

**REGULAR COUNCIL MEETING
MAY 1, 2025**

The WILMAPCO Council meeting was held at WILMAPCO, 100 Discovery Boulevard, Suite 800, Newark, DE 19713 and virtually via Zoom.

1. CALL TO ORDER: Mr. John Sisson, Council Chair, called the meeting to order at 2:05 p.m.

2. ROLL CALL:

Members present:

John Sisson, Delaware Transit Corporation Chief Officer
Stephen O'Connor, representing Cecil County Executive, Adam Streight
Geoff Anderson, Maryland Department of Transportation Chief
Stephanie Johnson, representing Delaware Secretary of Transportation, Shanté Hastings
David Edgell, Office of State Planning and Delaware Governor's Appointee
David Culver, New Castle County Department of Land Use General Manager, representing
County Executive Marcus Henry
Kelly Williams, Public Works Commissioner, representing John Carney, Mayor of City of
Wilmington

Members absent:

Cecil County Municipalities
New Castle County Municipalities

Guests, Observers:

Austin Gray, Delaware Department of Transportation
Mike Kaszyski, PAC Chair
Shawn Kiernan, Maryland Department of Transportation
Tina Merrill, DNREC

Staff members:

Dan Blevins, Principal Planner
Leonard Bonarek, Senior Planner
Heather Dunigan, Principal Planner
Sharen Elcock, Executive Assistant
Elizabeth Espinal, Administrative Assistant
Dave Gula, Principal Planner
Bill Swiatek, Principal Planner
Jacob Thompson, Senior Planner
Dawn Voss, Outreach Coordinator
Tigist Zegeye, Executive Director

Minutes prepared by Elizabeth Espinal.

3. MINUTES:

ACTION: On motion by Mr. David Culver seconded by Mr. Geoff Anderson the Council approved the March 13, 2025, Council Meeting Minutes.

Motion passed.

(05-01-25-01)

4. PUBLIC COMMENT PERIOD:

None.

5. Nominating Committee Report for 2025-2026 Officers

Mr. Geoff Anderson reported that the Nominating Committee convened virtually and consulted with the current Chair and Vice Chair of the Council. Both individuals expressed their willingness to continue serving in their respective roles. Based on this, the Nominating Committee recommends their reappointment.

ACTION: On motion by Mr. David Culver seconded by Mr. Geoff Anderson the Council accept the Nominating Committee's recommendation, thereby reaffirming Mr. John Sisson as Chair and Mr. Stephen O'Connor as Vice Chair of the Council.

Motion passed.

(05-01-25-02)

COUNCIL MEMBERS' AND DIRECTOR'S REPORT:

6. Chairperson's Report:

Mr. John Sisson reported that DART's Spring Service schedule change will take effect on May 18th, with updated summer routes commencing in Sussex County. He also announced a hiring event scheduled for May 3rd at the DART offices in Wilmington, welcoming all individuals interested in becoming bus drivers. He emphasized that DART is continually seeking to hire additional drivers.

Council Member's Reports:

None.

7. Executive Director's Report – Ms. Tigist Zegeye shared the following report:

- On March 28th, staff attended both the Maryland MPO Roundtable and the National Planning Conference, which continued through April 1.
- On April 1st, WILMAPCO welcomed a new Senior Planner, Mr. Leonard Bonarek, a certified planner (AICP). Prior to joining WILMAPCO, Mr. Bonarek worked with engineering firms-and- with the Bicycle Coalition of Greater Philadelphia.
- On April 3rd, staff participated in the MASITE MPO Roundtable and attended the Salem Church Road Public Workshop.
- On April 10–11th, staff hosted an outreach table during the Safety Awareness event at Downes Elementary School in Wilmington.
- On April 15th, staff attended the New Jersey TransAction Conference.
- On April 17th, staff participated in Wilmington's Earth Day event.
- On April 21st, the East Elkton Plan Monitoring Committee met. The next meeting is scheduled for July 28.
- On April 29th, the second public workshop for the Maryland Route 272 Corridor Plan was held.
- On May 5th, the Ardens Transportation Plan Monitoring Committee will convene.
- On May 8th, the Southbridge Truck Bypass (SBTB) Feasibility Study will commence with a kickoff meeting.
- On May 14th, the final workshop for the Claymont Area Master Plan will be held.
- On May 15th, the Route 9 Master Plan Monitoring Committee will meet.
- On May 31st, staff will participate in the Open Streets event on New Castle Avenue.

