

TECHNICAL ADVISORY COMMITTEE MEETING
September 19, 2019

A meeting of the Technical Advisory Committee (TAC) was held on Thursday, September 19, 2019, at WILMAPCO, The Tower at STAR Campus, 100 Discovery Blvd., Suite 100, Newark, DE 19713.

1. CALL TO ORDER: Mr. David Dahlstrom, Maryland Department of Planning, brought the TAC meeting to order at 10:05 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
Alexandra Brun, Maryland Department of the Environment (via conference call)
David Dahlstrom, Maryland Department of Planning
Stacey Dahlstrom, New Castle County Department of Land Use
Gwinn Kaminsky, City of Wilmington Planning
Stephen Miller, MDOT SHA
Jeanne Minner, Town of Elkton
Brian Mitchell, City of Wilmington Department of Public Works
Steve O'Connor, Cecil County Land Use
Steve Ottinger, DTC
Jolyon Shelton, DNREC

TAC Ex-Officio Members present:

TAC Members absent:

City of Newark
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 Highway Administration
U.S. Federal Transit Administration

Guests and Invitees:

Jane Dille, League of Women Voters
Anson Gock, DelDOT
Paul Moser, DelDOT
Kevin Racine, Citizen

Staff:

Dan Blevins, Principal Planner
Janet Butler, Administrative Assistant
Heather Dunigan, Principal Planner
Sharen Elcock, Executive Assistant

Dave Gula, Principal Planner
Bill Swiatek, Principal Planner
Jacob Thompson, Transportation Planner
Tigist Zegeye, Executive Director
Minutes prepared by: Janet Butler

3. MINUTES

The August 15, 2019 TAC minutes were approved.

ACTION: On motion by Mr. Ottinger and seconded by Ms. Kaminsky, the TAC approved the August 15, 2019 TAC minutes.

Motion passed.

(9-19-19 - 01)

4. SUBCOMMITTEE UPDATES

None.

5. PUBLIC COMMENT PERIOD

Mr. Kevin Racine announced that he sold his house in Harford County, Maryland, and is in the process of buying a house in Delaware. He credited public transit in helping him to find the right guidance for searching for a home in Delaware and selling his Maryland home.

ACTION ITEMS:

6. To Recommend Amendment of the FY 2020-2023 Transportation Improvement Program (TIP)

Ms. Dunigan said that DeIDOT has requested three TIP amendments to Delaware Transit Corporation (DTC) projects. The first amendment would add new TIP funding in FY 2021 to the Transit Vehicle Replacement and Refurbishment project for Transit Vehicle Replacement (4) 40' Electric Buses Statewide FY21. The second amendment would add new TIP funding in FY 2021 to the Transit Vehicle Replacement and Refurbishment project for Transit Vehicle Replacement (21) 40' Low Floor Buses NCC FY21. The third amendment would add additional funding to the Transit Facilities Preservation project for the Beech Street Maintenance Building.

ACTION: On motion by Ms. Arndt and seconded by Mr. Beam, the TAC recommended amendment of the FY 2020-2023 TIP, including funding for Transit Vehicle Replacement (21) 40' Low Floor Buses NCC FY21, Transit Vehicle Replacement (21) 40' Low Floor Buses NCC FY21, and Beech Street Maintenance Building.

Motion passed.

(9-19-19 - 01)

PRESENTATION/DISCUSSION ITEMS:

7. DeIDOT Bicycle Level of Traffic Stress and Connectivity Analysis

Mr. Paul Moser, DeIDOT, has developed Bicycle Level of Traffic Stress (LTS) analysis, which is a composite of factors that identify roadways that are conducive for bicycling. This is the third update of the DeIDOT Bicycle Level of Traffic Stress and Connectivity Analysis.

DeIDOT observes how characteristics of roadways affect the local network of paths and roads that people might use to walk or bike for transportation to develop LTS factors. For instance, Level 1, is a low-stress roadway with low-volume traffic, Level 2, has a higher volume of traffic and is a higher stress roadway, Level 3, has a high volume of traffic and a high volume of stress, and Level 4, has a very high level of traffic and a very high level of roadway stress.

Values (percentages) associated with each Level relate to a proportion of the population that might be comfortable riding or walking on that road.

The network modeling allows for identifying existing disconnects or deficiencies in safe and comfortable conditions for bicycle riding. It also allows for observing the role individual projects play in improving or worsening local nonmotorized networks.

