

**REGULAR COUNCIL MEETING  
SEPTEMBER 14, 2017**

The Council meeting was held at WILMAPCO, 850 Library Avenue, Suite 100, Newark, Delaware, on September 14, 2017.

1. **CALL TO ORDER:** Mr. John Sisson opened the meeting at 6:35 p.m.

2. **ROLL CALL:**

**Members present:**

Lewis George, representing Robert Alt, representing Cecil County Municipalities  
Rich Hall, representing New Castle County Executive, Matthew Meyer  
Connie Holland, Delaware Governor's Appointee  
Herb Inden, representing City of Wilmington Mayor, Michael S. Purzycki  
Heather Murphy, Maryland Governor's Appointee  
Eric Sennstrom, representing Cecil County Executive, Alan McCarthy  
John Sisson, Delaware Transit Corporation Chief Executive Officer  
Michael Spencer, representing New Castle County Municipalities  
Joshua Thomas, representing Drew Boyce, representing Jennifer L. Cohan, DelDOT  
Secretary of Transportation

**Members absent:**

None.

**Guests, Observers:**

Timothy Snow, DelDOT  
Andrea Trabelsi, Whitman, Requardt and Associates

**Staff members:**

Dan Blevins, Principal Planner  
Janet Butler, Administrative Assistant  
Heather Dunigan, Principal Planner  
Sharen T. Elcock, Executive Assistant  
Dave Gula, Principal Planner  
Randi Novakoff, Outreach Manager  
Bill Swiatek, Senior Planner  
Jacob Thompson, Transportation Planner  
Tigist Zegeye, Executive Director

Minutes prepared by Janet Butler

3. **MINUTES:**

The July 13, 2017 meeting minutes were approved.

**ACTION:** On motion by Mr. Spencer seconded by Mr. Sennstrom the Council

approved the July 13, 2017 Council Meeting Minutes.

Motion passed.

(9-14-17-01)

**4. PUBLIC COMMENT PERIOD:**

None.

**COUNCIL MEMBERS' AND DIRECTOR'S REPORT:**

**5. Chairperson's Report:**

Mr. Sisson said the Delaware Transit Corporation (DTC) Public Hearings for the December Service Changes will be held at the Wilmington Library on September 20, 2017, at 11:30 a.m. and 4:00 p.m. There are significant changes in New Castle County. In Wilmington, routes are being combined to give better suburban connections and reduce congestion in the downtown area. Last week Delaware's Governor signed an Executive Order for establishing an Advisory Council for Connected Autonomous Vehicles in which either Mr. Sisson or Ms. Zegeye will represent WILMAPCO. The state has been looking into autonomous vehicles, which will help to bring Delaware to the forefront in infrastructure and policy making.

**- Council Member's Reports:**

Mr. Inden said the City of Wilmington kicked off their Comprehensive Plan efforts, which should be completed within a year.

**6. Executive Director's Report** – Ms. Zegeye shared the following events and information:

- Staff presented a WILMAPCO overview and updated TIP information to the Newark Planning Commission on August 1, 2017.
- Staff exhibited at 55+ Plus Healthy Lifestyles Expo at Elkton High School on August 10, 2017.
- Staff participated in the DeIDOT Pedestrian Safety Study field tour for US 40.
- Staff held an Elkton Pedestrian Plan public workshop at Cecil County Library on August 20, 2017, and 60 people completed surveys.
- Staff helped New Castle County organize a meeting with NAACP leaders on August 31, 2017, regarding air quality conditions along the Route 9 corridor.
- The Route 9 Master Plan formed a Monitoring Committee that met on September 7, 2017.
- The WILMAPCO Public Opinion Survey for New Castle and Cecil Counties will be combined into one regional survey before the update of the WILMAPCO Regional Transportation Plan (RTP). A working group was formed to work on it.
- On September 11, 2017, DeIDOT and WILMAPCO held a TIP Public Workshop at Newark Library and 35 people attended. The workshop also featured information on the New Castle County Bicycle Plan.
- Staff attended the Cecil County Strategic Highway Safety Plan Committee meeting on September 12, 2017.
- The Ardentown Paths Plan was endorsed by the Village this week, and staff expects to bring it to Council at the next meeting for endorsement.
- On September 15, 2017, staff will attend the Maryland MPO Roundtable at MDOT Headquarters.
- On September 16, 2017, staff will exhibit at Elkton Fall Festival, where the Elkton Pedestrian Plan will be featured.

- Staff will attend the Better Block Fourth Street event in Wilmington on September 16, 2017, from 10:00 a.m.-6:00 p.m.
- Staff will attend the Cecil County Pre-Tour meeting on September 28, 2107; and also plan to attend the Cecil County Tour that will be held on October 13, 2017.
- Staff has participated in Safe Routes to School (SRTS) programs in several elementary schools, including Downes, Stubbs, Eisenberg and McCullough.
- Newark Regional Transportation Center (RTC) project bi-weekly conference calls are continuing, the project is under budget, and is moving forward.
- The Wilmington Initiatives (WI) committee is preparing priorities for the Mayor's signature, and a meeting will be held on September 21, 2017, at 1:00 p.m.
- Staff will participate in the Claymont Regional Transportation Center (RTC) Steering Committee Meeting on August 28, 2017.
- Staff is helping the City of Wilmington with their Bike Plan Update.
- The WILMAPCO August 2017 billing report was distributed, which shows staff activity.

#### **7. Public Advisory Committee (PAC) Report:**

Ms. Novakoff said the PAC met on August 14, 2017. Action items included approval of the Draft FY2018-2021 TIP amendments public outreach portion. A PAC member expressed his concern that there is not enough money allocated for Cecil County projects. Presentations included the New Castle County Bike Plan. PAC members made suggestions for organizations to be included with the planning and use of an interactive bike map. Mr. Blevins presented the Congestion Management Process (CMP), which PAC had requested.

#### **8. Technical Advisory Committee (TAC) Report:**

Ms. Dunigan said the TAC met on July 20, 2017, which was a joint meeting with Air Quality Subcommittee (AQS) and the annual WILMAPCO picnic. The TAC recommended amending the FY 2017-2020 TIP to reflect revised funding for the Wilmington Transit Center and release the proposed amendments to the FY 2018-2021 TIP, including use of CMAQ, STP, TAP, and Transit 5310 and Urbanized Area funds for FY 2018, for public comment. Presentations included air quality conformity discussion for TIP amendments, draft 2050 Regional Transportation Plan (RTP) schedule, Blueprint for A Bicycle-Friendly Delaware – A Statewide Policy Plan, and New Castle County Bicycle Plan.

The TAC also met on August 17, 2017. TAC recommended amending the FY 2018 Unified Planning Work Program (UPWP) with carryover funds, amending the FY 2018-2021 TIP based on the FY 2018 Delaware Bond Bill, endorsing the Glasgow Avenue Planning Study, and accepting the MARC/SEPTA Commuter Rail Service Extension Ridership Analysis. Presentations included the Regional Progress Report, Public Opinion Survey, and Delmarva Freight Addendum.

#### **ACTION ITEMS:**

#### **9. To Amend the FY 2018 Unified Planning Work Program (UPWP) with Carryover Tasks**

Ms. Zegeye said on page one of the Council packet are carryover funds of approximately \$588,000, which matches the consultant portion of the final June 2017 bill. On page two, the top portion includes funds from 12 projects not completed in the last fiscal year for approximately \$343,000, which staff is proposing to carry over in the FY 2018 UPWP. The lower portion indicates nine completed projects that came in under budget and staff

is proposing to move approximately \$244,000 into the general funds. The PAC did not take action. TAC and staff recommended amending the UPWP with carryover funds.

**ACTION:** On motion by Mr. Sennstrom seconded by Mr. Thomas the Council amended the FY 2018 UPWP with Carryover Tasks.

Motion passed.

