REGULAR COUNCIL MEETING
SEPTEMBER 10, 2026

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

1. CALL TO ORDER: Ms. Stephanie Johnson, Council Chair, called the meeting to order at 02:01 p.m.

2. ROLL CALL:

Members present:

Stephanie Johnson, Delaware Department of Transportation Planning Director, representing, Delaware Secretary of Transportation, Shanté Hastings
Stephen O'Connor, Cecil County Land Use and Development Planner, representing Cecil County Executive, Adam Streight
Grant Handley, representing Kelly A. Benson, Mayor of North East, Cecil County Municipalities Representative
David Culver, New Castle County Department of Land Use General Manager, representing County Executive, Marcus Henry
Kenneth Branner, Mayor of the Town of Middletown, New Castle County Municipalities Representative
David Edgell, Office of State Planning and Delaware Governor's Appointee
Shawn Kiernan, representing Geoff Anderson, Maryland Department of Transportation, Chief and Maryland Governor's Appointee
Catherine Smith, representing Lilia Montoya, Delaware Transit Corporation Chief Executive Officer

Members absent:

Kelly Williams, City of Wilmington Department of Public Works Commissioner, representing City of Wilmington Mayor John Carney

Guests, Observers:

Gena Eleias, Delaware Department of Transportation
Mike Kaszyski, Public Advisory Committee
Wesley Hicks, Delaware Department of Transportation
Tina Merrill, Department of Natural Resources and Environment Control
Bruce Wyngaard, Public

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
Dawn Stant, Outreach Manager
Colleen Stroud, Associate Planner
Bill Swiatek, Principal Planner
Tigist Zegeye, Executive Director

Minutes prepared by Elizabeth Espinal.

3. MINUTES:

ACTION: On motion by Mr. David Culver, seconded by Mr. Stephen O'Connor, the Council approved the July 9, 2026, Council Meeting Minutes.

Motion passed. **(09-12-26–01)**

4. PUBLIC COMMENT PERIOD:

Mr. Bruce Wyngaard, a resident of southern New Castle County and a member of the New Castle County Alliance for Responsible Land Use, expressed concerns about the potential effects of Delaware House Bill 450 and Senate Bill 23 on traffic studies, public participation, and the assessment of pollution associated with warehouse development. He noted that changes to traffic study thresholds could result in developments generating substantial daily traffic without requiring a traffic study, limiting information about truck routes, traffic volumes, and diesel emissions affecting nearby communities.

Mr. Wyngaard emphasized the importance of obtaining more information, rather than less, to support informed planning decisions that balance public health and development interests. He also expressed concern that the legislation could exacerbate existing coordination challenges between state and local agencies. He encouraged WILMAPCO to incorporate proactive strategies for addressing air pollution into its warehouse study rather than relying solely on the U.S. Environmental Protection Agency or DNREC to address the issue.

Mr. Wyngaard concluded by clarifying his previous public comments, noting that while he commended WILMAPCO's work exploring alternative approaches to warehouse planning, he believed a more direct strategy was needed to address pollution associated with warehouse development and truck traffic from other associated agencies.

COUNCIL MEMBERS' AND DIRECTOR'S REPORT:

5. Chairperson's Report:

Ms. Stephanie Johnson reported that DelDOT is working closely with WILMAPCO on the Regional Transportation Plan (RTP). She noted that Mark Luszcz, Chief Engineer, and Austin Gray, Assistant Director of Planning, had participated in a meeting to conduct an in-depth review of the project list. The goal was to support WILMAPCO in developing the RTP by ensuring that the projects identified were consistent with and reflective of the Department of Transportation's plans, thereby promoting alignment between the two documents.

Ms. Johnson stated that the meeting had gone well. She also noted that the agency's planners, including several newer staff members, were eager to become more involved in planning initiatives and ongoing studies. They were reviewing historical documents in greater depth to develop a better understanding of the background and history of various projects and planning efforts.

Mr. Stephen O'Connor announced that the annual MDOT Pre-Tour was scheduled to take place in Cecil County on October 7.

