

TECHNICAL ADVISORY COMMITTEE MEETING

July 15, 2021

A meeting of the Technical Advisory Committee (TAC) was held on Thursday, July 15, 2021, 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:

Trisha Arndt, Delaware Office of State Planning
Tyson Byrne, Maryland Department of Transportation
Cooper Bowers, Delaware Department of Transportation
Catherine Salarano, Maryland Department of the Environment
Michael Fortner, City of Newark
Valerie Gray, DNREC
Jeanne Minner, Town of Elkton
Ben Allen, Maryland State Highway Administration
Catherine Smith, Delaware Transit Corporation

TAC Ex-Officio Members present:

TAC Members absent:

Cecil County Department of Public Works
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 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:

Jennifer Beyer
Nicholas Cannistraci, Town of Elkton
Art Jenkins, DeIDOT
Derrick Sexton, Maryland State Highway Administration
Josh Thomas, DeIDOT
Loucretia Wood, Charlestown Commissioner

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 June 17, 2021 TAC Minutes.

ACTION: On motion by Mr. Tyson Byrne and seconded by Ms. Valerie Gray the TAC approved the June 17, 2021 TAC minutes.

Motion passed.

(07-15-21-01)

4. SUBCOMMITTEE UPDATES

None

5. PUBLIC COMMENT PERIOD

None

ACTION ITEMS

None

PRESENTATION/DISCUSSION ITEMS:

6. FY 2022 Bond Bill Highlights

Mr. Art Jenkins said this year’s State Capital Bond Bill was the largest in Delaware’s history at \$1.7 billion. Of that amount, DelDOT’s approved bond bill budget total for FY 2022 is \$771.2 million, which translated into an increase of \$88.7 million over the FY 2021 approved bond bill. That funding was allocated within four capital program categories: grants and allocations, transit systems, support systems, and road systems. For DelDOT’s grants and allocations category, that funding authority is \$63.1 million. That funding includes municipal street aid, which remained \$6 million; and the transportation infrastructure investment fund, which remained \$5 million. There was \$52.2 million for Community Transportation Fund (CTF), which included \$2 million in drainage projects, \$20 million for legislative funding, \$10 million for the CTF subdivision paving pilot program, and \$20 million for suburban street repair, which is a unique item because it is funded through general fund this year for the first time.

The funding for the transit systems category was approved at \$54 million. This includes updates to transit facilities such as construction at the Newark Regional Transportation Center, the

Claymont Station, construction activities beginning at the Middletown Park and Ride, as well as the Churchmans Crossing Fairplay Station parking expansion project. Transit systems also includes funding for transit vehicle purchases including \$28 million statewide this year for sixteen forty-foot, low floor buses and three fixed-route cutaway buses that will be delivered this year.

Support systems funding was approved just below \$68 million. Support Systems includes all of DeIDOT's capital investments associated with IT initiatives, heavy equipment investments, transportation facilities, and our transportation and management activities.

Road systems is the largest capital category at \$586.2 million, which is an increase of \$90 million over last year. Road systems include funding for the Coronavirus Relief and Response Supplemental Appropriations Act (CRRSAA). This Act provided \$5.6 million toward an urbanized project, which was used to fund the median treatments project on US 40 and I-495. There was also an Infrastructure for Rebuilding America (INFRA) grant that was awarded to DeIDOT that will partially fund the I-95 and SR 896 interchange project. That grant was \$128 million of state and federal authorization that was added to the FY 2022 to advance the project's schedule in order to meet the obligations of the INFRA grant. Also included in Roads Systems are bridge preservation and bridge management programs, with a combined budget of \$60 million. Materials and minor contracts funding was \$11 million. Paving and rehabilitation support levels was \$70 million. The South Wilmington Infrastructure Improvements Project is being funded at \$40 million, which is unique because it is being supported by the general fund this year. The I-95 rehabilitation project will continue into next year.

Outside of the bond bill, as part of DeIDOT's capital plan for FY 2022, \$152.6 million in state funding that will be spent in New Castle County. Some of those areas include the highway safety improvements program, which is estimated to be \$3.7 million for New Castle County for projects like Appleby Road to Airport Road, safety improvements at the Route 273 and I-95 intersection, continued construction on SR 141, I-95 improvements to Jay Drive, US 40 to SR 896 improvements, and continued construction US 40 and SR 72.

