

**TECHNICAL ADVISORY COMMITTEE (TAC) MEETING
January 18, 2018**

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

1. CALL TO ORDER: Ms. Kaminsky, 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
David Dahlstrom, Maryland Department of Planning
Lauren DeVore, Delaware Department of Natural Resources and Environmental Control
Anthony DiGiacomo, Cecil County Land Use and Development Services
Mike Fortner, City of Newark
Gwinneith Kaminsky, City of Wilmington Department of Planning and Urban Design
Brian Mitchell, City of Wilmington Department of Public Works
David Schlie, Maryland State Highway Administration
Timothy Snow, Delaware Department of Transportation

TAC Ex-Officio Members present:

TAC Members absent:

Delaware Economic Development Office
Delaware River and Bay Authority
Delaware Transit Corporation
Maryland Department of the Environment
Maryland Transit Administration
Town of Elkton

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:

Nathan Attard, DeIDOT
Dave Blankenship, WiIDOT
Jim Burnett, RK&K
Gene Donaldson, DeIDOT
Herb Inden, City of Wilmington
Bill Osborne, Delaware State Chamber of Commerce
Dr. Victor Perez, University of Delaware

Staff:

Dan Blevins, Principal Planner
Janet Butler, Administrative Assistant

Heather Dunigan, Principal Planner
Sharen Elcock, Executive Assistant
Jacob Guise, Intern
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. Di Giacomo and seconded by Mr. Dahlstrom, the TAC approved the December 21, 2017 minutes.

Motion passed.

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4. SUBCOMMITTEE UPDATES:

a. Public Opinion Survey Subcommittee

Ms. Novakoff said the Public Opinion Survey Subcommittee has worked to streamline the survey from 20 minutes to 15 minutes. The draft survey will be finalized and go back to PAC, TAC, and Council for approval in February and March. The survey calling cycle will begin again in April 2018.

b. Delaware Freight Executive Committee

Mr. Blevins said the Delaware Freight Executive Committee met on January 3, 2018, at the University of Delaware. The committee discussed the update to the technical development of the Traffic Reliability Measures (MAP-21 efforts) on the Interstate, using the latest data from the Federal Highway Administration (FHWA). The FHWA data were simpler by using an “easy button” on the website for measures. In addition, the committee is working on targets and the administrative actions. The committee also had a recap of the Delmarva Freight Summit held in December 2017 in Dover and began discussing the next summit. The committee also discussed the Freight Analysis Framework Data to conduct an Origin Destination (OD) Freight Movement Profile for the region, which includes total tonnage of commodities and what goes in, out, and through the region.

c. Congestion Management Subcommittee (CMS)

Mr. Blevins said the CMS met on January 11, 2018. The single agenda item was to review the data we are getting, and figure out what to do with it. Mr. Blevins put together examples of the data, planning activities, and what would be used in the CMS plan. The Performance Measures have to tie into the Transportation Improvement Program (TIP), Regional Transportation Plan (RTP) and the CMS reports. The CMS is trying to use some of the National Performance Measure Research Data Sets (NPMRDS) as part of the CMS measures. One example is that CMS looked at US 202 northbound and southbound-travel time reliability to figure out what time of day in 15-minute intervals they would reach Level of Service (LOS) D, E, or F. He said this helps with smaller scale operational movements, so that CMS can suggest and share information to make capital improvements.

d. Data and Demographics Subcommittee (DDS)

Mr. Blevins said the DDS met on January 8, 2018, which was a recap of the large-scale travel demand updates outside of the DDS. DDS also discussed the model that goes out to 2050.

There were seasonal estimates to handle flexibility of vehicle availability, scenario options, and results. There was also a presentation on the travel-time data for the Federal requirements and a presentation on the Park and Ride trends, 10-year data set in New Castle County.

5. PUBLIC COMMENT PERIOD:

None.

ACTION ITEMS:

None.