Ms. Zegeye concluded with information regarding the March financial report -approximately 65% of the annual budget has been expended, with three months remaining in the fiscal year.

8. Public Advisory Committee (PAC) Report:

Mr. Mike Kaszyski reported that the PAC meeting was held on Monday, April 14th, with a quorum present. Five members attended in person, and three participated virtually. The meeting minutes were approved with some corrections noted.

As mentioned by the Executive Director, the committee was introduced to WILMAPCO's new Senior Planner. There were no public comments during the meeting; however, two guests were in attendance. Mr. Dave Gula delivered the Executive Director's Report, which included discussion of the upcoming Churchman's Crossing Workshop scheduled for May 12th.

The PAC took formal action on the public outreach component of the draft Fiscal Year 2026 UPWP, following a presentation by Ms. Dawn Voss on the draft document. The committee also received three project presentations: the Maryland Route 272 Corridor Plan, the Augustine Cut-Off Multimodal Study, and the Kirkwood Highway Land Use and Transportation Plan.

Members raised numerous questions, particularly around issues of roadway connectivity, traffic flow improvements such as road diets and turn lanes, and safer bicycle infrastructure. Several members expressed strong concerns regarding bicycle safety and emphasized the need for improved configurations.

Additional recommendations were made referring to insights from previous studies. Mr. Kaszyski, for example, referenced past work he conducted related to the Augustine Cut-Off area, noting its potential relevance and value to the current study. Following these discussions, the meeting was adjourned.

Following the PAC report, Mr. Geoff Anderson inquired about the status of the three projects presented to the PAC. Mr. Mike Kasyski responded that the presentations provided updates on each project and noted that Mr. Dave Gula and other WILMAPCO planners could elaborate further.

Mr. Dave Gula explained that the Kirkwood Highway Study would be discussed at the current Council meeting but was not yet ready for Council action, as it would go to the Technical Advisory Committee first. The Augustine Cut-Off Multimodal Study, currently about two-thirds complete, is anticipated to come before the Council in September.

Mr. Bill Swiatek added that for the Maryland Route 272 Corridor Plan, a public survey is currently underway to gauge public perception of the proposed alternatives. A third public meeting is expected in early summer, with the goal of presenting the final recommendations to the Council, potentially in July.

9. Technical Advisory Committee (TAC) Report:

Ms. Tigist Zegeye reported that the TAC met on March 20th and, while there were no action items, the committee received several presentations. These included the Draft FY2026 UPWP, the Claymont Area Master Plan, the Kirkwood Highway Corridor Land Use and Transportation Plan, and the Maryland Route 272 Corridor Plan.

At the April 17th meeting, TAC addressed several matters, including updates from the AQS and the Nonmotorized Transportation Working Group. Four action items were approved: a

recommendation to adopt the FY2026 UPWP; certification of the Metropolitan Transportation Planning Process for FY2026; a recommendation to approve the Technical Scoring for Project Prioritization for the FY2027–2030 TIP; and a recommendation to amend the FY25-28 TIP to improve funding for the Belvidere Road improvements. The committee also received two presentations: an update on the First/Final Mile Freight Network Plan and the Rocky Run Feasibility Study.

ACTION ITEMS:

10. To Adopt the State/Local Cash Commitments for Fiscal Year 2026.

Ms. Tigist Zegeye explained that all federal transportation planning funds require a 20% match from state or local sources. While the match may be provided through either cash contributions or in-kind services, WILMAPCO has consistently relied solely on cash contributions, which she noted as a positive practice.

For Fiscal Year 2026, the full cash match commitment has been secured. From the State of Maryland, the contributions are provided by the Maryland Department of Transportation (MDOT) in the amount of \$15,856 and Cecil County providing \$15,856. From the State of Delaware, the match is composed of \$808,118 from DelDOT, \$31,500 from New Castle County, and \$11,796 from the City of Wilmington.

Although the WILMAPCO TAC did not take action on this item, the Committee reviewed the resolution at its April 17th meeting. WILMAPCO staff recommends that the Council adopt the state and local cash commitment for Fiscal Year 2026.

ACTION: On motion by Mr. David Culver and seconded by Mr. Stephen O'Connor the Council adopts the State/Local Cash Commitment for Fiscal Year 2026.

Motion passed.

(05-01-25–03)

11. To Adopt the Draft FY2026 Unified Planning Work Program (UPWP).

Ms. Tigist Zegeye provided a summary of the FY2026 UPWP, which outlines the planning activities to be conducted by WILMAPCO during Fiscal Year 2026, along with associated costs. She noted that the budget amounts presented have not changed since the previous update and cover tasks ranging from general administration to monitoring and subregional studies.

