

**TECHNICAL ADVISORY COMMITTEE MEETING**  
**November 21, 2019**

A meeting of the Technical Advisory Committee (TAC) was held on Thursday, October 17, 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 10:00 a.m.

**2. TAC Members present:**

Tricia Arndt, Delaware Office of State Planning  
Cooper Bowers, Delaware Department of Transportation  
Tyson Byrne, Maryland Department of Transportation  
Marvina Cephas, DNREC  
David Dahlstrom, Maryland Department of Planning  
Stacey Dahlstrom, New Castle County Department of Land Use  
Herb Inden, City of Wilmington Planning  
Stephen Miller, Maryland State Highway Authority  
Steve O'Connor, Cecil County Land Use  
Catherine Smith, DTC

**TAC Ex-Officio Members present:**

**TAC Members absent:**

Delaware Division of Small Business, Development, and Tourism  
Delaware River and Bay Authority  
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, Delaware Department of Transportation  
Jane Dilley, League of Women Voters  
Ken Grant, AAA Mid-Atlantic  
Pat Carlozzi, Millcreek Neighbors for Safer Pathways  
Kevin Racine  
Jolyon Shelton, DNREC  
Sam Sherman, Delaware Department of Transportation

**Staff:**

Dan Blevins, Principal Planner  
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: Sharen Elcock

### **3. MINUTES**

Ms. Dahlstrom asked that two changes be made to the Information Items on page five of the October 17, 2019 minutes. The first change is bullet #8 regarding the Route 9 Corridor MP Monitoring Committee: the meeting date of October 19, 2019 should be November 19, 2019; the second change is to bullet #16 the Marilyn/Monroe Project Team Meeting should be Maryland/Monroe.

The October 17, 2019 TAC minutes were approved with corrections.

**ACTION:** On motion by Mr. O'Connor and seconded by Ms. Dahlstrom, the TAC approved the October 17, 2019 TAC minutes with corrections.

Motion passed.

**(11-21-19 - 01)**

### **4. SUBCOMMITTEE UPDATES**

#### **a. Air Quality Subcommittee**

The AQS met on November 14, 2019. Mr. Swiatek stated that the group reviewed an amendment for the FY 2020-2023 TIP for the Rail Crossings Safety Program and found that it did not trigger a revised conformity determination.

The AQS also reviewed DelDOT's proposed CMAQ spending in DE and did not raise any objections on the grounds of eligibility. The group would, however, like to see project-level emissions benefits calculations presented for these projects and, ideally, used in helping select the best projects. These calculations are required to be done, but months after the projects are selected.

The AQS also received an update from EPA on various items of interest, including an update to the MOVES model, which is used for conformity.

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

Mr. Racine announced that he moved to Wilmington and commended both DART bus drivers and other riders/citizens on being helpful with his commuting needs.

#### **ACTION ITEMS:**

None.

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

##### **6. City of Wilmington Comprehensive Plan**

Herb Inden stated that the Comprehensive Plan is state-mandated and functions as a legal document. All land use actions must be in accordance with the Comprehensive Plan, which is a heavily citizen-driven, 10-year plan that helps to develop community driven vision of the city and to coordinate the work of many partners. The coordination of citizen input included a steering committee, stakeholder interviews, a survey which garnered more than 2,300 responses, public forums throughout the city, focus groups and a final public forum which was held at the Delaware Children's Museum, which was attended by more than 300 people. Mr. Inden stated

that a few of the more important questions asked were: What ails your community? What would you do to fix your community? And, if you were Mayor, how would you improve parks in the city?

The prior Comp Plan was comprised of 13 different documents (1 citywide plan and 12 neighborhood plans). Because the neighborhood plans are so elaborate, updates are usually only done if zoning issues arise. Since this Comp Plan is a 10-year update, the City took the opportunity to update it in its entirety to combine all plans into one document. Mr. Inden said doing it this way will make it easier to people to understand and for the City to manage.

Mr. Inden next discussed plan context. Two main chapters of the Comp Plan are Goals and Recommendations and, Implementation of those recommendations. There are five goals:

- Strong and Safe Neighborhoods
- Healthy and Thriving Communities
- Robust Local Economy
- Connected City and Region
- Sustainable and Resilient City

He stated that sustainability and resiliency are increasingly important because of climate change. One of the City's goals is to promote resiliency to climate change and flooding. That chapter also discusses current land use, which is mostly residential and, future land use (there is not much of a difference between the two). State law requires that if there is a large difference between the two that the City has 18 months to do rezoning. The city will do some minor tuning of certain areas of the City.