Mr. Grant Handley reported on his collaboration with Mr. Bill Swiatek of WILMAPCO regarding the MD 272 Steering Committee's efforts. He also noted that a presentation on the project was scheduled for the APA Maryland Conference in October 2026.

Mr. David Culver commented on the public comments received, noting that New Castle County shared concerns regarding Senate Bill 23 and House Bill 450. He stated that the County was developing a strategy to address both bills and hoped to pursue refinements during the next state legislative session.

Mr. Kenneth Branner expressed similar concerns and confirmed that, in his capacity as Mayor of Middletown, he did not support warehouse development.

6. **Executive Director's Report** – Ms. Tigist Zegeye shared the following report:
    - Staff held interviews for the Limestone Rd/SR 7 LUTP RFP. Wallace Montgomery was selected. A kickoff meeting was held on August 26.
    - Staff held interviews for the NNCC Bike & Ped Network MP RFP. RKK was selected. We are in the process of setting up a kickoff meeting.
    - On August 13th, Staff attended Delaware's Smart Growth Visioning Workshop.
    - On August 21st, Staff attended the WHA Empowerment Fair.
    - On August 25th, the Southbridge Improve Mobility Action Team met.
    - On August 26th, Staff attended the Safe Kids Delaware meeting.
    - On September 1st, Staff attended DelDOT's NRTC update meeting.
    - On September 2nd, Staff attended the Wilm/DelDOT Quarterly project coordination meeting.
    - On September 11th, the Route 9 Monitoring Committee will hold a streetlight / storm drain walking audit in the Rose Hill Gardens and Rosegate neighborhoods.
    - On September 15th, Staff will attend the Newark Traffic Committee meeting.
    - On September 16th, Staff will attend the WI Partners monthly meeting.
    - On September 17th, Staff will attend DelDOT's CID Grant meeting with FRA.
    - APA Delaware will be hosting a walking tour of the Grove redevelopment in Newark.
    - Staff have an SS4A pop-up meeting with Network Connect.
    - On September 19th, Staff will attend the 2nd Street Open Streets event.
    - On September 20th, Staff will attend Newark's Community Day.
    - Staff will continue to attend the DelDOT Statewide Rail Plan MPO monthly briefing.
    - On September 23rd, Staff will participate in the MD 222/ I-95 Corridor Vision Study - Working Group Meeting
    - On September 28th, Staff will participate in MARAMA's Mid Atlantic Clean Air Collaborative meeting. A public open house will be held for the East Elkton Paths Plan.
    - The SNCC LUTP Partners will continue to meet monthly. An AC meeting is scheduled for 10/15 and a public workshop for 10/26 at Odessa Fire Hall.
    - On October 1st, the KMIC agency partners will meet.
    - On October 5th, the Ardens Monitoring and Implementation Committee will meet.
    - On October 6th, Staff will participate in Delaware's Quarterly Mobile Sources Planning Group meeting.

- On November 9th, the Safe Street for All Wilmington Public Workshop will take place at the public library.

Ms. Zegeye concluded by reporting that, as of August, approximately 14% of the FY 2027 budget had been expended. She also announced that the Federal Planning Certification Review was scheduled for December 7, 2026, from 10:00 a.m. to 5:00 p.m., followed by a public outreach and elected officials meeting from 6:00 p.m. to 7:00 p.m. She added that staff were compiling the required documentation for the desk review, which was due Friday, September 11.

Mr. Kiernan clarified that the MDOT pre-tour meeting for Cecil County is scheduled for September 23 at 2:00 p.m. and will be held virtually. He added that the MDOT CTP tour is scheduled for October 7 at 10:00 a.m. at the Cecil County offices.

7. Public Advisory Committee (PAC) Report:

Mr. Mike Kaszyski reported that the PAC met on August 17, with three members attending in person, six attending virtually, and three guests present. Executive Director Zegeye introduced newly appointed DART CEO Lilia Montoya, who attended in person and greeted the PAC members.