She highlighted five new consultant-led projects included in the UPWP:

1. Intersection Control Evaluation and Alternative Screening in New Castle County – \$200,000
2. Logistics and Fulfillment Center Transportation and Environmental Impact Study for both counties – \$400,000
3. Delaware State Freight Plan Update – WILMAPCO's contribution to the statewide plan – \$75,000
4. New Castle County and Cecil County Sidewalk Gap Analysis – \$200,000
5. Southern New Castle County Growth Area Land Use and Transportation Plan – \$200,000

These projects account for \$2 million of the total \$4 million budget, meaning half of the funding is allocated to consultant work.

Ms. Zegeye also noted that the WILMAPCO PAC approved the public outreach component of the FY2026 UPWP at its last meeting. TAC recommended adoption at its April meeting. The draft UPWP was made available for public review from March 25 to April 25, receiving 140 web

visits and one formal comment. The comment came from Mr. Jamie Kendrick, a property owner and land use and transportation planning consultant, who suggested revisions to Section 1.26.13 on monitoring subregional studies.

In response, staff reviewed and updated that section where appropriate. Ms. Zegeye clarified that some of Mr. Kendrick's assertions may reflect more recent involvement, but that WILMAPCO has long supported planning in areas such as Cecil County, including efforts with Chesapeake City. Staff will issue a formal response to his comments.

Based on this process, the TAC recommended adoption, and staff likewise recommend that the Council adopt the FY2026 UPWP.

ACTION: On motion by Mr. David Culver and seconded by Mr. Geoff Anderson the Council adopts the Draft FY2026 UPWP.

Motion passed.

(05-01-25-04)

12. To Certify the Metropolitan Transportation Planning Process for Fiscal Year 2026.

Ms. Tigist Zegeye explained that, in compliance with federal requirements, WILMAPCO must certify its Metropolitan Transportation Planning Process. This certification verifies that the organization is fulfilling all necessary planning responsibilities, including maintaining a Long-Range Transportation Plan, a Congestion Management Process, a Unified Planning Work Program (UPWP), a Transportation Improvement Program (TIP), and implementing performance-based planning.

The certification must be signed by WILMAPCO and the Secretaries of Transportation from both Maryland and Delaware. While the PAC did not take action on the item, the Technical Advisory Committee (TAC) recommended approval at its April meeting. WILMAPCO staff also recommends that the Council adopt the certification.

ACTION: On motion by Mr. David Culver and seconded by Mr. Geoff Anderson the Council adopts the certification of the Metropolitan Planning Process for FY2026.

Motion passed.

(05-01-25-05)

13. To Approve the Project Prioritization for FY 2027-2030 Transportation Improvement Program (TIP).

Mr. Jake Thompson reported that development of the FY2027–2030 TIP is underway. One of the initial steps involves reviewing the current project list with partner agencies and updating the technical scores using WILMAPCO's project prioritization process, which was adopted by the Council in 2020. It was noted that statewide and preservation projects are not prioritized and therefore are excluded from this list.

Projects are scored based on a series of criteria, including air quality (reviewed by AQS), environmental justice, safety (measured by crash frequency and severity), social determinants of health, relevance to congestion management system corridors, mobility-challenged neighborhoods, the pedestrian prioritization network, freight bottlenecks, transportation investment areas, and local or private funding contributions. Each project is ranked by mode and overall technical score.

The TAC approved the technical scoring at its April 17 meeting, and AQS reviewed and concurred with the air quality scores at their April 3 meeting and via email. WILMAPCO staff recommends Council approval of the technical scoring.

Mr. Thompson then provided highlights of top-scoring projects by category:

- **Bicycle and Pedestrian Projects:**
 - Top-ranked: US 13 (US 40 to Memorial Drive pedestrian improvements), scoring 34 points and ranking first overall.
 - Other high-ranking projects include multimodal improvements along US 40 (US 13 to the Maryland line) and filling East Coast Greenway gaps between Churchman's Crossing and Newark.
- **Multimodal Projects:**
 - Top-ranked: US 13 southbound bus/bike/right-turn lane improvements (37 points).
 - Other notable projects include Wilmington reconnecting communities (4th Street, Walnut Street, Adams Street), and the SR 4/Harmony Road intersection improvements.
- **Road Projects:**
 - Top-ranked: US 40 and SR 896 grade-separated intersection (12 points), followed by SR 9 River Road area flood remediation and the Cedars Boulevard extension.
- **Transit Projects:**
 - Top-ranked: Newark Regional Transportation Center (18 points), followed by Newport Rail Station, Churchman's Crossing parking expansion, and the Claymont Station decommissioning.
- **Freight Project:**
 - A port-area truck parking facility near Wilmington scored eight points.