In addition, DeIDOT will also be spending on some statewide projects, some of which occur in New Castle County. DeIDOT recently forwarded to WILMAPCO and the Council the annual letters that identify their proposed use for CMAQ, STP and TAP, and Transit Urbanized Area funding. Some of those areas include a \$13 million appropriation for a Surface Transportation Block Grant funding that they anticipate using for Denny Road and Lexington Parkway intersection improvements as well as bridge preservation and some painting projects in New Castle County. Also, in that letter there is \$16.6 million in proposed funding for FTA urbanized area funding for preventative maintenance for the Claymont Station, for the New Castle County Transit Center, transit vehicle replacements, and the Wilmington Initiatives at King and Orange Streets. The letter also identified Congestion Mitigation and Air Quality (CMAQ) funding, for which there is \$6.5 million allocated for FY 2022 and includes statewide rideshare program, the statewide bike and pedestrian improvements program, and the statewide transportation management improvement program. DeIDOT is working on the details of each of those programs as it relates to projects that are in WILMAPCO's planning areas and will provide that to the TAC and Council shortly. Finally, there was \$458,000 in Federal Transit Administration Elderly Persons and Disability Funds for transit vehicle replacements which included \$3 million for the TAP program.

Ms. Heather Dunigan added that normally at this meeting the TAC would have large sheets of paper with the funding changes for the amendments to align the TIP with the bond bill. Many of

the changes are state-funded changes, and she has been communicating with finance. The biannual CTP and TIP process is working so there is no big round of amendments. At the next meeting, the TAC will see the federal funding letter along with the project details for the grouped projects.

7. Regional Progress Report

Mr. Bill Swiatek said it is time to update our regional progress report in preparation for the next Regional Transportation Plan update. The goal of the progress report is to track the progress of our Regional Transportation Plan, which is our long-range plan at WILMAPCO. The progress report is broken into a few key sections. One looks at some core trends in the regions. Then, actions in the RTP are listed and quantitative and qualitative indicators are used to see the progress that is being made with each action. Red, yellow, and green light indicators are used to show poor progress, partial progress, or good progress, and the document also incorporates our national performance measures.

In terms of some core trends that were put together to date, much of this will be overshadowed by the COVID-19 lockdown and the major effect that had on the transportation system last year. Some of those effects are lingering today. During the lockdown daily traffic declined anywhere from 40-50%. The bus ridership was hit hard as lines were pulled out of service and people stayed at home, causing about a 70% decline across the region. Park and ride and park and pool lots saw a 92% decline last year related to the pandemic. There were some positive changes that happened with the pandemic. There was a 10% improvement in the Ozone Air Quality Index in Cecil County and 15% improvement in New Castle County. Trail use was up about 100% on the trails that were not just recreational use trails.

Another core trend is growth in our center and core transportation investment areas, a major focus of the RTP is to see job growth and population growth within the center and core areas. In New Castle County, the jobs are projected to be steady through 2050 based on new data at 90% of the jobs in our center and core, but a decline in the households is projected from 84% today down to 78% in 2050. So, the majority of households would still be in our center and core in 2050, but enough movement out is projected to trigger some of the transportation projects seen in our TIP. Cecil County numbers are steady. Within the center and core, jobs are projected to go from 68% to 70% and households from 42% to 52%.

Another core trend of interest is looking at the projected per capita VMT growth. These are based on air quality model runs. VMT projections are put together and then compared to household projections and the projected per capita increases are calculated. The projection in New Castle County is that per capita the annual VMT will increase between now and 2050 and Cecil County will actually decrease. Around the year 2040, the projection is that New Castle County will move ahead of Cecil County in terms of per capita VMT by household. A lot of what is driving that is the mode share. Information on how people get to work is not current with post pandemic situation, but through the years 2015-19 ACS, generally there is continued growth of driving alone and decrease in carpooling through the last couple of decades. So, currently about 80% of commuters are driving alone, 9% carpooling, then a small number are using the other alternative modes. Since 1980 workers driving alone increased from 65% to over 80% today.

One of the key things that we do is look at each action in the RTP and see what the progress has been. One that is an easy green light is creating and supporting the implementation of subregional plans. This is one of the strengths at WILMAPCO. The team for projects like the Concord Pike Master Plan work with the community to put a plan together and as seen in the

UPWP, staff are trying to do even more with supporting the implementation of these plans through corridor monitoring.