Ms. Zegeye then presented the staff report, summarizing agency activities completed since June and outlining upcoming public engagement events. No action items were presented.

The PAC received three presentations. First, Mr. Dave Gula and Mr. Dan Blevins presented the FY 2027 UPWP, providing an overview of four new projects and ongoing monitoring efforts. Members discussed spatial mapping data, local sidewalk analyses, and the 17-month project schedule for the SR 7 study.

Second, Mr. Bill Swiatek presented the draft final report for the Southbridge Truck Bypass Study, including key findings, recommendations, and completed public and youth outreach efforts. Members discussed the recommendations, particularly those related to costs and environmental impacts.

Third, Ms. Dawn Stant presented the 2026 Public Opinion Survey, focusing on its methodology and results. Members recommended evaluating short-form digital content to improve outreach to younger demographic groups.

Under other business, staff confirmed that transportation improvement program outreach methods would be included on the October agenda. A nominating committee was also established, comprising Mr. Mike Kaszyski, Mr. Dave Tancredi, and Mr. Tracy Chamblee. The committee will oversee the selection of the PAC chair and vice chair for the upcoming year. The next PAC meeting is scheduled for October 19.

8. Technical Advisory Committee (TAC) Report:

Mr. Dave Gula reported that the TAC had held two meetings since the Council meeting, both conducted jointly with the Air Quality Subcommittee.

The first meeting was held on Thursday, July 16. No action items were considered. Attendance remained strong, consistent with the committee's participation over the preceding three to four meetings. Presentations included the draft 2026 Congestion Mitigation and Air Quality

Improvement Program (CMAQ) Performance Plan, the Southbridge Truck Bypass Study, and WILMAPCO's UPWP update, which was also being presented to the PAC and Council.
The second meeting was held on Thursday, August 20, and was also well attended. Five action items were considered and approved for Council recommendations by the TAC all part of today's agenda. Mr. Gula noted that the August meeting also included two presentations. The first was an update on the DelDOT Statewide Freight Plan, presented by Gena Eleias. The second presentation was the 2026 WILMAPCO Public Opinion Survey provided by Ms. Dawn Stant.

ACTION ITEMS:

9. To approve the use of Federal STBG, CMAQ, FTA Urbanized Area, FTA 5310, and TAP funds in FY2027.

Ms. Heather Dunigan reviewed the proposed FY 2027 allocation of federal funds under the MOU between WILMAPCO and DelDOT. She noted that the TAC, Non-Motorized Transportation Committee, and Air Quality Subcommittee had reviewed and recommended approval of the applicable funding categories. The presentation included updates on STBG, FTA Urbanized Area, CMAQ, FTA Section 5310, and Transportation Alternatives Program projects, as well as bicycle and pedestrian initiatives. Ms. Dunigan reported that DelDOT had approved all but one of WILMAPCO's previously prioritized project submissions. The Academy Hill sidewalk project was not approved due to insufficient funding, while the City of New Castle Delaware River Trail was deemed too large for the TAC program and would be considered for an alternative bicycle and pedestrian funding source.

ACTION: On a motion by Mr. David Culver, seconded by Mr. Kenneth Branner the Council approved the federal funds for FY27.

Motion passed. **(09-12-26–02)**

10. To approve the 2026 Congestion Mitigation and Air Quality (CMAQ) Performance Plan.

Mr. Bill Swiatek presented the 2026 Congestion Mitigation and Air Quality (CMAQ) Performance Plan, which fulfills federal requirements for the second performance period's progress report and performance plan, as well as the third performance period's baseline report and performance plan. He reported that approximately half of the four-year targets were achieved during the second performance period and that new four-year targets were established for the third period through interagency consultation. The PAC took no action on the item, while the TAC recommended approval on August 20 at a joint meeting with the Air Quality Subcommittee. Staff recommended that the Council approve the 2026 CMAQ Performance Plan.