(9-14-17-02)

**10. To Amend the FY2018 Unified Planning Work Program (UPWP) with WILMAPCO and Member Agency Tasks**

Ms. Zegeye said on the bottom portion of page two of the Council packet, carry over funds from Maryland FHWA (\$62,750.40), Maryland FTA (\$24,861.59) and State of Maryland (\$9,327.32) are available for future tasks. The Delaware FHWA carryover is \$911,436.61 and Delaware FTA carryover is \$100,344.17. After subtracting \$343,382.38 to carry over uncompleted tasks into the FY2018 UPWP, a total of \$765,337.71 is now available for future tasks, which will be programmed for WILMAPCO and member agencies consultant support. WILMAPCO will be sending UPWP task request letters to member agencies in the next few weeks as well as requiring a 20% cash match for any requested task. The PAC did not take action. TAC and staff recommended this action.

Mr. Spencer asked why the PAC did not vote on the UPWP. Ms. Zegeye explained that staff does not take technical or policy issues to the PAC, but, the PAC approves the public outreach portion of the UPWP.

**ACTION:** On motion by Mr. Sennstrom seconded by Mr. Thomas the Council amended the FY2018 UPWP with WILMAPCO and Member Agency Tasks.

Motion passed.

(9-14-17-03)

**11. To Amend the WILMAPCO FY 2018-2021 Transportation Improvement Program (TIP), New Castle County/DE Statewide Elements**

Ms. Dunigan distributed a replacement page, number 2-32, of the FY2018-2021 TIP regarding Transit Facilities in Wilmington (**Attachment A**).

Ms. Dunigan discussed the DelDOT federal funding letter. The use of CMAQ funds including the transportation management improvements, were reviewed by the Air Quality Subcommittee (AQS). The Nonmotorized Transportation Working Group (NMTWG) reviewed bicycle and pedestrian projects and expressed concerns regarding use of Transportation Alternative Program (TAP) funds for the statewide Bicycle and Pedestrian Improvements program that was previously funded using CMAQ. This program includes Washington Street Ext. Bikeway and McCoy Road Pedestrian Bridge; neither has been prioritized through the TAP prioritization process.

Ms. Dunigan distributed FY 2018-2021 public comments and related news articles (**Attachment B**). She said the public comment period was held from July 24, 2017 through September 13, 2017. The joint WILMAPCO and DelDOT TIP Public Workshop was presented in conjunction with information about the New Castle County Bicycle Plan on September 11, 2017, at the Newark Free Library, and more than 30 people attended.

There were also 350 WILMAPCO website visits, after the News Journal sent out the e-mail news blast to more than 10,000 subscribers. In addition, an advertisement was

placed on WDEL radio. Articles about the TIP were published in the Cecil Whig, News Journal, Delaware Business Times, and the Middletown Transcript.

The following public comments were submitted:

- Page 8 – A broader regional and national analysis is needed for SR 7, SR 48, and SR 41; protect the routes for commercial commerce; assign fiscal responsibility to developers.
- Page 11 – Establish an elevated highway at the I-95 toll booth to the Delaware Memorial Bridge.
- Page 12 – It is difficult to get particular project information from DeIDOT; SR 1 at Christiana Mall is an issue.
- Page 18 – In favor of the Claymont Train Station, the I-95 and SR 273 projects, establishing SR 7 improvements, the addition of the Newport Train Station, and a rail extension at Wilmington/Edgemoor.
- Page 19 – In favor of I-95 and SR 273 projects and, removal of the sweep in front of the Wilmington Train station. In addition, the Elkton Road project and SR I-95/SR 896 improvements are needed.
- Page 20 – In favor of the Newark and Claymont train stations; Garasches Lane should retain multi-modal improvements; there is also a need for more roundabouts and electric vehicle accommodations at train stations.

**ACTION:** On motion by Mr. Sennstrom seconded by Mr. Inden the Council amended the WILMAPCO FY 2018-2021 Transportation Improvement Program (TIP), New Castle County/DE Statewide Elements.

Motion passed.

(9-14-17-04)

## **12. To Endorse the Glasgow Avenue Planning Study**

Mr. Gula said the Glasgow Avenue Planning Study represents several multimodal improvements. The study was done in concert with several public outreach methods, which started with stakeholder interviews. There is other development in the area, and the Glasgow team's comments were put into the TIS for that study. They will look at our recommendations and as they move forward with development they will incorporate our recommendations into their process as per the TIS. Staff has also worked closely with New Castle County to develop land use guidelines.

As part of the study, safety improvements including roundabouts were proposed on Paxon Lane and Old County Road. Additional proposed improvements include bike lanes, sidewalks, and on-street parking. Further down the corridor the team will be proposing similar treatments, without the parking, to make sure there is consistency throughout the entire corridor.

PAC was supportive of the public outreach, but took no action. TAC and staff recommended endorsement. Ms. Zegeye added this project came from New Castle County as part of the Route 40, Twenty-Year, Land Use and Transportation Plan. Our goal is to take it back to the Monitoring Committee and make it part of the TIP. Then, when funding becomes available, we hope it will become part of the implementation plan.

Mr. Spencer asked if this development project is on the same property as La Grange. Mr. Gula replied no. Mr. Sisson added he had seen a recent news article about that other property to the north of La Grange that is not part of this Glasgow Study.

**ACTION:** On motion by Ms. Holland seconded by Mr. Hall the Council endorsed the Glasgow Avenue Planning Study.

Motion passed.

(9-14-17-05)

### **13. To Accept the MARC/SEPTA Commuter Rail Service Ridership Analysis**

Mr. Gula said the request for the MARC/SEPTA Commuter Rail Service Extension Ridership Analysis came from the Maryland Transit Administration (MTA). MDOT MTA and DelDOT DTC worked with WILMAPCO on this project, which was the first time WILMAPCO worked with both agencies on this effort.

The data was gathered from existing regional travel demand models, which included two trip types: Home-Based Work (HBW) and non-HBW. All personal trips other than HBW trips from each of the Metropolitan Planning Organization (MPO) models were combined together to make up the other trips, including highway cost skims and transit cost skims. Mr. Gula explained that skims are simplified matrices of data.

The source Metropolitan Planning Organization (MPO) models were used to provide accurate transit cost skims. The model also included data from the American Community Survey (ACS) 2009-2013 Journey-to-Work data and transit ridership data, such as MARC Penn Line and SEPTA Wilmington/Newark line and the existing and future MARC/SEPTA service schedule.

The models included the Delaware Cargo Model; Version 2.3 (Build 57) from the Washington, DC MPO (WASHCOG); Version 3.3 from Baltimore Metropolitan Council (BMC); Current Model (Delmarva Peninsula); and TIM 1.0, Delaware Valley Regional Planning Commission (DVRPC).

The model runs included the following scenarios: 1) No-build – coded in the regional model and 2) Build 1 – proposed schedule reduces the headway by 50% for peak periods and off-peak headways are unchanged. This build scenario assumes the rail route is connected, but does not account for the time differences between MARC and SEPTA. This scenario is used for testing only with no transfer because the projected headways are not feasible with the current physical conditions on the NEC corridor; 3) Build 2 – based on the existing schedule, assumes transfers at Newark for both peak period and off-peak period, which is more reasonable; and 4) Build 3 – based on a new express trip schedule, and has a longer headway than Build 1 and no transfer.

Mr. Gula said the proposal shows an overview of the data that includes population and employment growth. In addition, the Ridership Calibration of the Model focuses on the overall mode split between auto and transit and boarding at the specific stations. Extra attention was paid to the suburban and rural stations where limited or no other transit service was available.

He also said if the Perryville connection to Elkton Station is added there would be additional riders. The benefits of the MARC and SEPTA service connection are that it would be a viable service that would provide increased ridership and parking availability for Perryville, Elkton, and Newark stations. However, there is no funding available.

