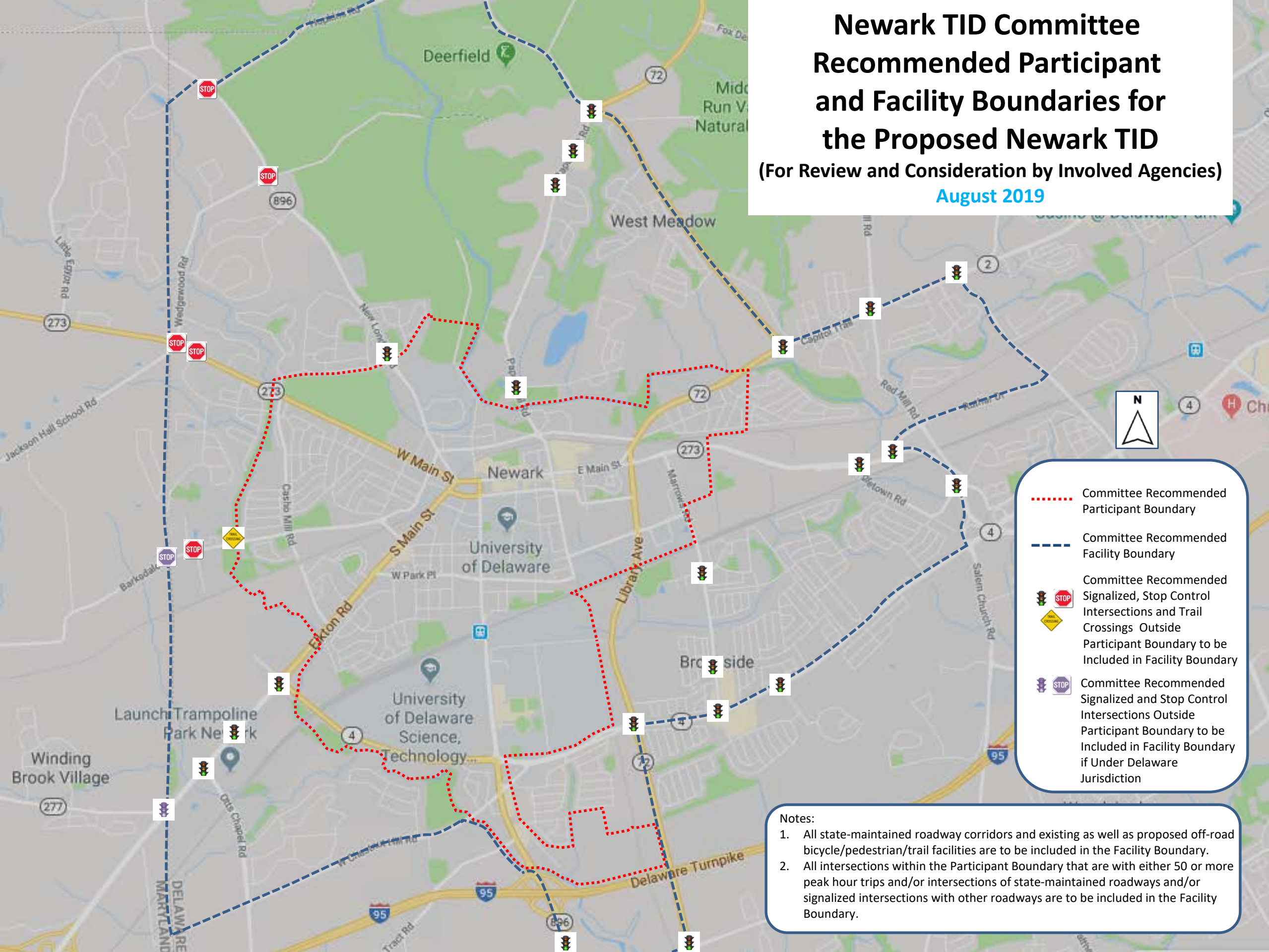


Newark TID Committee Recommended Participant and Facility Boundaries for the Proposed Newark TID

(For Review and Consideration by Involved Agencies)