Mr. David Culver emphasized the need to explore additional strategies and alternatives to address air quality concerns raised by the public. He noted that cross-jurisdictional coordination among New Castle County, DNREC, Delmarva Power, and the EPA can complicate progress and encourage improved collaboration to achieve more effective results.

ACTION: On a motion by Mr. David Culver, seconded by Mr. Stephen O'Connor, the Council approved the 2026 CMAQ Performance Plan.

Motion passed. **(09-12-26–03)**

11. To amend the Project Prioritization Process for Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP).

Mr. Bill Swiatek reported that minor amendments to the project prioritization processes for the TIP and RTP were proposed to align with the current federal administration's position on social equity.

The amendments included removing race- and ethnicity-based evaluation factors and reallocating those points to safety criteria, along with minor wording and procedural changes. The PAC and Air Quality Subcommittee took no action. The TAC recommended approval on August 20, with the Maryland Department of Planning voting against the amendment. Staff recommended that the Council approve the proposed amendments to the TIP and RTP project prioritization processes.

Mr. O'Connor asked why the Maryland Department of Planning voted against the proposed amendments. Mr. Swiatek explained that the specific reason was not provided but noted a concern raised regarding the absence of pedestrian fatalities as an explicit, standalone factor in the project prioritization process. Ms. Zegeye added that staff were open to incorporating this factor and would address the issue as part of the upcoming comprehensive review, which had been requested as part of the review documentation for FTA.

ACTION: On a motion by Mr. Grant Handley, seconded by Mr. Kenneth Branner, the Council amended the project prioritization process for TIP and RTP.

Motion passed. **(09-12-26–04)**

12. To amend the Project Prioritization Process for Transportation Alternatives Program (TAP).

Mr. Bill Swiatek reported that minor amendments to the TAP project prioritization process were proposed to align with the current federal administration's position on social equity. The amendments primarily involved removing race- and ethnicity-based evaluation factors and making minor wording changes. The PAC took no action, while the TAC recommended approval on August 20. The Air Quality Subcommittee reviewed the proposal but took no action. Staff recommended that the Council approve the proposed amendments to the TAP project prioritization process.

ACTION: On a motion by Mr. Stephen O'Connor, seconded by Mr. David Culver, the Council amended the project prioritization process for the TAP program.

Motion passed. **(09-12-26–05)**

13. To endorse the Southbridge Truck Bypass Study.

Mr. Bill Swiatek presented the Southbridge Truck Bypass Study, which identifies short- and long-term strategies to reduce through-truck traffic in Wilmington's Southbridge community while improving freight movement efficiency. The study incorporated technical analyses of truck travel patterns and ongoing community engagement to develop recommendations, including revised signage, active rail-crossing notifications, roadway reconstruction, land-use initiatives, and a potential long-term bypass connection. A phased implementation framework was developed to guide these efforts. Mr. Swiatek reported that new truck directional signage is currently being fabricated by DelDOT and is expected to be installed soon. The PAC received a presentation on August 17 but took no action. The TAC recommended approval on August 20, and staff recommended that the Council endorse the Southbridge Truck Bypass Study.

Mr. David Culver asked whether the study accounted for projected increases in truck traffic associated with planned port expansions. Mr. Bill Swiatek clarified that the study focused specifically on ways to direct current and future truck movements away from Southbridge itself.

Mr. Culver emphasized that additional freight traffic could affect not only Wilmington but also New Castle County communities along the corridor to Claymont, raising significant concerns. Mr. Culver expressed support for the study's recommendations while acknowledging the need to consider future development and its potential impacts on residents throughout the area.

ACTION: On a motion by Mr. David Culver, seconded by Mr. Stephen O'Connor, the Council endorsed the Southbridge Truck Bypass Study.

Motion passed. **(09-12-26–06)**

14. To endorse the proposed Public Advisory Committee (PAC) member reappointments.
Ms. Dawn Stant reported that six PAC members were eligible for reappointment to another three-year term: Mike Kaszyski (Delaware State Chamber of Commerce), Mark Blake (Greater Hockessin Area Development Association), Carlos De Los Ramos (AARP Delaware), William Lower (Committee of 100), Dave Tancredi (Milltown-Limestone Civic Alliance), and Glen Pusey (Bear-Glasgow Council). She noted that all six members were in good standing and willing to continue serving. Staff recommended that the Council approve the proposed reappointments.

