

TECHNICAL ADVISORY COMMITTEE MEETING

August 20, 2020

A meeting of the Technical Advisory Committee (TAC) was held on Thursday, August 20, 2020, via video conference/conference call.

1. CALL TO ORDER: Mr. Mike Fortner, City of Newark, brought the TAC meeting to order at 10:02 a.m.

2. TAC Members present:

Tricia Arndt, Delaware Office of State Planning
Ian Beam, Maryland Department of Transportation
Cooper Bowers, Delaware Department of Transportation
Marvina Cephas, DNREC
David Dahlstrom, Maryland Department of Planning
Stacey Dahlstrom, New Castle County Department of Land Use
Michael Fortner, City of Newark
Gwineth Kaminsky, City of Wilmington Planning
Jeanne Minner, Town of Elkton
Lisa Nissley, Maryland Department of the Environment
Steve O'Connor, Cecil County Land Use
Derrick Sexton, Maryland State Highway Administration
Catherine Smith, DTC

TAC Ex-Officio Members present:

Lindsay Donnellon, U.S. Federal Highway Administration

TAC Members absent:

City of Wilmington Department of Public Works
Delaware Division of Small Business, Development, and Tourism
Delaware River and Bay Authority
Maryland Transit Administration

TAC Ex-Officio Members absent:

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

Guests and Invitees:

Jolyon Shelton, DNREC
Josh Thomas, DelDOT

Staff:

Dan Blevins, Principal Planner
Heather Dunigan, Principal Planner
Dave Gula, Principal Planner
Randi Novakoff, Outreach Manager

Bill Swiatek, Principal Planner
Jacob Thompson, Transportation Planner
Dawn Voss, Administrative Assistant
Tigist Zegeye, Executive Director

Minutes prepared by: Dawn Voss

3. MINUTES

The July 16, 2020 TAC Minutes were approved.

ACTION: On motion by Mr. David Dahlstrom and seconded by Ms. Cathy Smith the TAC approved the July 16, 2020 TAC minutes.

Motion passed.

(08-20-20 - 01)

4. SUBCOMMITTEE UPDATES

a. Air Quality Subcommittee

Mr. Bill Swiatek said the Air Quality Subcommittee & Delaware's Transportation Conformity Interagency Consultation Working Group held a joint meeting on August 6. The group found that the amendments to New Castle County's FY 2020-2023 TIP, based on Delaware's Bond Bill, did not trigger a revised air quality conformity analysis. The group also separately reviewed the Christina River Bridge amendment and found the same.

DelDOT presented Delaware's revised CMAQ emissions targets and progress on the 2020 Mid-Period Performance Report, due in October. MDOT gave a brief update on their progress but will return at a future meeting with full update.

Finally, the group reviewed the regional significance of the Garrison Oak Connector project in Kent County for the Dover/Kent County MPO. There was not a clear sense that the project was regionally significant. It was recommended the MPO not include non-regionally significant projects in the model, to avoid increasing potential future conformity triggers.

b. Nonmotorized Transportation Working Group

Ms. Heather Dunigan said the Nonmotorized Transportation Working Group met on August 4 and discussed the amendments to the FY 2020-2023 TIP based on the Bond Bill. The group has no suggested changes. They reviewed the Transportation Alternatives Program Planned Projects for FY 2021 and went through some draft changes to the application. WILMAPCO and DelDOT are scheduling a call for projects in the fall for the TAP program. There was a presentation from Matthew Saponaro from the University of Delaware about his research into using artificial intelligence technologies to better count users of parks, trails and walkways and gather demographic information. Mr. Dave Gula and Mr. Dan Blevins presented the Southern New Castle County Master Plan Transportation Element.

5. PUBLIC COMMENT PERIOD

None.

