

# TECHNICAL ADVISORY COMMITTEE MEETING

**May 19, 2022**

A meeting of the Technical Advisory Committee (TAC) was held on Thursday, May 19, 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 10:04 a.m.

**2. TAC Members present:**

Cooper Bowers, Delaware Department of Transportation  
Nicholas Cannistraci, Town of Elkton  
Marvina Cephas, DNREC  
Michael Fortner, City of Newark  
Dan Janousek, Maryland Department of Transportation  
Gwineth Kaminsky Rivera, City of Wilmington  
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:**

**TAC Members absent:**

Delaware Office of State Planning  
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 Highway Administration  
U.S. Federal Transit Administration

**Guests and Invitees:**

Jane Dilley, League of Women Voters  
Paul Moser, Delaware Department of Transportation  
Dan Ormand, Rybinski Engineering  
Kevin Racine

**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 April 21, 2022, TAC Minutes.

**ACTION:** On motion by Ms. Gwinneth Kaminsky and seconded by Mr. Matt Rogers TAC approved the April 21, 2022, TAC minutes.

Motion passed.

**(05-19-22-01)**

**4. SUBCOMMITTEE UPDATES**

None

**5. PUBLIC COMMENT PERIOD**

None

**6. Appointment of Nominating Committee for TAC Chair**

Mr. Mike Fortner said it is time to form a nominating committee to appoint a chair and vice chair for the TAC. Mr. Fortner asked for volunteers and said the committee will meet via Zoom or phone call and Ms. Dunigan will help. As the chairperson for two years, he would usually step down at this point. Ms. Dunigan added that Matt Rogers as vice chair would usually become the chair so this is appointing a vice chair and Mr. Fortner could be on the committee if he would like. Mr. Matt Rogers asked if he should be on the committee as he is willing to become chair. Ms. Dunigan said there is no formal rule in the bylaws, but it would be awkward for Mr. Rogers to nominated himself as chair. Mr. Dan Janousek said he is not stepping up because he has not been with this MPO for very long and the MPO has a limited role with Cecil County. Ms. Cathy Smith volunteered. Mr. Fortner said he and Ms. Smith will have a report at the next meeting.

Ms. Gwinneth Kaminsky said it seemed like a pattern had been established of having one from each state as chair and vice chair and asked if we are continuing to do that. Ms. Dunigan said we used to do that, but it is not required in the bylaws.

**ACTION ITEMS**

None

## **PRESENTATION/DISCUSSION ITEMS:**

### **7. New Castle County Comprehensive Plan Update**

Mr. Matt Rogers said the plan was presented to the Planning Board on May 3<sup>rd</sup>. There was a fair number in attendance, and the plan received a lot of support. The County is currently working on addressing the PLUS comments received from the State. The comments were constructive so almost everything could be adopted. DNREC and a number of other agencies offered additional resources regarding opportunities for additional funding with resource preservation and other resources. They also worked with the county's Open Space Advisory Board to coordinate with them to preserve as much as logical to protect the resources and open space. June 21<sup>st</sup> will be the Planning Board business meeting where the Planning Board will have their vote. Then, the plan will move through County Council and also go through the State process. An extension will be formally requested on June 2<sup>nd</sup>. In July, Ms. Tricia Arndt will join the team to deliver a presentation to the governor's Cabinet Committee showing compliance with the PLUS comments and requirements.

### **8. DeIDOT Bicycle Pedestrian Funding Pool Projects**

Mr. Paul Moser is an engineer with DeIDOT's Active Transportation to Community Connection Section. This section manages several different pools of federal and state funding mostly for bicycle and pedestrian infrastructure projects as well as urban streetscapes. The Bike/Ped Pool is a state and federal match program where the state puts up 20%, usually from CMAQ. The 2018 Blueprint for Bicycle Friendly Delaware was used to develop a transparent process. When this program started, there was a backlog of projects that were state objectives including the Jack Markell Trail, the Georgetown to Lewes Trail, and the Juncture Breakwater Trail. Once those goals were achieved, they began a prioritization process. This process was done for the first time last year in New Castle and Sussex Counties. It funded the study of the Augustine Cut Off, as well as the design of a pathway on School Lane in New Castle. This year, the prioritization process in New Castle County was done cooperatively with WILMAPCO. For the prioritization process, local governments and WILMAPCO were asked to find viable projects and submit them. In October, WILMAPCO sent a project list. The projects went through modeling, were ranked, and then reviewed to determine if these projects are possible and if they fit into the program. The report was published announcing what will be done in the coming fiscal year.

