

**TECHNICAL ADVISORY COMMITTEE MEETING**  
**June 20, 2019**

A meeting of the Technical Advisory Committee (TAC) was held on Thursday, June 20, 2019, at WILMAPCO, The Tower at STAR Campus, 100 Discovery Boulevard, Suite 800, Newark, DE 19713.

**1. CALL TO ORDER:** Mr. David Dahlstrom, Maryland Department of Planning, brought the TAC meeting to order at 10:00 a.m.

**2. TAC Members present:**

Benjamin Allen, MDOT SHA  
Ian Beam, Maryland Department of Transportation  
Cooper Bowers, Delaware Department of Transportation  
Alex Brun, Maryland Department of the Environment (via conference call)  
David Dahlstrom, Maryland Department of Planning  
Stacey Dahlstrom, New Castle County Department of Land Use  
Jeanne Minner, Town of Elkton  
Brian Mitchell, City of Wilmington Department of Public Works  
Jolyon Shelton, DNREC  
Catherine Smith, Delaware Transit Corporation

**TAC Ex-Officio Members present:**

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

**TAC Members absent:**

Cecil County Land Use and Development Services  
City of Newark Planning and Development Department  
City of Wilmington Planning and Development  
Delaware Division of Small Business, Development, and Tourism  
Delaware River and Bay Authority  
Delaware State Planning  
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:**

Dave Racca, University of Delaware  
Joshua Thomas, DeIDOT

**Staff:**

Dan Blevins, Principal Planner  
Janet Butler, Administrative Assistant  
Sharen Elcock, Executive Assistant  
Dave Gula, Principal Planner  
Randi Novakoff, Outreach Manager  
Bill Swiatek, Principal Planner

Jacob Thompson, Transportation Planner  
Tigist Zegeye, Executive Director

Minutes prepared by: Janet Butler

### **3. MINUTES**

The May 16, 2019 TAC minutes were approved.

**ACTION:** On motion by Mr. Ian Beam and seconded by Mr. Brian Mitchell, the TAC approved the May 16, 2019 minutes.

Motion passed.

**(6-20-19 - 01)**

### **4. SUBCOMMITTEE UPDATES**

#### **a. Nonmotorized Transportation Working Group (NMTWG)**

Ms. Zegeye said the NMTWG meeting was held jointly with the New Castle County Bicycle Plan Advisory Committee at WILMAPCO on June 4, 2019. The group reviewed the results of the public outreach for the plan that included seven public outreach events and the Metroquest online survey comments. Other discussion topics included the project prioritization methodology. The group decided to use WILMAPCO's non-motorized priority scoring areas as a base method.

In addition, Delaware Greenways and New Castle County offered to assist in applying the DeIDOT connectivity analysis GIS tool to some projects to expand on the prioritization. The expanded analysis will likely apply to highlighted projects that are top priorities for local governments and stakeholder organizations. Overall, project will be assigned to tiers based on expected cost (high, medium, or low) and location within the non-motorized priority area analysis. Design guidelines will accompany the plan. The group also reviewed draft recommended project maps and made some adjustments.

#### **b. Air Quality Subcommittee (AQS)**

Mr. Swiatek said the AQS held a short meeting on June 13, 2019, which included discussion on CMAQ Technical Scoring for the FY2021 DeIDOT Capital Transportation Plan (CTP). An adjustment to how technical scores are generated will be discussed today. A Southern Transportation Air Quality Summit (STAQS) Conference will be held from August 20-21, 2019, at the Muhammad Ali Center, 144 N. 6<sup>th</sup> Street, Louisville, KY 40202, where regulatory environments, new technologies, and current practices will be discussed.

### **5. PUBLIC COMMENT PERIOD**

None.

### **6. Report from the Nominating Committee for TAC Chair and Vice Chair**

Mr. Ian Beam, MDOT, reported that Mr. David Dahlstrom, Maryland Department of Planning, was nominated as Chair, and Mr. Michael Fortner, City of Newark, was nominated as Vice Chair.

**ACTION:** On motion by Ms. Jeanne Minner and seconded by Ms. Catherine Smith, the TAC approved Mr. David Dahlstrom to continue as Chair, and Mr. Mike Fortner to serve as Vice Chair.

Motion passed.

**(6-20-19 - 02)**

Ms. Stacey Dahlstrom, New Castle County, abstained.

