

## TECHNICAL ADVISORY COMMITTEE MEETING

May 18, 2023

A meeting of the Technical Advisory Committee (TAC) was held on Thursday, May 18, 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 10:05 a.m.

**2. TAC Members present:**

Tricia Arndt, Delaware Office of State Planning  
Cooper Bowers, Delaware Department of Transportation  
James Coverdale, DNREC  
David Dahlstrom, Maryland Department of Planning  
Mike Fortner, City of Newark  
Rashad Pinckney, Maryland Department of Transportation  
Gwineth Kaminsky, City of Wilmington Planning  
Matthew Rogers, New Castle County Department of Land Use  
Catherine Smith, Delaware Transit Corporation

**TAC Ex-Officio Members present:**

Enos Han, U.S. Federal Highway Administration

**TAC Members absent:**

Cecil County Division of Planning and Zoning  
City of Wilmington Department of Public Works  
Delaware Division of Small Business, Development, and Tourism  
Delaware River and Bay Authority  
Maryland Department of the Environment  
Maryland State Highway Administration  
Maryland Transit Administration  
Town of Elkton Planning

**TAC Ex-Officio Members absent:**

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

**Guests and Invitees:**

Charles Liggan, Citizen  
Kevin Racine, Citizen

**Staff:**

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

Dawn Voss, Outreach Coordinator  
Tigist Zegeye, Executive Director

Minutes prepared by: Dawn Voss.

### **3. MINUTES**

Approval of the April 20, 2023, TAC Minutes.

**ACTION:** On motion by Ms. Tricia Arndt and seconded by Ms. Gwinneth Kaminsky TAC approved the April 20, 2023, TAC minutes.

Motion passed.

**(05-18-23-01)**

### **4. SUBCOMMITTEE UPDATES**

None.

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

None

### **ACTION ITEMS**

#### **6. To Recommend amendment of the FY 2023-2026 Transportation Improvement Program**

Ms. Heather Dunigan said that DelDOT has requested that the TIP be amended to revise funding for the US13 Paving and Pedestrian Improvements Project, which is between Llangollen and Boulden Boulevards. This is an existing project in the TIP, but this amendment would extend the construction funds, which end in FY 2025, to FY 2026.

**ACTION:** On motion by Ms. Cathy Smith and seconded by Ms. Tricia Arndt TAC recommended amendment of the FY 2023-2026 Transportation Improvement Program.

Motion passed.

**(05-18-23-02)**

#### **7. To Recommend amendment of the FY 2023-2026 Transportation Improvement Program**

Ms. Heather Dunigan said that DelDOT has requested that the TIP be amended to revise funding for the Northbound I-295 Project. This amendment would increase the funding from \$9.4 million to \$18.5 million., and it adds additional funding for construction in FY 2024.

**ACTION:** On motion by Ms. Gwinneth Kaminsky and seconded by Ms. Tricia Arndt TAC recommended amendment of the FY 2023-2026 Transportation Improvement Program.

Motion passed.

**(05-18-23-03)**

## **8. To Recommend endorsement of the 2023 Transportation Justice Bus Connectivity Analysis**

Mr. Bill Swiatek said we are seeking TAC action to recommend endorsement of this report. It provides case studies on eight neighborhoods in the WILMAPCO region that were identified in the 2019 Transportation Justice Plan as food deserts with poor transit connectivity to supermarkets, or concentrations of Black or impoverished populations with poor transit connectivity to employment centers with many entry-level jobs. If the most impactful recommendations are implemented, about 1,500 more households in food deserts will have good transit connectivity to grocery stores, and more than 2,300 households in Black and impoverished neighborhoods will have better bus connectivity to entry level job centers. This report was developed with guidance from our Transportation Justice Working Group, which is comprised of a mix of our member agencies and PAC members. CADSR played a crucial role with data and network analyses and Mr. Jake Thompson did a great job writing up our findings. We would also like to thank DART for their extra support and feedback on the report.

**ACTION:** On motion by Ms. Tricia Arndt and seconded by Ms. Gwineth Kaminsky TAC recommended endorsement of the 2023 Transportation Justice Bus Connectivity Analysis.

Motion passed.

**(05-18-23-04)**

## **PRESENTATION/DISCUSSION ITEMS:**

### **9. North Claymont Area Master Plan/Governor Printz Blvd Study Monitoring**

Ms. Heather Dunigan said monitoring of most of the major studies that were adopted recently was added to the UPWP. The purpose is to keep track of land use and transportation changes within these study areas, track trends, and keep the public up to date. The process was combined for North Claymont and Governor Printz Boulevard, because the study areas overlap, and the interested parties are similar. The two committees were merged, and one public workshop was held for both study areas. The North Claymont Area Master Plan is a broad plan looking at land use recommendations fostering livability and economic development within the area. It has a strong parks and open space component as well as transportation recommendations. The Governor Printz Corridor Study is more focused, looking at redesign of Governor Printz Boulevard and connections to Fox Point State Park.