PRESENTATION/DISCUSSION ITEMS:

6. DeIDOT's Integrated Transportation Management System (ITMS)

Mr. Gene Donaldson, DeIDOT, distributed the Integrated Transportation Management Strategic Plan Summary (**Attachment A**) and the Integrated Transportation Management Strategic Plan, Update to the Original 1997 Plan, which is available on the DeIDOT website at: deldot.gov/Publications/reports/ITMS/pdfs/2017_Delaware_ITMS_Strategic_Plan.pdf.

Mr. Donaldson said the original vision was to reduce congestion and delay, improve safety, reduce operating costs, and improve the performance system. Today's plan recommends a continuation of the same strategies, still relevant in 2018.

Transportation Management (TM) integrates technology, infrastructure, and people to achieve safety, mobility, and security goals. There are four integrated elements of the Transportation Management Program (TMP): 1) 24-hour Transportation Management Center (TMC); 2) Integrated Transportation Management System (ITMS) Field Infrastructure; 3) Incident and Event Management; and 4) Transportation Homeland Security.

TM is the number one tool for mitigating non-recurring congestion, which addresses recurring congestion and integrates Operations and Planning. The Integration of Operations and Planning Advisory Committee maximizes data sharing and tracks system performance, defines the types of transportation data needed, specifies equipment to collect data, locating equipment throughout the State of Delaware, integrates the data in the database, and shares the data through a common interface. In addition, working groups delve deeper into technical details and develop recommendations for the committee.

Integration of Operations and Planning also defines requirements for visualization and reports, connects planners to more than 1,000, 24/7/365 days' data sites, justifies new sources of class data to FHWA, reduces redundancy in data collection, mainstreams travel-time reliability measures, and assesses technology options.

TM also includes traffic signal timing improvements with reliable, remote, connectivity to monitor and adjust timings in real-time. It creates a robust, state-owned, telecommunications network, works with partners, invests in state-owned fiber and wireless solutions and fiber connections with Maryland and Pennsylvania, and has just begun working with New Jersey.

Safety is a critical part of the ITMS program. Under this category are traffic signals, real-time detection and response to incidents, monitoring real-time travel conditions, police and fire commuter aided dispatch, and connected and automated vehicles. For customers, TM provides traveler information via website, radio, and mobile app, with direct two-way communications and motorist assistance patrol and Emergency Response Units (ERU).

Innovation is the key to TM with comprehensive monitoring systems integrating transit operations with highway operations. The robust fiber and wireless telecommunications network is becoming part of the system to eventually connect northern Virginia to New York City. The TMP comprises 1-4% of the state's capital transportation budget and TM affects the entire state programs, which obtains federal funding.

The 1997 strategies that are still relevant today include creating the necessary infrastructure to support transportation management, disseminate real-time, accurate information and allow customers to make informed decisions regarding travel route, travel time, and mode choice, as well as develop partnerships to support TM activities and develop internal capacities to support TM. The 2017 plan includes actions, accomplishments, and next steps.

Because of its adaptable nature, DeIDOT's integrated TMP is well positioned to transition into connected vehicle technology and machine learning (artificial intelligence). With connected and automated vehicle programs, vehicle crashes would be dramatically reduced because 90% of crashes are due to driver error.

Ms. Kaminsky asked him to discuss the shortage of staff available with the technical skill-set for working with autonomous and connected vehicles. Mr. Donaldson responded there is a nationwide shortage of those skilled technicians; therefore, DeIDOT is building a training program and working with the University of Delaware to train technicians. Ms. Dunigan suggested Mr. Donaldson get in touch with Dr. Domenico Grasso at the University of Delaware who works on the Smart Cities program.

7. City of Wilmington Comprehensive Plan

Mr. Herb Inden, City of Wilmington Director of Planning, said the City of Wilmington has conducted a public outreach endeavor that is utilizing consultants from Interface Studio from Philadelphia. The outreach plan includes interviews with stakeholders, public input summaries, public surveys, five community forums, focus groups, and next steps.

The team received 2,367 responses to the public opinion survey, which included participants who were city residents, commuters, and visitors. Some areas of Wilmington were overrepresented including wealthy participants on Delaware Avenue, while the poorer areas such as Browntown, Hedgeville, and Prices Run were underrepresented. Results areas were then weighted. There was a good age distribution; however, race representation did not match the overall racial distribution for the city.

