

**REGULAR COUNCIL MEETING
NOVEMBER 14, 2024**

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, Chair, called the meeting to order at 1:00 p.m.

2. ROLL CALL:

Members present:

John Sisson, representing Delaware Transit Corporation
Geoff Anderson Maryland Department of Transportation Chief
Samantha Bulkilvish, representing David Edgell Office of State Planning and Delaware Governor's Appointee
Stephen O'Connor, representing Cecil County Executive, Danielle Hornberger
Pam Steinebach for DelDOT Secretary of Transportation, Nicole Majeski
Eric Thompson, Mayor of Elsmere, representing New Castle County Municipalities
Kelly Williams, Public Works Commissioner representing City of Wilmington Mayor, Michael S. Purzycki

Members absent:

Charlestown Commissioner, Cecil County Municipalities
New Castle County Executive

Guests, Observers:

Emily Bull, Maryland Department of Environment
William Goldman, Cecil County Planning Division
Robert Hicks, Public
Dan Janousek, Maryland Department of Transportation
Mike Kaszyski, PAC Chair
Shawn Kiernan, Maryland Department of Transportation

Staff members:

Dan Blevins, Principal 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 Ms. Kelly Williams seconded by Mr. Stephen O' Connor the Council approved the September 12, Council Meeting Minutes.

4. PUBLIC COMMENT PERIOD:

None.

COUNCIL MEMBERS' AND DIRECTOR'S REPORT:

5. Chairperson's Report:

Mr. John Sisson expressed his gratitude to WILMAPCO staff for hosting the recent peer exchange, which he described as a successful event. He provided updates from DART, noting that the fall service changes would take effect on Sunday, November 17. These changes include several significant updates discussed previously. Additionally, DART will introduce a February service adjustment to address challenges with running times on routes, a new initiative aimed at improving operational efficiency.

Council Member's Reports:

Mr. Stephen O'Connor provided an update from Cecil County, announcing an administrative transition effective December 2, with Mr. Adam Streight taking office as the new County Executive. He also extended his appreciation to WILMAPCO for their work on the 272 Corridor Study, which has progressed successfully. Mr. O'Connor reiterated the benefits of the recent peer exchange, commending Ms. Tigist and the WILMAPCO team for their efforts.

Ms. Pam Steinbach reported that the Council on Transportation is scheduled to meet again on December 10th. During this meeting, members will receive updates from the Secretary, a financial overview, and a review of the revised criteria for Capital Transportation Prioritization.

Mr. Dan Janousek shared that Mr. Shawn Kiernan has been appointed as the new technical committee representative for WILMAPCO. Mr. Kiernan brings extensive experience in environmental planning, having led efforts in carbon reduction programs and regional planning. Mr. Janousek noted that Sean will attend future technical committee meetings and that discussions about transitioning the chair position to him will take place when appropriate.

Ms. Samantha Bulkilvish provided a brief update regarding the Cabinet Committee's Data Analysis Workgroup. She highlighted that the next New Castle County meeting is scheduled for the upcoming Wednesday, from 1:00 to 3:00 PM, at the Bear Canal District building. The meeting will also be available virtually, with additional details accessible on the committee's website.

6. Executive Director's Report – Ms. Tigist Zegeye expressed gratitude for the effort put into organizing the Peer Exchange, highlighting its success and thanking federal representatives and attendees. She noted the event's actionable outcomes, with some already being implemented prior to FHWA release of the outcomes report.

- On September 6th, the Rocky Run Underpass Feasibility Study held a technical committee meeting.
- On September 17th, the Augustine Cutoff Reconfiguration Study had a kickoff meeting with consultants and the Advisory Committee.
- On September 22nd, the Kirkwood Highway Corridor Master Plan hosted a public outreach event at Holy Angels Church, specifically engaging with the Hispanic community.
- On September 26th, Staff participated in the DNREC Climate Action Plan Technical Expert Workshop.