ACTION ITEMS

6. To Recommend approving the WILMAPCO 2020 Public Participation Plan

Ms. Randi Novakoff described the actions taken to develop the draft plan and promote the public comment period. She also provided details on the changes made to the plan since the previous version. Changes include adding more details about the planning process, adding more detailed survey results, and including the full results of the online survey in the appendix. The transportation equity section was also expanded. The first three goals of the Plan had minor changes to reduce redundancy and simplify wording. A few new actions were added, including working to better engage the youth in planning, formalizing the public outreach manager oversight of outreach strategies developed for the Plan, and use of videos for outreach. An outreach strategies section was added, which lists strategies we might use, and a social media policy was also added.

Many transportation justice recommendations were incorporated in Goal 4. Staff is working to empower local communities to make sure there is socially equitable and representative involvement in all of our plans and studies. This will be achieved by working to improve our relationships with various cultures. Cultural competency training is being coordinated for the staff and other employees of Delaware. Demographic quotas are required in our public opinion surveys. We are allowing self-identification of gender in surveys. Staff is working to ensure equitable representation of minorities on the Public Advisory Committee. We are starting to empower all of our communities, but in particular our low-income and minority communities. The primary strategy to achieve this is to partner with trusted civic groups and community organizations to make sure there is a representative cross section of the community participating in our plans. We are working to empower community members to conduct surveys and facilitate meetings. Staff is working to frame plans in a way that is relevant to local communities. We will be striving for equitable public outreach in our meetings, by hosting our meetings in schools and libraries and other trusted community locations, and work with local partners to provide food and child-care when possible.

The Facebook ad cost \$25 and ran for just under a month. Twenty-six people clicked the link, and seven people shared it. The demographics showed equal response from men and women. Just under one thousand and three hundred people viewed the ad. There was one public comment from Stephen O'Connor who said that the Plan was well written and offered a few minor edits which have been corrected in the Plan.

ACTION: On motion by Mr. Steve O'Connor and seconded by Ms. Gwinn Kaminsky the TAC recommended approval of the WILMAPCO 2020 Public Participation Plan.

Motion passed.

(08-20-20 - 02)

7. To recommend amending the WILMAPCO FY 2020-2023 Transportation Improvement Program (TIP), New Castle County Element

Ms. Heather Dunigan said this project is the construction of connections to the new Christina River Bridge, which recently opened. DelDOT has requested this amendment to allow the Christina River Bridge Approaches project to be completed quickly. This project needs to go forward very quickly. Ms. Dunigan will be sending an email vote to Council immediately after this meeting. The project is under construction, but there has been an increase in the cost of the construction of almost \$3 million. This project was reviewed with the Air Quality Subcommittee. The project is in the RTP and did not trigger a conformity analysis.

Ms. Kaminsky asked to clarify that this is not a new project, just an increase in funding. Ms. Dunigan confirmed that this project is under construction and needs additional funding to be completed.

ACTION: On motion by Ms. Gwinn Kaminsky and seconded by Mr. David Dahlstrom the TAC recommended amendment of the WILMAPCO FY 2020-2023 Transportation Improvement Program (TIP), New Castle County Element.

Motion passed.

(08-20-20 - 03)

8. To recommend amending the WILMAPCO FY 2020-2023 Transportation Improvement Program (TIP), New Castle County/DE Statewide Elements

Heather Dunigan said we are doing a slightly abbreviated TIP amendment process to align our process with DeIDOT's new biannual CTP schedule. This amendment will align our TIP with the FY 2021 Delaware Bond Bill. There is about \$3 billion in projects in the TIP, which is a 32% increase over the TIP that was approved in March 2019.

Ms. Dunigan reviewed the several new projects. There are two new statewide projects. One is Rail Preservation Maintenance Program. The second is the Transportation Infrastructure Investment Fund, which is a program to promote economic development throughout the State.

In Wilmington there are a several new projects, most of which have come directly from studies managed by WILMAPCO. There is funding for the 12th Street Connector Project; the East 7th Street Project; the Maryland Avenue, Monroe Street and MLK area project; and the Wilmington DTC maintenance building, which is something that came out of the Maryland Avenue, Monroe Street project. Separate from the WILMAPCO studies is the South Wilmington Infrastructure Improvements Project, which is intended to support economic development in South Wilmington.