When asked if the city was better or worse now, a majority of the people said worse, but also expressed optimism and confidence regarding future changes during the next five years. There was some variation across all groups, but, safety was the biggest issue overall. Wilmington residents also tended to be more positive than commuters or visitors. Small numbers of people (1/3) shop routinely day-to-day in the city, and the majority shop outside the city.

Safety is most important to residents and job locations are safer than neighborhoods. The majority of residents drives alone and has short commutes that are from 1 minute to 15 minutes. Regarding desired improvements, safety is the highest priority, next are job opportunities, and then downtown revitalization, especially in the Market Street area.

Two-hundred-three participants attended public forums and 33 participated in virtual forums. A collaborative map was available at the public forums where the participants could choose hidden gems. Twenty-two percent responded Parks or Open Spaces and Brandywine Park was

a favorite. Twenty-three percent responded historic assets and 12% responded institutions such as schools and churches. One question asked was if you were mayor, what you would prioritize. The majority responded more businesses, places to bike, and beautiful streets. Mr. Inden said residents would also like better connectivity.

Participants were also asked what is a great street. Many answered having more room, amenities, and street festivals. People-oriented and pedestrian-oriented were the most common descriptors. The most popular streets were Market Street, Fourth Street, Lancaster Avenue, and Union Street. Participants were also asked to play doctor and prescribe improvements for the “ailments” in the city. They discussed crime, violence, and blight as the worst ailments; and best attributes included Neighborhood Watch and clean up. Participants’ collective vision for 2028 was to have a walkable and tight-knit community.

Ten key responses were: 1) Be safe; 2) Be vibrant with things to do; and 3) Be easy to get around (walk, bike, and transit). 3) Have economic opportunities; 4) Be community oriented and engaged; 5) Have youth opportunities; and 6) Have revitalized neighborhoods. 7) Be clean and attractive; 8) Be proud; 9) Have affordable housing; 10) Have great parks and be green and sustainable.

Next steps include hosting 8 focus groups on February 6, 7, and 12, 2018. Other priorities include economic development, and arts and entertainment. The draft of the plan will go to the community, and the final plan will be available by the end of 2018.

Mr. DiGiacomo asked regarding downtown revitalization, the effect of different perspectives on new residents such as visions that include traditional neighborhoods and more retail. Mr. Inden replied there is not a lot of that now. The City of Wilmington has more bars and restaurants and wealthier people frequent them. He said some groups are different, for instance the Wilmington Housing Partnership, and the West Side Partnership are active groups. He added the City of Wilmington is incorporating these plans into the Comprehensive Plan.

Mr. Boyce asked if connectivity is a broad topic. Mr. Inden replied yes, connectivity encompasses everything, and it is very a broad topic. Dr. Victor Perez asked how important the survey results were regarding overall planning with serious biases. He also recommended more focus groups come from other areas. Mr. Inden responded the methodology is self-selected. However, some surveys are now in Spanish and we will be holding Spanish focus groups soon.

Mr. Gula, who is on the Wilmington Comprehensive Plan Steering Committee, suggested some nontraditional outreach. He said WILMAPCO had good results with the Route 9 Plan because staff provided free Italian Water Ice at a supermarket parking lot in the summer to participants who participated in the survey. Mr. Swiatek added a telephone survey may be helpful to get balanced results, and he asked if Wilmington had looked into youth responses. Mr. Inden replied yes, the City of Wilmington is planning to hold an all-youth group forum.

