



**CITY OF NEWARK
DELAWARE**

Newark Transportation Improvement District Committee Meeting

Date/Time: Wednesday, April 8, 2020, 1:30 p.m.

Location: Virtual Meeting

Attendees

<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	Sharee Bennett
Newark Planning Commission	Alan Silverman
Newark Design Committee	Joe Charma, PE
BikeNewark	Bob McBride
Mayor's Appointee	David Levandoski
District 4 Representative	Jamie MaGee
District 5 Representative	Jim Jones
<u>Other Attendees</u>	
University of Delaware	Caitlin Olsen
<u>Committee Support</u>	
AECOM	David Athey, PE
AECOM	Mayuresh Khare, PE, AICP, PP
AECOM	Savannah Edwards

Meeting Minutes

- The meeting started at 1:30 pm. Since the meeting was being held virtually, David Athey read the names of the attendees.
- David provided details for how the virtual meeting would be held. Attendees were asked to mute their phones to minimize background noise and to unmute them only when speaking. He also said the presentations would be paused at the end of each slide so attendees could comment or ask questions.
- Minutes from the March 11, 2020 meeting were approved without exception.
- Sarah Coakley reviewed edits to the service standards that had previously been distributed to the Committee. No further revisions were sought. Alan Silverman suggested that a legislative format (where each line is numbered) be adopted for future documents.

- Sarah continued her presentation on service standards [see PowerPoint presentation for details] beginning with Ideas for Non-intersection LOS Capacity Standards. Joe Charma suggested that the basis needs to be easily understood by the public. Sarah agreed and thought travel time would be best.
- Sarah continued with a review of existing LOS for five road segments [see travel time matrices for details]. Segment 1 is State Route 72/Library Avenue/State Route 2/Capital Trail from State Route 4 to Possum Park Road. Sarah said that travel time related LOS for roadway segments depends on multiple factors such as roadway type, posted speed etc. Mayuresh recommended using “posted speed” instead of “flow speed”. Mayuresh also asked about effect of segment lengths on LOS and Sarah indicated that segment length is one of the factors that may contribute to varying LOS for segments. Sarah said the subsegments were determined based on locations of existing signals. Alan suggested adding a reference to the signals and Joe suggested adding ideal travel times. Jim Jones asked about the correlation between LOS and % of free flow speed. Sarah said there was no direct correlation and the values were based on a “deep dive” by DelDOT. Mayuresh said that letter-based LOS information was confusing as it varies depending on multiple factors that cannot be clearly identified and should be removed. Sarah agreed.
- Segment 2 is State Route 896 from Welsh Tract Road to Cleveland Avenue. There were no comments or objections. Segment 3 is State Route 4 from Elkton Road to Marrows Road. Mayuresh noted that unlike the other segments, segment 3 did not have a predominant AM or PM travel direction. Alan and Bob McBride both indicated this segment was OK as is. There were no further comments or objections. Segment 4 is State Route 273 / Main Street / Nottingham Road from Marrows Road to Casho Mill Road. It was noted that there was a more pronounced east / west difference but there were no comment or objections. Segment 5 is Elkton Road from Otts Chapel Road to Amstel Avenue. There were no comments or objections.
- Sarah said that DelDOT would prefer to complete its land use traffic projection and traffic performance modeling before finalizing the service standards. Alan agreed stating it would give the standards better context. Joe asked if anyone had driven the segments to calibrate the modeling. Sarah said that had not been done but the DelDOT travel times are similar to WILMAPCO’s data. Alan and Joe both suggested that on-board navigation programs in many cars provide fairly accurate travel times. Mayuresh agreed that tools such as Google Maps could help calibrate the travel times generated by traffic models under existing conditions but cannot be useful to anticipate future travel times related to projected land use changes. David asked if the service standards language could be finalized for the next meeting and Sarah said they would.
- Mike Fortner indicated he would provide the future land uses to DelDOT in the next couple days. Sarah said that once received, DelDOT would add trip generation related to the projected land uses to the Synchro model and rerun the model for future condition LOS analyses. Sarah said the trip generation rates and travel time analyses would be presented at the May meeting. Joe asked how the models would account for future changes in signal timing. Sarah replied that the first round of assessment would be based on existing conditions, but further rounds would involve signal optimization which could be among the first TID improvements.
- The TID Agreement will need to be amended once the service standards are presented at a public meeting. David noted that a workshop in May as previously discussed is probably no longer realistic. Sarah suggested perhaps a series of workshops or waiting until September.
- Committee members generally thought the virtual meeting worked well. Bob recommended continuing to distribute materials in advance.
- There were no public comments.
- The meeting adjourned at 2:45 pm.