Elsewhere in New Castle County, there is the drainage project at Millcreek Road at Stoney Batter Road. The South College Avenue Gateway Project came out of the Newark Transportation Plan. There are two projects on Route 13 including a median replacement and the project on Philadelphia Pike from I-495 to the Pennsylvania line, which came out of the North Claymont Area Master Plan.

The funding by mode is similar to what it has been in the past, but with a 43% increase in transit funding versus the TIP that was approved in March 2019. WILMAPCO continues to support preservation first, with 51% of the total money going towards preserving our existing system.

Ms. Dunigan also discussed a letter from DeIDOT requesting approval of spending for certain categories of federal funds. This was reviewed with the Air Quality Subcommittee, particularly CMAQ funding, which is of strong interest to them. The TAP program, and bicycle and pedestrian program funding were reviewed with the Nonmotorized Transportation Working Group. Neither group suggested changes. The CMAQ funding was very similar to past years. We would like to see more money coming to New Castle County for the bike/pedestrian program, but otherwise there were no real comments on that. The is only bike/pedestrian project approved for New Castle County is the Miller Road Streetscape Project, which is under construction. The TAP and Safe Routes to School projects are a continuation of existing projects. We are hoping this fall to have a call for new projects to give other communities opportunities to access the money.

ACTION: On motion by Mr. David Dahlstrom and seconded by Ms. Jeanne Minner the TAC recommended amendment of the WILMAPCO FY 2020-2023 Transportation Improvement Program (TIP), New Castle County/DE Statewide Elements

Motion passed.

(08-20-20 - 04)

9. To recommend endorsement of the Southern New Castle County Master Plan Transportation Element.

Dave Gula said this project was started in October 2018. Mr. Gula presented an update on this plan to TAC last month. The report was available the week before the July TAC meeting. Staff has been working very closely with New Castle County. This is a land use and transportation plan. WILMAPCO staff created a Transportation Element, and it is separate because the New Castle County approval process takes more time and had more steps than our process. So, WILMAPCO compiled the Transportation Element into one document. It contains an overview of the study, the goal of which is to look out to 2050 and develop a land use plan and the transportation needs for that plan. Today, we look to approve the Transportation Element of that plan, which was previously presented. Our partners from New Castle County and DeIDOT commented on some text changes that we put into place. Mr. Gula received no comments from the public. This plan is very much as it was when presented to TAC last month with the recommendations for intersection improvements, the recommendations to include transit changes that were made by DART that contribute to their long-term goals, and bicycle and pedestrian improvements that went through the WILMAPCO process as part of the New Castle County Bike Plan.

ACTION: On motion by Ms. Stacey Dahlstrom and seconded by Ms. Gwinn Kaminsky the TAC recommended endorsement of the Southern New Castle County Master Plan Transportation Element.

Motion passed.

(08-20-20 - 05)

PRESENTATION/DISCUSSION ITEMS:

10. Governor Printz Boulevard Corridor Study Update

Heather Dunigan discussed the progress to date on the Governor Printz Boulevard Corridor Study. We have been working on this project with DeIDOT, New Castle County, DART, and Delaware Greenways to look at the future transportation needs in the corridor based on upcoming land use changes, collaborate with stakeholders, and provide better multimodal choices to the area. Ultimately, a report will include the PEL documentation to help expedite implementation of the plan. The road is big and wide with little traffic, so it offers opportunity for improving the corridor significantly. The study area extends from Claymont to Wilmington. The advisory committee was led by WILMAPCO, DeIDOT, DTC, New Castle County, and Delaware Greenways and coordinated with a host of community organizations. The existing conditions analysis and community visioning process are complete. Now, we are preparing to present the draft concepts to the public.