The North Claymont Area Master Plan was adopted some time ago and much has changed. Many of its land use assumptions are no longer valid or economically viable. A monitoring committee was created and has met about developing a draft monitoring report. A public workshop was held earlier this month, and a final monitoring committee meeting will be held later this month. There will be one monitoring committee meeting and one workshop per year with follow up via email. The project team includes the Claymont Renaissance Development Corporation, Delaware Greenways, civic stakeholders, elected officials, property owners, and businesses. Monitoring is focused on land use and how it triggers transportation changes. Original recommendations had a lot of mixed-use office development. The train station was a major focus and is near completion. The offices were submitted to the county. Plans for residential development in the riverfront area are moving forward without the marina or retail, but with parkland, which was part of the community vision. Changes include the addition of logistics centers at the site of the former Tri-state Mall and in an area expected to be used for mixed use, which makes some of the spine road to the train station no longer feasible. One section of the spine road and a multi-use pathway are part of the train station project. Governor Printz Boulevard was a road diet project. The redevelopment of the former shingle factory site

may allow for frontage pedestrian facility. A project is in the TIP for improved pedestrian connections between Lighthouse Road and Governor Printz Boulevard, and there is some funding in the bond bill for Fox Point connectivity improvements.

Of the monitoring indicators, the focus is on land use and demographic changes and how that impacts changes in crashes and safety, bike/ped connections, transit use, and traffic. The team is also looking at needed transportation improvements and other infrastructure needs. The report will be geared towards the agencies. For the public, there will be an executive summary and interactive Storymap online. In the report, there are performance measures for each indicator. There is a cycle for collecting data, the data sources, and the roles for each agency. Major changes include societal changes like market trends and increased use of outdoor amenities. Some things are moving forward including the Claymont Regional Transportation Center and planned major logistics centers. The major connection between DART and SEPTA was moved because Tri-State Mall was demolished. There is interest in keeping the recommendation of at least a pedestrian connection where the spine road would have been. Connection to the Fox Point State Park is a priority for the community. The University of Delaware Coastal Resilience Design Studio created a plan showing a park and marina with a network of trails on the riverfront at the request of the property owner, who is indicated that he is willing to donate the property to the county or state.

The public workshop had attendees from throughout the area and feedback was gathered. Concerns included the additional warehouses and truck traffic, truck parking, and safety. Outside of the main study area, there are concerns about pedestrian access and speeding on Darley Road. There are concerns about the I-495 bridge pedestrian access. There is interest in filling in the gaps in the East Coast Greenway and the Northern Delaware Greenway. Residents who live directly on Governor Printz are concerned they will no longer be able to park on the shoulder, but they are not allowed to park on the shoulder anyway. Spot improvements and safety concerns were suggested. People wondered if the train station will charge for parking. People questioned if Septa and DART will continue to have good connections. Some had overall pedestrian ADA concerns at some bus stops. There were also concerns about noise and light pollution. A couple people requested air quality monitors in the area. There is a problem with tire dumping at the former Edgemoor site. People want to keep that village style feel as new development comes to the area. The final monitoring committee meeting will be on May 24 and then this will be brought back to TAC and Council for adoption.

## **10. Safe Streets for All**

Ms. Heather Dunigan said the initial public outreach component of the plan was completed and the report will be finished soon. Some local agencies are interested in applying for the Safe Streets for All Federal Grant, so the initial plan needs to be in place to apply for supplemental planning or implementation funds. A lot of data analysis was done. The advisory committee will be meeting to review what the supplemental planning and implementation policy changes should be in terms of the recommendations of the report. A safe systems approach is being used, which has the goal of Vision Zero, meaning deaths and serious injuries are no longer acceptable. Past approaches were focused on user behavior. We need to realize that people make mistakes, and we are vulnerable, particularly pedestrians and bicyclists. We need to share responsibility and be proactive in our approach as professionals to ensure there is enough redundancy in place to protect people from serious and fatal crashes.

The public outreach process was supposed to end on April 30<sup>th</sup>, but many comments came in that week, so the comment period was extended to May 14<sup>th</sup>. The online survey had ninety-one

