



**CITY OF NEWARK
DELAWARE**

Newark Transportation Improvement District Committee Meeting

Date/Time: Wednesday, November 18, 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	Jenni Sparks
Newark Planning Commission	Alan Silverman
BikeNewark	Bob McBride
Newark Design Committee	Joe Charma, PE
District 4 Representative	Jamie McGee
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
<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 September 9, 2020 meeting were approved without exception.
- The meeting began with a brief synopsis of the public meeting held on October 14. Mike indicated that no additional comments had been received on the City's website.

- Sarah Coakley presented the final version of the Service Standards. See Meeting Materials. These had been revised per Committee discussions at prior meetings. Joe Charma made a motion to accept which was seconded by Bob McBride. The motion passed without exception.
- Sarah then presented the Land Use and Transportation Plan (LUTP). See Meeting Materials. Its basis was the six planning areas from the Newark Comprehensive Plan that Mike Fortner had previously used for future land use analyses along with “hot spots” that had been identified within the TID boundary through the TID process. Sarah indicated that if the traffic generated by a development was greater than the assumed amount, the developer would need to pay the TID fee for the assumed amount in the TID LUTP and a traffic impact study (TIS) would be required to determine if additional improvements were needed due to additional development. Mike asked about downtown redevelopment and Sarah replied that net difference in traffic would be considered as per the TID process. Jim Jones asked who will decide what improvements are needed and Sarah replied that DeIDOT would offer recommendations for Committee and City’s input.
- Sarah discussed initial considerations for the TID Capital Transportation Plan (TID-CTP). See Meeting Materials. The TID-CTP will be a list of multimodal improvements with cost estimates that, once agreed upon, will serve as the basis for the fee schedule. Savannah Edwards inquired if projects would be prioritized. Sarah replied that prioritization is usually done separately but the Committee can recommend project priorities. Joe asked if costs would be adjusted for inflation. Sarah said that costs are typically increased per the consumer price index (CPI) and TID fees are adjusted periodically to account for inflation.
- Sarah next discussed the short-term scenario of the TID-CTP which has a 5 to 7 year time frame. It includes projected future conditions traffic volumes as well as certain current improvement projects and those planned to begin soon per DeIDOT’s CTP, which were not included in the earlier future conditions analysis, such as the third lane on Elkton Road to the State line and intersection and other improvements at Routes 4 and 896. Savannah asked for an explanation of the overlap. Sarah said DeIDOT wants to include Routes 4 and 896 but not Elkton Road because Routes 4 & 896 are early in the design phase whereas improvements on Elkton Rd already began in October. Mayuresh questioned how to justify TID fee payment for some of these current improvements as the short-term scenario improvements analysis shows deteriorated performance at some locations compared to the previous future conditions analysis. Sarah agreed that performance may show deterioration at some places but it will support improved performance at other locations, some of which may likely be outside of the TID boundary. Sarah also noted that these current improvements include bicycle/pedestrian considerations, which are not reflected by consideration of delay standards solely. Mayuresh suggested that the multimodal nature of improvements should be highlighted instead of just showing traffic performance service standard comparison, which may be misleading. Joe said improvements could cause reprioritization and supported Mayuresh’s suggestion of publicizing multi-modal improvements.
- Sarah prompted the Committee for potential improvements. Alan Silverman said that locations of pedestrian and bicycle improvements should be provided and asked about a property between Paper Mill Road and Possum Hollow Road. Mary Ellen Gray stated that the annexation of that property was on the November 23rd City Council agenda. Savannah asked how public transit would be addressed and Sarah replied that that is a separate category. Mayuresh suggested that transit improvements should also be linked with roadway improvements, especially considering appropriate locations/treatments for transit stops at/near intersections. Sarah mentioned a connector between Suburban Plaza and Barksdale Road and an alternate to Farm Lane through the University’s ag farm as two possible new roads. These and other potential improvements will be further discussed at the December Committee meeting. Regarding the Suburban Plaza to Barksdale Road linkage, Jim Jones noted how it would benefit Stein-Haskell lands. Savannah and Joe both opined about potential environmental impacts.
- Jim Jones asked whether detailed considerations for improvements should be split and discussed in a sub-group format to avoid significant burden for review of all improvements on the committee

members. Upon discussion it was agreed that rather than splitting the improvements by Committee sub-groups, a better approach is to divide discussion of specific improvements over the next several Committee meetings to manage Committee workload. Sarah agreed to this approach.

- Since the next version of the TID agreement will include the improvements, DeIDOT and the City will wait for concurrence on those improvements and seek combined approvals for both service standards and list of improvements.
- The December meeting will be held on the third Wednesday, December 16.
- There were no public comments.
- The meeting adjourned at 3:00 pm.