



**CITY OF NEWARK
DELAWARE**

Newark Transportation Improvement District Committee Meeting

Date/Time: Wednesday, March 11, 2020, 1:30 p.m.

Location: Council Chamber, Newark Municipal Building, 220 South Main Street

Attendees

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| <u>Committee Members</u> | |
| Newark Planning and Development | Mary Ellen Gray, AICP |
| Newark Planning and Development | Mike Fortner, AICP |
| DeIDOT | Sarah Coakley, AICP |
| WILMAPCO | Heather Dunigan |
| University of Delaware | Jenni Sparks |
| Newark Planning Commission | Alan Silverman |
| Newark Design Committee | Joe Charma, PE |
| BikeNewark | Bob McBride |
| Mayor's Appointee | David Levandoski |
| District 5 Representative | Jim Jones |
| <u>Other Attendees</u> | |
| DeIDOT | Cooper Bowers |
| <u>Committee Support</u> | |
| AECOM | David Athey, PE |
| AECOM | Mayuresh Khare, PE, AICP, PP |
| AECOM | Savannah Edwards |
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Meeting Minutes

- The meeting started at 1:30 pm. All attendees introduced themselves.
- David Athey noted that many public events were being cancelled due to Coronavirus concerns. The April Committee meeting is still planned but options if an in-person meeting is not possible are being explored. He said he will keep Committee members informed.
- Minutes from the February 19, 2020 meeting were approved without exception.
- Jim Jones provided an informative presentation [see PowerPoint presentation for details] on the West Cleveland Avenue extension which included mapping of Newark from as far back as 1868. Committee members found the history of property acquisition of interest and jovially noted the inclusion of an item regarding traffic and parking on Main Street in the central business district on the agenda of the February 1, 1960 Planning Commission agenda as those discussions still occur today.

- Sarah Coakley continued her presentation on service standards beginning with a confirmation of the optional standards decided upon by the Committee at the February meeting [see PowerPoint presentation for details]. Regarding the traffic volumes discussion under capacity standards, Alan Silverman asked if “seasonal” was an appropriate word for traffic volume variations considering the University’s impact on Newark. Joe Charma suggested “local” and Heather Dunigan suggested “school year”. Mayuresh Khare proposed “local including school year” related variations, which the Committee generally accepted. Mayuresh questioned if the specific reference to “Synchro” as an analysis tool should be broader. Heather suggested adding “... or best practice” which Sarah indicated should be acceptable to DeIDOT.
- Regarding non-intersection LOS capacity and a discussion of potential travel time standards, Alan noted that emergency services typically use a response standard that includes an escape clause that recognizes that they cannot be me 100% of the time.
- Sarah continued her presentation with capacity standards and shared the sequential approach to improvement considerations that DeIDOT undertakes starting from signal optimization (operational improvements) all the way to through lane capacity addition. Mayuresh asked if technology related improvements such as video camera activated demand responsive signals fall under signal optimization to which Sarah responded affirmatively. In relation to roadway capacity standards, Mayuresh noted that many jurisdictions are considering “road diets”, which are intended to use available capacity efficiently among various modes using Complete Streets principles. Sarah said the many of these new and different approaches cannot be modeled for quantitative assessment for TID analysis. Mayuresh asked if an approach such as road diets should be considered by Newark and Heather said she thought it should. Sarah noted that Mark Luszcz (DeIDOT) has identified roads across the state that would be ideal candidates for road diets. Alan stated that delays resulting from bus stoppings needed to be accounted for.
- Sarah continued her presentation with arterials and provided additional handouts. For consideration of travel time delay as a potential service standard, the reference handouts provided results of initial directional travel time analysis for selected three arterial corridors within the Newark TID during weekday AM and PM peak period. She said DeIDOT was still working on two other arterial roads. There were questions about the standards and whether arterial travel time is a better performance measure compared to individual intersection LOS and delays. The committee generally agreed that it is easier for general public to understand travel time needed between origin and destination than delay at each intersection. There was some discussion related to determining extent of through trips in relation to corridor travel time. Mayuresh indicated that DeIDOT’s Travel Demand Model can support identification of trip types.
- Sarah concluded her presentation by reviewing the required standards of typical sections, fixed route transit, and other miscellaneous standards [see PowerPoint presentation for details]. Savannah Edwards inquired about specific pedestrian and bicycle standards. Sarah showed the bicycle islands map that was presented at an earlier meeting. The group agreed to reference the Newark Bicycle Plan for a list of current and future improvement locations.
- David Athey asked if the tentatively-planned March 31 public meeting was too early in the process and noted it may not even be possible with the Coronavirus cancellations. The Committee agreed. A May date before the students leave town was determined to be more appropriate.
- Sarah said DeIDOT will initiate work on the future conditions analysis once she receives the future land use summaries from the City.
- The initial TID Agreement has been signed by the City and DeIDOT. It will need to be amended to include service standards, which will not occur until after the public meeting. Sarah indicated that since some of the service standards may be determined after completing preliminary future conditions analysis, the TID agreement can be amended after that.
- The meeting adjourned at 3:10 pm.