August 2019



- ⋯ Committee Recommended Participant Boundary
- - - Committee Recommended Facility Boundary
- Committee Recommended Signalized, Stop Control Intersections and Trail Crossings Outside Participant Boundary to be Included in Facility Boundary
- Committee Recommended Signalized and Stop Control Intersections Outside Participant Boundary to be Included in Facility Boundary if Under Delaware Jurisdiction

- Notes:
1. All state-maintained roadway corridors and existing as well as proposed off-road bicycle/pedestrian/trail facilities are to be included in the Facility Boundary.
 2. All intersections within the Participant Boundary that are with either 50 or more peak hour trips and/or intersections of state-maintained roadways and/or signalized intersections with other roadways are to be included in the Facility Boundary.

DeIDOT Recommended Facility Boundary Changes for the Proposed Newark TID

September 2019

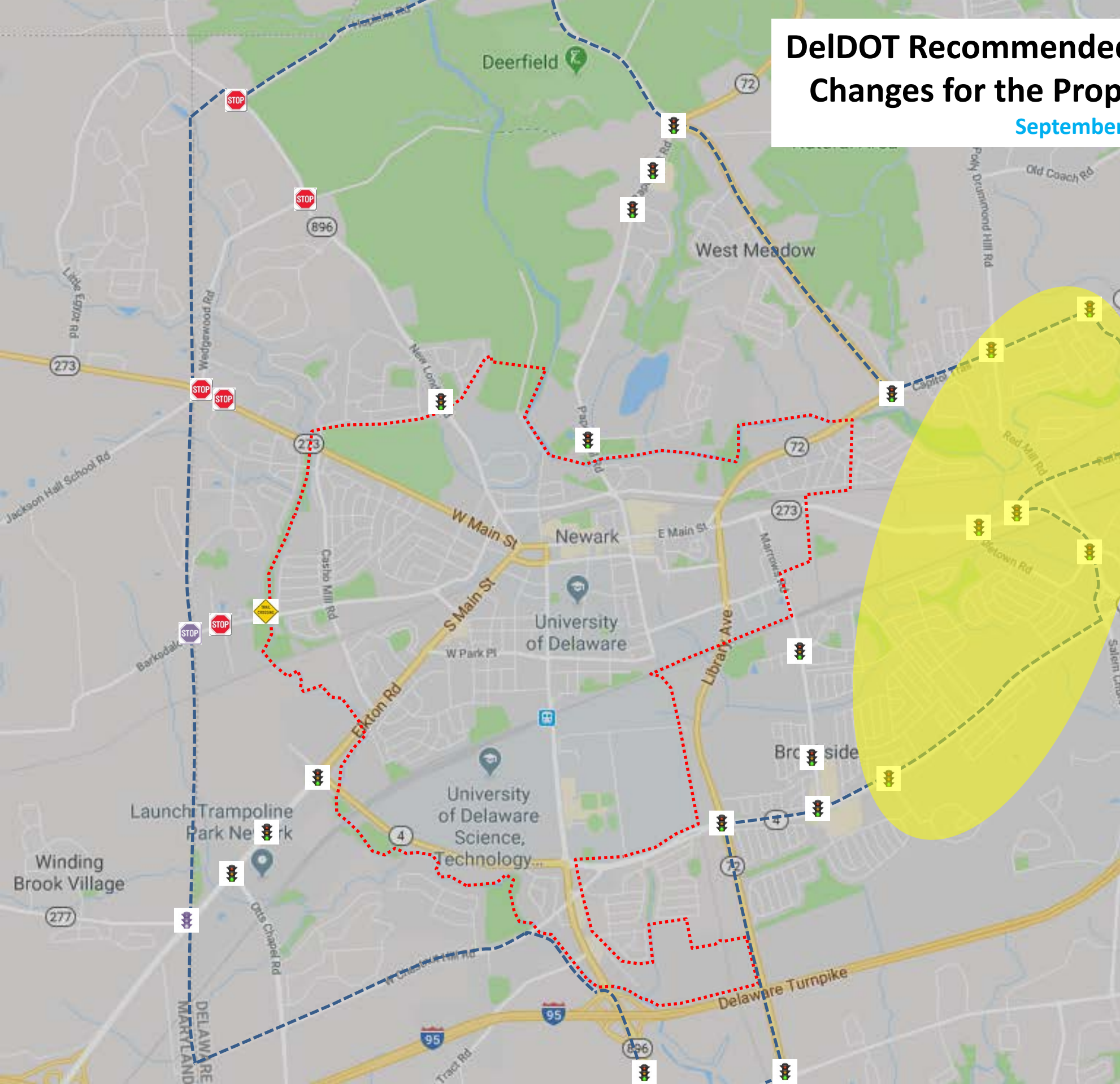
DeIDOT Recommendation:
Exclude Highlighted Intersections from Newark TID Facility Boundary.

