

TECHNICAL ADVISORY COMMITTEE MEETING
October 18, 2018

A meeting of the Technical Advisory Committee (TAC) was held on Thursday, October 18, 2018, at WILMAPCO, 850 Library Avenue, Suite 100, Newark, DE 19711.

1. CALL TO ORDER: Mr. Dahlstrom, TAC Chairperson, brought the TAC meeting to order at 10:00 a.m.

2. TAC Members present:

Tricia Arndt, Delaware Office of State Planning Coordination
Ian Beam, Maryland Department of Transportation
Marco Boyce, New Castle County Department of Land Use
Alex Brun, Maryland Department of the Environment (via conference call)
David Dahlstrom, Maryland Department of Planning
Tony Di Giacomo, Cecil County Land Use and Development Services
Michael Fortner, City of Newark Planning and Development Department
Gwinneth Kaminsky, City of Wilmington Planning and Development
Brian Mitchell, City of Wilmington Department of Public Works
Jolyon Shelton, Delaware Department of Natural Resources and Environmental Control
Catherine Smith, Delaware Transit Corporation
Joshua Thomas, Delaware Department of Transportation

TAC Ex-Officio Members present:

Lindsay Donnellon, U.S. Federal Highway Administration (via conference call)

TAC Members absent:

Delaware Division of Small Business, Development, and Tourism
Delaware River and Bay Authority
Maryland State Highway Administration
Maryland Transit Administration
Town of Elkton

TAC Ex-Officio Members absent:

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

Guests and Invitees:

Harry Loman, Citizen
Kevin Racine, Citizen

Staff:

Dan Blevins, Principal Planner
Janet Butler, Administrative Assistant
Heather Dunigan, Principal Planner
Dave Gula, Principal Planner
Randi Novakoff, Outreach Manager
Bill Swiatek, Principal Planner
Jacob Thompson, Transportation Planner

Minutes prepared by: Janet Butler

3. MINUTES

ACTION: On motion by Mr. Thomas and seconded by Ms. Kaminsky, the TAC approved the September 20, 2018 minutes, with the correction on the attendee list to David Dahlstrom, Maryland Department of Planning.

Motion passed.

(10-18-18 - 01)

a. Air Quality Subcommittee (AQS)

Mr. Swiatek said the Air Quality Subcommittee (AQS) met on October 11, 2018 and reviewed the results of the 2050 Regional Transportation Plan (RTP) Conformity Analysis, which Bill reviewed with the TAC. The draft results show that applicable budgets are met. The AQS also reviewed the draft amendment to the FY 2019-2022 Transportation Improvement Program (TIP) to add the new SR-7 Median Barrier Replacement project. The group found it did not trigger a revised conformity analysis.

b. Nonmotorized Transportation Working Group (NMTWG)

Ms. Dunigan said the NMTWG met on October 2, 2018. Ms. Noel Sincere Duckworth, University of Delaware Partnership for Healthy Communities, presented about the new Community Engagement Initiative. Mr. James Wilson, Bike Delaware, and Ms. Mary Roth, Delaware Greenways, reviewed the Jack A. Markell Trail opening and celebration. Mr. Bill Miller, Delaware State Parks, discussed the White Clay Creek State Park Master Plan and the Statewide Comprehensive Outdoor Recreation Plan. Ms. Dunigan discussed the status of the New Castle County Bicycle Plan and sought feedback on the draft Metroquest survey.

5. PUBLIC COMMENT PERIOD:

Mr. Kevin Racine said bus drivers and transit riders should be better educated about where transit riders can go and suggested that transit passes should be usable for riders transferring between different transit providers. He added there is a lack of coordination within the system where passes from other states are not recognized. For instance, a woman from Philadelphia had trouble in Cecil County with using her disability pass. He also said that at the last TAC meeting he had reported that for long-distance transit users there should be something like a chip in a transit card, which can show how far a transit rider can go.

ACTION ITEMS:

6. To Recommend Adoption of WILMAPCO Performance Measures for Cecil County and New Castle County

Mr. Blevins said reviewed the draft performance measures for pavement and bridge conditions, performance of National Highway System, freight and CMAQ, and transit developed in coordination with MDOT and DeIDOT. WILMAPCO is adopting the state measures, with the exception of CMAQ. Performance Measure are summarized in Appendix H of the TIP, where data will be tracked and updated annually.

ACTION: On motion by Mr. DiGiacomo and seconded by Mr. Boyce, the TAC recommended adoption of the Performance Measures for Cecil County and New Castle County.