- On October 6th, Staff facilitated a session on climate change and community engagement during the Community Research Exchange.
- On October 17th, the Claymont Area Master Plan Advisory Committee met, followed by a public meeting on October 28th.
- On October 24th, Staff attended Title VI training hosted by DeIDOT.
- On October 28th, Staff surveyed frequently flooded roads along Route 9 in Wilmington with DeIDOT.
- On November 18th, the Concord Pike Corridor Master Plan Monitoring Committee and the Rocky Run Underpass Feasibility Study Advisory Committee will have a joint meeting.
- On November 19th, the Maryland Route 272 Corridor Transportation Plan will hold a public workshop at the North East Library.
- On November 20th, Staff will participate in a career development event with University of Delaware Public Health students.
- On November 21st, the Route 9 Master Plan Monitoring Committee will meet.
- On November 26th, Staff will present on transportation justice at the University of Washington's Sustainable Transportation class.
- On December 2nd, the Augustine Cutoff Reconfiguration Study will have a site visit.
- On December 2nd, the SNCC Transportation Plan Monitoring Committee will meet.
- On December 10th, the Churchman's Crossing Monitoring Committee will meet.
- Staff has been invited to participate in the NCHRP Study, E-commerce impacts on travel and land-use patterns and cyber resilience in transportation programs, Dan will travel to Washington, for events related to these studies.

Ms. Tigist concluded by sharing that the October financial report shows approximately 30% of the annual budget has been spent to date.

In addition, Ms. Tigist Zegeye informed the Council of upcoming changes at WILMAPCO, announcing that Ms. Heather Dunigan has decided to retire. Ms. Zegeye shared a personal connection, reflecting on their long history together at WILMAPCO, dating back to 1994 when Ms. Dunigan began as an intern and Ms. Zegeye joined as a planner and engineer in 1995.

Although Ms. Dunigan will be retiring from her full-time role, she will remain part-time, ensuring her vast expertise and institutional knowledge, which spans both statewide and national levels, will still benefit WILMAPCO. Ms. Zegeye acknowledged that Ms. Dunigan's consistent presence and contributions will be greatly missed but expressed gratitude that this is not a complete farewell.

To honor Ms. Dunigan's career and contributions, a luncheon will be held during the December PAC and TAC meetings all are welcomed to join.

7. Public Advisory Committee (PAC) Report:

Mr. Dave Gula reported that the PAC held a meeting on Monday, October 21st, which successfully achieved a quorum with three members attending in person and eight joining online. This strong attendance was a notable improvement compared to the previous summer meeting, where quorum issues persisted. Additionally, a member of the public attended the event, contributing to the discussions.

During the meeting, updates from the Council were shared, including the endorsement of the East Elkton Plan, the approval of federal funds for FY 2025, and the appointment of PAC members. Upcoming events were also highlighted, such as the preliminary recommendations

workshop of the Claymont Area Master Plan (CAMP) taking place on October 28th, and the Kirkwood Highway workshop scheduled for November 14th.

Two presentations were delivered as part of the agenda. The first focused on the Claymont Area Master Plan project, emphasizing ongoing efforts to integrate findings from previous studies, such as the Governor Printz and Philadelphia Pike studies. The final workshop for this plan was held at the Claymont Fire Hall, where attendance was strong, and participants raised numerous questions about the proposals. While one PAC member expressed concern over the possibility of new housing in the area, the majority appreciated the updates and outreach efforts, showing general support for the planning process.

The second presentation focused on the Rocky Run Underpass Feasibility Study. Mr. Gula deferred the detailed discussion, noting that it is part of the current agenda. He acknowledged concerns raised by some PAC members regarding the study's direction. Furthermore, a recommendation from a DNREC representative during the TAC meeting suggested including a water quality monitoring component, and steps are being taken to address this suggestion.

The meeting concluded at 7:30p.m., marking an effective session with robust participation and productive discussions.

8. Technical Advisory Committee (TAC) Report:

Ms. Heather Dunigan provided an update on recent Technical Advisory Committee (TAC) meetings.

The September meeting was held in conjunction with the annual picnic at Lums Pond State Park. Discussions included the Ozone Designation Bump-up, conducted jointly with the Air Quality Subcommittee, and a presentation by Cathy Smith on the "DART Reimagined" initiative. The meeting concluded with networking opportunities and a luncheon.

The October 17th meeting had several action items now presented for Council consideration. One key item was the amendment to include the Elkton MARC Station project in the TIP, a widely welcomed addition that was recommended for Council approval. Another action involved amending the FY2025–2028 TIP to align with DelDOT's Capital Transportation Program (CTP) and ensure fiscal constraint.

Presentations included an equity-focused study on Delaware Capital Expenditures by Phil Barnes of the University of Delaware, which incorporated input from DelDOT and WILMAPCO staff. The report is expected to be published soon. Additionally, Dave Gola presented findings from the Rocky Run Underpass Feasibility Study, an item also on the Council's current agenda.