Reasons:

1. Performance for these intersections is likely to be impacted by future trips associated to significantly more developable land in the Churchman's Crossing Study Area compared to trips from Newark TID. (explain "rational nexus" and "rough proportionality" tests for impact fees.)
2. These intersections are in the Churchman's Crossing Study Area. Intersections cannot be included in both areas due to difference in land use potential and therefore potential differences in improvement recommendations.
3. These intersections are outside of Newark Municipal boundary and improvement costs for these intersections will add undue burden on Newark TID fees.

Note:

DeIDOT is happy to share data collected for the Churchman's Crossing Study, as it is available.



DeIDOT Recommended Facility Boundary Changes for the Proposed Newark TID

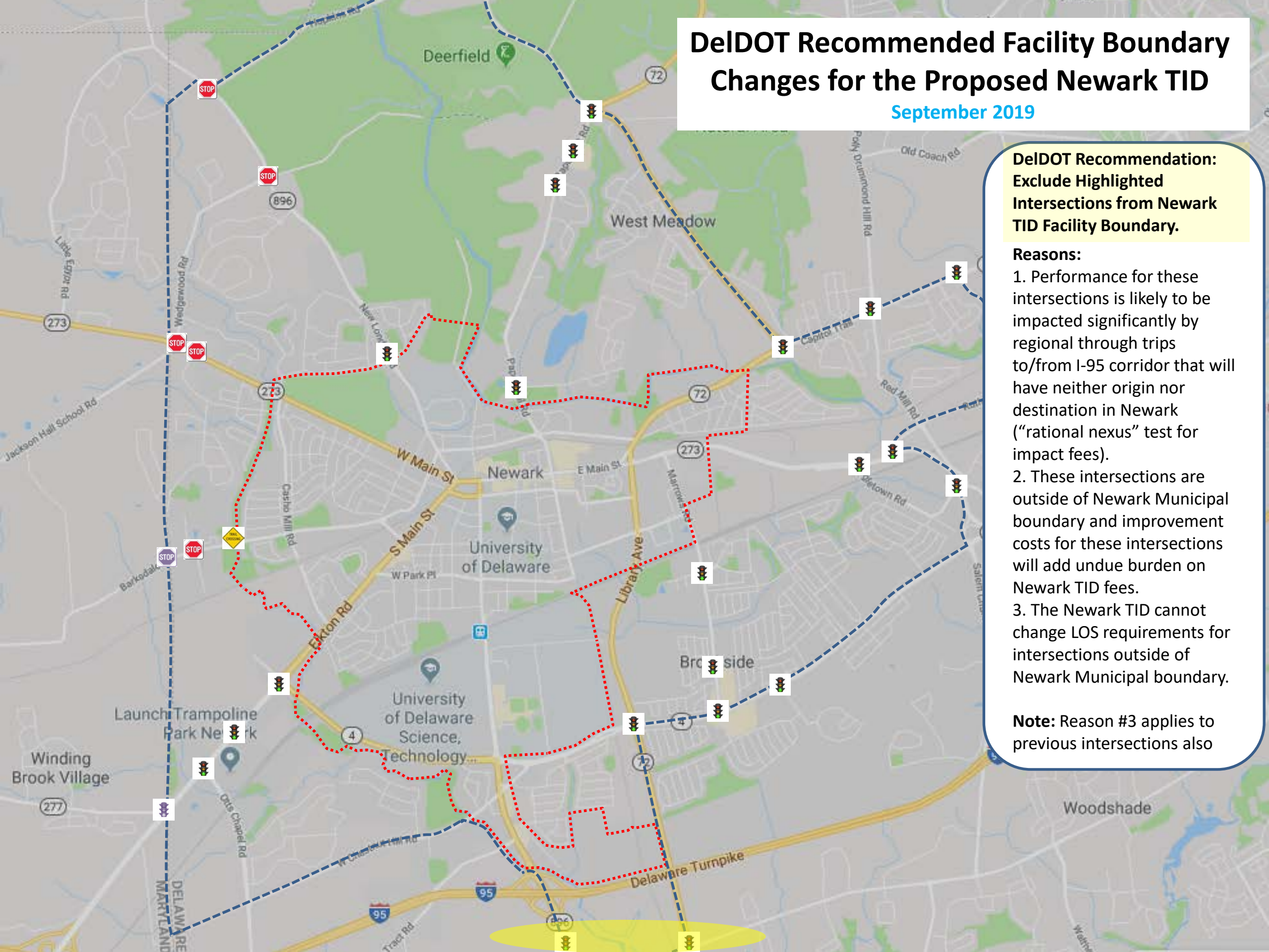
September 2019

DeIDOT Recommendation:
Exclude Highlighted Intersections from Newark TID Facility Boundary.

Reasons:

1. Performance for these intersections is likely to be impacted significantly by regional through trips to/from I-95 corridor that will have neither origin nor destination in Newark ("rational nexus" test for impact fees).
2. These intersections are outside of Newark Municipal boundary and improvement costs for these intersections will add undue burden on Newark TID fees.
3. The Newark TID cannot change LOS requirements for intersections outside of Newark Municipal boundary.

Note: Reason #3 applies to previous intersections also



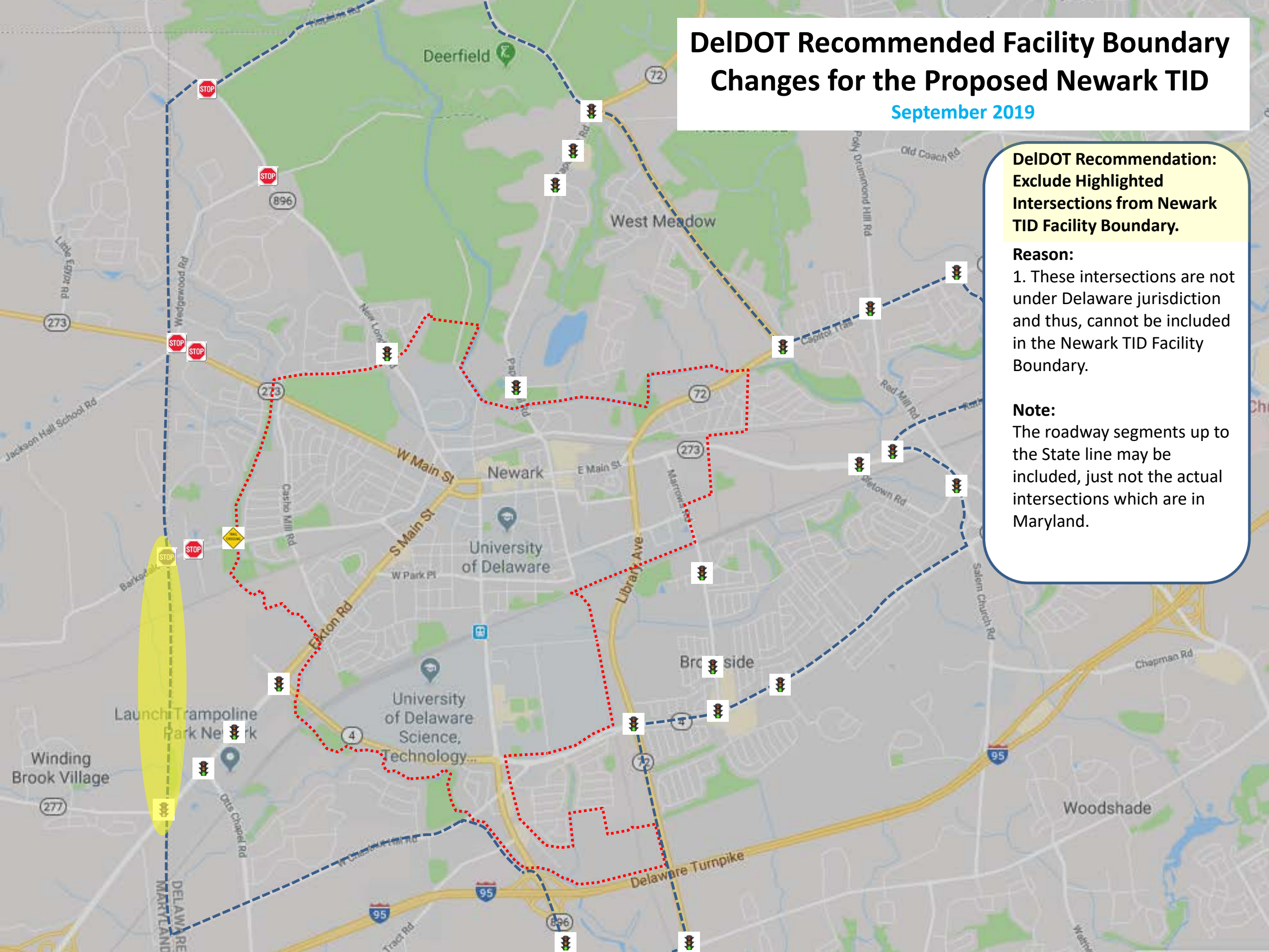
DeIDOT Recommended Facility Boundary Changes for the Proposed Newark TID