**ACTION ITEMS:**

**7. To Recommend Approval of the Technical Scoring for Project Prioritization for FY 2021-2026 DeIDOT Capital Transportation Plan (CTP).**

Mr. Swiatek presented the project listing with technical scores. In addition, staff reviews all of the projects in the TIP to identify which ones are eligible for the CMAQ funding program. Then, staff ranks the projects by type based on the FHWA cost-effectiveness data for PM2.5, NOx and VOCs. FHWA's database includes the emissions that were submitted and FHWA analyzes and determines which projects have the best emissions benefits based on their costs. Previously, staff had sorted the projects with a qualification index; however, this year, staff is using a modified secondary ranking, based on air quality and overall technical scores in the prioritization process.

**ACTION:** On motion by Ms. Catherine Smith and seconded by Mr. Cooper Bowers, the TAC recommended approval of the technical scores for project prioritization for the FY 2021-2026 DeIDOT CTP, including CMAQ scoring.

Motion passed.

**(6-20-19 - 03)**

**8. To Recommend Endorsement of the East 7<sup>th</sup> Street Peninsula Master Plan**

Mr. Gula said the official title of this report is East 7<sup>th</sup> Street Roadway and Infrastructure Improvement Study. The plan was assisted by ideas from the East 7<sup>th</sup> Street Peninsula Coalition and the Wilmington Initiatives (WI) groups. As the project teams moved through the public outreach process, more property owners began attending the public meetings. On page 20, there is a summary of the public meetings. There were three public workshops and the first public visioning meeting attracted 40 attendees.

On page 5, there is a map of the existing study area, which is located at the confluence of the Christina River and Brandywine Creek. The Peninsula encompasses approximately 115 acres west of the Amtrak Viaduct. Recreational opportunities were underserved, and there is great potential for them to be developed.

For instance, Fort Christina Park is located near Old Swedes Church, where both are linked to the National Park, and connections can be made for better signage, sidewalks, and street lighting. On Page 7, the major flooding areas and issues are shown. Flooding is the second biggest improvement that needs to be addressed besides adding cultural amenities, which comes up at each public meeting.

On page 11, is the Concept Plan, which includes a ring of potential trails around the peninsula. The basis of the study was not intended to be about boosting development. Rather, it was intended to review what already exists, and then decide how to proceed. Regarding sea level rise, this is a difficult area to protect as time passes. The 12<sup>th</sup> Street Bridge was addressed in the report as part of what needs protection. New development indicated as "light action," would include larger commercial development, which would increase truck traffic and congestion.

Recommendations begin on Page 12, which include elevating existing developed lots and infrastructure, implementing living shorelines, breakwaters, or other energy attenuating devices to ensure long-term shoreline stability, and completing the acquisition of reserved areas for buffers. Transportation improvements include that East 7<sup>th</sup> Street (Page 14) should be raised,

restriped, and repaved from North Church Street to the end of the Peninsula because of flooding issues. East 8<sup>th</sup> Street should be repaved between North Church Street and the Amtrak Viaduct. Streetscape improvements are suggested for all roadways (Page 15).

On page 16, Cost Estimates indicate tidal gates and minor drainage/pipe improvements (2.1 million); Phase 1 – East 7<sup>th</sup> Street Improvements (6.4 million); Phase 2 – East 4<sup>th</sup>/Swedes Landing Road Intersection (3 million); Phase 3 – East 8<sup>th</sup> Improvements (\$4 million); and Phase 4 – Streetscapes (\$1 million).

Mr. Dahlstrom asked does Phase 1 include elevating the roads and the five-foot sidewalk. Mr. Gula replied yes. Mr. Dahlstrom asked how high the roads need to be elevated. Mr. Gula replied about three-to-five feet higher.

**ACTION:** On motion by Mr. Brian Mitchell and seconded by Ms. Catherine Smith, the TAC recommended endorsement of the East 7<sup>th</sup> Street Peninsula Master Plan.

Motion passed.

**(6-20-19 - 04)**

### **9. To Recommend Endorsement of the 12<sup>th</sup> Street Connector Transportation Improvement Study.**

Mr. Gula said the 12<sup>th</sup> Street Corridor is an important link within Northeast Wilmington between the I-495, Route 13, and Route 202 Corridors and downtown Wilmington. Although local transit serves the community, many of the local streets also lack sidewalks, crosswalks, bicycle facilities, and lighting.