Ms. Dunigan noted that the TAC reviewed candidate projects for bicycle and pedestrian funding. While this item was not included as an action item in the TAC agenda, it was distributed for review by the Nonmotorized Transportation Working Group. No suggested changes to the staff's recommendations were received, and the proposal is now presented for Council action.

ACTION ITEMS:

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

Ms. Heather Dunigan presented a request from the MDOT to amend the TIP to include funding for the design of the Elkton MARC Station. The project aligns with the "State of Good Repair" program and will utilize Section 5337 funds. The amendment proposes a funding allocation of slightly over \$500,000, consisting of a mix of federal and state contributions. The expenditures are planned for FY2025.

Mr. Dan Janousek noted that Mr. Stephen Miller provided an overview of the project during the TAC meeting and addressed questions. He offered to follow up if there are additional inquiries, particularly if they require further clarification.

Mr. Stephen O'Connor raised a question about managing public expectations, pointing out that the project only includes funding for the fiscal year 2025. Ms. Dunigan clarified that the funding is solely for the design phase at this time. She added that the project would be incorporated into the updated TIP during the next full document revision for FY2027. Mr. O'Connor sought further clarification, asking if the project would receive additional funding in FY2027. Ms. Dunigan responded that new funding must be identified for the project to proceed beyond the design phase. Mr. O'Connor agreed but noted that public interest and inquiries might increase as the project progresses through the design phase.

Ms. Dunigan highlighted that public outreach is a component of the design phase. However, she cautioned that public perception often assumes that a design or study equates to a finalized project, which is not the case here. She reiterated that the project remains in its early stages, with significant work required to secure additional funding and advance to construction.

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

Motion passed.

(11-14-24-02)

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

Ms. Heather Dunigan provided an overview of the proposed amendments to the TIP, emphasizing their importance in aligning with DelDOT's CTP and maintaining financial constraint. She explained that while such adjustments were previously made regularly after the passage of the bond bill, recent TIP iterations have been more precise, reducing the need for amendments. However, this year's TIP requires modifications to ensure compliance.

The TIP represents the first four years of the regional long-range transportation plan, focusing on projects with expenditures during this timeframe. It also includes two additional "out years" and prioritizes projects across all transportation modes. With these amendments, the updated TIP will total approximately \$2.7 billion, reflecting a 3% reduction from the version adopted in May.

Ms. Dunigan outlined the standard TIP development process, which typically follows an established timeline. The process begins with Project Prioritization, approved by the Council in the spring before TIP adoption. Next, Public Comment and Workshops are conducted in January in collaboration with DelDOT to gather input. This is followed by the formal Adoption of the TIP, finalized in May. Lastly, amendments are issued as necessary, based on information usually received in July after the Delaware Bond Bill passage, allowing time for public outreach before the start of the federal fiscal year.

This year, however, the process deviated from the norm due to delays in receiving information from DelDOT, which arrived in September. As a result, the amendments were expedited, and public outreach was limited to committee meetings rather than broader engagement.

The current amendments introduce several notable changes. New statewide projects added to the TIP include:

- ADCMS grants for connected machinery.
- The Delaware Climate Challenge Project.
- Two phases of the Mileage-Based User Fee Program.
- The National Roadways Network Pilot.

Ms. Dunigan noted corrections to the agenda attachment which mistakenly showed funded projects as removed. The Resiliency and Sustainability Program and the Statewide Transit Incentive Program remain funded.

Additionally, updates were made to the New Castle County element of the TIP. Projects returning to the TIP include:

- The 8th Street Shared Path in Wilmington.
- Cantilever and Overhead Sign Structures.
- The Reconnecting Communities I-95 Cap.
- The SR1/US13 Southbound Merge Project.
- The Tweeds Mill Parking Garage, previously included in the TIP but not completed.
- The US 301 Project, which requires minor funding to complete work.

Other updates involve renaming and regrouping projects, such as the Churchman's Crossing Temporary Parking Project and the Wilmington Transit Corridors Improvement, ensuring clarity and consistency in documentation.

In terms of funding, the amendments reflect a slight reduction in funding for multimodal projects, a slight increase in funding for roadway projects, and a significant 18% decrease in transit funding. Although preservation funding is reduced by 12%, it still constitutes 51% of the total program, aligning with policy priorities to prioritize the preservation of existing infrastructure. The amendments also reveal a growing share of funding (69%) allocated to the Delaware statewide element, with a shrinking proportion directed to New Castle County and Cecil County projects. This trend underscores the limited local control over allocations within the statewide element.