September 2019

DeIDOT Recommendation:
Exclude Highlighted Intersections from Newark TID Facility Boundary.

Reason:
1. These intersections are not under Delaware jurisdiction and thus, cannot be included in the Newark TID Facility Boundary.

Note:
The roadway segments up to the State line may be included, just not the actual intersections which are in Maryland.



DeIDOT Recommended Facility Boundary Changes for the Proposed Newark TID

September 2019

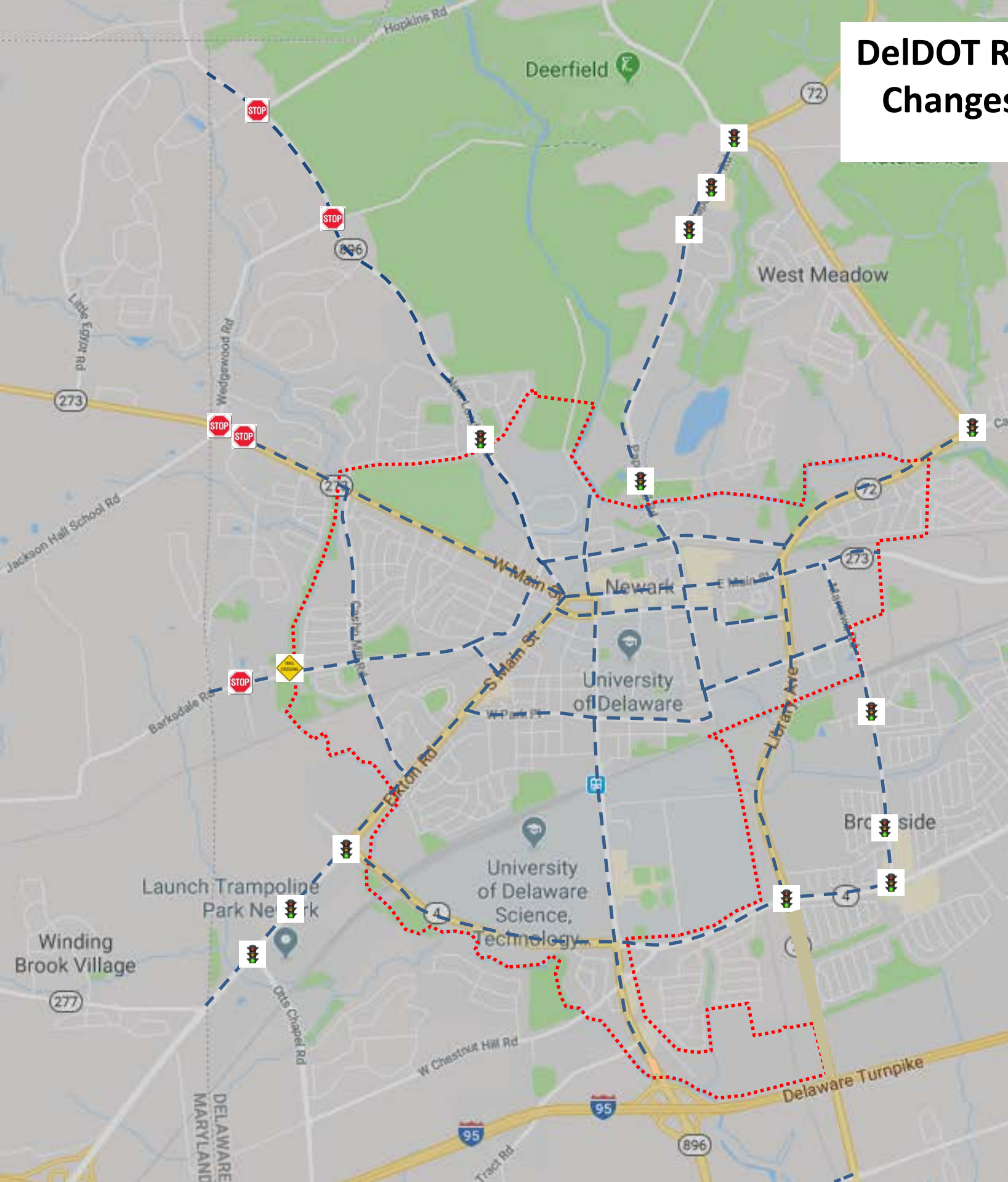
DeIDOT Recommendation: Use linear facility boundary instead of polygonal boundary.

Reasons:

1. Polygonal boundary is appropriate for participant boundary as it relates to land use aspect, which is an "area" based function.
2. However, multi-modal improvements are either node-based (such as intersections, transit stops, stations etc.) or segment-based (corridors/trails/transit routes etc.). As such, linear facility boundary is more appropriate to succinctly identify improvement needs.
3. Most of the land south of Hopkins and Thompson Station roads, north of the TID participant boundary, and between 896 and Paper Mill Rd. is state park land, and is owned and controlled by DNREC. So any paths, trails through that land and not along a state roadway would be through DNREC, not DeIDOT and therefore not as part of a TID.

Note:

1. All other TIDs in Delaware use linear facility boundary. Any current, proposed and future off-road multimodal facilities, such as trails, multi-use paths, off-road transit hub/station etc. can be addressed in the service standards part of the TID agreement (see SE Milford as example).
2. All intersections within the participant boundary that are with either 50 or more peak hour trips and/or intersections of state-maintained roadways and/or signalized intersections with other roadways are to be included in the facility boundary.



Example language from SE Milford TID Agreement

SECTION 3. SERVICE STANDARDS

- A. The parties hereby agree on a set of standards (Service Standards) for conditions in the **TID** in the Target Horizon Year, which is incorporated into this **AGREEMENT** as Exhibit B.

- C. The **DEPARTMENT** shall inventory the existing transportation network and programmed improvements thereto within the **TID** area, which inventory shall include the following information:
 - 1. Functional Class and Traffic Pattern Group;
 - 2. Numbers, assignments and widths of lanes at each intersection;
 - 3. Type of control at each intersection;
 - 4. Typical section and type of pavement on each road segment;
 - 5. Roadway geometry deficiencies in sufficient detail to determine whether the agreed upon Service Standards are met;
 - 6. Roadway capacity and Level of Service conditions (to the extent known) in sufficient detail to determine whether the agreed upon Service Standards are met;
 - 7. Presence, and frequency of transit service;
 - 8. Any bicycle and pedestrian facilities not covered under Item 4 above.