Maintaining a safe transportation system has more mixed results. The fatal crashes by 100 million miles VMT does not show very much steady progress in the reduction of these figures. Again, this does not include the pandemic year of 2020 in the data, but Mr. Swiatek anticipates a spike in this. There were a couple of more fatal crashes in New Castle County last year, but we also saw a decline in traffic, which may cause a spike next year.

One of the other actions is supporting high-tech transportation projects. One of the success stories here is the use of EZ-Pass in tolls. The percentage of transactions using EX-Pass were about 20% at the turn of the century, and they are around 70 or 80% today at the different tolling stations.

Another measure that is interesting is looking at populations living near bus stops. In New Castle County, the decline of people living near bus stops may be related to some of the sprawl that has been seen. It has gone from about 55% at the turn of the century to about 45% today. Cecil County has much smaller numbers with a smaller transit system, but it has increased from 3% to 8% today.

In transportation equity, we struggle with the measure that looks at the racial and ethnic makeup on the PAC. The regional ethnic and racial minority population is about 37% within the region, but we have struggled to get a representative group of PAC members to make that benchmark, so today about 16% of the PAC are members of a racial or ethnic minority community versus that regional benchmark of over 30%.

Another measure that is of interest is supporting cleaner vehicle infrastructure. Here we have seen a real proliferation of public EV charging stations as an example of a success. Back in 2012, we counted only two in New Castle County and that has increased to twenty-seven today.

Staff are at least halfway through with compiling the data and will be looking at drafting the progress report in the fall. This is on schedule for TAC Action in December and Council Action after the new year.

8. Churchmans Crossing Plan Update

Mr. Dan Blevins said the second Public Workshop was on March 3rd with about ninety-nine people registered. There was continued discussion on land use and transportation scenarios from the early part of this study, looking at potential land use options, current growth, or the potential for robust growth. Discussion began about the modelling results that will be used, which is the Peninsula Model and proposed performance metrics. On March 12th, team members went to the DelDOT Resource Agency meeting to begin the PEL process and discuss what needs to be part of the PEL portion of the report with all the DelDOT resource agencies.

On May 3rd, during their second meeting, the Advisory Committee got into more detail, talking about the project criteria evaluation, implementation strategies, and planning for the upcoming recap of the March workshop. Most recently, the third Public Workshop was held on June 23rd with about fifty-nine registered. Attendance may have been affected by competition with nice weather. It was a much more technical workshop, with some of the results of the modelling and all the analysis that was done. The modelling was run through the Peninsula Model using the balanced land use forecast option. The team had held six sessions where there was in depth

conversations about what to use as part of the modelling inputs for the study to manage the budget, but also to give something robust and meaningful to use. The team provided the results of the project performance based on the twelve criteria and actually started getting into the list of projects to be removed from consideration, but also received input on implementation strategies, which is where the team introduced new tools that can be used moving toward the implementation portion of the projects.

The team went through multiple iterations of land use and had a lot of discussions with New Castle County Land Use. Land Use had Urban3 consulting firm working on some related things for their comprehensive plan, but also joined in on this discussion. Everything modeled was based upon a land use a little beyond what the team was expecting from the current development activity, a little more jobs and population within this area was part of the modelling effort to be the baseline for this.

The projects started with the RTP. There are some projects in the RTP now that were considered the base information that was put in the model about the forecast. The team looked at things that are on our aspirations list, among others. There are a few things in the RTP that are on the aspirations list. Some were in the old plan in 1997, or some were ideas that have been proposed since the last plan. There are some transit projects, some automated transit vehicles, and micro transit. There are a couple projects that are in the DeIDOT CTP about the 273 and I-95 interchange, and a widening at I-95 and Route 4, among some other bike/ped connections.

All of the projects have been put through an evaluation based on twelve criteria, including connectivity, congestion, mode share, safety, constructability, environmental impact, and noise/property impacts. Then, it the determination from the criteria show what is most beneficial and most adverse.

Mr. Paul Moser was asked to put projects through Bicycle LTS evaluation because we have heard through public meetings that connectivity is needed in this area. The large arterials create a lot of LTS islands. The projects were considered in terms of their connectivity to schools, community centers, employment centers, transit, and parks in this area. This analysis provided scores for the projects to be used as part of the evaluation matrix, which also includes the costs. Some of these projects are expensive so the costs may affect the final thoughts on those.