In regards to implementation of the goal areas, the City is currently addressing some of the key initiatives already. For example, Wilmington is working on city code and regulations updates, the zoning code, subdivision regulations, and, the neighborhood stabilization program. Mr. Inden stated that with the assistance of the Department of Licensing and Inspection and the Police Department, seven neighborhoods are being cleaned up.

The Comp Plan has reviewed by the State Office of Planning and Coordination, the Wilmington Planning Commission and, will to go the City Council in December for adoption. The Plan will next go to the Governor for certification. The full plan, summary and separate appendix are available online at [www.wilmingtonde.gov/government/city-departments/planning-and-development/wilmington-2028](http://www.wilmingtonde.gov/government/city-departments/planning-and-development/wilmington-2028).

Stacey Dahlstrom asked, is the current land use the existing use or previous future land use? Mr. Inden stated that this is existing land use. David Dahlstrom asked if there are any particular topics raised by the public that surprised City representatives. Mr. Inden answered that crime and connectivity were not surprising but were repeated issues with residents.

## **7. Auto Technology and Pedestrian Safety**

Ken Grant discussed AAA's analysis of automobile technology and pedestrian safety. AAA has been around for over 100 years and, was founded by auto enthusiasts. AAA promotes transportation safety. Part of this is keeping an eye on the new automobile technology and testing it out to make sure that it's workable and people understand it. Newer model cars have a lot of added technology, i.e. blind spot warnings, the automatic emergency braking and, dynamic parking assistance. Mr. Grant stated that AAA works to continue alerting drivers to be

more aware of what technology their vehicles have and, how to use it properly and, to maintain constant vigilance when behind the wheel. One of the systems Mr. Grant discussed was the pedestrian detection braking systems. AAA tested the systems, in various vehicles to assess how well they operated in ideal and less than ideal conditions at both 20 and 30 mph. He stated his focus is on the systems themselves and not the vehicles.

- On a clear day with 100% visibility – a collision with a pedestrian is avoided 40% of the time at 20 mph in ideal circumstances. At 30 mph 1 avoided collision
- A child darting out between two cars - at 20 mph a collision occurred 89% of the time and, at 30 mph none of the drivers were able to avoid the collision.
- A vehicle making a right turn at both speeds with a pedestrian crossing the road – none of the automatic braking systems worked.
- With 2 adults standing in the middle of the roadway – at 20 mph a collision occurred 89% of the time at 30 mph only 1 of the test vehicles avoided collision.
- Nighttime testing proved more fatal. All systems proved to be completely ineffective.

AAA is advising drivers not to rely on these systems and to remain focused on the road. Mr. Grant did stress that the problem lies in the marketing of the systems as being able to detect and brake for pedestrians adequately. AAA encourages the auto manufacturers to continue to work on this technology to improve it.

Mr. Shelton asked if the systems being used today, and who is liable for incidents. Mr. Grant answered that the systems are used today. Insurance agents suspect and expect that there will be lawsuits in the future.

Mr. Dahlstrom asked why a 20 mph test speed was used, since not many streets use this speed limit. Mr. Grant answered that 20 and 30 were chosen to demonstrate that at the lowest of speeds the system can still fail.

Mr. Gula asked if there is any documentation that shows the slowdown prior to the accident. Mr. Grant stated that the slowdown was only approximately 4 mph, not enough to prevent injury or fatality at higher speeds.

Ms. Dahlstrom noted that smart cars and smart technology are only as smart as the user.

### **8. New Castle County Bicycle Plan Update**

Heather Dunigan said that WILMAPCO is currently drafting the report document, and will completed it over the winter.

The Vision for the NCC bike plan is to ensure that everyone in Delaware has front door access to bicycling that is safe, comfortable and conveniently connected to places people want to go and that bicycling can be a choice of transportation recreation and improved health in NCC.

Objectives to accomplish the bicycle plan:

- Identifying a bicycle transportation network

- Providing equitable access to that network
- Providing the supportive facilities including parking and other end-of-trip facilities
- Improving safety through design maintenance and enforcement
- Incorporate bicycling into the land use process
- Develop implementation and evaluation plan

To support the plan, a series of public workshops and events were held and attended, over the course of a year and a half. An online survey was also completed and the input from that survey went into the development of recommendations. There were a tremendous number of recommendations and DeIDOT has asked that they start refining and prioritizing them to give more direction on when things will be implemented.

At this time, they are refining their recommendations. Staff suggested using technical scoring similar to the pedestrian priority area scoring. Staff has also reached out to local governments and the county for their suggestions. For that, they used a short form for information for submissions. This happens about every two years to coincide with the TIP process so that the recommendations from local entities are kept fresh.