PAC took no action. TAC and staff recommended endorsing the MARC/SEPTA Commuter Rail Ridership Analysis.

**ACTION:** On motion by Mr. Sennstrom seconded by Mr. Spencer the Council accepted MARC/SEPTA Commuter rail Service Ridership Analysis.

Motion passed.

(9-14-17-06)

**14. To Approve the Proposed Public Advisory Committee (PAC) Reappointments**

Ms. Novakoff said in accordance with the WILMAPCO Bylaws, the Council approves the reappointments of the PAC members' terms for three years. The PAC reappointments include Bill Lower, Committee of 100, Darlene Cole, Division for Visually Impaired, and David Carter, Southern New Castle County Alliance. All of these PAC members are in good standing, have been attending meetings regularly, and have expressed an interest in continuing to serve on the PAC.

She also said Mr. Joe Mitchell, Cecil County, is leaving the PAC, and has served 26 years which is a remarkable period of service on the PAC. Mr. Mitchell will be commended at the next PAC meeting. Mr. Tom Posatko, Delmarva Rail Passenger Service, who has served 10 years, is also leaving and Mr. John Ford, Cecil Board of Realtors, is leaving; however, he has been with PAC for just one term.

PAC and TAC have not taken action.

**ACTION:** On motion by Mr. George seconded by Mr. Thomas the Council approved PAC Reappointments.

Motion passed.

(9-14-17-07)

**PRESENTATION/DISCUSSION ITEMS:**

**15. Blueprint for a Bicycle-Friendly Delaware- A Statewide Policy Plan**

Ms. Andrea Trabelsi, Whitman, Requardt, and Associates is working with DeIDOT and others on the Blueprint for a Bicycle-Friendly Delaware to be coordinated with land use, data evaluation, health, transportation, and recreation to create a formal, unified, strategic plan. The working group consists of state, local, and community-based organizations. Public workshops have included two in New Castle County, one in Kent County, and one in Sussex County, along with an online survey. They have also reviewed existing conditions and how to make bicycling better in the state. Ms. Trabelsi said this is not a master plan of facilities, but, a policy plan.

The intent of the plan is to build on the progress made statewide for a bicycle-friendly place. The team is making sure they are using best practices. They are half-way through the planning process that started in January 2017. This process included gathering input from the public regarding the vision and goals for a more bicycle-friendly state.

Along with feedback from hundreds of public surveys and input from stakeholders, the project working group guided development of the following vision: "Everyone in Delaware has front-door access to a bicycle network that is safe, comfortable, and conveniently connected to places people want to go. A seamlessly integrated transportation and land use decision-making process, with many partners working together, encourages a culture where people choose bicycling in their daily lives for transportation, recreation, and improved health."

Key principles include safety, equity, a connected bicycling network, a culture that supports bicycling, clear processes, and coordination. The working group meets bi-monthly and the Bicycle Council meets regularly.

Ms. Trabelsi emphasized three goals listed by priority from public input: 1) Develop a Complete, Comfortable, Connected Bicycling Network; 2) Improve Bicyclist Safety and Confidence (beyond engineering interventions); and 3) Foster a Culture of Bicycling that Broadly Benefits Delawareans.

The Strategic Implementation Plan Framework consists of: 1) The Network Planning Process that makes recommendations to develop a statewide, locally driven bicycle network planning process with strong support and resources from the state. 2) Project Development and Design Guidance that recommends updating the project development process to ensure the most bicycle-friendly designs for projects in all agencies and divisions. 3) The Project Prioritization Process that recommends establishing a uniform, clear bicycle facility project prioritization process.

She said we are making sure the data is all together and made accessible, which is part of transparency of communication and coordination. We are also making sure those who need the information have access to it and know who to go to for the information.

She said through our bottom-up planning process, the local communities will be submitting ideas to their local jurisdictions, then at each county level there will be a plan that gets processed to evaluate and compile all the different local plans, which will get fed up through the prioritization process to DeIDOT for construction.

In addition, the responsibilities of the state focus will be on technical assistance and resources, prioritization and funding; and project scoping and delivery; while the local focus will be on conducting a planning process, compiling a bicycle network plan; and local engagement and community support.

Ms. Holland commended the program and said it would dovetail into the State Comprehensive Plan. Mr. Thomas added it is an opportunity to inject the support for the Blueprint. There are local network maps that feed into other maps. He expects a late September/October 2017 release of the DeIDOT Mobility Element, which includes a solutions menu and one component, is nonmotorized transportation that adds to DeIDOT's solutions for the future.

## **16. New Castle County Bicycle Plan**

Ms. Dunigan said the New Castle County Bicycle Plan includes New Castle County unincorporated areas as well as municipalities. The DeIDOT bike plan that was developed ten years ago was statewide and project-specific. Because the Blueprint Plan, under development, is a policy-only plan, a new countywide plan is needed for New Castle County. The development of the New Castle County Bicycle Plan was included in the Unified Planning Work Program (UPWP) to provide countywide, project-specific recommendations that supplement DeIDOT's plan.

Ms. Dunigan distributed the New Castle County Bicycle Plan Scope of Work (**Attachment C**). She said staff has been working with the Nonmotorized Transportation Working Group (NMTWG) to develop the draft scope of work. The group sees the new plan as building on prior planning efforts. Staff will work with a partnership to establish recommendations for: improved safety, access, and comfort of bicycling; prioritize



infrastructure improvements; and identify programs and policies for education, enforcement, and encouragement. The NMTWG suggests using the vision identified through the DeIDOT Blueprint Plan.

In addition, the following draft objectives were developed: 1) Identify a bicycle transportation network; 2) Provide equitable bicycle access to transit; 3) Encourage adequate and secure bicycling through design, maintenance, and enforcement practices; 4) Incorporate bicycle elements into land use and development planning; 5) Establish collaborative strategies to collect and share data; and 6) Develop implementation and evaluate the plan.

Ms. Dunigan said the target audience is broad, including those who are interested in bicycling but don't necessarily consider themselves bicyclists. Through community and agency outreach involvement the team's timeline is: Project initiation and review of existing conditions (July-October 2017); Goals and objectives (September-November 2017); Recommended bicycle network, programs and policies (November 2017-April 2018); Prioritization, funding, and implementation (April-May 2018); and Identify Performance Measures (May-June 2018).

The project team is also evaluating existing conditions that includes existing plans, routes and uses; bicycle crashes; challenges, i.e., DeIDOT's Bike Plan Wikimap; congestion; demographics and equity; and key destinations. To develop this bicycle plan the team is referencing the First State Trails and Pathway Plan, and the Newark and Wilmington Bike Plans. Many municipal comprehensive plans also provided bike recommendations, as well as sub-regional transportation plans, to help us create a network-based bicycle plan.

Next steps are to establish and meet with the Advisory Committee and Focus Groups, which includes New Castle County, DeIDOT, municipalities, Delaware Greenways, Bike Delaware, Delaware Bicycle Council, Nemours, Delaware HEAL Delaware Center for Health Innovation, Delaware Sierra Club, Clean Air Council, AARP, League of Women Voters, and youth. Mr. Sisson asked if DNREC is working with this process. Ms. Dunigan replied yes.

The project team is also very happy to hear ideas on other ways to conduct public outreach. Ms. Dunigan said with that we hope to reach a broader audience by being a part of other meetings and events.

## **17. Regional Progress Report**

Mr. Swiatek said the WILMAPCO Regional Progress Report tracks the progress of actions in the Regional Transportation Plan (RTP). Staff use quantitative and qualitative measures, with each action receiving a red, yellow, or green light indicator for poor, partial, or good progress. We will incorporate the national performance measures into the report, as possible.