The first step is mobility modeling, which drives much of the process. When Mr. Moser first started working with DeIDOT there was a desire to have a data driven process to have something more robust behind the decision to select projects. Travel modeling looks at how well people are connected by bicycle from where they live to destinations. The plan defined destinations as public transportation centers, employment centers, schools, community centers, and parks. The modeling determines if building a project changes that connectivity. The level of traffic stress (LTS) scoring helps them understand how traffic conditions affect who will ride on a road, so they can understand how a project might improve conditions for people with lower tolerance of traffic stress. The thinking is that if there were better infrastructure, people might cycle more, which bears out in research and anecdotally. LTS 3 is probably where you are if you cycle around and Level 4, you will cycle anywhere. Modeling looks at improvements based on this level of traffic stress metric. Anyone who is interested in more information about the modeling can contact Mr. Moser. After modeling to determine how much the projects improve things, they do a programmatic review to determine if there are specific environmental constraints, the feasibility to construct something with the available funding, the right-away constraints, and if it works within the program. The defined window is \$500,000 to \$4 million in project costs, where it makes sense to use this program. If a project is much lower, it is not

worth using federal funds for the design as the whole project is consultant fees. They work with WILMAPCO and Dover/Kent MPO. They also look at other projects in the area to see if those plans improve bicycling infrastructure in that area.

The report is final now and will be posted on DelDOT's website. It goes over the methods and breaks down the results in detail. WILMAPCO submitted eleven projects from a variety of plans, including the New Castle County Bike Plan, Wilmington Bike Plan, and the US 40 Plan. These projects were broken up into feasible segments for analysis. The projects were plotted across New Castle County and ranked. The project that ranked highest was an East Coast Greenway Project on Route 4. A pathway on Old Baltimore Pike connecting from Route 72 to Salem Woods ranked second, with the 12th Street protected bike lane in Wilmington coming in third. The improvements are broken down relative to each other and scaled on a value of zero to five. The project with the highest score in transit or employment or schools gets a one and everything is ranked linearly down to zero from there.

The East Coast Greenway Gap on Route 4 will move to design in this fiscal year. This is on the east side of the Route 273 and Route 4 interchange. The path goes from a ten-foot continuous hot mix path that is mostly continuous to Newark. Then it turns into a five-foot concrete sidewalk right against the curb and continues like that across this super intersection with no throughs. It connects to another sidewalk, which then continues further towards the hospital and other destinations east. Modeling shows where the mobility improvements are concentrated to show who will benefit from this project being built. For example, this area would be connected on a low stress cycling network to employment centers. A map was shared to show the diffused mobility improvements related to this pathway. Cyclists can get from Newark to destinations connected by this project on paths that are LTS 2 and 3, but there is improvement connecting people in Brookside as well as Newark on this continuous path. The modeling shows who is getting an improvement from this project and helps to understand what the project accomplishes.

The second project was Old Baltimore Pike Sidepaths from SR 72 to Salem Woods. This builds off of that Route 72 pathway that goes to Newark. DelDOT has another capital improvement project going west from Route 72 almost to Route 896 and they are pushing to have a pathway constructed as part of that. There are a lot of environmental, historic, and cultural resources there, which may be challenging, but it would be good to get a pathway from Salem Woods to Route 896 and towards Iron Hill. Previously there was a Pave and Rehab in 2020 that installed pedestrian signals as well as a plan for pedestrian improvements, so DelDOT has looked at this before. They are going to request a ten-foot pathway with a little bit of buffer space. They would like to go directly into design but will have to do a feasibility study, a concept study. Some places are wide open and well suited for putting a pathway behind the curb without too much modification. The bridges are pinch points but nothing that cannot be accommodated. There is sidewalk on and off throughout the corridor, and there is bus service. There is a surprising amount of pedestrian activity and a number of destinations in the area. A couple of direct connections can be made to the neighborhood between Route 72 and Salem Woods to make Salem Woods an LTS 2 improvement to mobility.

