but this will be a living site as data changes. Over time the trend data will start to build.

Ms. Tricia Arndt said this looks great and speaks to people's attention spans to have something that is interactive and visual.

10. TJ Bus Connectivity Analysis

Mr. Bill Swiatek said in the 2019 Transportation Justice Plan, concerns were found about bus and pedestrian connectivity from impoverished neighborhoods and Black neighborhoods to entry level job clusters. There are also concerns about transit and walking connectivity from food deserts to supermarkets. We went through the data and the assumptions made about connectivity and began a more detailed analysis of the location of entry level job centers. Much of this work is done by CADSR at the University of Delaware. This looks at jobs with below median wage like restaurants and child care centers, and sites with many jobs, like Christiana Hospital. Each job center ranges from 130 to 11,000 jobs. We are looking at a ten-minute accessible walking trip along a low stress route, ten-minute, accessible biking trip on a low stress route, fifteen-minute accessible car trip, or a thirty-minute accessible bus trip. Transfers by bus are allowed. In the case of food deserts, we are looking at how we can take the number of households within a place that has poor connectivity from, say, 0% connected by bus to a supermarket to a 100% connected. The connectivity analysis provides a measurable way to see the benefits of changes to the systems. It is a high-level exploration with a focus on non-complex adjustments to the system. We looked at block groups within the TJ plan that had poor connectivity, and which disadvantaged neighborhoods within the block groups have a connectivity issue. Field testing was done to make sure the GIS data was correct. The information was also reviewed to see if reasonable adjustments are possible.

Several case studies were found, and the analysis showed that by making some of the recommendations in the report, 1,500 new households would have good connections to supermarkets via bus, so their overall connectivity would go from 39% connected to 83% of households within those places connected. Black and impoverished neighborhoods would see 3,200 households with improved connections by bus to entry level job clusters, going from being able to reach 0 to 500 jobs to 5,000 plus from each of those households. These changes include transit route deviation and new pathways. Some of the feedback received from the Transportation Justice Working Group is being incorporated into the report. A draft report will be available this summer. We are looking for Council endorsement hopefully this summer.

Ms. Cathy Smith said she would like to share this with the DART Reimagined Project Management Team. They are looking at the most vulnerable populations to see how to improve their transit options. It is at a high level, and any changes would have to go through the public hearing process that DART does with the bi-annual service changes. Sometimes the property owners get the lawyers involved and there are agreements. It seems easy, but when deviating the bus when you are not in public right away or the roadway, little things can be a huge obstacle. It took quite some time to get bus service into the ShopRite area, and we were not allowed to go up to the front door. It was so specific as to the number of buses that could be there at any one time and the amount of time they can idle. We need this inventory. It is important, but just to share some information, sometimes it is the things you would not think of that cause us to not provide service, direct connectivity, and access. Mr. Swiatek said they met with DART. The data and showing how it impacts people help with those conversations. There are also some recommendations that would require capital projects, so not all are simply moving the bus, but property would have to be acquired for new bus stops in some cases. These are definitely high level, but some of the changes could impact people in the region positively. Ms. Smith said perhaps with different transit service delivery options. It can be really

difficult to deviate a regularly scheduled, fixed route bus. A deviation in the middle of the route could have exponential effects, where an entire another driver and bus is needed, which is capital and operating to sustain the service schedule. There are other kinds of delivery options to look at. That is part of the reason we are doing DART Reimagined.

INFORMATION ITEMS

11. Staff Report

Ms. Heather Dunigan reported the following updates:

- Ms. Randi Novakoff's last day with WILMAPCO was March 31st. Ms. Dawn Voss, who has been the Administrative Assistant, will be our new Outreach Coordinator.
- The Churchmans Crossing Monitoring Committee had a second meeting on March 22nd and public workshop on April 19th. The Monitoring Committee will meet to review prioritization information on May 24th.
- Wilmington Initiatives met April 19th.
- The Concord Pike Monitoring Committee had their second meeting on April 5th. They will have a public workshop May 3rd at the Jewish Community Center along the corridor.
- The Ardens Transportation Plan Steering Committee was held on March 21st.
- The Transportation Justice Working Group met on March 29th.
- Staff is serving on the committee for Open Streets Wilmington. Staff will be participating in the first Open Streets event on April 22nd in Southbridge. Staff will be collecting surveys for the Southbridge Transportation Action Plan and the Safe Streets for All projects.
- The first phase of outreach for Safe Street for All will continue through April 30th including a survey and interactive comment map on the website. So far, sixty-five surveys and two-hundred and thirty comments on the maps have been received.
- The Southbridge Transportation Action Plan had a second public workshop on March 21st.
- Staff attended the National APA Conference in Philadelphia. For that, staff led a mobile workshop on April 3rd, looking at recent work in Southbridge and on the Route 9 Corridor.
- On April 13th staff presented the Route 9 corridor to a University of Delaware class.
- Staff spoke about the planning profession to a class at the University of Delaware on April 12th, and a class at Del Tech on April 19th.
- The North Claymont Area Master Plan and Governor Printz Corridor Monitoring Committees have a public workshop on May 4th from 4:30 to 6:30 at the Claymont Library.

OTHER BUSINESS:

ADJOURNMENT:

ACTION: On motion by Mr. Michael Fortner and seconded by Ms. Tricia Arndt the TAC adjourned at 11:10 a.m.

Motion passed.

(04-20-23-05)

The TAC adjourned at 10:59 a.m.

Attachments (0)