Mr. Swiatek reviewed general, core trends, in the region. The region continues to experience suburban sprawl. The City of Wilmington comprised 65% of the region's population in 1920, whereas today it is only 11%. The number of people who drive alone to work continues to increase. The numbers went from 70% to over 80% since 1980.

Projected household growth through 2040 shows continuing development outside the I-95 area. This development, however limited overall, has triggered major transportation projects. In the 2040 RTP 10 major projects south of U.S. 40 alone total \$1.1 billion, which is 60% of planned spending in New Castle County. Vehicle Miles Traveled (VMT) is also projected to increase by both states through 2040, in step with the continued de-densification.

Examples of actions that are measured in the report include:

- Apply a Complete Streets Policy in all WILMAPCO studies. For instance, the Claymont Area Master Plan and Glasgow Area Plan have this focus and WILMAPCO is doing a very good job incorporating Complete Streets into all of our studies.
- Maintain a Safe Transportation System. Crash rates are down from decades ago, but have increased in recent years. Therefore, this action is not going well.
- Ensure Access to Public Transportation. The population within walking distance to a bus stop has improved in Cecil County, recently, while it has generally fallen in New Castle County.
- Realize an Inclusionary Participation Process – Readership of the WILMAPCO newsletter within low income and minority areas has begun to outpace the general average due to targeted outreach; therefore, this action is going very well.
- Support Cleaner Vehicle Infrastructure including establishing Public Electric Vehicle Charging Stations – This effort has increased in step with WILMAPCO support for clean fuel grants and technology; therefore, this action is also going well.

Mr. Swiatek said additional data are needed to complete the report. For WILMAPCO, that includes the FY2018 TIP GIS layers and sub-regional study outreach reporting from staff. For DTC/Cecil County Transit, all data that were requested were received. For SHA/MDOT, most data requested were received, but the EZ-Pass and bridge conditions still need reformatting. Unfortunately, none of the data requested from DelDOT was received, which includes EZ-Pass, pavement, and bridge conditions.

The WILMAPCO Progress Report next steps include: 1) Acquire the missing data, 2) Draft the report, 3) Present the report to TAC for action in December 2017, and 4) present the report to Council by January 2018.

Ms. Holland asked if we are still seeing significant suburban sprawl in New Castle County. Mr. Swiatek replied that our data indicate that it so. He added that while most of the growth through 2040 is expected in the center and core areas along the I-95 corridor, growth outside of those areas, particularly south of the C & D Canal has been significant enough to trigger major transportation projects in our RTP. These projects, in turn, set the stage for further suburban growth.

### **18. Delmarva Freight Plan Addendum**

Mr. Blevins said the FAST Act was signed into law on December 4, 2015, by President Obama, to fund surface transportation programs. These programs improve mobility on America's highways; create jobs; support economic growth; accelerate project delivery; and promote innovation.

In addition, there is funding for freight. The average is \$1.2 billion apportioned to states by formula, which includes approximately \$4.5 million for Delaware and \$17 million for Maryland annually. He added it is necessary to have a FAST Act compliant Freight Plan in order to receive funds; therefore, the Delmarva Freight Working Group developed The Delmarva Freight Plan Addendum.

The Working Group consists of Maryland Department of Transportation; Salisbury/Wicomico Metropolitan Planning Organization; Dover/Kent Metropolitan Planning Organization; Wilmington Area Planning Council; and the University of Delaware's Institute for Public Administration (IPA).

The 10 State Freight Plan Requirements are:

- 1) Freight system trends, needs, and issues
- 2) Freight policies, strategies, and performance measures
- 3) Freight network facilities – multi-modal and Critical Urban Freight Corridor (CUFC) and Critical Rural Freight Corridor (CRFC)
- 4) National freight policy/program support
- 5) Innovative technology consideration
- 6) Roadway deterioration issues and mitigation strategies
- 7) Freight mobility issues and mitigation strategies
- 8) Freight induced congestion and mitigation strategies
- 9) Freight investment plan (fiscally constrained)
- 10) State freight advisory committee consultation

State Freight Plan requirement # 4, National freight policy/program support and # 10, State freight advisory committee consultation are similar requirements to the previous freight plan. The new or substantially refined requirements include # 3, Freight network facilities (multi-modal & CUFC/CRFC); # 8, Freight induced congestion and mitigation strategies; and # 9, Freight investment plan (fiscally constrained), which is where the Freight Working Group needs to concentrate its efforts right now. The rest of the requirements are carryovers from previous freight plans.

The Addendum format features three sections per requirement, 2015 plan references, 2015 supplemental details, and future expectations. The 2017 timeline for the Delmarva Freight Addendum includes: September: Council presentation and submit draft to FHWA; October: MPO TAC draft endorsements; and November: Council endorsement and FHWA approval. Mr. Blevins said the goal is to have the plan adopted by December 2017.

**19. INFORMATION ITEMS:** DelDOT's Administrative Modification Request Letters.

**ADJOURNMENT:** Ms. Holland made a motion to adjourn, Mr. Spencer seconded the motion. The meeting adjourned at 8:15 p.m.

**ATTACHMENTS:**

(3)

**FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM**

**TRANSIT FACILITIES, WILMINGTON**

**DESCRIPTION:**

City of Wilmington Bus Stop Beautification - Project includes building and/or providing new bus stop shelters within the City of Wilmington for high volume bus stop locations.

Christiana Crescent Elevators - This project will upgrade or rehabilitate the elevators at the Christiana Crescent Parking Garage in Wilmington. This project is a two and a half story parking facility on the Water Street surface lot. It provides over 400 parking spaces in a secure location adjacent to the Wilmington Train Station. The building matches the architecture of the historic Train Station and will also provide easy access and pedestrian amenities.

Wilmington Transit Center - This project is being conducted pursuant to a public-private agreement to be entered into between Delaware Transit Center, an operating division of DelDOT, and Transit Center LLC in accordance with Delaware Code, Title 2, Chap. 20 Public-Private Initiatives Program in Transportation. The proposed project is the construction of the Wilmington Transit Center on State-owned land east of Walnut Street and North of Front Street in Wilmington. The selected private entity would, at their expense, design, build, maintain and operate a parking and transit facility. As part of this agreement, DTC would be provided with bus bays in the parking structure, an area for bus staging, accommodations for future electric bus recharging, bus operator facilities, public kiosks for transit ticketing/information, rental car parking and additional public parking availability.

**JUSTIFICATION:** Meet the short term and long term goals of transit services including those identified by the Wilmington Transit Moving Forward report.



**County:** New Castle  
**Investment Area:** Core  
**Municipality:** City of Wilmington  
**Funding Program:** Transit Management  
**Functional Category:** FY 2013



Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
City of Wilmington Bus Stop Beautifications Christiana Crescent Elevators	C	500.0	336.9	-	-	-	-	-	-	-	-	-	-	-	336.9	-
	CE	50.0	0.5	-	-	-	-	-	-	-	-	-	-	-	0.5	-
	C Contingency	516.0	-	-	-	-	-	-	-	-	-	-	-	-	415.0	-
Wilmington Transit Center	PE	320.0	195.8	-	-	-	-	-	-	-	-	-	-	-	195.8	-
	ROW	500.0	73.7	-	-	50.0	-	-	-	-	-	-	-	-	73.7	-
	C	18,100.0	1,550.0	-	6,500.0	-	-	10,000.0	-	-	-	-	-	-	11,600.0	-
<b>Total</b>		<b>20,420.0</b>	<b>2,571.9</b>	<b>-</b>	<b>-</b>	<b>50.0</b>	<b>-</b>	<b>10,000.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>12,621.9</b>	<b>-</b>

## LOCAL

# WILMAPCO plan earmarks \$83 million for Cecil

By **BRAD KRONER**  
bkroner@chespub.com

**DELTON** — Under a draft of the Wilmington Area Planning Council's (WILMAPCO) transportation improvement program for the years 2018-2021, Cecil County is set to receive \$82.5 million in federal dollars over four years. WILMAPCO is a regional planning group selected by the United States Department of Transportation to allocate federal funds to local projects. Its focus areas include New Castle County, Del., and Cecil County.