This year, they looked at Environmental Justice Analysis using WILMAPCO's EJ zones to see where the improvements are located. In conversation, someone said to Mr. Moser that in the lens of equity, Commons Boulevard does not do anything, but when looking at how this would be constructed, and who benefits from the trip connectivity, it was Southbridge, West Center City, and places that were environmental justice areas. Just because a project is not next to an EJ neighborhood does not mean the connectivity improvements will not reach them. Providing

new routes to people who live there is a more robust way of looking at environmental justice. The East Coast Greenway project in Wilmington ranked first in that realm. The Old Baltimore Pike side path had no impact. They are thinking of adding this to the prioritization metric. It was included in the report, but was not a driver. They also did a cost estimate and will fund design on the East Coast Greenway and the Old Baltimore Pike projects.

Ms. Dunigan said the projects that Mr. Moser evaluated this year were the top ten bike/ped projects within New Castle County in WILMAPCO's Regional Transportation Plan. Going forward, the plan is to have a call for projects every year in the late summer or early fall to have a list for DelDOT in October. This will get that additional local government input for that list of projects given to DelDOT to analyze. Projects will be submitted by our partners, go through the WILMAPCO project prioritization process, then shared with DelDOT.

From the chat: Dan Janousek MDOT: Sharing Maryland Bicycle level of Stress Application.  
Questions: Nate Evans [nevans1@mdot.maryland.gov](mailto:nevans1@mdot.maryland.gov)  
<https://experience.arcgis.com/experience/8f01552b8ff745d8902476a7c569f64c/>

### **9. New Castle County Traffic Operations Plan**

Mr. Dan Ormand works with Rybinski Engineering, who works as the program managers and consultant for both DelDOT TMC Operations and DelDOT Planning to put together the Transportation Operations Management Plan (TOMP). Historically, TOMP was a massive data collection effort, followed by a report. The original TOMP was completed in the year 2000. The last New Castle County TOMP report was completed in 2010-2011 and traffic data was manually collected for a week in different locations, and then based on that data, recommendations and insights into operations were completed. Over the last ten years, DelDOT has added hundreds of detectors throughout the state. These detectors continuously feed traffic operations data into the DelDOT integrated transportation management system. DelDOT Operations located at the TMC in Smyrna uses this data to manage hour-to-hour, day-to-day mobility of the transportation system, making travel safer and more efficient with the ultimate goal of improving the lives of Delaware residents and visitors. With all that data, TOMP is DelDOT's mobility management program. Just as you need to understand the condition of roads and bridges and the locations and causes of safety issues, the State needs a comprehensive, consistent statewide approach to understanding mobility. TOMP is enabled by the integration of operations and planning and turns operations data into planning information that can support projects by providing data driven project prioritization. TOMP reports also develop short term recommendations that can improve mobility.

Using the operations data, the process begins with looking at AADT trends. For New Castle County, which is the current TOMP report to be published by the end of this calendar year, data was collected from around one hundred different detectors to see what the current AADT trends were. These were compared to volumes from a few years ago, and to the 2010 TOMP report, to understand traffic population growth and changes, where trends in the AADTs are changing, and understand the demand. Hourly volumes along corridors throughout the day were compared to understand how the traffic demand changes on a daily basis, hourly basis, and to identify peak periods. One interesting finding is on Interstate 95, where there are northbound AM peak and southbound PM peak trends, the detector on I-95 at the Maryland state line shows no AM or PM peak, but demand goes up throughout the day, levels off, and then comes down in the evening. The understanding of traffic demand can provide insight on when to look for congestion and during which periods congestion should be measured.