Mr. Moser discussed areas for future improvement to LTS analysis. Some would require DeIDOT to overlay multiple disparate data sources that may change for the typical roadway network model segmentation. He continued, we would also need statewide improvements to the Centerline and Stateside Linear Referencing System (LRS) databases. The next version may include vehicle-operating speeds, identified through state vehicle fleet of GPS data and INRIX data. In addition, it might include better segment ID schema, improved intersection modeling, refined trails and pathways inventory, and the integration with the sidewalk network

This data is available on First Map or by request. The short link to it is www.bit.ly/SickNastyLTS.

Mr. Moser demonstrated how the analysis might be used. He showed how travel distance, with the addition of a pathway, could be reduced by half to get from a neighborhood to the elementary school and the path could vastly expand the areas connected for low-stress travel.

Mr. Dahlstrom asked what information is reported about vehicle operating speeds. Mr. Moser said that the GPS transporter reports the instantaneous speeds and locations.

Ms. Dahlstrom asked if DeIDOT is setting a goal to improve LTS in facilities with a certain time from one category to another. Mr. Moser responded no. Based on the State Bicycle Plan, DeIDOT looks to the MPOs and local jurisdictions for projects, and DeIDOT is not generating the plans. Mr. Dahlstrom said it is a fabulous tool that has a lot of value, which could help with design. Ms. Dunigan added that we are recommending desired LTS based on priority locations for the New Castle County Bicycle Plan.

Ms. Arndt asked do you envision a tool where you navigate based on preferred LTS. Mr. Moser responded yes, but it is not available yet. He has that methodology in mind and currently there are various routing tools available from different sources. He added if there are others who want to work on that DeIDOT can give them technical help.

8. DeIDOT Project Prioritization Process Update

Mr. Anson Gock, DeIDOT, said the current project prioritization process was adopted in December 2013; however, DeIDOT's current investments in data collection allows the opportunity for a more data-driven process and other criteria has evolved, which are possibly better able to drive the CTP.

DeIDOT is considering changes to the DeIDOT Project Prioritization Process to take into consideration the state and federal performance measures. The plan is out for public comments, which are available online.

The prioritization process revisions and updates include existing criteria for Safety, which is 33%; however, the proposed new element is 35% for Safety, which includes the Crash Index (CI), Safety Scores, and the State Highway Safety Program (SHSP). System Operating Effectiveness is currently 24.8%; however, the proposed is 19.1% including the existing

Congestion Level (TMC data). Mr. Gock said Safety and Level of Service (LOS) remain big concerns.

Multi-Modal Mobility Flexibility and Access is 15.6%; however, the proposed 11.85% has no technical changes at this time. Revenue Generation Economic Development Jobs and Commerce is 7.9% and is proposed as 13.11% for Economic Impact, where TREDIS software is used to determine the impact.

The Impact on the Public Social Disruption Environmental Justice (EJ) is 7.2%; however, the proposed 8.28% is for Social and Health Impact (EPA EJ Screen). Environmental Impact is 6.5%; however, the projected 6.6% has no technical changes. System Preservation will be deleted from the process (5%) and replaced with Priority: State (Strategic Investment Levels) and Local (County/MPO Priority) at 6.06%.

The Prioritization Criteria has proposed Quantitative Criteria of 77.2% (Current at 70.7%); and Qualitative Criteria of 22.8% (Current at 29.3%). He said the proposed criteria are a good balance for a qualitative base and a quantitative base.

There are seven key categories in the project areas for the prioritization. Regarding weight changes, for instance, Safety weight has not changed significantly from the existing weight (33%) to the proposed weight (35%). Regarding the Roadway Segment: the Critical Crash Ratio includes three of the recent calendar years of fatal and injury crash data that are available.

The Intersection: Crash Index (CI) is based on three of the most recent calendar years of crash data. This methodology was developed with WILMAPCO. The CI now includes the number of fatal crashes, plus the number of injury crashes, plus the number of property damage only crashes. He said another change is that the Existing Level of Service (LOS) category is being changed to the Existing Congestion Level.

The Safety category includes the number of strategies addressed in the Strategic Highway Safety Plan (SHSP). Existing Operating Effectiveness is 24.8%; however, the proposed is 19.1%. After three years, the TIS data are up-to-date in the FY 2020-2022 projects.

Mr. Gock discussed the potential Capital Transportation Program (CTP) Project Prioritization Criteria map that includes the system operating effectiveness of DelDOT's TMS Operations Data, which shows stop- and go- conditions in red; major delays in orange; delays in yellow, no delays in green, and having no data in purple. There were 23 projects from FY2020-2025 that used the TMC data, while, 11 of 22 remained the same, 10 of 22 improved, and two of 22 have worsened. Mr. Gock said the TMC does not cover the entire state of Delaware; it covers the major routes.