Motion passed

(10-18-18 - 02)

7. To Recommend Amendment of the FY 2019-2022 Transportation Improvement Program (TIP)

Ms. Dunigan said this amendment would add the new \$1.5 million SR 7 Median Barrier Replacement — New Castle County project to the FY 2019-2022 TIP. This project will remove the existing median concrete barrier and replace it with a three-beam guardrail. In addition, the inside shoulder will be milled and filled.

ACTION: On motion by Mr. Beam and seconded by Ms. Kaminsky, the TAC recommended amendment of the FY 2019-2022 TIP to include funding for the SR-7 Median Barrier Replacement project.

Motion passed

(10-18-18 - 03)

PRESENTATION/DISCUSSION ITEMS:

8. 2050 Regional Transportation Plan (TIP) Update

Mr. Blevins reviewed the draft Transportation Investment Areas (TIAs) maps and summarized changes recommended since the last TAC meeting by Cecil County and New Castle County. The Cecil County villages are now show. New Castle County has provided feedback regarding potential Centers within unincorporated areas. Areas suggested as Centers include Claymont, Hockessin, Fairplay (near the train station), the SR 9 Corridor, and the greater Glasgow area. In addition, significant corridors such as Route 202, Kirkwood Highway, and the smaller unincorporated towns such as St. Georges, Marshallton, and Stanton were suggested.

Ms. Dunigan suggested that the proposed Center in the Claymont area be expanded to include the Claymont Hometown Overlay. Mr. Boyce agreed with this suggestion. Ms. Smith asked if the three Ardens were included on the TIAs map. Mr. Blevins replied yes.

Ms. Dunigan invited the TAC to participate in the 2050 RTP Virtual Meeting. The November 2, 2018 event can be watched from any computer, or may be watched at viewing locations such as Newark, Wilmington, and Elkton. WILMAPCO staff would appreciate assistance in getting the word out about the event. Ms. Dunigan said the virtual workshop is geared toward working people who will attend during their lunch breaks. In the future, WILMAPCO staff is also scheduling the 2050 RTP Update presentations with the WILMAPCO Council and staff, and Cecil and New Castle Counties' municipalities, and civic groups.

9. Congestion Management System (CMS)

Mr. Blevins said this CMS presentation is entitled "Planning for Reliability." It focuses on what CMS will do now that the Performance Measures have been adopted and asks how they would fit into various programs and processes.

Performance-Based Planning and Programming (PBPP) is the application of performance management within the planning and programming process to achieve desired performance outcomes for the multimodal transportation system. These processes include a range of activities and products, such as development of the Long Range Transportation Plans (LRTPs). They also include federally required plans and processes such as the Strategic Highway Safety Plans (SHSPs), Asset Management Plans, Congestion Management Processes (CMPs), Transit Agency Asset Management Plans, and Transit Agency Safety Plans. In addition, they include state and metropolitan Transportation Improvement Programs (STIPs and TIPs).

The following performance targets have been completed: 1) States must coordinate, to the maximum extent, with relevant MPOs in selecting a target to ensure consistency. 2) MPOs must

coordinate, to the maximum extent, with the relevant state(s) in selecting the target to ensure consistency. 3) States must coordinate with public transportation providers, to the maximum extent. The fourth target to be completed includes states and MPOs must integrate other performance plans into the planning process.

Mr. Blevins said the main challenge is to have the ability to merge, use, and compliment the National Performance Measures with the more localized congestion management efforts. However, there are no current tried and true reliability metrics. For instance, the WILMAPCO CMP is more localized to a specific region; while the National Measures are watered down, include larger peak hour assumptions, and do not include as many details.

The Federal Highway Administration (FHWA) is creating a pilot workshop for “Planning for Reliability” and “Advancing Reliability through Operations.” The goal of this workshop is to equip planners and operators on how to integrate system operations into the planning process with a focus on reliability using a performance-based approach.

There are uses that are more frequent in public settings, which include: 1) The US 202 Master Plan (7/25/18), 2) The New Castle Land Use “New Castle County Level of Service (LOS) Summit” (10/1/18); and 3) WILMAPCO’s Congestion Management (CM) webpage for CMS corridors.