INFORMATION ITEMS:

13. Staff Report

Ms. Heather Dunigan reported on the following plans and events:

- Ms. Dunigan asked TAC members to submit their suggestions to her for presentations for upcoming TAC meetings.
- The WILMAPCO Council met on January 11, 2018. The Council amended the WILMAPCO FY 2018 UPWP; the WILMAPCO FY 2018-2021 TIP, Cecil County Element; and released the FY 2019-2022 TIP for Public Comment. Council also adopted the WILMAPCO Safety Performance Measures for Cecil and New Castle Counties; and endorsed the 2017 Regional Progress Report. Presentations by WILMAPCO staff included the Elkton Pedestrian Plan and the Public Opinion Survey Update.
- The NEPA Study was completed for the Claymont Regional Transportation Center and it has been granted a categorical exclusion with FTA. The property is being transferred to Delaware Transit Corporation (DTC) so that the agreement can be completed.
- The US 202 Master Plan was amended into the UPWP and staff is preparing a Request for Proposal (RFP).
- The American Planning Association (APA) Delaware Annual Conference will be held in October 2018 in Rehoboth and the call for presentations is open on the APA website.
- Staff is participating with the City of Newark on their Sustainability Plan and the next meeting is January 22, 2018.
- The Route 9 Master Plan Monitoring Committee will meet on January 23, 2018.
- The Elkton Pedestrian Plan was presented to the Town Mayor and Commissioners meeting on January 10, 2018, and the public workshop was held at the Town Hall on January 17, 2018.
- With WILMAPCO's assistance, the Safe Routes to School (SRTS) Eisenburg Elementary School program received a \$10,000 grant to support infrastructure from Nemours.
- The joint DelDOT and WILMAPCO TIP public workshop will be held on February 26, 2018, at the Newark Free Library, from 4:00 p.m.-7:00 p.m.
- Staff is continuing to work on the New Castle County Bike Plan. Staff has received GIS data and is working with Delaware Greenways and the Coalition for Northern Delaware Trails regarding meetings in late winter and early spring 2018. The team will reach out to municipalities and other groups to help with outreach.
- Staff met with Delaware Greenways regarding the East Coast Greenway September 11 Memorial Trail. Staff is working to bridge the gap in the trail from Newark to Baltimore, and is looking at alternative options.
- On February 8, 2018, staff will present Newark Area Transportation Planning to the Newark Rotary Club.
- The SR 41, 48 and 7 meetings were completed. The finished report is on the WILMAPCO website.

OTHER BUSINESS:

Ms. Lauren DeVore, DNREC shared updates. Several people had questions about the EPA designation for 2015 Ozone. The designation is expected to be available by April 2018. She encouraged partners to submit comments on the Clean Power Plan. She said a Listening Session was held at the Chase Center on the Riverfront, January 8, 2018, and 30 people attended. DNREC is against the repeal of the Clean Power Plan and they are extending comments until April 8, 2018. Ms. Dunigan asked how this would affect the STIP. Ms. DeVore replied that DNREC is not quite at that point yet; however, DNREC is speaking out against the repeal because it would be devastating for Delaware's air quality.

Mr. Marco Boyce, New Castle County, said the second part of the Unified Development Code (UDC) Update is focusing on site design and process that will help developers with flexibility and design. Public meetings will run through spring to early summer 2018. The first meeting regarding Level of Service (LOS) that was held at the Summit at the Route 9 Library was well attended. The second meeting will be held in March 2018 to flesh out ideas for changing LOS and analytics in New Castle County.

ADJOURNMENT

The meeting adjourned at 11:00 a.m.

Attachments (1)

Integrated Transportation Management Strategic Plan Update to the Original 1997 Plan



Delaware Department
of Transportation

THE UPDATED ITMS PLAN IS NOW LIVE!

deldot.gov/Publications/reports/ITMS/pdfs/2017_Delaware_ITMS_Strategic_Plan.pdf

Summary of next steps

The four strategies identified in the original plan to guide the implementation of goals are still relevant today. Following are the next steps identified in Section IV of this plan for each of these strategies, plus additional next steps beyond the original four strategies:



Next Steps for Strategy #1 Create the necessary infrastructure to support transportation management