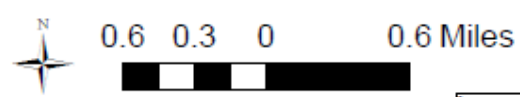
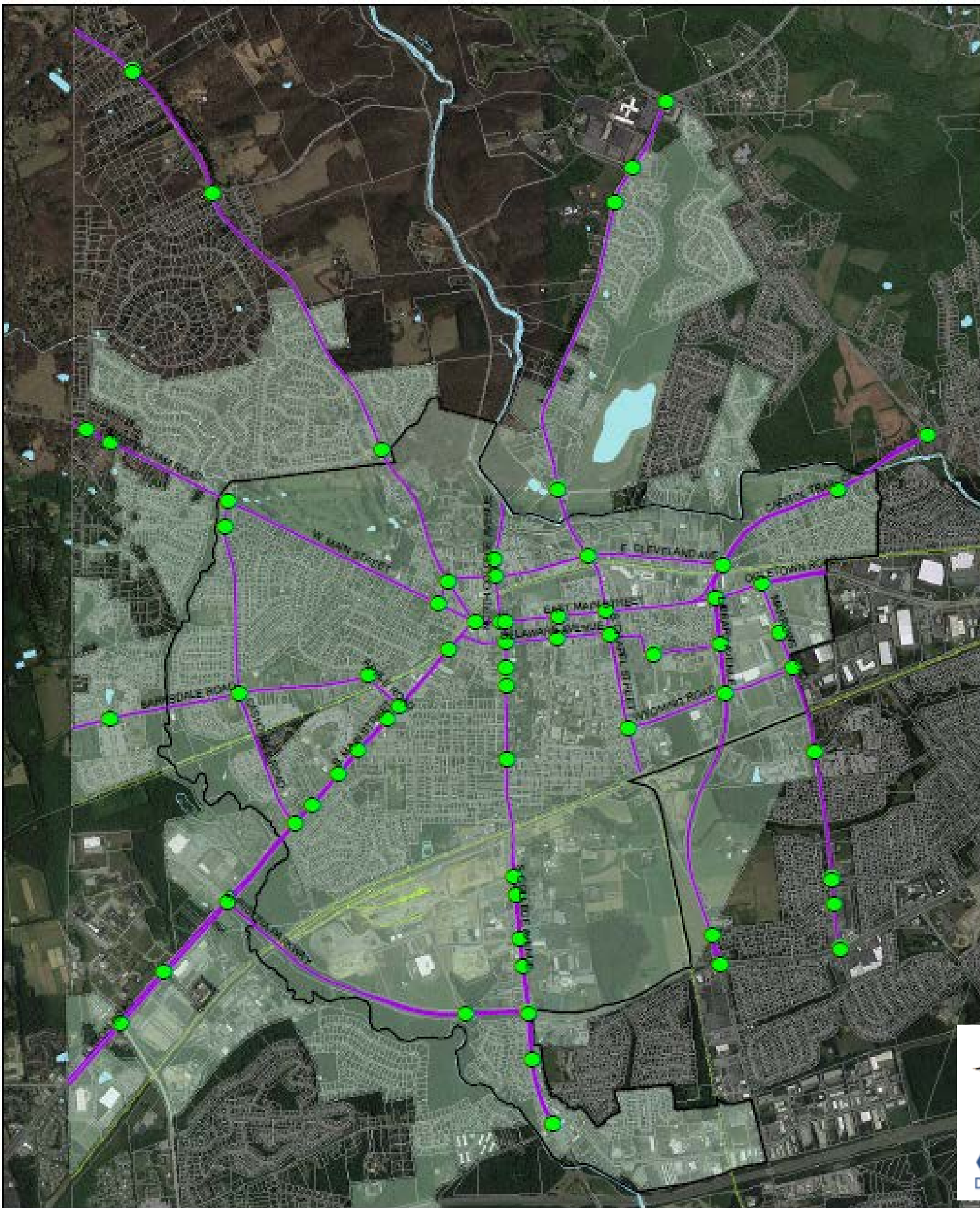
Exhibit B to accompany Southeast Milford TID Agreement