The first data used is DelDOT's Bluetooth travel time system data. The team looks at peak periods, typically weekday AM and PM, but also weekend and seasonal time periods if it makes sense. For Sussex County, the team looked at AM and PM weekday peaks, but at summer as well. Summer traffic was a major focus in Sussex County due to the beach resorts. The first travel time congestion measure looked at is the travel time reliability, which is the 95<sup>th</sup> percentile peak hour travel time over the uncongested travel time, which is the speed limit travel time or the 15<sup>th</sup> percentile travel time. Looking at these unit list metrics provides a consistent measure of congestion across the different roadway types. After looking at the worst measured reliability, the team looks at the average, which is the travel time index that shows where there typically is congestion during the peak hours. Then the congestion frequency is another way to combine reliability and travel time index measures into one to see where it is sometimes congested or consistently congested. In New Castle County there is a lot of congestion, so the team had to look deeper to see where severe congestion is occurring. Severe congestion was defined as a travel time reliability greater than 2.5, which means the 95<sup>th</sup> percentile peak hour travel time is two and a half times greater than free flow travel time. Then the recurring is where the travel time index is greater than one and a half, and the non-recurring is where the travel time index is less than one and a half.

After using the travel time data to filter the congestion throughout the county, The team did a reality check, asking Mr. Dan Blevins if the graph data shown makes sense. It is important to ensure you are not putting too much faith and assumptions into the data. Congestion hotspots were identified where further analysis was to be completed to identify causes of congestion. Then short-term recommendations to address the mobility issues were made. For example, looking at the Churchman's Crossing hotspot, they overlay the critical movement summation data, which is a process of looking at turning movement counts and signal intersection geometry to understand the demand versus capacity of the intersection and whether there is a poor level of service or not. Using the CMS, the team can pinpoint where the bottlenecks along these corridors are and dig deeper into why there is congestion. Where there was construction when the data was collected is considered. An active project during the data collection period will impact the capacity of the roadway and potentially show congestion where it normally would not be. Crash history is considered to see if there are high-crash locations that are causing congestion, where safety improvement might be beneficial for not only safety but operations. There are a few locations where there is congestion along the corridor in one direction for the AM or PM, and looking at the signal timing and coordination, helps with understanding that there is a heavy inbound progression in the morning that is being prioritized with signal timing and that is causing congestion in the opposite direction, but there are fewer vehicles so there is a purpose for that congestion. The team considers transit information to understand if these corridors are highly used transit routes to have a full, comprehensive perspective of how these corridors are used and how their operations impact not only vehicle users but transit users.

The major outcomes of TOMP from a planning perspective, with all of the construction projects, and planned projects that are documented for each hotspot, is making sure that there is a clear understanding of what projects are in the pipeline, and when they are going ahead. With that the TOMP report provides clear perspective of where one location might be worse than another. There is also project prioritization where maybe a project is moved up or projects are reprioritized in the short term or mid-term. Then also maybe there are locations where congestion is found where more study is needed to understand what is happening to have improvements come down the pipeline. The TOMP also looks for short-term improvements. These are smaller projects that are outside the large capital program that can make a difference at critical locations. For example, re-striping can improve operation, signing, signal phasing, or traveler information can balance traffic demand. In Sussex County, one of the congested areas

was Route 1 in Rehoboth, and with some analysis, it was found that 40% of summer traffic coming down Route 1 going to Ocean City used Route 1 instead of 113. During the peak times, the delay along Route 1 is a longer travel time, so the idea was to use VMS and traveler information to balance out the traffic demand to make sure one roadway is not overused versus another. An example of that in New Castle County is the current I-95 project, which is VMS northbound on Route 1 at Route 72, which shows the travel time difference to Wilmington Riverfront from Route 1 to I-95 versus US 13. That provides information to travelers that if there is an incident or congestion on one of those routes, it is faster to take the other route.