The technical scoring looks at the concentration of bike and pedestrian crashes, the land use factors (how close something is to communities and schools) they look at population impacted and density of the population effected as well as the transportation equity areas and they look at whether something fills a gap. Other measures might be private development support, strong community support, availability of right-of-way or non-profit/private funding share to distinguish whether a project is easy or difficult to implement.

WILMAPCO invited all local governments to submit a two-page form for each of their priority projects. Ms. Dunigan reviewed priority projects submitted by the City of Newark, City of New Castle, City of Wilmington, Town of Middletown, and New Castle County. Next steps is to submit a package to DeIDOT for their consideration using the statewide bicycle/pedestrian program funds.

Mr. Dahlstrom asked if this plan is part of the statewide bike plan. Ms. Dunigan replied that it works towards implementing the statewide plan. DeIDOT finished their plan about 2 years ago. NCC used the same concept/vision that DeIDOT bike plan used.

### **9. Governor Printz Boulevard Study**

Heather Dunigan explained that the Governor Printz Boulevard Study is one of the newest UPWP projects to kick off. The study will evaluate the current and future transportation multimodal transportation (roadway, transit and nonmotorized) needs. Ms. Dunigan stated that the study will be a collaboration with a variety of stakeholders in the corridor as well as state and local agencies. The study will identify and assess the feasibility of multimodal transportation projects, to work toward improving the mobility, safety and travel choices in the area, the economic development of the neighborhood and, enhancing the neighborhoods. The plan will have PEL documentation (Planning and Environmental Linkages) for the preferred recommendations.

The study corridor is a bit more than six miles long. Planning partners include DeIDOT, DTC, NCC, DE Greenways and, an advisory committee that includes, the City of Wilmington, the Town of Bellefonte, the DE Office of State Parks, the DE Office of State Planning Coordination, the DE Prosperity Partnership and, the DE Division of Small Business. From along the corridor,

the committee will have elected officials, 2 community centers, Civic Associations and, some major commercial and industrial properties.

At this time, the planning partners are wrapping analysis of existing conditions and starting the community visioning process. The first advisory committee meeting was recently held, which included a bus tour of the corridor and brainstorming discussion. A larger Community Visioning Workshop is planned for January. The planning partners hope to receive feedback from the community as to what alternative they liked the best and will then work to assess the feasibility of that preferred concept, to begin the final report.

The community around this area is primarily residential and existing zoning is largely residential, leading up from the river with some industrial zoning at either end. Designated opportunity zones include the former Claymont Steel site, where a new commuter rail station and mixed use development are planned, and former DuPont Edge Moor site, where construction on a new port facility will begin in 2021.

Currently, the roadway is lightly traveled and has gaps in transit, pedestrian, and low-stress bicycling facilities. WILMAPCO is currently collecting updated intersection counts.

## **INFORMATION ITEMS**

### **10. Staff Report**

Ms. Dunigan reported on the following plans and events:

- November 14 Council meeting, where all TIP amendments presented to Council were approved, including the use of federal funding request from DelDOT for FY 2020. Also, of note, the Council meetings are moved to 10 a.m. beginning January 9, 2020 and, the Air Quality meetings will be the 1<sup>st</sup> Thursday of the month.
- Janet has retired and WILMAPCO is currently looking to fill the position.
- Holiday lunch will follow the December TAC meeting.
- October 29 kick-off advisory committee meeting for the Newport transportation plan
- Staff attended Urban Wildlife Conference in Chicago on November 4
- Gov. Printz bus tour and Advisory Committee Meeting was held on November 6
- Staff participated in the Annual APA conference on 11/7
- Staff will participate in the Mill Creek Pedestrian Safety meeting with community members and DelDOT on December 2
- 12/3 panel set up by Claymont Renaissance Development Association on North Claymont activities
- Safe Routes to Schools - working the Bayard to identify projects, and worked with Downes Elementary on Walk to School Day.

- Continue to coordinate with the Newark community and DeIDOT on the Newark transportation investment district. A boundary was selected with a 2045 horizon year. The City of Newark is working to get the agreement signed with DeIDOT.
- Maryland/Monroe and MLK Safety Team is working to refine the alternatives. None scored high enough in criteria to be a preferred alternative. A second public workshop is being planned.
- Route 202 Master Plan - final scenarios for traffic modeling are being worked on. A Public workshop is scheduled for 12/5
- Southern New Castle County Master Plan - results of the public meeting were presented to the advisory committee on 10/23 and the team included the results in a draft MP report, which are on our website. Comments will be accepted until 12/15.
- Newport Transportation study - a public visioning workshop is scheduled for January 2020

**OTHER BUSINESS:**

Mr. Dahlstrom commended Janet Butler on the work she did for the TAC.

**ADJOURNMENT:**

The TAC meeting adjourned at 11:30 a.m.

**Attachments (0)**