Every year, WILMAPCO develops and revises a transportation plan to organize how federal dollars will be spent, based on the needs of the member counties. The plan is constantly in flux, with more dollars coming in each year for future projects in years ahead.

Bill Swiatek, a senior WILMAPCO planner, explained that the transportation plan is continually revised and updated as funding is identified.

"It's updated every year, and it's amended throughout the year as funding becomes available," Swiatek

said. "It's very much a living document."

The transportation plan is undergoing a public comment period, which is open through Sept. 13. A public workshop will be held from 4 to 7 p.m. Sept. 13 at the Newark, Del., Free Library.

As it is still going through public comment, the plan is not yet finalized.

As drafted, WILMAPCO's 2018-21 transportation plan totals at \$2.4 billion over four years, with \$739,000 coming in fiscal year 2018. Cecil County receives the smallest portion of those funds, receiving \$82.5 million over four years and \$25 million in fiscal year 2018.

The entirety of Cecil County's allocation is budgeted for the preservation



CECIL WHIG PHOTO BY JESSICA MANNETTA  
The Route 272 bridge over Amtrak lines in North East is one of the Cecil County projects that will receive funding through WILMAPCO.

and management of existing roads and bridges. "It's going to areawide projects," Swiatek said. "Most of the money is going to areawide projects, that's there in case That's got a nice pot of money there."

One expansion project — a maintenance facility for the MARC commuter line — is listed in the document, but the line item includes no funding, due to the state of Maryland deferring its funding for the project to fiscal year 2023.

"The MARC facility project doesn't have any funding," he said, noting that it remains a priority for WILMAPCO. "That project has kind of stalled."

The budget also lacks funding for the Susquehanna River bridge project "which has been studied, but funding for that hasn't been identified yet."

Because of Cecil County's rural identity, the focus is on preserving roadways, instead of expanding them, Swiatek said.

"Cecil County's a pretty rural county and most parts of the county don't need a lot of extension projects," Swiatek said. "They just sort of need to keep the system preserved as it currently is."

The biggest chunk of the county's funding, \$28 million, is earmarked for resurfacing and rehabilitation of the county's roads. The plan also includes \$20 million for "spot improvements" and safety enhancements for roads.

"Typical projects are ramp and intersection modifications, sight distance and small drainage improvements, climbing lanes, and localized widening," according to WILMAPCO's website.

These projects are being completed areawide, with no specific bridges or roads being listed on the plan under this line item.

Overall, \$13 million is budgeted for areawide bridge replacements and rehabilitations and \$12 million is budgeted for environmental projects, which include noise barriers, wetland mitigation, landscaping and other beautification efforts. The rest of the funds are split between congestion management, bridge painting and urban street reconstruction.

Two specific projects are listed in the plan in fiscal year 2018.

The Route 272 Bridge over Amtrak lines is set to receive \$1.6 million in fiscal year 2018, the final year of the project. Last year, the project received \$5.9 million.

The project "will replace the existing bridge with a new structure," according to WILMAPCO's interactive project map. "New bridge will be wider to accommodate improved sidewalks and bicycle facilities and higher to accommodate double-stacking of freight rail and future railroad expansion."

After receiving \$1.8 million last year, the Route 222 bridge over Rock Run is receiving \$38,000 in fiscal year 2018, the last year of the project. No description of this project is given on WILMAPCO's website.

The state of Delaware is earmarked to receive the biggest sum, receiving \$1.3 billion over the four years and \$362 million in fiscal year 2018. New Castle County will receive \$1 billion, with \$351 million in year one.

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## Wilmington Area Planning Council lists upcoming transportation projects

▲ Alex Vuocolo ○ July 26, 2017 ● 0 Comment



The Wilmington Area Planning Council released a draft list of \$2.4 billion in upcoming transportation projects in New Castle and Cecil counties for public review

and comment.

The list is a part of the Transportation Improvement Program, a federally required plan for transportation projects in the region.

Forty six percent of the funds will go to existing infrastructure, according to a press release from the planning group, which aligns with the Wilmington Area Planning Council's goal of preservation first.

Major projects include:

### Transit

- New rail and bus transit centers in Newark, Claymont, and Wilmington
- Bus transit park & rides near Christiana Mall and Middletown

### Road

- Bridge preservation and safety projects in Cecil and New Castle counties
- Highway projects including I-295 westbound and US 301
- Multimodal projects including US 40, Elkton Road, southern New Castle County roads, and City of Wilmington streets

### Bicycle and Pedestrian

- New Castle-Wilmington Jack Markell Trail completion
- Pedestrian improvements on US 13 and US 40

The Delaware Department of Transportation and the Wilmington Area Planning Council will hold a public workshop on Monday, September 11, from 4 to 7 p.m. at the Newark Free Library.



**Delaware is the best state for incorporating**  
by John Williams



**Achieving Success Along the Customer Journey**  
by David Brond



**I'll have an order of good business sense with a side of passion please**  
by Steve Torpey

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The third public hearing in conjunction with both Sussex County and Salisbury/Wicomico MPO from 4 to 7 p.m. Sept. 27 at DelDOT's South District Administration Building-Conference Room, 23697 Dupont Blvd., Georgetown. Project information will be displayed, and opportunities for discussion with DelDOT and county and MPO representatives will be available.

Interested persons are encouraged to express their views in writing, giving reasons for support of or in opposition to the proposed projects. Comments will be received during the public hearing or can be mailed to DelDOT Community Relations, P.O. Box 778, Dover, DE 19903.

For more, call 800-652-5600 or 760-2080.



# Delaware transportation plan includes \$288 million for transit, \$1.3 billion for roads

Karl Baker, The News Journal | Published 10:19 a.m. ET Aug. 29, 2017 | Updated 11:04 a.m. ET Aug. 29, 2017

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(Photo: SUCHAT PEDERSON/THE NEWS JOURNAL)

Delawareans have two weeks left to comment on the state's multibillion-dollar transportation plan that will govern infrastructure spending for the next three years.

It includes \$219 million for bridge maintenance, \$281 million for the U.S. 301 tollway and its debt, and dozens of smaller transit and road projects that form the backbone of the state's transportation network.

STORY: [DeIDOT awarded federal funds for Blackbird Bridge project \(/story/news/2017/08/04/delidot-awarded-federal-funds-blackbird-bridge-project/539859001/\)](#)

STORY: [Attorney General Matt Denn will not seek re-election \(/story/news/2017/08/28/attorney-general-matt-denn-not-run-re-election/608751001/\)](#)

The Wilmington Area Planning Council, or WILMAPCO, released this summer its [latest revision of the planning document \(/http://www.wilmapco.org/Tip/fy2018/fy2018tipdrafta.pdf\)](#), which it calls the 2018-21 Transportation Improvement Program.

It will hold a public meeting from 4 to 7 p.m. on Sept. 11 to share the plan, and to receive comments. The meeting will occur at the Newark Free Library, located at 750 Library Ave.

Individuals also can email the planning organization with comments at [wilmapco@wilmapco.org](mailto:wilmapco@wilmapco.org).

WILMAPCO is the designated metropolitan planning organization for New Castle and Cecil counties. It is an entity mandated by the federal government to decide where to invest dollars from the U.S. Department of Transportation.

Within the latest draft of the Transportation Improvement Program is \$1 billion for projects exclusively in New Castle County, \$1.3 billion for Delaware statewide projects, and \$83 million for Cecil County.

More than half of the dollars are dedicated to road projects only, and include maintenance work on existing roads and the expansion of others.