The team is already looking at projects that should be removed from consideration. Many go back to the 1990's and 2000's. Projects and land use has changed in the study area so some of these are not logical anymore.

- The I-95 ramp to Chapman Road did not score that well, creates a ramp that is redundant to the one at Route 273, and is very close to the rest stop which creates a dangerous weave situation. The Route 1 and I-95 interchange was designed to reduce weave, and this would be adding a weave situation.
- The Northbound I-95 ramp to Churchmans Road brings additional weave back to the area that the Route 1 and I-95 interchange was supposed to reduce.
- A Southbound I-95 ramp to Churchmans Road is redundant as the Route 1 and I-95 interchange does this.
- There was a Christiana Mall access bus-only road, which is another redundancy. This was already added near Cabela's where you are able to access the mall from I-95.
- A Christiana Mall Road extension would have brought a new connection through toward Airport Road but goes through a lot of wetlands. There are some historic and even pre-

historic resources there. There are too many items to overcome for this project to move forward.

- An Eagle Run Road connector to Samoset Drive was redundant as there is a connector just to the east toward Continental Drive over I-95.
- The Brownleaf Road extension from Brownleaf Road to Continental Drive and Samoset Drive provides connectivity but goes in front of Gallaher Elementary School. It does not make sense to increase automobile traffic there. However, keeping it as a bike/pedestrian only connection has been recommended and will be moving forward as a consideration.

The meeting in June was the first time that implementation tools were discussed. TIDs and CCEDs were discussed as possible implementation tools including how they work and how they can be used this area. They are not being defined as a part of the study, but these will be implementation strategies moving on after the study is done.

Intersection needs still need to be evaluated. There are one hundred and one signalized intersections in this study area. The team will look at nine key intersections, including mainly the break points where some of the projects will be recommended or just some of the busier intersections that are always going to be a significant discussion point in this area. So, these nine areas will be evaluated as part of the wrap up for the study.

The next steps include developing a preferred concept plan, going back to public, then most likely bringing it back to the TAC in November or December, and to Council in January. Some of the final things to do include the final travel demand model run, remove projects that are not being considered, finalizing the model results, refining bike/ped improvement recommendations, and implementation strategies.

9. Route 9 Paths Plan

Mr. Jake Thompson said the first draft of the Route 9 Paths Plan is completed. The Paths Plan is a new plan that is branching off the Route 9 Corridor Master Plan. The Master Plan proposed a network of walking and biking paths for the corridor. The Paths Plan expands on and refines those bicycle and pedestrian recommendations as well as develops some new recommendations for a network of paths in the Route 9 corridor. The Paths Plan includes an executive summary; background information on the Master Plan, the Monitoring Committee, and the purpose of the Paths Plan; existing conditions data and maps; recommendations from recent plans, looking at what was proposed in the Master Plan; our technical prioritization process; our public outreach process and results; the recommendations of the Paths Plan; and the next steps for implementation.

The Existing Conditions sections includes a variety of transportation data on commuters that walk, bike, or take transit to work; zero car households; walking and biking crashes; bus ridership; Bike LTS; and low-stress biking islands; as well as data from our Social Determinants of Health (SDOH) Data Report; the location of workplaces; and criminal activity.

The Recommendations from Recent Plans includes a revised map of bicycle/pedestrian routes from the Master Plan. This is not recommendations for the Paths Plan, but rather shown as a starting point for the Paths Plan as everything in this plan is building off of this prior work. This section also gets into our missing links analysis including taking a closer look at those prior recommendations and noting specific sections of those recommendations that could make crucial connections between neighborhoods. Those missing links were then scored based on the population they connect, and that score was factored into the prioritization.

The technical prioritization process was used to determine which areas of the corridor would benefit the most from bicycle and pedestrian improvements. This uses data from the Existing Conditions section and the missing links analysis to give a score to each segment in the study area. The higher scores are in the center of the corridor. Dunleith, Oakmont, and Rosegate would benefit most though all neighborhoods would benefit. The prioritization score was then applied to past recommendations to get an idea of which recommendations are going to have a bigger impact. This is followed by a detailed chart of each of the proposed route segments and their scores.