respondents. The interactive map had two-hundred-and-seventy-five comments. We went to a couple of pop-up events where we asked people to share their “selfie for safety” and come up with ideas for how to make our streets safer. On the survey, when asked how they get around the community, most are drivers, many are frequent pedestrians and bicyclists, some transit users, and a few use paratransit. When asked about their personal experiences with crashes, most respondents had not experienced a serious crash. Many people responded that they did have injuries from crashes or knew people who had life-changing injuries or died as a result of crashes. When asked what factors contributed to crashes, people replied lack of enforcement and lack of knowledge about traffic and safety somewhat or greatly contributed to crashes. People said weather conditions had a moderate impact. People strongly felt that conditions including missing walking routes, bicycling routes, lack of crosswalks, unsafe intersections, and missing access to transit were contributing factors to crashes. Regarding behaviors, people said speeding was the major factor, followed by drivers not following the law, and distractions. When asked about priorities, people felt we should be looking at streets without sidewalks and areas with high number of crashes, regardless of severity, or number of fatal and serious crashes. Traffic volume was also a major factor as well as proximity to locations. The equity-based factors have lower numbers, but most people selected at least one of them, so if you look at the number of respondents who picked at least one equity-base factor, it is a significant number. There was support for different strategies except roundabouts at intersections. The most support was for separated bike and pedestrian paths, focusing on safe land use designs, and reducing speed limits. On the enforcement strategies, the strongest support was for automated cameras, specifically red light cameras, but automated speed cameras had the least support. All law enforcement options have good support. For safety program strategies, there was strong support for prioritizing safety of people walking in our decision-making, better education for students and drivers, and increased funding for street safe data. The only strategy that has less support was offering education programs in place of fines for first time violations.

The interactive map will continue to be posted on our website to allow people to review the comments. There was a pop-up outreach event in Southbridge as part of the Open Street Event and in Newark at Greenfest. People could share their ideas for making streets safer or do the “Selfie for Safety”. The next meeting, the Advisory Committee will look into implementation and recommendations. The team is finalizing the High Crash Street Network, and then will work with the Advisory Committee to determine weighting factors for prioritization of the network. The recommendations will focus on effectiveness and will consider equity. The team will rely on national research about what is most effective for different types of crashes.

## **INFORMATION ITEMS**

### **11. Staff Report**

Ms. Heather Dunigan reported the following updates:

- The Council met on May 11<sup>th</sup>. They approved the UPWP and the State/Local Cash Commitments, adopted the Delaware and Maryland Transportation Performance Measure Targets, and approved the Technical Scoring for the FY 2025 to 2028 TIP.
- The Churchman's Crossing Monitoring Committee met on March 22<sup>nd</sup> and were asked to review the projects and prioritization, which will be the focus of their May 24<sup>th</sup> meeting. They also had a public workshop on April 19<sup>th</sup>.
- The Newport Transportation Study Monitoring Committee is focusing on an update to the Newport Train Station, which will be presented to the Monitoring Committee in June.
- The Concord Pike Monitoring Committee had a Public Workshop on May 3<sup>rd</sup> with forty-five attendees in person and eleven online.

- Staff have been coordinating with DVRPC on submission of a climate pollution reduction grant for the Greater Philadelphia Region.
- The Southbridge Transportation Action Plan Steering Committee will meet May 23<sup>rd</sup>. A public workshop is planned for June 14<sup>th</sup>.
- The Ardens Transportation Plan Steering Committee will meet on May 25<sup>th</sup>. A Public Workshop will be held June 6<sup>th</sup>.
- Safe Streets for All received ninety-one responses to the public outreach survey and three-hundred and seventy-five comments on the interactive map.
- A North Claymont and Governor Printz Boulevard Public Workshop was held on May 4<sup>th</sup> with fifty attendees. The next monitoring committee meeting will be on May 24<sup>th</sup>.
- Staff delivered the keynote presentation at the Commercial Industrial Realty Council of New Castle County meeting on May 10<sup>th</sup>.
- Staff will participate in Bike to Work Day in Newark on May 19<sup>th</sup>.
- Staff will assist with the Downes Elementary School Bike to School Day on May 3<sup>rd</sup> and the Downes Bike Rodeo on May 30<sup>th</sup>.
- For National Bike Month in the City of Wilmington, Monkey Hill time trials will be May 19<sup>th</sup> at 5 PM, and the Wilmington Grand Prix is this weekend.
- Staff will be attending a meeting set up by Senator Nicole Poore on May 25<sup>th</sup> to talk about the City of New Castle Transportation Plan and projects in the area.

From the chat:

Mr. Charles Liggan: I did have a question about safe Streets for All. Does the survey take into account anyone who drives but would prefer to bike? I live and work in the city and would love to bike to work but there is no safe route to do so.

Ms. Heather Dunigan said we did not ask about that specifically, but asked how people currently get around. It was noted in people's comments, as many people commented on safety concerns about getting around in some of the open-ended questions.

Mr. Bill Swiatek: The Southbridge public workshop has shifted -- we are looking at either June 6 or June 10.

### **OTHER BUSINESS:**

### **ADJOURNMENT:**

**ACTION:** On motion by Ms. Tricia Arndt and seconded by Ms. Gwinneth Kaminsky the TAC adjourned at 10:46 a.m.

Motion passed.

**(05-18-23-05)**

The TAC adjourned at 10:59 a.m.

**Attachments (0)**