Ms. Dunigan concluded by reiterating the Council's need to adopt these amendments to ensure fiscal constraint for the federal fiscal year. She also noted that development of the next TIP will begin soon, with project prioritization expected to be approved at the May Council meeting.

Ms. Kelly Williams inquired about the term "mileage-based user" and requested clarification of its meaning. Mr. Sisson explained that DelDOT is exploring concepts related to the decline in gas tax revenue due to the increasing adoption of EVs. He highlighted that UD has conducted pilot studies and provided recommendations.

Mr. Dan Blevins elaborated that the next step involves investigating alternative revenue models to replace the gas tax. One proposed approach is vehicle miles traveled (VMT) taxation, where drivers pay a fee based on the miles they drive, regardless of the vehicle's energy source. For example, the fee could range from four to six cents per mile.

Ms. Dunigan noted that this effort remains in the pilot project stage, referencing three phases of pilot projects included in the current round. Mr. Sisson confirmed that various alternatives are being considered and acknowledged that the term "mileage-based user" might be misleading, as not all alternatives rely solely on mileage. Other options, such as vehicle registration fees or similar mechanisms, are also being explored. The primary objective is to develop a sustainable funding model that ensures adequate tax revenue to support the transportation network as EVs and zero-emission vehicles continue to grow in number.

Mr. Stephen O'Connor added a broader observation regarding the TIP, expressing concern about the Delaware statewide element accounting for nearly 70% of the TIP's funding. He emphasized that this issue warrants closer examination in future planning efforts, particularly given the uncertainty about how these funds are allocated. Ms. Dunigan reiterated that this concern will remain a priority as future development of the 2025 TIP advances.

ACTION: On motion by Mr. Eric Scott-Thompson and seconded by Ms. Kelly Williams the Council approved the request to amend the TIP.

Motion passed.

(11-14-24-03)

11. To approve the Technical Scoring for Prioritization of the Delaware Bicycle and Pedestrian Program Candidate Projects.

Ms. Heather Dunigan explained that the review and recommendation process for TAP projects and the statewide bicycle-pedestrian funding pool is typically conducted during the October or November meetings, including the October TAC and Nonmotorized meetings. Ordinarily, a call for projects would take place over the summer to gather submissions. However, this year, no call for projects was conducted.

Ms. Dunigan expressed the desire to return to an annual cycle for project submissions in the future. Initially, staff were informed that TAP funding was fully committed to existing projects and believed the same applied to the bicycle-pedestrian funding pool. Recently, however, they learned that funding is available for new projects within each county. To ensure this opportunity is not missed, staff compiled a list of project submissions from the past three years. The compiled document includes projects sorted by technical score, with columns indicating their design status and current progress.

Ms. Bulkivish, representing the Office of State Planning, sought clarification on the technical scoring criteria. Ms. Heather Dunigan explained that scoring evaluates location-based factors driving demand for biking and walking, including proximity to community centers, transit, parks, schools, and commercial areas. Safety metrics, crash histories, network gaps, and transportation factors, such as rail-to-trail feasibility, are also considered to assess project need.

Mr. Stephen O'Connor inquired about the "partial funding" designation in the spreadsheet, which Ms. Dunigan clarified indicates projects funded only for the design phase. Using the Townsend project as an example, she explained that while some components are advancing, others remain unaddressed due to the project's scope. Mr. O'Connor further asked if Townsend components are listed separately or grouped. Ms. Dunigan noted the project is bundled as a single entry, adding that projects with some design funding are prioritized to ensure completion.

Mr. John Sisson observed that Townsend appeared twice in the document, reflecting broader submissions in 2023 and a more focused one in 2024. Ms. Dunigan confirmed this, noting the evolution of the project's scope. Mr. O'Connor also highlighted that no projects on the list are in the construction phase. Ms. Dunigan confirmed this, explaining that while some are nearing construction, none have reached it yet. She emphasized that projects with construction programming would proceed unchanged, while others would follow prioritization guidelines.

Ms. Pam Steinbach inquired about project details, such as improvement types and limits, in the provided spreadsheet. Ms. Dunigan confirmed that detailed descriptions, including prioritization assessments, are included in the documentation provided to DeIDOT. Ms. Steinbach suggested enhancing decision-making by providing Council members with this information in advance of voting. Ms. Dunigan agreed, acknowledging this year's challenges due to timing constraints.

Mr. Sisson asked whether any suggested projects had not been scored. Ms. Dunigan confirmed that all presented projects had been scored, with many assessed by DeIDOT. However, she noted that DeIDOT's resource constraints limit the number of projects assessed at one time.