Mr. Grant Handley asked whether committee seats representing groups like the Delaware Chamber of Commerce and AARP are permanently designated for those organizations or held by individuals based on professional background. Ms. Zegeye confirmed that the seats are tied directly to the designated organizations. She clarified that the Council establishes these positions per the bylaws, which mandate representation across Cecil and New Castle Counties, including civic and environmental groups.

Mr. Culver noted the close proximity of the participating organizations and supported their choice to serve.

Ms. Johnson commended the members for their long-term dedication and expressed gratitude for their voluntary time commitment.

ACTION: On a motion by Mr. David Culver, seconded by Mr. Stephen O'Connor, the Council approved the PAC members' reappointments.

Motion passed. **(09-12-26–07)**

PRESENTATIONS:

15. DelDOT's Statewide Freight Plan Update.
Ms. Gena Eleias of the Delaware Department of Transportation (DelDOT), Division of Planning, presented an overview of the 2026 Delaware State Freight Plan. She explained that the plan supports DelDOT's mission of providing excellent transportation across every trip, mode, dollar, and community while emphasizing the agency's Safe System Approach. The approach focuses on safer people, vehicles, speeds, roads, lane use, and post-crash care, with the goal of eliminating fatalities and serious injuries.

Ms. Eleias highlighted the importance of freight to Delaware's economy, noting that more than 68 million tons of freight move across and through the state annually. Freight supports jobs and businesses, connects industries to regional and global markets, and contributes to reliable supply chains. The State Freight Plan is updated every four years to meet federal requirements and maintain Delaware's eligibility for National Highway Freight Program (NHFP) funding.

The presentation outlined the plan's vision of coordinating with freight partners throughout the Delmarva Peninsula to create a more efficient, multimodal freight system that strengthens the regional economy. The plan identifies nine goals: safety; freight mobility and congestion management; freight connectivity and accessibility; state of good repair; economic development; integrated freight and land use; resilience; environmental stewardship; innovation and technology; and stakeholder engagement.

Ms. Eleias discussed the challenges and strategies associated with each goal, emphasizing that freight issues are interconnected and that individual projects and strategies can address multiple needs simultaneously. Key issues included freight bottlenecks and congestion, truck parking, first- and final-mile connectivity, aging infrastructure, bridge and pavement conditions, rural freight access, land-use conflicts, flooding and extreme weather, environmental impacts, and the need for improved data and technology.

Several initiatives were highlighted, including updates to Delaware's critical freight corridors and networks, truck parking data and facilities, the Truck Parking Information System (TPIS) pilot program, Traffic Incident Management practices, connected and automated vehicle (CAV) pilot programs, multimodal connectivity studies, and the C&D Canal Rail Bridge Distribution Assessment. The presentation also addressed the relationship between freight development and land use, including the need to balance freight activity with community needs and protect industrial land and freight corridors from incompatible development.

The plan also emphasizes innovation and technology as tools for improving freight operations and preparing for future changes. Ms. Eleias highlighted the TPIS pilot in Smyrna, which uses live camera information to provide truck drivers with real-time information about parking availability. Other emerging technologies discussed included connected and automated vehicle applications, drones, unmanned aircraft systems, and advanced package delivery systems.

Ms. Eleias emphasized that successful implementation of the freight plan will require continued collaboration among DelDOT, Delaware's metropolitan planning organizations, counties and municipalities, neighboring states, federal agencies, the University of Delaware, private-sector partners, and other stakeholders. She noted that freight movements cross jurisdictional boundaries and that effective data sharing, communication, public outreach, and technical assistance will be essential.