Mr. Thompson noted that projects not currently in the draft TIP may be added if additional funding becomes available. These would be drawn from the fiscally constrained aspiration list.

Mr. Bill Swiatek presented the CMAQ scoring, which uses a separate prioritization process based on the FHWA CMAQ Public Access System. This system ranks projects by their emissions-reduction benefits per dollar. High-ranking project types include idle-reduction initiatives, diesel retrofits, and intermodal freight improvements. Lower-ranked projects include subsidized transit fares.

CMAQ-eligible TIP projects were first sorted by emissions-reduction potential, then by air quality score, and finally by overall technical score. The top-ranked CMAQ project was the port-area truck parking facility, expected to include electrification features to reduce truck idling. Other high-ranking CMAQ projects included heavy vehicle replacements and train station upgrades in Newark and a new station in Newport, followed by roundabouts, transit amenities, and bike/pedestrian improvements.

Mr. David Culver asked whether pedestrian improvements along US 13 to US 40 and pathways near Route 9, specifically the Rosegate community, were covered by the US 13 pedestrian project.

Mr. Swiatek responded that the US 13 project is separate. However, the Route 9 Path Plan does include pathways serving the Rosegate area. Some elements of that plan are currently being

implemented through the TAP program at DelDOT, but significant additional funding is needed for full implementation.

Mr. Culver suggested inviting stakeholders from the Rosegate community to an upcoming Route 9 Monitoring Committee meeting, especially as plans progress to rebuild the nearby Rose Hill Community Center. He emphasized the community's strong interest in multimodal transportation options to support equitable and sustainable redevelopment.

ACTION: On motion by Mr. David Culver and seconded by Mr. David Edgell the Council approved the Project Prioritization for FY 2027-2030 Transportation Improvement Program.

Motion passed.

(05-01-25-06)

14. To Amend the FY 2025-2028 Transportation Improvement Program (TIP).

Mr. Jake Thompson reported that MDOT has requested an amendment to the FY2025–2028 TIP to add funding for the Belvidere Road Improvements Project, which was originally adopted in May 2024. While the project is currently listed in the TIP, it is not funded for the specified fiscal years.

The proposed amendment includes an additional \$420,000 in right-of-way funds, revising the financial allocations for FY2025 through FY2028. The justification for this amendment is based on projected traffic growth along Belvidere Road, where average daily traffic is expected to increase from 2,400 vehicles to approximately 18,400 vehicles by 2026 due to the development of the Belvidere Road Interchange.

The project previously received \$1,000,000 in planning and design funds, which were incorporated into the FY2023–2026 TIP through a prior amendment.

The TAC recommended endorsement of this amendment at its April 17th meeting. The AQS reviewed the amendment at its April 3rd meeting and confirmed that it does not trigger the need for a new air quality conformity analysis. WILMAPCO staff recommended approval.

ACTION: On motion by Mr. David Culver and seconded by Mr. Stephen O'Connor the Council approved the request to amend the TIP.

Motion passed.

(05-01-25-07)

PRESENTATIONS:

15. Rocky Run Feasibility Study

Mr. Dave Gula provided an update on the Rocky Run Underpass Feasibility Study, noting that significant progress had been made since the last presentation in November. The purpose of the study is to evaluate whether an existing three-cell culvert under Concord Pike at Rocky Run could be retrofitted to serve as a pedestrian underpass. This concept originated from the Concord Pike Master Plan and had since been supported by the Concord Pike Monitoring Committee, which views the project as a potentially expedited improvement compared to typical capital projects.

The proposal involves repurposing one of the three culvert cells for pedestrian use while ensuring trail connections to nearby networks would justify the associated costs. A key

consideration is the project's feasibility in connecting significant trail systems and maintaining stormwater capacity.

To support the analysis, a Technical Advisory Committee was assembled, including representatives from Brandywine Conservancy, who were simultaneously conducting a flood study along Brandywine Creek, and the University of Delaware's Water Resources Center, which provided supporting hydrological models.