Page 9 indicates that the City of Wilmington is conducting a coinciding planning study to assess redevelopment potential in Northeast Wilmington through the Environmental Protection Agency (EPA) Brownfields Area-Wide Planning Service Grant Program. They have already determined the economic opportunities for the community. This part of the 12<sup>th</sup> Street Connector Transportation Improvement Study was completed. Therefore, the project team including the Wilmington Initiatives group, worked closely with the EPA group, as indicated on page 11. On page 12, the project status and public outreach meetings are discussed.

On page 15, a table lists the project's purpose and needs that includes improving access between Northeast Wilmington and the Brandywine Riverfront and downtown Wilmington. Additional improvements include multi-modal access for pedestrians, bicycles, and transit riders; traffic operations, support for economic development and job creation; and better accommodations for freight movement, while minimizing impacts to the community.

On page 21, the flooding issues are considered to keep development out of the flood plain. On page 22, a typical proposed section shows that improvements would need multiple alignments to connect 12<sup>th</sup> Street across the study area, and to link directly with 16<sup>th</sup> Street Bridge on the southwest side of the study. However, on page 25, Alternative B, which had been selected, was found not to be viable.

On page 32, the Preferred Alternative is described, which shows a roadway that comes in from 12<sup>th</sup> Street and the Northeast Boulevard intersection, should then connect Church Street to the 16<sup>th</sup> Street Bridge. On page 33, the Conceptual Cost Estimate total equals 7.7 million dollars.

Mr. Dahlstrom asked if the Preferred Alternative intersection on Northeast Boulevard is too close to the bridge because the turning lane is too short, and therefore there is not enough room. Mr.

Gula responded yes, there would be enough room because the plan allows for expanding the intersection.

**ACTION:** On motion by Ms. Jeanne Minner and seconded by Mr. Cooper Bowers, the TAC recommended endorsement of the 12<sup>th</sup> Street Connector Transportation Improvement Study.

Motion passed.

**(6-20-19 - 05)**

### **10. To Recommend Endorsement of the Newark-Area Transit Study**

Mr. Gula said the six transit operators in Newark include 1) Cecil Transit, 2) DART, 3) Unicity, 4) University of Delaware Transportation, 5) Amtrak, and 6) SEPTA (Wilmington/Newark Line Regional Rail). He added the four Newark bus transit systems have not been coordinating well.

DART service in Newark has been primarily lacking in areas in the north and west of the City, which are places where the University of Delaware Bus service is strong. Cooperation between all of the transit service providers in the City would be a cost-effective solution to improving transit access in Newark.

Previous transit studies (2004-2005) had used primarily data collection; however, a more formal process was put in place for this study that includes more public outreach and technical analysis for a better understanding of the transit needs of people who live, work, and attend school in the Newark area.

On page 40 is Chapter 3: Public and Stakeholder Engagement, which included five Project Management Committee (PMC) meetings and four detailed surveys including a Newark Resident Survey, Business Community Survey, Passenger Intercept Surveys, and bus Driver Interviews. Full interview and survey results are available in Appendix D.

On page 43 is Chapter 4: Recommendations and Next Steps. Initial recommendations included working towards a comprehensive network that can be used by everyone, minimizing overlaps and poor-performing service, and considering restructuring routes using best practices, which could include clock-face headways for simple routing and scheduling. It also includes bi-directional preferences to avoid large one-way loops, and providing for transfers at multiple places, while focusing on seamless connections at transit hubs, and eliminating the overlaps of different routes.

Page 44 provides Examples of Agency Coordination, which would increase ridership, expand where the services reach, provide seamless and cost-effective travel for passengers, between service providers, provide consistent and easily accessible information, and provide cost-savings for the transit service provider. The project team also learned about other bus services from research in other states that included discounts and free service.

Page 46 talks about Route Restructuring, for instance Cecil Transit's Route 4 is a large loop serving the Elkton Walmart, Newark Transit Center, and Peoples Plaza. The ridership has increased by 17 percent since 2018. The recommendation is that Route 4 will maintain the circular route, but will eliminate entering the Newark Train Station. It will instead stop along route 896 near the train station entrance.

Page 48 discusses DART Route 6: Kirkwood Highway, where DART would consider coordinating departures from the Newark Transit Hub with Routes 16 and 33 to provide service to Wilmington throughout the day.

Page 49 is regarding Route 16 for operating the same but, bringing it into the Newark Hub, and coordinating with Route 33. Page 51 shows DART Route 34: Newark/Christiana Mall that has no proposed realignments. DART will consider linking Routes 34 and 46 during peak hours to improve connections. This change could benefit Routes 33 and 55 by providing consistent service to Christiana throughout the day with departures every 15 minutes.