The presentation concluded with an overview of the Freight Investment Plan and the process for prioritizing projects for NHFP funding. Delaware's FY 2026 NHFP apportionment is approximately $6.2 million, with eligible projects drawn from the Capital Transportation Program (CTP), MPO Transportation Improvement Programs (TIPs), and long-range transportation plans. Ms. Eleias explained that projects are evaluated using multiple freight-related criteria to help prioritize investments. The final draft of the 2026 Delaware State Freight Plan is expected to be submitted to the Federal Highway Administration (FHWA) for review in fall 2026, with final approval anticipated in winter 2026–2027.

To view this presentation in its entirety please click here. [19m.25s.].

Mr. Shawn Kiernan inquired about the frequency of plan updates. Ms. Elias clarified that the plan is updated every four years.

Mr. Culver commented on intergovernmental coordination and land use, expressing concern that state actions; such as exemptions passed through bond bills; circumvent local planning jurisdiction and public outreach. Citing the Port of Wilmington as an example, he noted that exempting major projects from local jurisdictional review prevents local leaders from addressing citizen concerns raised at the grassroots level.

16. WILMAPCO's 2026 Public Opinion Survey.
Ms. Dawn Stant presented the results of the 2026 Public Opinion Survey, which is conducted every four years in advance of the Regional Transportation Plan (RTP) update and is used to inform regional transportation planning. The survey obtained approximately 600 statistically valid responses, including 400 from New Castle County and 200 from Cecil County. The 2026 survey methodology was modified to incorporate online panels, QR-code outreach, and telephone surveys. Several questions were also revised or removed, establishing a new baseline for future trend comparisons.

Overall, 78% of respondents indicated that the transportation system meets their needs very well or somewhat well. Satisfaction varied by mode, with respondents who have access to automobiles reporting the highest satisfaction and bicycle infrastructure receiving the lowest. Lower-income respondents were also more likely to report that the transportation system did not adequately meet their needs. Approximately one-quarter of respondents reported difficulty accessing at least one destination due to transportation limitations, with Cecil County respondents reporting greater challenges.

The survey also assessed transportation funding preferences, planning priorities, land-use policies, and public outreach methods. Respondents generally supported transportation improvements funded through developer fees, vehicle-related fees, and vehicle-miles-traveled charges. Ensuring that the transportation system serves all communities and preserving open space and farmland ranked among the highest priorities. Approximately 80% supported focusing transportation expansion projects in areas with higher population and employment concentrations, while support for bicycle improvements remained above 50%.

Ms. Stant noted modest increases in public familiarity with WILMAPCO compared with 2022, although continued outreach remains necessary. Email, online surveys, and social media were identified as effective engagement methods, with Facebook and Instagram remaining prominent platforms. The results also indicated potential value in expanding the use of short-form video content while continuing to use traditional outreach methods to reach residents who may not engage through digital platforms.

To view this presentation in its entirety please click here. [09m.40s.].

Mr. Stephen O'Connor questioned whether differences in road funding structures between Delaware and Maryland might explain variations in survey responses regarding road funding. He noted that DelDOT manages a significant share of Delaware's road funding, whereas Maryland roads involve multiple levels of government.

Ms. Dawn Stant clarified that she highlighted the differences as notable findings but acknowledged that the survey did not allow for a deeper investigation.

Mr. David Culver questioned the unexpectedly high support in Cecil County for replacing the gas tax with a vehicle miles traveled (VMT) tax, noting that rural communities typically oppose mileage-based taxes because residents often travel longer distances for employment and

essential services. Mr. Bill Swiatek explained that the survey question had been revised to clarify that the VMT tax would replace the gas tax. Mr. O'Connor suggested that the wording might still have influenced responses, while Mr. Culver noted that respondents might interpret the question differently depending on their understanding of how the tax would apply to electric vehicles.

Mr. Grant Handley questioned whether Cecil County residents' reported transportation barriers to social activities reflected limited transportation access or a perceived lack of available activities within the county. Mr. Culver added that some residents travel to Delaware for entertainment and other activities.