The project began with a bus tour to see the conditions on the ground. Most people travel through this corridor in cars. The bus tour provided an opportunity to walk around and experience it from a different perspective. There was a community visioning workshop in January 2020 where people broke into small groups to identify their individual priorities and

discuss them as a group. Ballots were provided to vote on which priorities were most important. The most important things people identified were connection to Fox Point State Park for walking and biking, facilities to make it safe for people walking and biking throughout the corridor, and consideration of a roadway diet on the corridor. An online survey was conducted in February 2020. Two of the top priorities were access to Fox Point State Park for walking and biking and improving facilities for people who walk and bike. The online survey group also really wanted maintenance of the roadway capacity. From this outreach, objectives were created based on the different modes. For people who walk, recommendations were continuous separated sidewalks and pathways, pedestrian access to Fox Point, and pedestrian access to nearby destinations. Existing pedestrian facilities are poor to non-existent. For people who bike, it is high stress bicycling there, so suggestions included low stress bike facilities throughout the corridor, improving access to Fox Point, and access to nearby destinations. For people who take transit, there is limited transit in the corridor right now, so suggestions included additional bus stops, bus stops with shelters, and improving access to the Claymont Train Station. For people who drive, we heard concerns about speeding traffic. Speeding traffic makes it difficult to access the roadway from some of the side streets. There is wide space on the corridor so the best way to allocate that space for the needs of traffic and other users was considered. For all users, there are concerns that the road is very dark at night, so better street lighting is desired as well as some landscaping. There are stormwater management issues as seen after any major storm when the road gets inundated.

An advisory committee meeting was held in the beginning of June where seven draft alternatives were reviewed. The committee determined there was some overlap, too many for the public to adjust, and not enough options showing pathway on the developed side of the road. The alternatives were narrowed down to three including two that are mirror images of each other. Existing conditions show a big, wide road with a large median in the center, fast traffic at 55 miles per hour, good bike lanes, but high stress due to the traffic speed, and very little in the way of pedestrian facilities. Alternative 1a has the pathway on the river side of the roadway. This maintains road capacity, so there is no lane diet. It includes the shoulders identified as bike lanes. Alternative 1b is the mirror image of 1a, so the path is on the developed side of the road. Alternative 1 and alternative 2 are mirror images for a few reasons. The river side pathway option gives an uninterrupted pathway to travel, so people are not crossing driveways and streets, which is more desirable for someone doing the long trip. The downside is that users are disconnected from the neighborhood and would have to travel the wrong way along the street to cross legally. Alternative 2a is a road diet that shifts the lanes to one side of road. This shifting of the lanes provides an opportunity to allow a pedestrian promenade and additional landscaping. Alternative 2a again, puts the promenade on the river side of the road. Alternative 2b is a mirror image that puts that pathway promenade on the developed side of road. Alternative 3 is a road diet option that splits the pathway to provide pathways on both sides of the road with two travel lanes separated by a median.

These alternatives will be presented to the public along with evaluation criteria. It is important to give people information to help them assess their opinions of the alternatives, so they will be provided information on how well each of these alternatives serves people walking with things like crossing distance, separation of the facilities, and direct connections. Pathways on the developed side are not really good direct connections however, not as good to the train station. In evaluating how well people could bike, the river side was better because you are not crossing any driveways versus the neighborhood side where you have numerous crossings. For people who take transit, all the alternatives offer a good opportunity to have more bus stops and shelters. For people who drive, there are no impacts with Alternative 1 in terms of level of service. There is a slight degradation of level of service for the other options, but the capacity on

the road is still good so it is not a major concern. From a traffic calming perspective, there is no traffic calming impact from Alternative 1, but Alternatives 2 and 3 offer traffic calming options. Stormwater management is better achieved with the road diet options, because you can decrease the impervious surface. We looked the impacts of other things like drainage and guardrail as well as the cost. Some of the highest costs were associated with the option without road diet because of the space needed to add the extra amenities. The lowest cost option Alternative 3, where we maintain the existing median but add the road diet, because it keeps the existing drainage. As far as the traffic impact analysis, the level of service is great. The level of service is being maintained at desirable levels with the exception of the road diet alternatives where there are a couple of intersections with level of service of E during the PM rush, which is less than desirable, but still not a major concern.