The TREDIS Travel Demand Model output shows changes in Traffic Volume, Vehicle-Miles Traveled (VMT), and Vehicle-Hours of Travel and Volume/Capacity Ratio. These data will be input into TREDIS to determine the ranking purposes. TREDIS translates changes for costs, reliability, safety, and traffic volumes. It incorporates the full industry structure of IMPLAN – an economic input-output model of industry relationships among producers, consumers, and institutions for ranking purposes.

The Economic Impact Assessment results data for Decision Lens inputs includes 50% for the future year percentage change in employment, and 50% for future year percentage change in the economy. DelDOT compares the percentage change in employment and the economy of

each project and ranks them by County. An example of TREDIS is Travel Impact (Project investment of \$250 M); with Societal Benefit (Resulting changes in the transportation system yield benefits of 9.58M); Economic Impact (Project Increases Gross Regional Product by \$2M); and Jobs by Year (Project creates 17 jobs, which is 32% with above average wages).

The CTP potential project prioritization criteria have an impact on the public and social disruption and Economic Justice (EJ). Social and Health elements include the EPA EJ screens demographic indicators. The existing impact on EJ is 7.2%; and the proposed impact is 8.28%. In addition, the Social Determinants of Health (SODH) data use a scale for the 50-100 percentiles.

Mr. Gock said that now almost all projects would have some kind of score in the current system. However, he does not know as much about State spending. Ms. Tricia Arndt explained that the Delaware State Planning Office re-evaluates Delaware's Policies for State Spending every five years, where they look at the investment levels to support growth.

She continued there are four levels, starting with Level 1 that is urbanized and ending with Level 4 that is Rural, plus the Out-of-Play category that includes the preserved lands. When we conduct the analyses, we review land use, and the factors favoring and not favoring growth. When the GIS program is complete, we create a map that will show where the state would invest funding. She commented that the Delaware Office of State Planning is pleased that DeIDOT is adding it as part of their project prioritization process.

Ms. Zegeye asked if DeIDOT's prioritization process would automatically provide for 15 projects equally regardless of size and economic factors for each of the MPO populations such as for Salisbury/Wicomico and Dover/Kent MPOs. Mr. Gock responded not necessarily. It depends on how many and what projects are submitted, as well as how much funding we have for the various projects.

Mr. Jolyon Shelton asked how you get a problem solved regarding traffic lights on Route 896 and other routes for bicyclists that do not trip the lights. Mr. Moser responded that DeIDOT's Report a Road Condition form could be filled out online. Ms. Dunigan suggested that he could also get involved in local planning, corridor study meetings, and the WILMAPCO subregional studies that would be added to the DeIDOT CTP.

Ms. Dahlstrom asked if there are other criteria for the 15 MPO projects, such as the Cost-Benefit Analysis, for example. Mr. Gock replied no, right now they are modeled after the DOT system. However, DeIDOT would consider that in the future. He said we try to make it as equally beneficial as possible.

9. Public Participation Plan (PPP)

Ms. Novakoff said the PPP was initially developed in 2008. Since the PPP was updated several years ago, WILMAPCO has been working on a current update in 2019. The 2019 PPP explains that WILMAPCO's public outreach philosophy is to go where the people are, exceed federal regulations, and make sure that one size does not fit all. WILMAPCO also strives to utilize new and creative ways to engage the public, and includes outreach to the Transportation Justice (TJ) and Environmental Justice (EJ) and Low-English proficient communities.

The following Goals, Objectives, and Actions of the PPP are included: 1) Widely disseminate, clear, complete, and timely information to residents, affected agencies, and interested parties. 2) Create an open and ongoing two-way public involvement process that ensures full resident,

agency, and interested party participation in, and input into, regional transportation planning. 3) Achieve early and continuous involvement of the public in the development of transportation plans, projects, and programs.

The 2019 PPP Update process has included a Public Opinion Survey, which began in 2017. It is a statistically valid and demographically matched survey, conducted with 600 Cecil County and New Castle County residents. WILMAPCO has reviewed plans of examples and best practices, participated in a FHWA/FTA Peer Exchange, completed an online survey, and participated in the International Public Outreach Conference (IAP2). In addition, a joint meeting with DelDOT was held last week, which featured WILMAPCO's 2019 PPP.

Staff is presenting the PPP to WILMAPCO's PAC, TAC, and Council and beginning to draft the plan during the fall of 2019. Additional presentations will be made to WILMAPCO's committees during November and December, and a 45-day public comment period runs from November 2019-January, 2020. Staff will also revise the PPP in January 2020; and strive to get final approval from PAC, TAC, and Council during February and March 2020.

The Telephone Public Opinion Survey results have shown that 30% are familiar with WILMAPCO; 10% are aware of the Regional Transportation Plan (RTP); 43% are aware of the Transportation Improvement Program (TIP); and 15% are aware of how transportation projects are selected.