The latest plan calls for \$15 million worth of cuts to the enormous U.S. 301 tollway, which is remaking the face of southern New Castle County ([/story/news/2016/08/10/us-301-quickly-becoming-reality-near-middletown/88388458/](http://story/news/2016/08/10/us-301-quickly-becoming-reality-near-middletown/88388458/)). The estimated cost of the 14-mile expressway was \$470 million when construction began last year.

A WILMAPCO official on Tuesday was not immediately available to comment.

Contact Karl Baker at [kbaker@delawareonline.com](mailto:kbaker@delawareonline.com) (<mailto:kbaker@delawareonline.com>) or (302) 324-2329. Follow him on Twitter @kbaker6.

# HAVE A SAY IN HOW YOUR TRANSPORTATION DOLLAR\$ ARE SPENT

## WILMAPCO's Transportation Improvement Program (TIP) funds the region's transportation projects.

The TIP represents the first 4 years of your region's long-range plan, and prioritizes and documents planned projects including roads, buses, rail, bicycle and pedestrian improvements.

### How can you participate?

- Stay informed—sign up for our monthly e-news and quarterly newsletter by visiting or calling 302.737.6205
- Attend public meetings or invite us to speak to your group. Two TIP workshops are held each year. In addition, WILMAPCO, DelDOT and MDOT host many public events on individual plans and projects
- Call us or E-mail comments to



## WHAT'S NEW: Draft TIP is available for comment from July 24—September 13, 2017

- **NEXT PUBLIC WORKSHOP: SEPTEMBER 11, 2017**  
Visit between 4—7 p.m.,  
Newark Free Library  
750 Library Ave, Newark, DE 19711
- Contains \$2.4 billion in road, transit, rail, multimodal & bicycle/pedestrian projects
- Contains 10 percent more funding than the TIP approved in March 2017
- Simplifies document by consolidating minor bridge and safety projects
- Emphasizes preservation first, with 46 percent of funds used to maintain existing infrastructure
- Transit improvement highlights—
  - New rail and bus transit centers in Newark, Claymont and Wilmington
  - Bus transit park & rides near Christiana Mall and Middletown
- Road improvement highlights—
  - Bridge preservation and safety projects in Cecil and New Castle counties
  - Highway projects including I-295 westbound and US 301
  - Multimodal projects including US 40, Elkton Road, southern New Castle County roads, and City of Wilmington streets
- Bicycle and pedestrian highlights—
  - New Castle-Wilmington Jack Markell Trail completion
  - Pedestrian improvements on US 13 and US 40



SEE INSIDE FOR PROJECT MAP



### DRAFT Major Projects in FY 2018-2021 TIP

With over \$2 billion funding in Delaware and over \$100 projected in Maryland

- Preservation
- Management
- Expansion

Page 1

### Inset



APR 2017 (2017) | Comprehensive Supplemental Program | DRAFT AMENDMENTS

Approved for the 2017 Supplemental Program | Approved for the 2017 Supplemental Program | Approved for the 2017 Supplemental Program

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APR 2017 (2017) | Comprehensive Supplemental Program | DRAFT AMENDMENTS

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# MIDDLETOWN TRANSCRIPT

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## **Department of Transportation announces public hearings**

**By Submitted News**

Posted Sep 7, 2017 at 7:30 PM

The Delaware Department of Transportation encourages the public to participate in the development of the state's six-year Capital Transportation Program for fiscal 2019-24 and each of the counties' four-year Transportation Improvement Program for fiscal 2018-21 by attending public hearings in September.

The public hearings are jointly sponsored by the Council on Transportation, the Delaware Department of Transportation, Wilmington Area Planning Council, Dover/Kent County Metropolitan Planning Organization, Sussex County and Salisbury Wicomico MPO.

The hearings provide an opportunity to review current and suggested transportation projects. The hearings also include capital investments for DART First State public transit and will be used to satisfy the public involvement requirements of Federal Transit Administration Section 5307.

The public hearings will be held in an open format with a court reporter available to take public comments. Interested persons are encouraged to submit written comments during the public hearing process.

The first public hearing will be held in conjunction with the Wilmington Area Planning Council from 4 to 7 p.m. Sept. 11 at the Newark Free Library, 750 Library Ave. Project information will be displayed, and opportunities for discussion with DelDOT and WILMAPCO representatives will be available.

The second public hearing will be held in conjunction with Dover/Kent County MPO from 4 to 7 p.m. Sept. 19 at the Camden Town Hall, 1783 Friends Way. Project information will be displayed, and opportunities for discussion with DelDOT and MPO representatives will be available.

**From:** [rnovakoff@wilmapco.org](mailto:rnovakoff@wilmapco.org)  
**To:** [Randi Novakoff](#)  
**Subject:** A comment from CHARLIE WEYMOUTH  
**Date:** Thursday, August 24, 2017 2:15:10 PM

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A form has been submitted on August 24, 2017, via: <http://www.wilmapco.org/tip/comment/> [IP 71.175.243.236]

TIP

Your Name CHARLIE WEYMOUTH  
Email CWWEYMOUTH@AOL.COM  
Address 1827 LOVERING AVE.

Type  
Comment  
Here

Jim Corbett ! I have done a "once through" of subject paper and offer the following comment:  
Your offered comments at the WILMAPCO orchestrated Hockessin Fire Hall gathering attended the needed broader structure on a Regional/National of interconnecting systems and a prime necessity of the interstate roads as critical to trade/commerce----well be such. I had hoped your following paper would further elaborate on possible greater efficiencies in marine transit, particularly (following your forwarded paper) deep draft accommodation----at least to Delaware City. Responding to further inquiry, I received subject paper which concentrates on comparative analysis of the National feeder road system to selected key Port nexus.  
Noting your earlier focused experience concerning Ports while with the College of Marine Sciences, alerts me that WILMAPCO, by inviting your recent presentation, invites a mis conception that straightening out the subject critical interstates would be to primarily accommodate the drastically increased truck traffic to the expanded Port(s). To the contrary, the urgent need to protect and improve these specific routes has been ongoing for at least forty years. As recent as ten years ago, resolution had been found in forming a preferred route along SR 7. Further, serving on a Comprehensive Plan sub committee, it was my given advice to allow no further directly adjacent commercial /retail along this route, while well knowing that small retail within PUDs had failed. Ongoing, during this period, I had strongly recommended restricting access to existent/proposed interstates and devices be found to form necessary secondary road. Ed O'Donnell tried to found interconnecting the residential subdivisions as a relief----met by little enthusiasm. And the required Secondary system presented in the first Comprehensive Plan, within a year after and following, had been de nuted (via "District" Plans.) Instead, pro Developer influence has allowed un mitigated residential growth with the near entirety of infrastructure growth to be absorbed by the State or the Feds ( WILMAPCO presence usually predicts approval to more suckling of Federal money.) Millions, historically, have been poured into Rt. 41--- by passing old 41 thru Hockessin, lowering major hills, relocating retail, widening at limited points, and, of course, a

profusion of signal lights to further accommodate residential growth access.

Assignment of financial responsibility, hopefully local to the Developer, must be found. Corrupt politics is profuse.

Providing thru WILMAPCO, this "Community" Advisory Committee is but one more delay tactic----proven so often as found with the Rt.301 rerouting, the North Claymont Master Plan, etc. One has to wonder how much organized labor has had to play in all of this.

What, for these alternative routes, resolution is already being pursued. And, as for corrective matters, is the State being placed in further debt? Immediately, stop all the discretionary TIP outlays, and make the locals keep their own house clean.

Best---- Charlie Weymouth, AIA

**From:** [Butch](#)  
**To:** [Heather Dunigan](#); [Daniel Blevins](#); [Randi Novakoff](#); [Bill Swiatek](#); [Tigist Zegeve](#)  
**Subject:** Idea for better traffic in NCC  
**Date:** Monday, September 11, 2017 4:33:43 PM

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Hi Team,

I heard your ad on WDEL today. Went to the site to give my input but a quick look did not find a place to give it. So, here we are.