Mr. Blevins said the New Castle County Level of Service (LOS) Summit introduced travel time to the TIS process, which may be used as part of the Transportation Investment District (TID) evaluation and in what he calls the “Day in the Life of the Corridor.” One example of reliability data use is at the Delaware Route 1 Shopping Outlets. When you look at the volume/capacity on DE 1 from Five Points to DE 24; it yields no LOS F, which looks like there is no problem; however, travel time tells you a different story, especially on weekends in the summer, when LOS would not be very good.

In addition, there are three main areas for using plan reliability: 1) Regional Assessments; 2) Corridor/Subarea Assessments; and 3) Operational Assessments, which are done segment-by-segment. Mr. Blevins referred to the data map where red indicates NHS data, grey indicates CMS data, and green indicates the expanded travel-time network data. He said data coverage includes access to the expanded CATT Lab Travel-Time Dataset from the INRIX/NPMRDS partnership. In addition, an example of data coverage on SR72 from Wyoming Road to SR 4 indicates that there are hourly average travel speeds and an average free-flow speed using average speeds from 11:00 p.m. – 5:00 a.m.

Mr. Thomas asked Mr. Blevins to explain more about travel-time reliability because it is less familiar than LOS to most people. The travel-time reliability calculation measures hourly travel time versus free-flow time — Mr. Blevins explained the weakness of it — the standard from FHWA is that anything that is greater than one and a half times the free-flow is considered unreliable. For instance, if you should be driving 45 miles per hour, but are doing 30 miles per hour, then that is 1.5 times the congested flow. This is the only barrier that separates “good” from “bad.” He added it gives you a “barometer” of what the travel time is.

He also said the updated CMS website would focus on the signal corridor retiming efforts and use of travel-time reliability profiles. A published account would no longer be needed; however, CMS needs to show a process; therefore, the CMS website will also indicate measures, mitigation efforts, and strategy effectiveness.

Mr. Gula added Concord Pike is a good example, because you could change your commute time to be 15 minutes earlier or 15 minutes later, and you could improve your travel time. That is why the timing reliability measurement is better than LOS.

10. Newark Area Transit Study

Ms. Dunigan said that six transit providers serve the City of Newark, including four bus transit services: 1) Cecil Transit; 2) DART; 3) UNICITY; and 4) University of Delaware Transportation.

The goals of the Newark Area Transit Study are to: 1) Improve mobility options to meet demands and needs of Newark residents, employees, students, and visitors; 2) Provide quality passenger amenities to enhance bus service and attract discretionary riders; 3) Make transit services easier to understand and use; and 4) Promote transit system efficiency for all providers.

The Newark Area Transit Study also provides technical analysis and community outreach for recommendations to better meet the needs of Newark residents, employees, students, and visitors; provides amenities to enhance bus service and attract riders; makes transit services easier to understand and use; and promotes transit system efficiency for all providers.

The project team is conducting extensive outreach that includes surveying bus riders, drivers, residents, and employers. The results of the survey from 142 bus riders who were surveyed, includes 67% ride to work; 36% use the bus for shopping and errands; and 27% use the bus for medical appointments. Many riders indicated they would like more frequent bus service, longer service hours on weekdays, more weekend service, and improved on-time performance. In addition, 88% of Newark bus riders said they were completely or fairly satisfied with the bus service. When asked which bus services in Newark participants were familiar with; 80% said DART; 60% said University of Delaware Shuttle; 40% said UNICITY; and 20% said Cecil Transit.

The transit survey has been posted on the Newark and WILMAPCO websites; and a Public Open House is scheduled on November 13, 2018, from 4:00 p.m. to 6:30 p.m., at the Newark Municipal Building.

Nine DART bus routes operate from the City of Newark with services primarily destined for Wilmington and Christiana, including limited service to Glasgow and St. Georges. Through FY 2018, ridership on Newark area DART routes slightly decreased month-by-month. Ridership is the highest in late summer and early fall, peaking in October at 120,000 trips. Ridership is lowest in winter, bottoming out in January at 90,000 trips. High summer ridership suggests a largely non-student ridership base. Dart Route 6 – Kirkwood Highway bus operates between downtown Wilmington and Newark via Kirkwood Highway. It has frequent all-day service on weekdays and Saturdays and limited service on Sundays.

DART's highest ridership route has the same ridership pattern as other DART Newark routes. Most popular stops on this route include Newark Transit Hub, Newark Public Library, and Mc Donald's Kirkwood Highway. The average daily activity in Newark area is 843 people boarding and alighting per day.