ACTION: On motion by Mr. Stephen O'Connor and seconded by Ms. Kelly Williams the Council approved the Technical Scoring for Prioritization of Delaware's Bicycle and Pedestrian Program Candidates Projects.

Motion passed.

(11-14-24-04)

PRESENTATIONS:

12. Rocky Run Underpass Feasibility Study

Mr. Dave Gula provided an update on the Rocky Run Underpass Feasibility Study, a project initiated from a previous WILMAPCO study under the Concord Pike Monitoring Committee. The original study identified various corridor goals, including enhancing multimodal transportation and promoting pedestrian and bicycle-friendly spaces along Concord Pike. The high traffic volume and complex intersections in this area make it challenging for pedestrians and cyclists to navigate, and there is significant public demand for improvements.

To assess the feasibility of an underpass, community surveys were conducted, revealing support for "low stress" connections for pedestrians and cyclists. While traffic congestion is a primary concern, 82% of respondents indicated they would accept minor delays for safer pedestrian crossings, highlighting the community's interest in both safety and alternative transportation options.

The underpass concept involves several challenges. The existing culvert beneath Concord Pike currently supports roadway infrastructure and water flow from Rocky Run Creek. A proposal to repurpose one of the culvert cells for pedestrian and bicycle passage would require significant modifications to manage water flow and ensure safety. The feasibility study, conducted with support from the University of Delaware's Water Resources Center, will evaluate the impact of redirecting water flow, particularly considering increased stormwater runoff.

Alternatives under consideration include constructing an independent underpass that would not interfere with the creek's flow. This option would address potential upstream flooding concerns

and eliminate the need to modify the existing culvert. Regardless of the approach, any structure would need to meet federal accessibility standards, provide adequate lighting, and ensure security.

This underpass could connect East and West Concord Pike, enhancing access to Beaver Valley Park, Brandywine Creek State Park and First State National Park. For optimal effectiveness, additional connectivity improvements, including trail networks linking local destinations and neighborhoods, would be necessary. Stakeholders, including local property owners, have expressed support for these initiatives.

The study will also consider ongoing and planned developments, such as the Brandywine Country Club redevelopment, which may impact stormwater management and connectivity along the corridor.

Mr. Sisson highlighted the challenge of crossing Concord Pike, noting that customers willingly bypass multiple grocery stores to reach their preferred location. However, he expressed concerns that the proposed trail connection might serve more recreational purposes rather than solving access issues. Mr. Gula described potential connections on both sides of Concord Pike. He noted the proximity to a hotel and an entrance to Widener University, suggesting that while users might need to walk slightly farther, the proposed connection would be more efficient than riding additional bus stops. He emphasized that this initiative is part of broader efforts to address connectivity issues along Concord Pike and announced plans to discuss additional strategies at an upcoming committee meeting.

Mr. Sisson asked about managing potential homelessness near the trail. Mr. Gula acknowledged that this issue had not yet been studied but cited a similar project along Paper Mill Road for reference. He noted differences in context, as that area is more suburban and less densely populated.

Ms. Williams sought clarification on existing connections. Mr. Gula explained that the First State National Historical Park and Woodlawn Trustees already have extensive trail networks, with plans for expansion. He emphasized that the proposed connections would integrate with these existing networks, potentially creating a continuous trail from Naamans Road to Alapocas and beyond.

Mr. O'Connor inquired about the watershed map and whether the project anticipated future land use changes. Mr. Gula and Mr. Blevins explained that significant new development is unlikely, given the history of resistance to zoning changes and limited open space. They acknowledged that some mixed-use infill might occur but emphasized the need to design the project to mitigate potential flooding issues.

Mr. O'Connor raised concerns about flooding and downstream impacts. Mr. Gula stressed the importance of designing drainage solutions that do not impede water flow or exacerbate flooding. He cited past hurricanes, such as Ida, as examples of the unpredictable volume of water that infrastructure must handle. DelDOT's expertise and input will be critical in ensuring the project's success.

Mr. Blevins noted the challenging geography and limited options for alternative designs, such as an overpass. He pointed out that existing culverts might provide a viable solution but require further surveys to confirm feasibility and cost.

Mr. Gula underscored the complexities of balancing connectivity, environmental impacts, and community concerns. The team plans to continue refining the project with stakeholder input and technical studies to address these challenges comprehensively.