On Page 54, DART Route 59: Newark-Wilmington Train Connection was already implemented. On page 56, Unicity N1 would be realigned with no changes to N2 or N3. The University of Delaware plans to work more closely with DART on these routes.

Page 58 indicates Next Steps. The Newark Area Transit Study future tasks include incorporating revisions from the public, agencies, and City Council; preparing a draft report for agency and public review; preparing a final report; and providing presentations for City of Newark and WILMAPCO Council's acceptance in July 2019.

Ms. Smith said DART will be exploring more of the changes during the next May-service change, for instance combining Route 46 and Route 302, because there is no service on the west side of Middletown. In addition, a new Park and Ride would be added, which would help to connect the Glasgow-896-Middletown-Dover corridor.

Mr. Dahlstrom referred to page 6, regarding a reference to a map series in Appendix A that was not included. Mr. Gula said that map series would be added to Appendix A and be sent to the TAC.

**ACTION:** On motion by Mr. Brian Mitchell and seconded by Ms. Catherine Smith, the TAC recommended endorsement of the Newark-Area Transit Study.

Motion passed.

**(6-20-19 - 06)**

#### **PRESENTATION/DISCUSSION ITEMS:**

##### **11. Transportation Justice (TJ) Update**

Mr. Swiatek said the TJ Equity Analysis is an update of the work WILMAPCO had done with Title VI and Environmental Justice (EJ) and Transportation Justice (TJ). The ongoing TJ study includes three primary groups: 1) Low-income and racial/ethnic minorities; 2) Seniors, the disabled, and zero-car households; and 3) Limited English Proficiency (LEP) and Low-Literacy (LL) populations. The updated TJ analysis includes the necessary federal requirements in one document.

Overall transportation equity concerns results included transportation access concerns for poverty/low-income groups and Blacks; traffic volume concerns in poverty/low-income groups, Blacks, and Hispanics; and Travel-time on public transit concerns for Blacks. The team also found pedestrian and bike crashes were concerns for Blacks; Public Electric Vehicle (EV) stations and knowledge of WILMAPCO were concerns for all three groups; and community transportation project funding was a concern for Blacks.

Mr. Swiatek said today's presentation will focus mainly on the connectivity analysis, mobility challenges, and the public engagement analysis of the updated TJ study. Regarding the team's

connectivity work, WILMAPCO enhanced work pioneered in the previous TJ plan. We looked at the extended analysis including all regional block groups to destinations calculated at the housing unit level by mode.

Regarding connectivity, the analyses included connectivity to libraries, low-wage job centers, grocery stores, community and senior centers, state service centers, urgent care and medical centers, and pharmacies. Timing to these destinations was measured, which included 10-minute accessible walking trips and biking trips, 15-minute accessible car trips, and 30-minute accessible, one-way bus trips (including no more than 10 minutes of walking).

A chart featured in the PowerPoint presentation pointed out an example of homes connected to supermarkets in the WILMAPCO region, which showed 14% were connected by walking, 28% by biking, 24% by transit, and 98% by car.

Equity analyses of these results showed that black, Hispanic, and impoverished neighborhoods had equal or better-than-average connectivity to each destination by each mode.

Some overall key recommendations developing from the study include: 1) Drive more capital investment into black neighborhoods, 2) Study and address walking and bicycling safety in black neighborhoods, 3) Improve transit links to employment centers from black and impoverished neighborhoods, 4) Increase transportation affordability of impoverished neighborhoods, and 5) Create better walking, biking, and bus connectivity from food deserts to supermarkets.

WILMAPCO already has a strong public engagement program that has reached out to low-income and minorities since 2008. WILMAPCO has had some success; however, more can be done to end these disparities; therefore, WILMAPCO has revamped recommendations for the 2019 analysis. The WILMAPCO Public Opinion Survey shows that low-income and black residents report more transportation difficulties and have less familiarity with WILMAPCO. The project team has completed a Literature Review that was combined with experiences that helped to create new recommendations for public engagement of EJ/Title VI groups.

On the local level, WILMAPCO should invest in relationship building, while encouraging residents to participate in decision making on committees with cross-section representation, a clear mission, and accountability. WILMAPCO should also empower residents to conduct surveys, facilitate meetings, and provide explanations.