- Shift focus from building the Transportation Management Center (TMC) to operating and maintaining
- Complete connectivity of all traffic signals to the statewide computerized signal control system
- Responsive traffic control based on real-time system capacity and demand changes
- Implement bus priority by integrating bus automated vehicle location (AVL) with signal system
- Speed the collection of transit fares
- Implement dynamic lane use control
- Pursue expanded Commercial Vehicle Information Systems Network (CVISN) program and grant opportunities
- Expand "Tracker" for optimal incident management and associated record keeping to enhance performance management
- Monitor transit performance as it relates to signal performance
- Partner with State Police on license plate reader (LPR) system to provide information on travel time, origin-destination
- Advance machine vision technology to acquire traffic data and perform incident detection from video
- Open road tolling
- Connected and autonomous vehicles
- Build out fiber, resulting in robust/redundant fiber "rings" throughout state
- Minimize dependency on leased lines and cellular modems
- Build out an advanced wireless system in cooperation with the Division of Communications (DivComm) and the Department of Technology and Information (DTI) on both 700MHz and 4.9 GHz
- Establish state-owned fiber optic connection to New Jersey
- Bridge monitoring systems
- High resolution signal data
- Roadway weather integrated mobile observation



Next Steps for Strategy #2

Disseminate real-time, accurate information and allow customers to make informed decisions regarding travel route, travel time and mode choice

- Voice recognition
- Personalized route information
- Seamless information across state lines
- System reliability
- Enhanced electronic toll plaza signing
- Parking information system
- Expand repeater system to increase access to WTMC 1380 AM

Next Steps for Strategy #3

Develop partnerships to support transportation management activities

- Expand Motorist Assistance Patrol (MAP) and Emergency Response Unit (ERU) to 24/7/365 operation and expanded coverage area
- Enhance transportation homeland security program
- Update/create incident/event plans as conditions warrant
- More training and exercises to ensure staff are familiar with plans and to generate ideas for updates
- Continue Transportation Management Team (TMT) meetings and interstate coordination meetings with MD, NJ and PA

Next Steps for Strategy #4

Develop internal capacity to support transportation management

- Emphasize training as a continuous, ongoing priority. Emphasize operations and maintenance training
- On-the-job training, scenario training
- Maintain and develop Standard Operating Procedures (SOPs) as needed
- Knowledge, skill and ability assessments
- Enable each position to be filled at the career ladder
- Establish a succession plan for transportation management leadership
- Support culture of continuous improvement with clear targets and incentives for individuals and units
- Partner with community relations to track and organize opportunities
- Develop a mechanism to maintain awareness of industry best practices and developments beyond existing conventions
- Include transportation management staff leadership in all program discussions
- Show the relative level of investment in transportation management in the published budget
- Position DelDOT for the future connected and autonomous vehicle revolution
- Assess in-house and consultant staff levels and responsibilities, and hire accordingly



Additional Next Steps Beyond the Original Four Strategies

In addition, the following forward-thinking statements found throughout Section VI provide future direction for DelDOT's Integrated Transportation Management program:

- DelDOT has, and should continue to stay on top of the ever changing technology that people use to get information. This adaptability is what keeps DelDOT relevant and valuable to the transportation system user
- DelDOT strives to integrate planning and operations functions to maximize data sharing and track performance
- DelDOT strives for travel time reliability by identifying, understanding, and mitigating both recurring and non-recurring congestion
- DelDOT will safely manage the transportation system, from planning and design, to operations and maintenance
- DelDOT should continue to partner with academia to develop critical specialized skills needed to support transportation management
- DelDOT must continuously plan, mitigate, respond to and recover from natural and manmade threats
- Interagency relationships are vital to DelDOT's incident and event management success and should be maintained through regular planning, training and after action meetings
- As a major threat to Delaware's transportation system, water must be monitored, and flooding predicted, to maximize response and resiliency planning
- DelDOT must continue to engage in a continuous loop of monitoring, controlling and providing information to effectively manage the transportation system
- DelDOT should focus on maintaining the existing technology and infrastructure in a state of good repair, as well as investing in new technology to remain economically competitive
- DelDOT should continue a multimodal transportation management approach including full integration of Delaware Advanced Transportation Management System (DATMS) with ITMS, transit system priority and two-way information
- By relating real-time trends to historic patterns, the TMC can predict future conditions and take actions to benefit travelers
- Building on current software capabilities, the TMC can relate monitoring and control systems to automate predictive transportation management