Critical study components included:

- **Hydrologic and Hydraulic Analysis:** Assessing impacts of closing one cell on floodwater conveyance and upstream flooding. Modeling confirmed that even with one cell closed, the culvert still met standards for 50- and 100-year storm events, with roadway flooding avoided.
- **Safety and ADA Compliance:** Considerations included tunnel security, user safety, and Americans with Disabilities Act (ADA) compliance.
- **Alternative Designs:** Other options explored included at-grade crossings, a new pedestrian bridge over Concord Pike, or a newly constructed pedestrian tunnel. A comparison matrix showed the repurposed underpass as the most viable and cost-effective option.
- **Stakeholder Input:** Feedback from the February 10 public workshop revealed strong opposition to the pedestrian bridge option, citing ADA challenges and lack of user appeal. A recurring theme was the need to enhance existing at-grade crossings regardless of the final underpass decision.

Further hydrologic modeling addressed potential upstream flooding impacts, particularly on adjacent properties owned by Widener University. A solution modeled after a similar project in Arkansas was identified, involving a partial wall within the culvert cell to allow floodwater to pass during major storm events. Modeling showed this design significantly mitigated potential inundation risks and maintained safe stormwater flow. Widener University responded favorably to this refined approach.

A two-cell pedestrian configuration was considered but ultimately dismissed due to increased flood risk, limited headroom, and concerns about storm debris accumulation. The one-cell design with partial closure emerged as the recommended approach.

Connectivity remained a top priority. The National Park Service expressed strong support for the underpass, noting its potential to link the First State National Historical Park with the broader trail network. Similarly, coordination with New Castle County revealed potential connections to trails planned for the redeveloped Brandywine Country Club property, which will include residential areas, schools, and open space.

The study concludes that the underpass concept is feasible, with additional coordination and design refinements needed. WILMAPCO staff continue to work with stakeholders including Widener University and the National Park Service.

The final Advisory Committee meeting is scheduled for May 3rd, followed by a public workshop on June 2nd, where the study's findings and community feedback will be presented.

To view this presentation in its entirety please [click here](#). [13m.02s.].

Mr. Sisson inquired whether the proposed tunnel location was the most appropriate along Concord Pike and questioned whether user demand for crossing had been fully addressed.

Mr. Gula responded that the site is favorable due to its rare at-grade tunnel approach, enhancing visibility and safety, especially for female users. He emphasized that this location allows users to see through the tunnel before entering and could serve as a cost-effective interim solution before investing in a larger structure. While not inexpensive, it is less costly than building a new tunnel and would connect well to planned trail networks near Brandywine Country Club.

Mr. Blevins added that the site was one of five prioritized locations identified in the original Concord Pike Study, partly due to its proximity to the National Park and connecting trails. Woodrow Avenue was mentioned as another potential crossing point.

Mr. Gula noted that improvements are also recommended at the at-grade crossing at Rocky Run Blvd., which includes a nearby bus stop. Connectivity would need to be enhanced, particularly on the east side of Concord Pike, which currently lacks sufficient sidewalks.

Mr. Sisson raised concerns about long-term tunnel management.

Mr. Gula confirmed that while Woodlawn Trustees support the project, DelDOT would ultimately be responsible. DelDOT has been involved in advisory and monitoring roles and has shown no major objections thus far.

Mr. Culver asked about emergency access to the tunnel area.

Mr. Gula explained that a ramp system and nearby trailheads, including parking at Widener University and a hotel on Rocky Run Blvd., would support ADA-compliant access and emergency response.

Mr. Culver stressed that response time during emergencies must be a key consideration.

Mr. Blevins concluded that emergency access at this location is likely more efficient than in other regional trail systems like the Markell or New Castle trails.

16. First/Final Mile Freight Network Plan Update (NCC)

Mr. Dan Blevins provided an update on the New Castle County First/Final Mile Freight Study, an initiative originally launched in 2021 and now undergoing a timely update due to post-COVID shifts in e-commerce, land use, and freight demand. The study aims to identify localized freight network issues and propose actionable solutions, using updated tools and data to improve project prioritization and address freight movement challenges at the community level.

Mr. Blevins explained that while primary freight corridors are well documented, many of the emerging issues are occurring along local and collector roads, particularly those adjacent to residential areas where conflicts with non-motorized users, poor infrastructure, and geometric constraints are common. Examples were shown throughout New Castle County, highlighting turning radius issues, insufficient signage, drainage concerns, and access limitations in areas with rising freight activity.