The Online Public Opinion Survey was conducted during May-June 2019, and it had 177 respondents including four who spoke Spanish. WILMAPCO was promoted in the E-News and on Social Media. Facebook sponsored posts were in English and Spanish. The English advertisement reached 2,153 people and had 58 link clicks, and the Spanish advertisement reached 2,434 and had 41 link clicks. Staff also presented it on Next Door.

When asked in the online survey about familiarity with WILMAPCO, 70% said that they were familiar; and 90% said they only got involved if they the issues were of interest to them. Regarding the biggest barrier to getting involved in transportation planning, the majority responded that not knowing how to get involved, lack of understanding the process, and lack of free time were the major barriers. However, this was not because the meetings were in bad locations. When asked what are your preferred methods of receiving information about opportunities to participate in transportation planning, 69% answered online surveys and 69% answered direct communications with staff via e-mail or telephone.

The vast majority of the respondents is white with upper incomes and is in the older age brackets. Staff determined that online surveys might not always be the best means of gathering feedback from the younger or older communities. The survey also did not reach as many of the Environmental Justice (EJ) and Transportation Justice (TJ) populations as expected.

In addition, anticipated changes to the PPP include streamlining the plan, incorporating TJ recommendations (new goal), and including a "tools in the box" section. Additional changes are to make revisions based on feedback and update the evaluation after the plan's adoption.

Mr. Dahlstrom asked what were some of the public outreach recommendations made at the International Public Outreach Conference. Ms. Novakoff said the organizers of the conference had developed a public outreach spectrum. At one end of the spectrum was the importance of informing and consulting with people on what is happening with transportation. At the other end of the spectrum was the focus of empowering and collaborating with local communities, and

emphasizing strategies to reach out to underserved communities. WILMAPCO's main takeaway from the conference was to provide public outreach training for staff and work with experts to develop a better program. WILMAPCO staff also needs to reach out more to the underserved communities and present more pop-up events.

INFORMATION ITEMS:

12. Staff Report

Ms. Dunigan reported on the following plans and events:

- On September 12, 2019, the WILMAPCO Council endorsed the 2019 Transportation Justice (TJ) Plan and reappointed three PAC members to serve for another three years.
- Century Engineering consultants were selected for the Newport Transit Study. A Kick-off meeting will be held on September 23, 2019.
- WRA consultants were selected for the Governor Printz Boulevard project. A Kick-off meeting will be held on October 4, 2019.
- Staff conducted education and outreach at Newark Community Bike Day on September 3, 2019.
- Staff participated in the International Association of Public Relations Conference on September 4, 2019.
- Staff attended the Rail Volution Conference on September 8, 2019.
- On September 5, 2019, staff collaborated with the Brandywine Conservancy, New Castle County, and Delaware Greenways to discuss coordinating the Brandywine Creek Greenways Plan.
- On September 12, 2019, staff presented information at the Women in Transportation Planning Panel.
- Staff exhibited at Newark Community Day on September 15, 2019.
- Staff participated at the Public Workshop on the DeIDOT CTP Project Prioritization Process at the Newark Library on September 16, 2019, which also featured WILMAPCO's Public Participation Plan (PPP).
- Staff will attend the Update to the Marshallton Plan Public Workshop on September 26, 2019.
- Staff will participate in a Safety Education Event at the Rosehill Community Center on September 28, 2019.
- Staff will attend the MDOT Pre-Tour Meeting on September 19, 2019.
- Staff will attend the MDOT CTP Tour on October 11, 2019.
- On September 14, 2019, staff assisted with coordinating Wilmington Wellness Day with the Wilmington Health Planning Council.
- Safe Kids has received Safe Routes to School (SRTS) grants to hold safety education events. Staff will attend the SRTS event at Bayard School on September 24, 2019.
- WILMAPCO received a grant to develop a series of public outreach videos from Every Day Counts, a Federal program to expedite projects.
- The Air Quality Partnership (AQP) of Delaware is coordinating Car Free Day, on September 20, 2019, to encourage bus, carpooling, walking, biking, or train travel. (A flyer is available).
- The Delaware American Planning Association (APA) Annual Conference will be held on November 7, 2019, at the Newark Embassy Suites Hotel in Newark.
- The Delmarva Freight Public Meeting will be held at Chesapeake Utilities in Dover on December 4, 2019.

- The Southern New Castle County (SNCC) Master Plan partner agencies' next public workshop is being held on October 7, 2019, 6:00 p.m.-8:30 p.m., at the Middletown Fire Hall.

OTHER BUSINESS:

None.

ADJOURNMENT:

The TAC meeting adjourned at 11:45 a.m.

Attachments (0)