The UNICITY system operates three routes in the City of Newark area, including N1, N2, and N3, which has a very slow circular route system. The system operates from 6:45 a.m. to 6:00 p.m. on weekdays. It serves large apartment complexes, senior centers, shopping centers, and

the University of Delaware campus. Bus transfers are made at the Newark Transit Hub and at the Newark Train Station.

The Cecil County Transit Route 4 - Elkton Newark Connection loops between Elkton, Maryland, Newark, and Glasgow. It has service on weekdays every 90 minutes. The most popular stop is the Newark Transit Hub, and the average is 13 people boarding per day.

The University of Delaware system operates five fixed-routes for students, faculty, and staff around the campus and to important student-oriented destinations. Service is offered on weekdays, Saturdays, and Sundays.

Initial findings from the transit study include that ridership decreases between December and February. There is frequent service all day to both Christiana and Wilmington by DART. There is no scheduled coordination between transit agencies. There is a lack of clock-faced headways on Cecil Transit, UNICITY, and University of Delaware evening services. There are large loops and frequent diversions on UNICITY routes. UNICITY is the only intra-Newark transit service for non-student Newark residents.

Mr. Dahlstrom asked if the fares are the same between systems. Ms. Dunigan replied no, and the project team will be looking into whether they can be coordinated. UNICITY and University of Delaware services are free. DART and Cecil Transit have separate fare structures.

INFORMATION ITEMS:

11. Staff Report

Ms. Dunigan reported on the following plans and events:

- Staff provided a Route 9 Management presentation to Eden Park/Hamilton Civic Association on September 24, 2018.
- Staff attended the National Association of Metropolitan Planning Organizations (AMPO) Conference on September 24, 2018.
- Staff participated in the New Castle County Level of Service (LOS) Summit on October 1, 2018.
- Staff attended the Newark Sustainability Plan Workshop on October 16, 2018.
- Staff attended the Kirkwood Pedestrian Improvement Workshop on October 16, 2018.
- Staff hosted the Southern New Castle County (SNCC) Master Plan Workshop on October 17, 2018.
- Staff will attend the American Planning Association (APA) Regional Conference in Rehoboth Beach, Delaware, from October 22 through 23, 2018.
- A series of interactive Virtual Workshops that publicize the WILMAPCO 2050 RTP Update are scheduled on November 2, 2018, and “Watch Parties” will be held in several locations.
- The FHWA and FTA Federal Certification Review public workshop for WILMAPCO will be held at WILMAPCO on November 7, 2018.
- Staff will participate in Safe Routes to School (SRTS) activities at Eisenburg Elementary and McCullough Middle Schools, while moving forward with project designs and cost estimates.
- Downes Elementary School Walk-to-School Week featured a physical mock-up design of a crosswalk, median refuge, and student surveys.
- Claymont and Wilmington Montessori Schools are holding SRTS meetings.
- Staff participated in planning the 2019 Air Quality (AQ) Awareness Week and Wilmington Earth Day events, as part of the AQ Partnership.
- Staff attended the Cecil County MDOT Tour on September 25, 2018.

- Staff attended the Brandywine Creek-Greenway Stakeholder’s Workshop on September 27, 2018, regarding environmental and cultural resources, which includes coordinating the Route 202 Corridor to the City of Wilmington.
- A Newark Area Transit Study Management Committee Meeting was held on October 2, 2018, and a Public Workshop will be held on November 13, 2018.
- Staff participated in the New Castle County Bicycle Plan outreach, which includes a display at a Trail Festival on September 22, 2018; participating in the Delaware Bike Council meeting on October 3, 2018; and at the Southern New Castle County (SNCC) Master Plan Meeting.
- Staff will participate in a Halloween event in Brandywine 100 on Saturday, October 20, 2018.
- Staff will host the Concord Pike Master Plan Workshop on November 14, 2018.
- Staff will present the 2050 RTP Update in Elsmere on December 13, 2018, and approximately 30 municipal and civic group locations throughout the fall 2018 – winter 2019 months.
- The Route 9 Monitoring Committee meeting will be held on October 24, 2018; and on November 13, 2018, a Memorial Drive Road Diet Workshop is scheduled.
- The Newark Regional Transit Center project does not have TIGER funds left; however, staff expects there will be an extension of the spending bill that could be passed by the U.S. House of Representatives.
- The Wilmington Initiatives (WI) including 12th Street and East 78th Street projects were presented to the Mayor of Wilmington and his staff, and were discussed at the recent WI meetings.

OTHER BUSINESS:

ADJOURNMENT:

The meeting adjourned at 11:40 a.m.

Attachments (0)