Ms. Stant clarified that the reported 43% figures represented two separate survey findings: the percentage of respondents who reported being unable to attend a social event due to transportation barriers and the percentage of Cecil County respondents who supported increasing public transportation fares.

17. WILMAPCO FY2027 UPWP Project Updates
Mr. Dave Gula provided an update on four new study submissions received following the Council's approval of the FY 2027 Unified Planning Work Program (UPWP) in May. The studies include the Bellefonte pedestrian pathway assessment, the Limestone Road Corridor Study, the Northern New Castle County Bicycle and Pedestrian Network Master Plan, and the Susquehanna River Road/MD 222 Corridor Study.

- **Bellefonte Pedestrian Pathways**: The study will examine three streets identified by the Town of Bellefonte as important pedestrian routes lacking sidewalk connectivity. Staff will conduct a walkable community workshop, assess existing conditions, and develop potential recommendations in coordination with project partners.

- **Limestone Road Corridor Study**: Conducted in partnership with DelDOT and New Castle County, the study will evaluate conditions along Limestone Road from Milltown Road to the Pennsylvania state line. The analysis will consider anticipated traffic from major development in Pennsylvania, corridor operations, roadway safety, and multimodal connectivity, including locations where pedestrian crossings present safety concerns. The project kickoff has occurred, and staff are compiling data and coordinating with the consultant team.

- **Northern New Castle County Bicycle and Pedestrian Network Master Plan**: Developed in partnership with New Castle County, the study will assess bicycle and pedestrian access to cultural and historic destinations, including Hagley Museum and sites near Hoopes Reservoir. The plan will identify opportunities to connect destinations with surrounding communities and regional trails, support bicycle and pedestrian tourism, and improve access to cultural resources. Staff were coordinating the kickoff meeting with county planners and other partners.

- **Susquehanna River Road/MD 222 Corridor Study**: Staff are working with the Town of Port Deposit and other partners to define the study scope. The study will examine roadway concerns, limited pedestrian amenities, and opportunities to improve access to the Susquehanna River's natural and recreational resources.

Mr. Dan Blevins then reviewed several follow-up studies stemming from the Kirkwood Highway and Churchman's Crossing monitoring and implementation efforts.

- **Churchman's Road Extension Traffic Analysis**: The study will further assess the potential traffic impacts of a proposed Churchman's Road extension to Delaware Park Boulevard, including effects on the Pike Creek area, Milltown Road, and Limestone Road. The analysis will examine how related projects and improvements could be coordinated.

- **Bus Stop Enhancements and Relocations**: Building on the approach used for the Concord Pike corridor, the study will work with DTC operations to identify opportunities to relocate or improve bus stops to enhance passenger safety, accessibility, and circulation.

- **Churchman's Crossing Circulation Improvements**: Staff will further evaluate smaller-scale roadway connections and circulation improvements near Christiana Hospital to reduce congestion and improve traffic flow at key intersections. The analysis will assess project feasibility, costs, and potential benefits relative to larger infrastructure improvements.

- **Project X – I-95 Southbound Access**: The proposed connection through the Delle Donne property will be evaluated as a potential means of providing additional access to southbound I-95 and reducing peak-period traffic on Churchman's Road and nearby intersections.

Mr. Blevins concluded that these studies form part of WILMAPCO's ongoing program of smaller-area planning initiatives, supporting the federal planning principles of a comprehensive, continuous, and collaborative process.

To view this presentation in its entirety please click here. [08m.51s.].

Mr. Grant Handley inquired about the status of the Elkton project. Mr. Bill Swiatek reported that the East Elkton project was progressing well, with staff finalizing a developer contributions memorandum exploring the feasibility of establishing a district-based funding mechanism to support recommended improvements. He added that staff were also conducting an in-house pathway study for East Elkton, with a public workshop scheduled for the 28th of September to further develop pathway concepts gathered from students.

INFORMATION ITEMS:
18. DelDOT's and MDOT's Administrative Modification Request Letters

ADJOURNMENT:

Meeting adjourned at 03:37 p.m.

ATTACHMENTS: (0)