On the regional level, WILMAPCO should continue to diversify our public outreach methods, and have equitable representation of minorities on the PAC, as well as pursue equitable feedback in studies by race and by class. In addition, agency level recommendations were developed that include integrating cultural groups of all ages, staff participation in Title VI and EJ training and cultural competency training, and advocacy with, and on behalf of, people of color.

The mobility challenged analysis group includes seniors, disabled, and zero-car households. The Americans with Disabilities Act (ADA) Self-Evaluation findings revealed that physical access barriers are limited and agency policies generally meet ADA guidelines. Communication of policies, however, needs improvement, and frontline communications should consider the needs of people with disabilities.

The Age-Restricted Community Connectivity Analysis (ARCCA) was developed in 2011, and was further refined by WILMAPCO and Bucknell University. The analysis explored how

connected (or not) suburban age-restricted communities are to the fixed route bus system and pedestrian system.

The TJ Equity Analysis next steps are to complete the Connectivity Analysis (CADSR data), and finalize recommendations. The team will also finish the Executive Summary and draft document, and then work toward WILMAPCO Council endorsement by November 2019.

Mr. Dahlstrom asked how many libraries there were in the metrics. Mr. Swiatek responded a couple dozen. Mr. Dahlstrom asked what the metrics for bus peak hours were for getting to a destination. Mr. Swiatek said we used a couple peak periods in the morning and took the average.

## **INFORMATION ITEMS:**

### **12. Staff Report**

Ms. Zegeye reported on the following plans and events:

- On May 17, 2019, staff assisted with the Newark Bike-to-Work Day event.
- On May 20, 2019, staff participated in a focus group stakeholder workshop for the City of Wilmington Maryland/Monroe/MLK Safety project.
- On May 29, 2019, staff attended the Delaware Clean Cities Coalition meeting.
- On May 31, 2019, staff participated in the New Castle County Working Group for the Protection Strategies for Scenic Byways.
- On June 3, 2019, the Route 9 Master Plan Monitoring Committee Outreach Subcommittee worked to create video highlighting master plan and resulting projects.
- On June 10, 2019, staff attended scoping meetings for Governor Printz Blvd. Corridor Plan and Newport Transportation Plan. Request for Proposals (RFPs) have been issued for both projects. The Governor Printz Blvd. RFP due date is July 15, 2019 and the Newport RFP due date is July 23, 2019.
- On June 11 and 12, 2019, staff participated in the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Peer Exchange on public outreach.
- On June 12, 2019, staff attended a meeting for the development of the City of Newark Transportation Improvement District (TID).
- On June 18, 2019, staff attended the Route 9 Master Plan Monitoring Committee Meeting at the Route 9 Library.
- On June 19, 2019, staff hosted the Delmarva Freight Summit and attended the Wilmington Initiatives (WI) Open House at the Wilmington Library.
- On June 20, 2019, staff will attend the Philadelphia Pike Public workshop at Mt. Pleasant Elementary School.
- On June 24, 2019, staff will attend a convening of the New England and Mid-Atlantic State MPOs to support the work of the Transportation and Climate Initiatives at DVRPC.
- On June 24, 2019, staff will attend the Southern New Castle County (SNCC) Master Plan public workshop in Middletown.
- On June 24, 2019, staff will assist the City of Newark with the Sustainable Newark Plan.
- On July 20, 2019, staff will participate in the Southbridge Weekend event.
- On August 10, 2019, staff will participate in the Claymont Safety event.
- The project team for the US 202 Corridor Master Plan is working on developing land use scenarios based on the feedback from the March 20<sup>th</sup> public meeting.
- Staff is working to partner with Clean Cities Coalition and started planning for next year's earth day event and AQ Awareness Week.



- Staff is working on the Safe Routes to School (SRTS) events for Eisenburg and McCullough schools and scheduling an SRTS meeting with Bayard School. In addition, Downes Elementary School held a successful Bike-to-Work Week event. Staff taught pedestrian safety at Elbert-Palmer during safety day.
- FHWA and FTA approved the FY2050 Regional Transportation Plan (RTP) and FY 2020-2023 Transportation Improvement Program (TIP) Air Quality Conformity Determination.
- The FY 2020 UPWP was approved by FHWA and staff is waiting for approval from FTA.

**OTHER BUSINESS:**

Ms. Dahlstrom announced that she would be attending the TAC meetings in the place of Marco Boyce for New Castle County Department of Land Use.

**ADJOURNMENT:**

The meeting adjourned at 11:22 a.m.

**Attachments (0)**