13. Maryland Route 272 Corridor Study

Mr. Bill Swiatek presented an overview of the planning request submitted by Cecil County as part of the UPWP. The lead consultant for this initiative is Wallace Montgomery. The plan focuses on a corridor extending from just north of I-95 on Route 272 near Cecil College southward past US 40 into the Town of North East and slightly beyond.

The steering committee overseeing this project is diverse and continues to grow. Invited members include representatives from the town of North East, Cecil County departments, the County Chamber of Commerce, local schools, MDOT, SHA, local police, the Yacht Club, Elk Neck State Park, East Coast Greenway, Bike Maryland, and the 9/11 Trail Alliance. The consultant working on the Town's Comprehensive Plan update is also part of the committee, supporting coordination between plans.

Mr. Swiatek provided a detailed description of the study area. It is home to about 11,600 people, includes the town of North East and features diverse land use types, ranging from rural to suburban to urban settings. Four corridor segments were identified for analysis:

Segment 1 (I-95 to Cecil College)

- Four-lane divided roadway with an ADT of 21,000, including 10% truck traffic.

Segment 2 (I-95 to US 40)

- Two-lane undivided roadway with bike lanes, an ADT of 22,000, and 2,000 trucks. This segment experiences congestion due to businesses such as FedEx Freight and Walmart.

Segment 3 (Downtown North East)

- Two-lane undivided road with bike lanes, on-street parking, and an ADT of 14,000. Downtown features a mix of land uses and activities.

Segment 4 (South of North East)

- Two-lane undivided roadway with an ADT of 2,000. Concerns include speeding and potential impacts of new development.

The corridor includes critical biodiversity areas, particularly near North East Creek and River. These areas, designated as Tier 1 through Tier 5 in terms of environmental significance, require careful consideration in recommendations.

Mr. Bill Swiatek emphasized the Task 1 Report will also include a map that analyzes summer seasonal traffic within the MD 272 corridor. Feedback from the steering committee indicates a significant mixture of commuter and tourist traffic during the summer months. To address this, a map will be prepared for the workshop to compare overall annual average daily traffic (AADT) with summer seasonal AADT.

Additionally, the report examines 85th percentile speeds versus posted speed limits, highlighting areas where traffic speeds exceed posted limits. This analysis identifies locations of concern, such as the segment south of the town, where speeds exceed posted limits by an average of 26 mph. This information will be shared with enforcement agencies to inform potential interventions.

The study also reviews vehicle crashes along the corridor. Notably, there is a cluster at the US 40 intersection, which recorded 29 crashes and six injuries in the past year. Other areas of concern include the segment between I-95 and US 40, as well as several ramps leading to I-95. A map of planned projects in the study area identifies key initiatives from the long-range transportation plan. Highlights include:

- East Coast Greenway implementation.
- I-95 widening project, listed for out-years on the constrained plan.
- MD 272 expansion project, planned for 2050, with an aspiration to extend further north to Cecil College.
- Northeast pedestrian improvements, designed to support a future train station in the area.
- Mid-County Transit Hub, an active project in the current TIP (Transportation Improvement Program).

Coordination is ongoing with related planning efforts within the town. The Town is updating its comprehensive plan, and the selected consultant is actively participating in the steering committee. Results from the town's survey will be incorporated into the corridor study.

Additionally, the Town has secured a bikeways trail design grant to improve connections to the Northeast River and enhance bike-friendliness. Close coordination is essential to ensure alignment among these efforts within the study area.

The planning process is still in its early stages. An upcoming workshop is scheduled for Tuesday November 19th, and a survey is live on the study's website www.wilmapco.org/272. Council members are encouraged to promote participation in the survey and the workshop to gather valuable community input.

Mr. Dan Janousek inquired whether there had been significant sign-ups or indications of participation for the upcoming workshop. Mr. Bill Swiatek clarified that sign-ups were not required for the event. He expressed optimism about attendance, noting there had been considerable discussion around the workshop, which he believed would result in a strong turnout.

Mr. Janousek acknowledged the approach, expressing confidence in the plan's quality and the team's efforts. He also thanked the group for integrating the initiative into the review process for the RTPs and selecting a consultant. Additionally, he noted the presence of Mr. Shawn Kieran, the new Technical Committee Representative for DeIDOT, and suggested his interest in following the plan's progress.

Mr. Swiatek welcomed Mr. Kieran's involvement, confirming he would add him to the plan's steering committee to ensure he received all updates as the project advanced.

INFORMATION ITEMS:

14. DeIDOT's Administrative Modification Request Letters

ADJOURNMENT:

Meeting adjourned at 2:20 p.m.

ATTACHMENTS: (0)