

Newark Transportation Improvement District (TID) Continuation of Service Standards

Presented to
Newark TID Committee

March 11, 2020



Confirm optional service standards

- ⦿ Geometric standards other than typical sections
- ⦿ Access and intersection control
- ⦿ Aesthetic standards
- ⦿ Drainage
- ⦿ Pedestrian and Bicycle Facilities



Optional– Other Geometric Standards

- ⦿ Use of posted speed limits is assumed.
- ⦿ The DeIDOT Functional Classification Map, applicable DeIDOT design standards and DeIDOT's Complete Streets Policy are assumed, for the identification and design of improvements on State-maintained roads.



Optional – Access and Intersection Control

- DeIDOT's Development Coordination Manual shall apply to access on State-maintained roads. Subdivision streets within the City limits will be built to City standards and for private or municipal maintenance.
- On state maintained roads roundabouts shall be considered first as a means of intersection control in accordance with DeIDOT Design Guidance Memorandum Number 1-26, incorporated here by reference. This consideration shall be part of a larger intersection control evaluation. In the assessment of the proper intersection control several factors are to be considered, including but not limited to, safety, capacity, and right-of-way need and property impacts.
- Proposed changes to intersection control shall be based on evaluation of crash data and designed in accordance with the Delaware Manual on Uniform Traffic Control Devices and other criteria as may be adopted by DeIDOT for that purpose.



Optional – Aesthetic Standards

- ① Plain bituminous pavement with Portland cement concrete curbs and sidewalks, galvanized steel signal poles and streetlight heads, grass or concrete medians and grass or bituminous-paved shoulders are assumed.
- ① The same fancy street signs used in the DeIDOT 2020 Main Street project shall be used along _____ roads.



Optional – Drainage

- Where new road construction is proposed to address otherwise substandard conditions, adequate drainage shall be provided as part of that construction. DeIDOT drainage standards shall apply to State-Maintained roads and City of Newark standards shall apply to City roads.



Optional – Pedestrian and Bicycle Facilities

- ⦿ The City's Bike Plan should be referenced when making design decisions related to bike facilities.
- ⦿ 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.



Optional– Capacity standards

- To account for seasonal variations in traffic, DeIDOT shall adjust weekday traffic counts to approximate annual average volumes.
- DeIDOT may further adjust specific volumes to account for errors in the counted volumes where such errors become apparent and for instances where it is apparent that traffic has increased since the counts were done. Traffic counts obtained within the last three calendar years shall be used for all TID traffic analyses.



Optional– Capacity Standards

- Use of the procedures in the most recent edition of the Highway Capacity Manual and applicability only to the Automobile Mode are assumed except as specified in this document.
- Use Synchro TIA arterial level of service analysis instead.



Optional – Ideas for non-intersection LOS capacity standards

- ⦿ Travel time standards
- ⦿ Maximum total travel time per segment
- ⦿ Maximum change in total travel time per segment
- ⦿ Segment Level of Service
- ⦿ All based on speed limits/running time along segments, and intersection delay/LOS



Optional – Ideas for non-intersection LOS capacity standards

- ⦿ Incremental delay standard- cap on amount of delay acceptable at one time.
- ⦿ Not applicable here since not doing individual development traffic impact studies.



Optional – Ideas for non-intersection LOS capacity standards

- Technology standards
- DeIDOT's standard approach for identifying needed improvements to meet service standards:
 - Signal optimization
 - Right Turn Lane channelization
 - Increase storage lane
 - Additional storage lanes
 - Thru lane capacity increase



Capacity Discussion- see handouts

- ◎ Travel time standards
- ◎ Maximum total travel time per segment
- ◎ Maximum change in total travel time per segment
- ◎ Segment Level of Service
- ◎ All based on speed limits/running time along segments, and intersection delay/LOS



Optional– Capacity Standards

- In the following specific locations, DeIDOT and the City agree that improvements outside the existing right-of-way will not be required, regardless of intersection delay and queue lengths:
 - a. Newark locations?



Review and update draft service standards



Required– Typical Sections

- ⦿ With specific regard to typical sections on State-maintained roads, the following minimum widths are required:
 - a. 10-foot through lanes;
 - b. 10-foot turning lanes (12-foot for two-way left turn lanes, 15-foot for a right turn lane if a 5-foot bicycle lane is included);
 - c. 5-foot shoulders on local roads;
 - d. 8-foot shoulders on collector and minor arterial roads; and
 - e. 10-foot shoulders on principal arterial roads.



Required— Fixed Route Transit

- Existing DART First State, UNICITY, and University of Delaware bus service is assumed to continue. Addition of new stops and the amenities required at each stop shall be at the discretion of the respective transit providers.
- The recommendations in the 2019 Newark-Area Transit Study shall be considered in the identification of TID improvements. Capital transit improvements are eligible for TID participation.



Other revisions to draft service standards

- ③ 3.a. language should be moved to a different section of agreement since not proposing LOS standard.
- ③ “City of Newark regulations, requirements, and standards shall be used for all City maintained roadways.”
- ③ DeIDOT recommendation to move to section B. Geometric Standards, as a new item #4
- ③ City standards language already included in section C. Access and intersection control and section F. Drainage



Other revisions to draft service standards

- ⦿ Update section A.7. Facilities to be analyzed, per travel time standard



Consider specific locations for pedestrian and bicycle improvements

- ◎ Section G.3. Below are a list of proposed improvements or known areas of concern related to bike and pedestrian facilities;
 - Location 1
 - Location 2
 - Location 3



Questions?

- ◎ Please contact:

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Thank you!

