



**CITY OF NEWARK
DELAWARE**

Newark Transportation Improvement District Committee Meeting

Date/Time: Wednesday, August 12, 2020, 1:30 p.m.
Location: Virtual Meeting

Attendees

<u>Committee Members</u>	
Newark Planning and Development	Mary Ellen Gray, AICP
DeIDOT	Sarah Coakley, AICP
WILMAPCO	Heather Dunigan
Newark Planning Commission	Alan Silverman
Newark Design Committee	Joe Charma, PE
Mayor's Appointee	David Levandoski
District 5 Representative	Jim Jones
<u>Other Attendees</u>	
Newark Public Works and Water Resources	Mike Falkowski, P.E.
University of Delaware	Caitlin Olsen
University of Delaware	Evan Park
University of Delaware	Nona Barnett
<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 July 8, 2020 meeting were approved without exception.
- Sarah Coakley presented DeIDOT's updated Future Conditions Analysis (see PowerPoint presentation). Both future and existing conditions are now being modeled with signal optimization and some future conditions had changed. Optimization enhances the signal splits (green time) automatically but the overall signal cycle length or phasing does not change.

- Sarah said DelDOT recommends both a travel time standard and an overall intersection level of service (LOS) standard with an optional maximum change in total travel time based on arterial class. Mary Ellen Gray asked for clarity about “maximum” and Sarah replied it would be expressed as a percentage limit like 5% or 10% increase over existing travel time. Mayuresh Khare noted that a 5% segment threshold may be a narrow window if assessed at link level and asked how it would be impacted by background traffic. Sarah replied the time would be measured by link but the threshold could be applied for total segment.
- Sarah continued her presentation. For Segment 1, Mayuresh asked if an improvement in one link could result in deterioration of downstream link(s) performance due to change in traffic flow metering. Sarah replied that it could. Savannah Edwards asked if that meant a problematic intersection within a segment below the 5% change threshold would not be funded for improvements. Sarah replied it could be based on DelDOT’s suggestion to also include LOS “E” as a threshold for individual intersections.
- Segment 2 showed some of the most significant increases as this segment is where most of the future land use traffic access roadways. Mary Ellen questioned what types of improvements could be made on East Park Place as there is little room for improvements. Sarah said that different standards could be applied for different segments and options such as encouraging other types of transit exist. Savannah suggested identifying segments around the University for alternative transit. Alan Silverman asked if improvements to Farm Lane had been considered. Sarah replied that they had not, but it could be done. Mayuresh asked if traffic shifts due to real-time travel information availability is considered in the future conditions analysis. Sarah said that the future conditions account for this. Heather Dunigan said a couple of improvement projects had just been added to the DelDOT Capital Transportation Program (CTP). Mayuresh asked if these projects would be included as already committed projects that are not eligible for TID funding. Heather indicated that scoping had not yet been done yet for these projects and as such they can be considered as a part of TID improvements.
- For Segment 3, Mary Ellen asked how traffic improved from existing to future and Sarah replied that it was the result of signal optimization.
- There were no comments or questions regarding Segment 4.
- For Segment 5, the analysis showed travel time decreased between existing and future in both directions and for both a.m and p.m. Sarah said the results were verified internally and optimization focused prioritizing the through movement resulting in improvement in travel time for the segment. Mayuresh asked if the TID should give preferential treatment to throughput over local traffic movement (movements to/from local side streets). Sarah agreed that the travel time standard prioritized through traffic. David Athey noted that DelDOT recommends using LOS standard in conjunction with travel time standard as indicated earlier in the presentation and the intersection LOS standard may help address improvements for local traffic.
- Sarah presented a summary table of all intersections (see Table) and stated that the Committee may want to consider setting an intersection standard. She said DelDOT typically uses LOS “D” but LOS “E” is a more reasonable threshold for the urban setting of the Newark TID. Mary Ellen asked if optimization could be done for failing intersections (LOS “F”) and Sarah indicated that was already done. Joe Charma noted that geometric improvements are needed at some intersections. Heather recalled that the “Florida T” intersection at Woodlawn Avenue and Old Capital Trail had been rejected by City Council. Alan said the ball was back in Council’s court. Mayuresh asked how travel time and LOS standards would be sequenced if both were adopted. Sarah replied that required intersection improvements would be considered first as those improvements might improve overall travel time for the segment within the acceptable threshold. Alan said he was hesitant to use a letter grade like A, B, C, etc., but he does support using a travel time standard. Heather asked if an intersection delay would be better to which Alan replied that it would. Sarah said DelDOT could change their recommendation from “LOS “E”” to “seconds of delay” and suggested using 80

seconds for signalized intersections and 50 seconds for unsignalized. Joe concurred and commented that a letter-based LOS standard may not be appropriate for urban areas.

- The public meeting is now planned for October 14 and will be in lieu of the Committee second Wednesday monthly meeting. It will likely be virtual but will be supplemented by an in-person gathering if possible, perhaps at the George Wilson Center. Heather noted that based on the complexity of the subject matter a Q&A session along with interactive activities would be needed.
- There were no public comments.
- The meeting adjourned at 3:00 pm.