We presented the initial concepts to the Advisory Committee last month, received feedback, and came up with these streamlined alternatives. These alternatives will be presented as an online workshop on September 21st. There will be an online survey to go with that. Options for the connection zones to show how this will link to surrounding roadways will be created once the preferred alternative has been identified. Some analysis has been done on the Fox Point connection that people requested for walking and biking. There is a roadway culvert that goes under the road that we hoped would be usable, but because of the tidal nature of the Delaware River during high tide that area gets too wet to use. So, we are looking at roadway options to improve walkway and bikeway options along existing roads.

11. Newport Transportation Study

Dave Gula said WILMAPCO is lead, but working on this study with DelDOT, the Town of Newport, New Castle County, and all the stakeholders that we can pull together. Right after the process began, COVID struck and really slowed the process. A public workshop was held on January 27th. It was a public visioning session with thirty-nine participants, which is a good number for this area. There were round table discussions where people were placed in smaller groups, provided with maps, and given a new topic every ten minutes about which they brainstormed and marked up the maps. Moderators took notes and at the end of each time segment, a table report was delivered for each group. We included the study area boundary, what kind of development and growth you expect the town to have and would like to see, and the need for bike and pedestrian infrastructure. Newport is trying to position itself as a very walkable, growing town with good transit, so that includes multi-modal connections. It is a very strong bus transit town right now. That might be improved by the proposal to have a SEPTA stop along Amtrak's Northeast Corridor (NEC). The impact of freight is also a concern as the new logistics center is opening on Boxwood Road. Also, parking is a concern in every town. These things were all included in this round table discussion.

The study area had already been enlarged; when the advisory committee met, the western boundary was extended. The study area was planned to include the logistics center, the downtown area and extended to the area around Newport. Banning Park was also included by the advisory committee. The town's boundary extends east in a narrow strip along the NEC, along the Christina River. Technically, that area is included while it is part of another study about a potential waterfront trail. After the visioning workshop, we formalized the boundary that included the entire study area along that waterfront trail, and even further west to include First State Plaza along State Route 4, and a few neighborhoods north of Route 4 near DelCastle High School.

From the workshop, the emphasis is on development and smart growth. The town wants to be seen as more walkable and bikeable. They would like to see some growth in the downtown area. There is a proposal by a developer to look at mixed-use housing and retail in the downtown area. The addition of the proposed train station would almost require the town be walkable and bikeable because it is such a compact area that one should be able to walk to the station location from anywhere within Newport. The influx of jobs at the Boxwood logistics center would also make the town more livable. We were asked to look at some historical sites and consider signage to help people find these sites. There is a proposed trail along the waterfront that would connect to the Jack Markell Trail. The bus and rail piece is very important to the town and has been ever since the completion of the study in 2012 proposing to reopen the former train station for SEPTA service.

The infrastructure improvements that were requested at the workshop included bike and pedestrian connections to the center of Newport from the residential areas around the town. Connections to schools are important for children to get around on bikes or by walking. Connections between neighborhoods and the parks in the area were requested as there are some parks that have only limited access points so finding ways to access them without having to use main roads is desirable. Connections from the proposed train station to the center of town, then further north to the Boxwood logistics center are being considered as a means of transportation for people working at that site. The project team also want to look at connecting First State Plaza to neighborhoods and Newport. Gaps in the sidewalk network also need to be filled.

The recommendations are spread out throughout the whole study area. There is a truck redirection challenge on west side of the study area, but there are pedestrian improvements in a lot of different places, as well as connectivity issues not just between the neighborhoods, but the schools. Gateway signs were mentioned, but the focus was on pedestrians at the visioning session. There are some connections to be made along Maryland Avenue. Near First State Plaza, there is a wetlands area through which we are considering a walkway from the neighborhood to make it easier and nicer to walk through that natural area. People expressed interest in having access to Powell Ford Park, which is outside our study area, from the nearby neighborhood and Rothwell Drive. There are goat paths (paths that people already use) that can just be formalized to make them easier to use. People are looking for better connections between the neighborhood and DelCastle High School. Along Boxwood Road there are challenges because even though the speeds are not high, there is a lot of volume. Conrad High School is right there as well. With Boxwood logistics center and the school in an area surrounded by neighborhoods, people want to see better crosswalks and a way to put in a shared use path. Continuously along Boxwood Road there are challenges to both the north and the south side, so a continuous path may not be possible on one side. A forced crossing somewhere along the way is not our first choice, so we are looking at all the options. There was a push to put a path around the school grounds themselves, to provide more access to the school grounds when school is not in session, because there is still enough room there for walking and recreation. On Maryland Avenue, Delaware Military Academy and Richardson Park Elementary are on the east side of the study area. The streets along there are not safe to walk. The sidewalks are broken in some spots and narrow. Banning Park, which is a wonderful park, has some goat paths where people come in from the neighborhoods around it. Those paths could be formalized so people have an easier time getting around and maybe they could be brought up to ADA standards to make the park more accessible. There is also a small shopping area here, which makes walking and biking to these areas from the neighborhoods desirable.