Service Standards

H. Pedestrian and Bicycle Facilities

1. The City's Bicycle and Pedestrian Master Plan should be referenced when making design decisions related to bike and pedestrian facilities.
2. Existing and proposed pedestrian crossing treatments (at intersections and/or mid-block) should be evaluated and designed using national and local research. Preferred design is to incorporate a median refuge island to create a two-stage crossing.
3. Below are a list of proposed improvements or known areas of concern related to bike and pedestrian facilities;
 - a. The City would like to see the shared use path extended along the south side of Wilkins Road from the Bayhealth property to Elks Lodge Road. The City owns a strip of land that extends from Elks Lodge to Wilkins Road that could be used as an alternative off-alignment route for the shared use path.
 - b. The City would like to see a shared use path along Elks Lodge Road from Wilkins Road to Marshall Street.
 - c. A shared use path should be considered along Cedar Neck Road and Bucks Road for any new development, connecting with Cedar Creek Road and Route 36.
 - d. There is an existing bike lane in the shoulder of northbound Cedar Creek Road/S. Rehoboth Boulevard that ends abruptly at the SR1 flyover to S. Rehoboth Boulevard.

TID sizes and development potential									
Name of TID	Notes	square mileage of participant boundary	miles of facilities boundary	Developable acreage	residential developable acreage	non-residential developable acreage	New housing units	New non-residential sq ft	
August 14th Committee Newark TID		5.66	43						
DeIDOT Newark TID		5.66	33.75						
Southern New Castle County TID		18	16.28	6074.86	4671.53	1403.33	8943	4,870,804	
Hyetts Corner TID		0.5	1.19	242.63	242.63	0	507	0	
Westown TID		5	9.4	1715.29	557.93	1157.36	2,496	8,203,851	
Eastown TID	Maintenance of special aesthetic treatments in Historic District; Parcels outside Town only subject to TID agreement upon annexation into Town limits; residential developable acreage inside Town is 131.04; non-residential developable acreage inside Town is 238; new housing units inside Town is 2,148; new non-residential square footage inside Town is 2,048,793.	4	22.65	544	306	238	2,213	2,048,793	
Dover US 13/Bay Road Corridor TID	7 streets excluded from improvements outside existing ROW, other than bike/ped improvements; different LOS standard depending on whether in or out of participant boundary; Facilities to be analyzed for capacity and LOS depend on location in or out of participant boundary	7	57.89	480.08	TBD, land use plan not finished yet	TBD, land use plan not finished yet	TBD, land use plan not finished yet	TBD, land use plan not finished yet	
Cheswold Area TID		11			TBD, land use plan not finished yet	TBD, land use plan not finished yet	TBD, land use plan not finished yet	TBD, land use plan not finished yet	
Magnolia Area TID		22			TBD, land use plan not finished yet	TBD, land use plan not finished yet	TBD, land use plan not finished yet	TBD, land use plan not finished yet	
SE Milford TID	Parcels outside City only subject to TID agreement upon annexation into City limits; residential developable acreage inside City is 852.66 ; non-residential developable acreage inside City is 232.2 ; new housing units inside City is 4,662; new non-residential square footage inside City is 1,879,254.	9	28.43	1,607	1,438	169	7,870	1,690,000	
Henlopen TID		24	62.25	6904.08	6386.52	517.56	12,867	1,475,714	



Legend

Newark_TID_Intersections	Newark TID Participant Boundary	Major Rivers
Newark_TID_segments	CityOfNewark_Boundary	Water
Parcels	Marsh	Rail Lines

DeIDOT 08/16/2019
Map Updated 08/20/19
Mark C. Coakley, Project Planner

Clarification on Participant Boundary for the Proposed Newark TID

September 2019