Looking ahead, the team is working on an update to the New Castle County TOMP using 2019 data due to the pandemic. The plan moving forward is to have a three-year cycle of the of the countywide TOMPs with the next New Castle County TOMP after this one scheduled for 2025, using 2024 data. The schedule is not solid because they want to make sure that they are documenting and considering population growth, COVID-19 pandemic impacts, and major project impacts. If there is not a lot of change, they need to consider if it is worth doing a countywide study. For future enhancements, DeIDOT has a lot of detectors and a lot of information and may integrate more data and make it easier to analyze impacts of weather and transit. Perhaps bike/ped information could be integrated into this process. For user enhancements, they are trying to pull all the data into a cloud platform that is accessible and have interactive mapping and data sharing features, so that this operations data can be used and shared by transportation planners and others for their projects.

#### **10. City of New Castle Transportation Plan**

Ms. Heather Dunigan said the City of New Castle Transportation Plan Update is nearly completed. The purposes of the plan are largely drawn from the recent City of New Castle Comp Plan: to improve the mobility and connectivity of the trails and parks of the community, enhance health and livability, reduce the illegal truck traffic that cuts through local streets, improve safety, address the current flooding and future anticipated sea level rise impacts, improve gateways to the historic city and tie in the identity of the surrounding neighborhoods to the historic city, and look at parking.

To date, community input has been gathered through a visioning process and review of initial draft alternatives using a variety of in-person and online formats. Using feedback from two public meetings about the draft alternatives, the Planning Team is now recommending preferred alternatives.

One of the concerns the team heard was speeding traffic, particularly on local streets. It is recommended that the speed limit be lowered to fifteen miles per hour for many of the local streets and to twenty-five or thirty miles per hour for some of the surrounding streets. At the virtual workshop in September 67% of attendees supported this and, at the in-person workshop it was supported by 94%. The team recommends retaining this as a recommendation.

The US 13/SR 273 intersection is highly congested. The team did not feel like they could tackle detailed recommendations for this, but DeIDOT has done a feasibility study for this location. So, the recommendation suggests allowing DeIDOT to continue to work on this intersection. At the in-person workshop, this idea was supported 79% so we recommend keeping that in as a recommendation.

SR 273 and SR 141 intersection is large and challenging for pedestrians to navigate. The East Coast Greenway travels through there, but it is a challenge to cross on a bike or walking. There

are also congestion concerns, though it is suspected that is not based on the traffic volumes on that stretch of Route 273, but because the intersections that bookend it have problems. If the intersections are fixed, that entire corridor could improve. Concept one has a better trail connection with better crosswalks. Both of these options would cul-de-sack 14<sup>th</sup> Street so people would need to go out the other way. This would take one leg out of a five-legged intersection. Concept two is similar, except it has no-turn-on-red to improve pedestrian safety at the crossings. Neither of these options were popular with the public, so the team looked further at the impacts of cul-de-sacking 14<sup>th</sup> Street and found that it would not have much benefit to the signal timing, so neither of these recommendations will be included. Another option was a protected intersection. The focus is on better pedestrian and bicycle mobility through the intersection and having a more direct movement across the intersection. This option was only presented at the in-person City Council workshop in November, and only 36% of attendees supported it. However, it is recommended that it stay in for further analysis including additional outreach to the public as this option achieves the goals of the study the best.

The intersection of Delaware Street at Route 9/Ferry Cut Off is a main connection between the historic district and the main shopping center for the town, which is within walking distance. The Delaware Street/Route 273 intersection directs people into the historic district. Drivers have to physically turn to stay on Route 9. It does not create a gateway either, so people accidentally end up in the historic district, including some trucks because they do not realize they are supposed to turn. Option one improves the pedestrian connection through here. Option two creates a gateway to Delaware Street toward the historic district, where people would have to physically turn to access the historic district. This also creates a landscaped welcome to the historic downtown. Option one had 34% support at the virtual meeting and 30% in person, whereas option two had 69% support in September and 75% support in November. Retaining concept two is recommended.