Within Newport, there are pedestrian challenges in and around the main square. State Route 141 is a highway that goes over the area. There are ramps to and from Route 141 that make it very difficult for safe pedestrian movement. There is a popular bus stop for the Route 5 under SR 141 inbound to the City of Wilmington, and it is a challenge to get there at times. Pedestrians wait at some of the lights through multiple cycles, so we are going to work with DeIDOT to improve that. To have pedestrian growth, the town needs to make sure the pedestrian environment is much safer. Speed is not high on Justis Street which is the one-way west bound, nor on Market Street which is the one-way east bound, but the volumes are such that the crossings must be safe and well-marked, and time must be given for pedestrians to cross.

One of the challenges shown was a neighborhood's tendency for people to park on the sidewalks along W Ayre Street. The street is low volume, so people tend to walk and bike in the street. Stakeholders expressed that if the residents like their community this way, the money does not need to be spent to change it. More follow up will be done in that area before any changes are made.

Right now, the bus does not run between the logistics center and the town. It was also requested during the workshop that there be a more direct connection between the town and the University of Delaware Star Campus. Direct connections may be difficult, but ways to make transfers easier may be possible. Bus and bike connections between DelCastle High School, Powell Ford Park, and SR 4 were requested. Then we also want to look at bus stop amenities along SR 4, which is DART Route 5 and that is a very popular route. Some things that were discussed with DART and will be considered as we move forward include potentially re-routing bus route 9 which comes down Maryland Avenue out of Wilmington and then along Boxwood Road. We are considering re-routing to have the bus continue into Newport first and then have it come back up Newport Gap Pike to directly service the logistics center, then have it continue on to Prices Corner Park & Ride. This route may even extend to the Wegmans that will be in Barley Mill Plaza. The Prices Corner Park & Ride is a hub that allows people to connect to other places. Right now, we are hearing the commute to Newark takes two routes and one hour with a transfer at Christiana Mall. If there is enough interest, and the route 9 bus can be re-routed into Newport with a bus hub created there, a quicker trip could be made with a transfer at Prices Corner. Ridership needs to be considered and we would work with DTC to make sure any recommendations made from the study would be feasible for them. There was a request to have the Route 5 bus go directly to DelCastle High School via Kiamensi Road, which is a two-lane road lined with single family homes with a little higher volume than a quiet neighborhood street, but not set up for bus stops. The density there may not be sufficient to re-route this bus. Better access to Kiamensi Road and DelCastle HS can be done by maintaining the bus along Route 4 and making some improvements to streets that provide connections to Kiamensi Road to make it easier to access the neighborhoods, the park, and the school. These streets were checked for biking with DeIDOT's Level of Traffic Stress (LTS) tool and these streets are very comfortable with an LTS 1, so they could be used for bike and pedestrians as a connection point. There is a challenge when you get to the curve on Kiamensi near the park, so improvements may be needed there. As part of the study, we are also looking at shelter warrants, places where there are bus shelters and places where people want them, but ridership may or may not warrant it. It was found there are a few stops that meet the warrants for shelters but do not have them, so we are going to work with DTC to see if shelters can be implemented at those sites. Another analysis was done to see what bus stops were close to warranting a shelter. Usually the number is around twenty to twenty-five. There are four stops that have seventeen to twenty. We will work with DTC to see if it is possible to put shelters in for those.