Public Outreach Methods included an online public survey that was active from August to February, and that included a drawing for a \$25 Visa gift card to encourage participation and that has been awarded. We promoted the survey through Facebook ads, the WILMAPCO newsletter, and Colonial Clippings, which is the school district's newsletter. The WILMAPCO website is now showing the first draft, but previously the website had the link to the survey as well as an overview presentation including Spanish translations of everything including the survey. In December staff had a class session with an AP Human Geography class at William Penn High School and those students took the survey. A paper version of the survey was also distributed door to door to make sure the quota of at least five responses per neighborhood was reached, which it was and to especially reach people who might not have access to the internet. The field survey was completed by Ms. Dora Williams of the New Castle Prevention Coalition. One hundred and eighty-one responses to the public survey were received, the majority of which were from the field survey, and five were taken in Spanish. The majority of respondents were ages 18-64. The majority were female, and 77% of respondents live in the corridor. The first couple of questions asked how often you walk and how often you bike for transportation. Less than half, about 44%, said they never walk for transportation, a fair number of people do, and 70% said they never bike for transportation. For the people who answered less than once per month or never to either of those questions, they received a follow up question on the main reasons you do not walk or bike for transportation. A lot of those reasons have to do with saying they prefer to drive, they are concerned about a lack of infrastructure, they do not own a bike, they are concerned about safety, or distances to destinations. We asked if you agree with the statement, "Creating a better network of pathways will result in more people walking and biking." The average agreement level was 73%, which suggests that most people are on board with the Paths Plan. The survey asked if there are any destinations you would like to bike or walk to if there was a safer way to do so. Route 9 was the top response, followed by neighborhood parks, the Cities of Wilmington and New Castle, local businesses, the Markell Trail, and the Route 9 Library. The survey asked if walking and biking conditions need to be improved in your neighborhood and 60% said yes, while only 19% said no. So, the majority of people would like to see improvements. The survey asked, "In your neighborhood, which roads in your neighborhood present the greatest physical safety concerns?" Respondents could list up to three locations. We counted how many times each of those locations were mentioned and put them on a map. Route 9 was mentioned the most frequently, followed by Route 13, a few intersections along Route 9, Memorial Drive, and Lambson Lane. People were asked to rank the prioritization criteria in a non-technical manner, by asking which of the following is most important in considering where limited funding should be spent on walking and biking projects. These could be ranked in any order. People walking to work came out on top, followed by criminal activity, and indicators of public health concern. We then picked seven of the top scoring recommendations from the draft prioritization and asked how beneficial it would be to add walking or biking improvements to the following locations, and each of these could be rated individually from 0% to 100%, from not beneficial to very beneficial. Looking at the average percent beneficial, Route 9, where it crosses I-295 came out on top, followed by Rogers Road,

Boulden Boulevard, and Lambson Lane. For each of those seven locations, the survey asked how those connections should be made and provided a few example of types of infrastructure to get some ideas going. The number of times each of them was mentioned for each of those locations was counted and mixed-use paths and off-road trails were mentioned frequently, as well as improving sidewalks. Answers from open-ended questions were captured and factored into final recommendations.

The Recommendations section includes the proposed path network, followed by a detailed chart of each of the proposed route segments, as well as a description of the three path types that are proposed in the plan with examples of those, and general recommendations which are not mapped. Three general path types were proposed to give an idea which types of infrastructure would make the most sense for each route in the path network. Those include mixed-use paths, off-road paths, and neighborhood bikeways.