The intersection at Ferry Cut Off at Chestnut Street and 6<sup>th</sup> Street also required drivers to turn to remain on Route 9. There are also severe flooding issues at this intersection. There is no pedestrian connection there. This is the first major intersection you encounter traveling from northeastern parts of City of New Castle towards the downtown, and there is no way to cross the center section walking or biking. The first option addressed cut-through traffic by physically closing off this intersection and sending people to the next. The second option is called the Dutch left, which creates a round about where drivers U-turn to get into the historic district from Ferry Cut Off and Route 9. The separator roads had only 39% supporting it at the September meeting, 46% at the City Council workshop, and 31% very strong strongly opposing it. The team had a focus group with the police chief and fire chief and they had issues with this. The second option had better support at both the virtual workshop and the in-person workshop. Some modifications were recommended after meeting with the emergency responders. They were concerned about egress out of the city going northbound, so reducing the green space was recommended to create a shoulder to help traffic get out of the way of emergency vehicles. Either option has green space incorporated, which will help with stormwater management. Moving forward with concept two is recommended.

On 7<sup>th</sup> Street, drivers should turn onto Washington Street to access US 13 or I-95, but if they go straight, they go to the historic district. There is also some bike lane and sidewalk, but it could be improved. One option is to add a lot of signage to make the turn obvious. This had mediocre support with 43% at the virtual meeting and only 23% of the in-person meeting. The second option would physically realign the road to make an obvious, gentle turn to stay on Route 9 and go on to Washington Street and create a turn to go into the historic district. This option was supported by 75% at the virtual meeting and 77% in-person. Both are recommended as



concepts because option two might take time to implement, while adding signs can be done quickly and inexpensively.

Expanding on the network of bicycle and pedestrian facilities throughout New Castle is recommended. The School Lane project is already moving forward. The city currently has the Battery Park path and the Jack Markell Trail. This is expanding on that as well as working on connecting to some of the planned improvements up Route 9 that were developed as part of the Route 9 Corridor Plan. This was well supported at both meetings with 93% supporting it at the virtual meeting and 73% at the in-person meeting. We recommend moving this forward. Each individual recommendation has its own timing and priority laid out in the report, but the bulk of this would be multiuse pathway with some of the big bikeway and sidewalk improvements separately. We are also recommending some of the Route 9 Paths Plan recommendations, because some of them straddle the County and City of New Castle line.

Parking is a controversial subject in New Castle. The first location considered to expand parking was Chestnut Street and 2<sup>nd</sup> Street, close to the Delaware River. Only 39% supported it at the virtual meeting and 31% in person. Ms. Dunigan received many phone calls and emails voicing opposition. It will not be retained. The second location considered was at Chestnut Street and 4<sup>th</sup> Street. This location was considered by the community for a while, but there was concern about the distance of between the downtown and the parking. The idea was supported by 59% of the people attending the in-person meeting in November. This would be a good location accompanied by improvements to walkability on 4<sup>th</sup> Street. With wayfinding, pedestrian scale lighting, and sidewalk improvements that could be a nice short walk.

There are few specific recommendations for flooding, except as projects move forward, they need to address stormwater management. Particularly that project at 6<sup>th</sup> Street, Chestnut Street, and Ferry Cut Off. There is a project south of Dobbinsville on the western portion of town that is in the TIP, so we recommend that moves forward. These ideas are supported by 82% at the virtual meeting and 88% in person, and we recommend retaining those. Probably the most popular item was the gateway concept, which is really improving the connections, both at the historic district boundary and some of the more distant parts of the City of New Castle to tie them in and give a uniform identity to the community. This was supported by over 90% at both the virtual and in-person meetings. Preliminary cost estimates for these as well as suggested timing and priority levels are included. Staff is working with consultants to prepare a draft of the report, provide it to our project partners for their review, and then present it at a final meeting which will probably be a City Council workshop.