In addition to gateway signage, there are some historical sites in Newport where it was recommended there be sign boards with the historical background on those sites.

Trucks run along MacArthur Drive from a warehousing area along the Amtrak Northeast Corridor. This has been a problem for a long time. We have been working with some of the elected officials and DeIDOT to see if we can work together for a solution for this. Potentially we could have an area along the railroad tracks bordering Amtrak's right of way to run the trucks along that stretch to Sears Boulevard, thus avoiding the neighborhood.

One of the questions at the workshop was to ask people what amenities they want at the proposed Newport Train Station. People would like to see more amenities than just a platform. There is a proposed waterfront trail coming in that would pass right by the station to get to downtown. Not only would better connection to the town improve station access, but it also would connect to the waterfront trail. The idea that people would be able to continue through Newport comfortably on foot to the Boxwood Road logistics center is recommended.

The document from the Newport Train Station Study of 2013 is being reviewed to look at cost estimates and what conditions have changed. Parking is a challenge. The parking leased by BASF would have to come back to the State. There is a small area of parking just south of Water Street, but that is next to the Christina River, so flooding is a concern. There is an existing lot just north of the NEC, but there is only one access point from either side of the NEC. James Street goes underneath the tracks, but you have to go a long way to find another connection as a way to cross. If it is possible, a pedestrian crossing could go up and over the tracks. That may be expensive so the James Street underpass will need work so that would be the main path for the train station, and the waterfront trail.

There was a PMC meeting with the agency partners on June 25th. An advisory committee meeting will probably be held the first week of September. We will get feedback, revise these recommendations, and schedule a workshop in October. The recommendations will be finalized, cost estimates will be created, and the project will conclude in late fall.

INFORMATION ITEMS

12. Staff Report

Ms. Dunigan reported the following updates:

- Staff is continuing to have meetings online.
- Staff has been working on filming outreach videos. The Route 9 Master Plan video is moving forward most quickly and there has been some outreach along the corridor in support of the video.
- Earlier this week, staff discussed the Title VI plan with the staff at DVRPC the in order to support their planning process.
- Staff participated in a pair of workshops this month to give feedback on the National Cooperative Highway Research Program Guidebook on Greenhouse Gas Emissions in Transportation and we are supporting DeIDOT in implementing that guidebook in Delaware.
- Staff will be presenting our Environmental Resilience Efforts during an August 22nd peer exchange among MPOs in Florida.
- APA Delaware will be having a broadcast of the "The Color of Law, A Forgotten History of How our Government Segregated America" webinar. That will be August 27th and you can register for that on the Delaware APA webpage.

- A few RFPs were out in June and July. Consulting firms have been selected. For the City of New Castle Transportation Plan, Century Engineering was selected. For the Union Street Configuration, JMT was selected. For the Port Circulation Study, Century Engineering was selected. For both the truck parking study and the first/last mile study, CPCS was selected.
- The Churchman’s Crossing Plan has a virtual workshop scheduled for September 16th.
- The Maryland Avenue, Monroe Street, MLK Safety Project will have a final meeting for stakeholders this month and a draft report will be developed and shared with the management committee.
- The Concord Pike Master Plan has a workshop planned for September 28th.
- The Southern New Castle County Master Plan was released for comment on August 10th and a final virtual workshop will be held on August 26th.
- The Newport Transportation Study will have a workshop in September or early October.
- The Governor Printz Workshop will be September 21st.
- September 8th, staff will attend the IAP2 Virtual Public Outreach Conference.
- September 25th, staff will participate in the Mid-Atlantic Roundtable.

OTHER BUSINESS:

None.

ADJOURNMENT:

ACTION: On motion by Mr. David Dahlstrom and seconded by Ms. Gwinn Kaminsky the TAC adjourned at 11:17 AM.

Motion passed.

(08-20-20 - 06)

The TAC adjourned at 11:17 AM

Attachments (0)