New tools such as StreetLight Data have enabled more precise identification of truck routes and freight-generating land uses, including warehouses, manufacturing sites, and even food service businesses with high off-hour delivery volumes. The study identifies approximately 13.6 million square feet of warehouse space in various stages of planning or development across the county.

Case studies were presented, including:

- Robinson Blvd.: A narrow corridor with truck traffic routed through a residential area, presenting safety and access concerns.
- Middleboro Road/DMA Area: An area with fragmented roadway ownership, restricting truck access and raising land-use conflict issues.
- Old DuPont Road: Highlighted for lack of basic pavement markings and entryway infrastructure.

Promising infrastructure solutions were also cited:

- Sears Blvd.: Now included in the CTP for future improvements.
- SR4 and Harmony Road: Demonstrated effective design with truck aprons and protective intersection elements.
- Pigeon Point Extension: A potential new facility identified in previous studies, likely to serve future freight needs.

Mr. Blevins noted that field visits and technical screenings are ongoing, and the study is incorporating the best practices from other regions. A final draft report is expected to be completed and shared by May.

To view this presentation in its entirety please [click here](#). [10m.05s.].

Mr. Sisson noted that while large tractor-trailers are often the focus of freight discussions, mid-sized box trucks are increasingly present in residential neighborhoods. He highlighted that many public complaints are related not just to truck operations but also to where these vehicles are parked, often within local communities.

Mr. Blevins acknowledged this concern, stating that truck movements and parking are interconnected. He noted that many trucks pass through neighborhoods in route to parking locations, which can heighten community frustration. He emphasized that growing consumer demand for fast delivery plays a role in this dynamic. Mr. Blevins added that the freight study aims to identify potential areas for improved truck management and explore strategies to better protect neighborhoods. This includes considering ways to either accommodate or separate freight activity from residential zones, particularly where industrial uses are well-established and unlikely to be relocated.

17. Kirkwood Highway Land Use and Transportation Plan

Mr. Dave Gula provided a comprehensive update on the near completion of the Kirkwood Highway Land Use and Transportation Plan. The presentation summarized a two-year planning process, highlighting extensive public outreach; five workshops, and multiple advisory committee meetings with strong attendance, including approximately 440 participants overall.

The outreach notably included targeted engagement with the Hispanic community and emphasized challenges along the corridor, including high vehicle speeds, limited pedestrian safety, disconnected neighborhoods, and underutilized commercial spaces. Key goals of the plan include promoting walkability, bikeability, and redevelopment, while managing congestion and preserving effective transit operations.

The draft plan outlines 86 recommendations across eight categories, covering land use, economic development, roadway redesign, intersection improvements, transit access, pedestrian and bicycle infrastructure, and key redevelopment nodes such as Prices Corner and

Midway Shopping Center. Recommendations are organized into short-term (1–6 years), mid-term (7–14 years), and long-term (15+ years) actions, reflecting both timeline and cost.

The final report, expected in early June, will undergo public and Council review. Implementation strategies range from low-cost signal timing and pavement markings to major capital investments requiring future funding or grant support. The plan emphasizes balancing growth and accessibility while modernizing the corridor for all users.

To view this presentation in its entirety please [click here](#). [18m.22s.].

Mr. Sisson praised the team for the two-year planning effort and noted strong recommendations, particularly concerning parking, and redevelopment in that area. He added that the potential for reimagining Prices Corner had not initially occurred to him but now sees opportunity for future uses could include affordable housing or essential services.

Mr. Gula emphasized co-locating services like healthcare at transit hubs (e.g., Prices Corner) to improve access. He noted a need for improved pedestrian infrastructure, such as wider side paths, along high-traffic corridors.

Mr. Sisson observed that residents from the Hope Center frequently use the area as a day stop, indicating a shift in the function of traditional park-and-ride lots.

Mr. Blevins mentioned that the University of Delaware's IPA is studying better service access for aging populations. He highlighted underused space behind Prices Corner (currently used for truck parking) as a redevelopment opportunity.

Mr. Sisson advocated for aligning this plan with Public Works initiatives to implement short-term, fundable improvements.

Mr. Gula reported strong coordination with DelDOT traffic and planning. Some intersections may qualify for HSIP funds and further study under the UPWP.

Mr. Blevins expressed optimism that post-adoption and implementation could accelerate with support from engaged partners like Paul Moser of DelDOT's Active Transportation section.

INFORMATION ITEMS:

18. DelDOT's Administrative Modification Request Letters

ADJOURNMENT:

Meeting adjourned at 3:30 p.m.

ATTACHMENTS: (0)