Mr. Dan Janousek said that was a great presentation and all the work that was done in the community, because that is a lot of work and a lot of good feedback from the community. It will be tough to decide which project goes forward, but great effort. Ms. Dunigan said she appreciates that. For all the projects we have done, it has been kind of a learning experience figuring out how to get feedback in the age of COVID. Going forward, that kind of hybrid approach of having some stuff in person and some stuff virtual is going to be the new norm

## **INFORMATION ITEMS**

### **14. Staff Report**

Ms. Dunigan reported the following updates:

- At the May 12<sup>th</sup> Council meeting, there were many action items. Council voted to adopt the Unified Planning Work Program, which is on the WILMAPCO website and has been sent to our federal partners for their approval. There were three TIP amendments, the Elk Neck

Elementary School Safe Routes to School project, the Automated and Dynamic Paratransit Scheduling project, and the US 13 Bus-Bike-Right-Turn project, which were amended into the TIP. Council adopted the FY 2023 TIP, including the Air Quality Analysis, which is on the website, and Ms. Dunigan is happy to share a paper copy if needed. Two reports were endorsed by Council, the Port Circulation Study and Union Street Reconfiguration Project.

- The I-95 Cap Study had a meeting with various partners, including DelDOT, staff from City of Wilmington Public Works and Planning, and the fire department to discuss the possible impacts of closures of the bridges over I-95 and traffic calming measures for Adams and Jackson Streets. Staff will be doing the traffic analysis in June
- The second Concord Pike Master Plan Monitoring Committee meeting was WILMAPCO's first really planned out hybrid meeting with in-person and virtual components.
- Staff attended the APA National Conference in late April/early May.
- Staff is working with all three Arden communities on a Walkable Community Workshop. A kickoff meeting was held May 16<sup>th</sup>. The Walkable Community Workshop will be in August
- RFPs are out now for Southbridge and Ardens studies. They can be found on the website.
- The Healthy Behaviors and Outcomes Transportation and Land Use Correlations Data Report is on the website.
- The Route 9 Monitoring Committee will meet May 19<sup>th</sup>.
- May 20<sup>th</sup> is Bike to Work Day in Newark and WILMAPCO will be part of that event.
- WILMAPCO Staff is coordinating with staff from DelDOT and MDOT on the project list for our Regional Transportation Plan Update, and we appreciate all the feedback we have been getting from both agencies. We will have more to share with the TAC soon.
- WILMAPCO, Tropo, and the Air Quality Partnership were part of the last Wilmington Open Streets event on Market Street on April 23<sup>rd</sup>. The next Wilmington Open Streets event will be Saturday, May 21<sup>st</sup>. This will be on Washington Street between 31<sup>st</sup> Street and Matson Run Parkway from 1:00-4:00 PM.
- Staff attended the DelDOT 4<sup>th</sup> Street workshop on May 3<sup>rd</sup>.
- WILMAPCO hosted the DART Community Conversation meeting on May 9<sup>th</sup>.
- Staff will exhibit the Route 9 Master Plan at Community Resilience Day on June 11<sup>th</sup>.
- Staff will be participating at an MPO Roundtable on June 24<sup>th</sup>.
- The July 7<sup>th</sup> Air Quality Partnership will be at the Energize Delaware Facebook live event.

### **OTHER BUSINESS:**

Ms. Dunigan said this was our first attempted hybrid meeting and TAC members opted for Zoom so if that is the preference, or if members would like give hybrid another go, we welcome feedback. Ms. Dunigan would also welcome feedback on how to make the Zoom virtual meetings more engaging and get more feedback from members, because she feels that there is less conversation than there used to be when the meetings were in person. If the preference is Zoom, how can we make it better? And, if members want to keep going with the hybrid format, feedback is definitely welcome.

Ms. Marvina Cephas said DNREC is having two public workshops on May 25<sup>th</sup> to let the public comment and ask questions on amendments that are proposed to regulations 1126 and 1131, the Emissions Inspection Program. They are seeking to make Sussex County the same program with Kent and New Castle County, and they also added language to both regulations to prevent vehicle tampering. She will share the link and asks members to please share it with their network, and please attend, if they have the time. The first workshop will be at 10 AM and the last one will be at 6 PM.

From the chat: Marvinna Cephas: <https://dnrec.alpha.delaware.gov/air/permitting/under-development/>

**ADJOURNMENT:**

**ACTION:** On motion by Ms. Gwinneth Kaminsky and seconded by Mr. Cooper Bowers the TAC adjourned at 11:20 a.m.

Motion passed.

**(05-19-22-02)**

The TAC adjourned at 11:20 a.m.

**Attachments (0)**