The Proposed Path Network is a refinement of the map of the proposed routes from the Master Plan based on our technical analysis and public feedback. The path types for each route were determined based on public feedback, so what people would like to see on each road, the existing right of way so wider streets can accommodate mixed-use paths, as well as the Bike LTS analysis so lower-stress, neighborhood streets were good candidates for neighborhood bikeways. They were then ranked based on our technical prioritization process, so a higher score would lead to a lower rank number. These were adjusted based on public feedback. The routes with letter suffixes indicate routes that have multiple sections with different path types. Route 9 ranked first, and this had two different designs proposed in the Master Plan. The majority of the route from New Castle to Wilmington would consist of mixed-use paths on both sides of Route 9 and other streetscape improvements with the exception of where it crosses over I-295, which would be a single mixed-use path in the median to reduce conflicts with on and off ramps. These two designs would be connected by roundabouts at Memorial Drive and Cherry Lane so path users on that median path would be able to navigate around the roundabouts to the outside paths on the rest of Route 9. Number 11 was Boulden Boulevard, which was the most impactful missing link in our missing link analysis, connecting over 9000 people in the immediate area. This would consist of a mixed-use path from Moores Lane connecting to the Markell Trail so this would connect several neighborhoods as well as the entire corridor to the Markell Trail. Number 6 would be an off-road path behind the Route 9 Library. This would connect the library to the Rose Hill Community Center. This would serve as a car-free alternative to Route 9 between these two destinations running from Lambson Lane to West Avenue. Number 16 would be connections to Simonds Gardens Park, which was frequently requested in public outreach. There would be a couple of short subsections here. 16a would be a couple of short paths within the park to connect to surrounding roads. Simonds Drive would have a neighborhood bikeway to get in and out of the park. 16c is an off-road path that would go through what is currently private but undeveloped land that may be possible through easement or if that land goes up for sale, and if that is built it could connect to a neighborhood bikeway on Thorn Lane. This would connect to mixed-use paths in the surrounding area along Dock View Drive, Rose Lane, and Lambson Lane, so there would be many ways to get into the park. Number 42 would be a crossing either over or under I-295. Currently there is only one way to get between neighborhoods that are divided by I-295 on this corridor and that is on Route 9 itself. Right now, there is no walking or biking infrastructure, and it is very unsafe, and even if those mixed-use paths are built on Route 9, it would really benefit from another crossing. So, this would either be an elevated path or a tunnel and would be a long-term, high-cost project which would require further study. It would be dependent on the neighboring paths being built, particularly number 40, which would be an off-road path behind McCullough Middle School. That would be a great way for students to get to school, and on the other side a mixed-use path

on Lander's Lane and Lander's Spur. The plan also includes a few general recommendations based on public feedback. Those include completing and repairing sidewalks and making sure they are continuous, free of obstructions and meet ADA standards; making path connections contiguous to ensure smooth and safe transitions and enable complete trips from origin to destination; improve lighting, especially pedestrian-scale lighting to light up sidewalks and paths to ensure the safety of all users and deter crime; and name and sign the paths so they have an identity and people are aware of them and can find them. These names could be based on roads and destinations they connect, or they could be decided through a community outreach process.

The next steps section of the plan gets into implementation. The paths should be implemented in order of priority. DelDOT, along with the County, and other agencies will design, engineer, and construct each segment. There are multiple funding opportunities to build these paths including the Capital Transportation Program, the Community Transportation Fund, and the Transportation Alternatives Program which includes Safe Routes to School. Neighborhood bikeways would be the lowest cost solution and could be implemented within five years if funding becomes available. Mixed-use paths and off-road paths would be medium to high-cost and can be implemented within ten years. The elevated path or tunnel under I-295 would be a high-cost project and would require further study, which should be implemented in less than twenty years if funding is available.

In terms of the next steps for the Paths Plan, it has been reviewed by the Route 9 Monitoring Committee, the Route 9 Health Subcommittee, the PAC, and the Council. We did receive some minor feedback and will be working on some revisions to the draft. A final draft should be ready this fall.

INFORMATION ITEMS

9. Staff Report

Ms. Dunigan reported the following updates:

- The third Public Workshop for the Churchmans Crossing Update was on June 23rd. Online comments will be accepted through tomorrow, July 16th.
- The team of Hargreaves Jones and JMT were selected as consultant for the I-95 Cap Study.
- Staff are working through scopes of work for the new monitoring studies in the UPWP.
- Staff is providing technical support to collaborate with Northeast on an emerging mobility grant for EPA.
- Staff is beginning new analysis of bus connectivity to transportation justice areas and the Transportation Justice Working Group will be meeting on July 20th at 1:00 p.m. Please contact Bill Swiatek if you are interested in that.
- The Route 9 Monitoring Committee will be meeting this evening.
- On June 25th staff took part in the Maryland MPO Roundtable.
- On July 12th staff held a Walkable Community Workshop in Townsend.
- The Red Clay Valley Scenic Byway Alliance had their public workshop on June 22nd.
- The City of New Castle Transportation Plan will be having a pop-up outreach event at the town Wednesday night concert on July 28th with a rain date of August 4th.
- As a reminder, the TAC picnic will be held at the September 16th meeting.

OTHER BUSINESS:

None.

ADJOURNMENT:

ACTION: On motion by Ms. Jeanne Minner and seconded by Mr. Cooper Bowers the TAC adjourned at 10:58 a.m.

Motion passed.

(07-15-21 - 02)

The TAC adjourned at 10:58 a.m.

Attachments (0)