Much of the traffic on I-95 goes from the toll both to the Delaware Memorial Bridge. I think it is high time we put in an elevated highway just for that traffic. It could have emergency on/off ramps for state vehicles but otherwise it should deliver them right to NJ.

Thanks for listening.

Butch Dunn

**From:** Daniel Blevins  
**To:** Heather Dunigan; Randi Novakoff  
**Subject:** FW: WILMAPCO MEETING ON SEPT.11TH FROM 4 TO 7 P.M.  
**Date:** Friday, September 08, 2017 11:01:14 AM

---

Not exactly a public comment, but FYI.....

**From:** Dave Gordon [mailto:da.gordon77@gmail.com]  
**Sent:** Thursday, September 7, 2017 7:25 PM  
**To:** Daniel Blevins <dblevins@wilmapco.org>; Cohan, Jennifer (DeLDOT) <jennifer.cohan@state.de.us>; Jerry.Lovell@state.de.us; Freil, Bud (DeLDOT) <bud.freil@state.de.us>; Boyce, Drew (DeLDOT) <drew.boyce@state.de.us>; Tudor, Mark (DeLDOT) <Mark.Tudor@state.de.us>; Hall-Long, Bethany (Lt Governor) <bethany.hall-long@state.de.us>; Tigist Zegeye <tzegeye@wilmapco.org>; Bentz, David (LegHall) <david.bentz@state.de.us>; Bryan Townsend <bryan.townsend@gmail.com>; Short, Bryon (LegHall) <Bryon.Short@state.de.us>; BriggsKing, Ruth (LegHall) <Ruth.BriggsKing@state.de.us>; Cloutier, Catherine (LegHall) <Catherine.cloutier@state.de.us>; Majeski, Nicole (DeLDOT) <Nicole.majeski@state.de.us>; McBride, David (LegHall) <david.mcbride@state.de.us>; Sokola, David (LegHall) <David.Sokola@state.de.us>; Wilson, David L (LegHall) <David.L.Wilson@state.de.us>; Tackett, David <dlackett@nccde.org>; Osienki, Edward (LegHall) <edward.osienki@state.de.us>; Smith, Melanie G (LegHall) <Melanie.G.Smith@state.de.us>; Hocker, Gerald (LegHall) <Gerald.Hocker@state.de.us>; Hudson, Deborah (LegHall) <Deborah.Hudson@state.de.us>; Marshall, Robert (LegHall) <robert.marshall@state.de.us>; Ramone, Michael (LegHall) <michael.ramone@state.de.us>; Michael.Mulrooney@state.de.us; Miro, Joseph (LegHall) <joseph.miro@state.de.us>; Walsh, John (LegHall) <John.Walsh@state.de.us>; Meyer, Matthew <mmeyer@nccde.org>; Hartley-Nagle, Karen <kmhartley-nagle@nccde.org>; Hall, Richard <rehall@nccde.org>; McDowell, Harris (LegHall) <Harris.Mcdowell@state.de.us>; Cartier, John <jjcartier@nccde.org>; jj.johnson@state.de.us; Williams, Kimberly (LegHall) <kimberly.williams@state.de.us>; Janet Kilpatrick <jkilpatrick@nccde.org>; gsmiley326@verizon.net; Bell, James <jwbell@nccde.org>; Powers Jr., William <wepowersjr@nccde.org>; Weiner, Robert <rsweiner@nccde.org>; Timothy Sheldon <tpsheldon@nccde.org>; Diller, Elisa <ediller@nccde.org>; Woods, Kenneth <krwoods@nccde.org>; Ken Woods <kwoods@lu19.com>; Greg.Lavelle@state.de.us; gary.simpson@state.de.us; senator-colin@prodigy.net; Gordon, Caitlyn (LegHall) <Caitlyn.Gordon@state.de.us>; Street, Jea <jpstreet@nccde.org>; Schwartzkopf, Peter (LegHall) <Peter.Schwartzkopf@state.de.us>; Hollins, Penrose <phollins@nccde.org>; john.kowalko@state.de.us; Viola, John (LegHall) <John.Viola@state.de.us>; valerie longhurst <Valerie.longhurst@state.de.us>; Krista\_Brady@coons.senate.gov; Bob K <tennisnut57@comcast.net>  
**Subject:** WILMAPCO MEETING ON SEPT.11TH FROM 4 TO 7 P.M.

Hello All

This is a reminder that DELDOT ENGINEERS will be at the meeting on Monday Sept. 11th@ the Newark Free Library@750 Library Ave., just off Main Street in Newark. This will be your chance to review the list of the projects that DELDOT & WILMAPCO will showcase on display. There are at least \$1 billion dollars of your money being spent to hopefully improve getting around in our State.



I've attended some of the meetings over the years and it's been tough to nail DELDOT down, on any particular project. The reasons are complicated. Money and politics prove to be problem. DELDOT can't fund all of the projects and politicians retire , get voted out, or sometimes have ran the course and cannot run again do the length of their terms: such as Governors.

The reason I'm going to attend this particular meeting is to find out when DELDOT and our new Governor can fix ROUTE ONE, near the Christiana Mall. It should not be tough to figure this out. The funds were there to get the new sections done a few years ago, and it should have been "NO BRAINER", that you have to continue on with next phase as soon as that one was complete. The problems didn't go away, they only got worse.

I'm urging all of you to do your part and write to GOVERNOR JOHN CARNEY and JENNIFER COHEN of DELDOT, to sit down and make this a priority to fix this area now. I've lived in DELAWARE my whole life and we have lived in EDGEBROOKE the past 40 years. We have been promised many designs and stories by every politician that have served in our area and every past leader of DELDOT, that they are going to fix this thing.

The same thing has occurred down state on ROUTE ONE in REHOBOTH. We need big improvements down there as well.

Regards

David A. Gordon  
1 EDGEBROOKE WAY  
NEWARK, DELAWARE 19702



TIP/CTP  
September 11, 2017

## Welcome.... Please sign in.

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TIP/CTP  
September 11, 2017

# Welcome.... Please sign in.

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# Welcome.... Please sign in.

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TIP/CTP  
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Name	Organization (If Applicable)	Address	E-mail
J. Stevens	—	23 Chatham Ln Apt. B. Newark DE 19717	
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# Transportation Improvement Program

Welcome to the Wilmington Area Planning Council's public meeting on the Transportation Improvement Program, hosted in partnership with DelDOT. Your comments will be an important source of information for WILMAPCO to consider when identifying priority projects.

**1. Which proposed project(s) do you like the best?**

Claymont Train Station, I-95/SR273, SR7 widening at Christina Mall

**2. Do you have comments or suggestions about any proposed projects? Please explain.** *None*

Newport Train station, Third track Wilmington-Edgemere, Improved light timing on Old Balt. Pike  
SR 273 - SR 896

**3. What other projects should we consider in the future?**

**4. Other comments (Please continue on back if needed):**

**5. How did you hear about this meeting? (check all that apply)**

- Workshop flyer
- Newspaper
- Read in e-news/newsletter
- Radio
- WILMAPCO or DelDOT website
- Facebook
- Other Twitter

**Contact Information**

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**Thank you for your participation!**

Please turn in before you leave or fax to (302) 737-9584, mail to WILMAPCO, Suite 100, 850 Library Avenue, Newark, DE 19711, or visit our web site at [www.wilmapco.org/tip](http://www.wilmapco.org/tip). Call (302) 737-6205 if you have any questions.

# Transportation Improvement Program

Welcome to the Wilmington Area Planning Council's public meeting on the Transportation Improvement Program, hosted in partnership with DelDOT. Your comments will be an important source of information for WILMAPCO to consider when identifying priority projects.

**1. Which proposed project(s) do you like the best?**

I really like the proposal to fix the I-95 South to DE-273 WPST movement. A light is desperately needed to remove that extremely busy weave. I also like the proposal to remove the diagonal stretch of road from near the Wilmington train station.

**2. Do you have comments or suggestions about any proposed projects? Please explain.**

The South Main/Elkton Road project in Newark seems weird. I don't go through that area a whole lot so I don't know how bad traffic really is there, my bigger issue is with stoplight timing there. I've personally found that traffic looks fine there.

**3. What other projects should we consider in the future? <sup>East</sup>**

I would like to see bicycle improvements on Main Street in Newark, ~~predominantly~~. I also would like to see an improvement to the I-95/DE-896 interchange. It has a similar problem to I-95/DE-273. However it also has backups for several miles onto I-95<sup>SOUTH</sup> because of the loop from ~~to~~ I-95 South to DE-896 South. Not sure if US-301's Improvement/expressway will help with that.

**4. Other comments (Please continue on back if needed):**

Also, would it be possible to expand DE-1 South to two lanes after Exit 156?

**5. How did you hear about this meeting? (check all that apply)**

- Workshop flyer
- Newspaper
- Read in e-news/newsletter
- Radio
- WILMAPCO or DelDOT website
- Facebook
- Other Bike Newark, Heather Dunigan

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# Transportation Improvement Program

Welcome to the Wilmington Area Planning Council's public meeting on the Transportation Improvement Program, hosted in partnership with DeIDOT. Your comments will be an important source of information for WILMAPCO to consider when identifying priority projects.

**1. Which proposed project(s) do you like the best?**

- Newark Train Station
- Claymont Regional Trans. Center
- Cedar Lane Rd and Marl Pit Rd Intersection Improvements

**2. Do you have comments or suggestions about any proposed projects? Please explain.**

- Braschus Lane project - should retain multimodal aspects and should also not adversely affect Eden Park (maybe some truck signage could prevent this)
- Potential bottleneck at Casho Mill Road project

**3. What other projects should we consider in the future?**

- more roundabout projects
- Road diets were feasible
- multimodal projects

**4. Other comments (Please continue on back if needed):**

- Consider ESVE (Electric Vehicle Supply Equipment) at Newark Train Station and Claymont Transportation Center.
- Restore Truck stop electrification (TSE) sites off I-95 and Smyrna - let us partner with you! 😊

**5. How did you hear about this meeting? (check all that apply)**

- Workshop flyer  
  Newspaper  
  Read in e-news/newsletter  
  Radio  
 WILMAPCO or DeIDOT website  
  Facebook  
  Other \_\_\_\_\_

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## DRAFT

# New Castle County Bicycle Master Plan - Scope of Work

## Introduction

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### Purpose

WILMAPCO staff will lead the development of a New Castle County Bicycle Plan, in coordination with New Castle County, the Delaware Department of Transportation (DelDOT), municipalities, cyclists and other stakeholders to establish recommendations for improved safety, access and comfort of bicycling, prioritization of infrastructure improvements, and identification of programs and policies for education, enforcement and encouragement in New Castle County.

The Plan will identify and prioritize suggested bicycle facilities through public feedback and past planning, including:

- 2017 Blueprint for a Bicycle-Friendly Delaware – A Statewide Policy Plan
- 2005 Delaware Bicycle Facility Master Plan
- First State Trails and Pathways Projects
- Municipal and County comprehensive plans and bicycle plans
- Subregional and corridor transportation plans
- Future of Trails & Pathways in Northern Delaware Coalition

Finally, the Plan will provide bicycling recommendations for incorporation into the 2019 WILMAPCO Regional Transportation Plan.

### Objectives

Identify bicycle transportation network.

- Provide access within ¼ miles of network for all residents.
- Focus on community destinations as points of access.
- Identify key gaps and areas of safety concern.
- Consider needs of all population groups, including active recreation and transportation needs.

Identify measures to provide equitable bicycle access to transit.

- Recommend bus stop locations where adequate and secure bicycle parking should be provided.
- Identify safe and convenient bicycle routes to and from transit stations and stops.

Encourage adequate and secure bicycle parking and other end-of-trip facilities at all major trip destinations.

- Review bicycle parking requirements in zoning codes and recommend revisions as needed.
- Identify locations where bicycle parking should be provided.

Improve safety for bicycling through design, maintenance, and enforcement practices.

- Recommend safe design and maintenance best practices for all bikeways and shared-use facilities, including lighting and signage. Identify strategic / critical locations for bicycle wayfinding (e.g. high-priority routes or complex/confusing areas)
- Recommend measures to support enforcement of the rights and responsibilities of bicyclists. Target violations that cause the most injuries and fatalities for selective enforcement.

- Identify possible resources for training to local enforcement agencies.
- Develop signage and promotional programs aimed at motor vehicle drivers to improve awareness of the needs and rights of bicyclists.

Incorporate bicycle elements into land use and development planning.

- Consider bicycle accommodations in local development review procedures, and encourage incentives for bicycle accommodations.
- Integrate the consideration of non-motorized facilities into all planning, design, construction, and maintenance activities of transportation or public works departments.

Establish collaborative strategies to collect and share data.

- Work with DeIDOT and other partners to identify locations for bicycle counts
- Work with DeIDOT and other partners to create and maintain a user-friendly experience that includes analog/digital mapping products, the updating of implementation information, and data sharing available for advocates, agencies, and users.

Develop implementation plan.

- Prioritize recommended infrastructure projects, programs and policies for implementation.
- Identify funding programs for implementation.
- Continue to expand community and agency involvement in bicycle activities.

## **Project Boundaries**

The plan will identify a bicycle network and recommendations for all unincorporated areas of New Castle County and its municipalities. The plan will incorporate the bicycle recommendations from prior planning completed in Newark and Wilmington.

# **Scope of Work**

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## **Draft Tasks**

- Project initiation and review of existing conditions
  - Identify existing programs and organizations
  - Identify stakeholders and form advisory committee
  - Review existing conditions including plans and policies, facilities, crashes, and gaps.
- Goals and objectives
  - Work with advisory committee to develop goals and objectives, including public outreach.
- Recommended bicycle network
  - Recommended bicycle network including low-stress on street and off road facilities.
  - Identify design best practices and innovations.
- Programs and policies. Identify suggested bicycling programs and policies that address:
  - Maintenance
  - Parking and other support facilities
  - Transit connections
  - Cross-community connections
  - Safety and enforcement
  - Equitable access
  - Land use development
  - Education

- Encouragement
- Prioritization, funding and implementation
  - Identify recommended prioritization process.
  - Prioritize projects recommended for the bicycle network.
  - Identify existing and suggested resources to fund and support the Plan's implementation.
- Evaluation
  - Identify performance measures for inclusion in the Regional Progress Report.

## Draft Schedule



## Advisory Committee and Community Involvement

The development of this Plan will be guided under the direction of an Advisory Committee that will represent a variety of stakeholders and agencies needed to implement the Plan, such as county and state officials, municipalities, community groups, businesses, and citizens. The Advisory Committee will meet 4-6 times, provide advice on the development of the Bicycle Plan, and will be a conduit for public outreach.

The role of members includes the following:

- Assist in setting goals, strategies, and actions
- Assist in the bicycle network identification
- Identify important destinations
- Locate sites for bike parking
- Review maps and document drafts
- Assist with public outreach and supply leadership

The New Castle County Bicycle Plan will involve members of the public throughout the entire process, including planning and implementation of the bicycle system. Strategies include providing information through the WILMAPCO website and newsletters, attending community events and meetings, and seeking input through interactive mapping, surveys, workshops and the Advisory Committee. Over the course of the planning process, public feedback will be sought out through at least two or three public open-house workshops.